

# AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT** 

U.S. CIVIL AVIATION

ISSUE NUMBER 4 OF 1972 ACCIDENTS



NSTB BA 73/6 1972 Issue 4

Washington, D.C. 20591

REPORT NUMBER: NTSB-BA-73-6

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**FILE NUMBERS:** 3-2701 thru 3-3459, 3-3461 thru 3-3543, 3-3545 thru 3-3600

NATIONAL TRANSPORTATION SAFETY BOARD Washington, D.C. 20591 REPORT NUMBER: NTSB-BA-73-6

TECHNICAL REPORT STANDARD TITLE PAGE

| 1. Report No.  | 2.Government Accession No. | 3.Recipient's Catalog No.   |
|--|----------------------------|---|
| NTSB-BA-73-6 4. Title and Subtitle Aircraft Accident Report U. S. Civil Aviation Issue Number 4 - 1972 Ac 7. Author(s) |                            | 5.Report Date  May 18, 1973 6.Performing Organization Code 8.Performing Organization Report No. |
| 9. Performing Organization  Bureau of Aviation Safet NATIONAL TRANSPORTATION   | y<br>SAFETY BOARD          | 10.Work Unit No.  1100  11.Contract or Grant No.  13.Type of Report and                         |
| Washington, D. C. 20591 12.Sponsoring Agency Name a NATIONAL TRANSPORTATI  | and Address                | Period Covered<br>898 U. S.General Aviation<br>Accidents Occurring in 1972<br>in Brief Format   |
| Washington, D. C. 205  | 91                         | 14.Sponsoring Agency Code   |

16.Abstract

This publication contains selected aircraft accident reports, in brief format, occurring in U. S. Civil Aviation operations during calendar year 1972. The 898 General Aviation accidents contained in this publication represent a random selection. This publication is issued irregularly, normally six times each year. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by type of accident, phase of operation, kind of flying, injury index, aircraft damage, conditions of light, pilot certificate, injuries, and causal factors.

| (Civil aviation, Aviation                                | es, type of accident, phase                                  | 18.Distribution Document is avai public through t Technical Inform Springfield, Va. | lable to the<br>he National<br>ation Servicε, |
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| 19.Security Classification (of this report) UNCLASSIFIED | 20.Security Classification<br>(of this page)<br>UNCLASSIFIED | <b>21.No.</b> of Pages 485  | 22.Price                                      |

#### 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).

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#### 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.

## 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.

## 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. Instructional Flying

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

## 2. Noncommercial Flying

Refers to the use of an aircraft for purposes of pleasure, personal transportation 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.

## 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.

## 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.

### ${\tt ROTORCRAFT}$

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

#### TYPES OF WEATHER CONDITIONS

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

#### LIST OF ABBREVIATIONS USED IN BRIEFS

#### **ABBREVIATION**

AERIAL ADVERTISE ATR . FLIGHT INSTR. AIR SHOW/RACING AIR TAXI-CARGO AIR TAXI-PASSG APPROACH CTL-DEPARTURE APR CTL-TOW ENRY 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 07-PARAJUMP PRIVATE . FL . INST R. PX-RADAR CTL/SURVEILLANCE SCHED CARGO SRV SCHED DOM CARGO SRV SCHED DOM PASSG SRV SCHED INTERNATL CARGO SRV SCHED INTERNATL PASSG SRV SCHED PASSG SRV S-D

S-I UNK/NR

#### 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-PASS ENGER-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 NEAR NONSCHEDULED/CHARTER REVENUE CARGO-INTRA-STATE NONSCHEDULED/CHARTER REVENUE PASSENGER-INTRA-STATE NONSCHEDULED/CHARTER REVENUE CARGO-DOMESTIC NONSCHEDULED/CHARTER REVENUE CARGO-INTERNATIONAL NONSCHEDULED/CHARTER REVENUE PASSENGER-DOMESTIC NONSCHEDULED/CHARTER REVENUE PASSENGER-INTERNATL 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 SCHEDULED INTERNATIONAL PASSENGER SERVICE SCHEDULED PASSENGER SERVICE SCHEDULED-DOMESTIC SCHEDULED-INTERNATIONAL

UNKNOWN/NOT REPORTED

## CORRECTIONS TO BRIEFS OF ACCIDENTS U. S. CIVIL AVIATION

## Accidents Occurring in 1972

3/1/72 Cartersville, Georgia, Cessna 310 J, N15CM and Piper PA-34, N4523T General Aviation File No. 3-0088

After further review of the report on this collision between aircraft it was determined that the aircraft were not in a control zone and that it could not be determined whether their anti-collision lights were in operation; therefore the following changes were made in the "Special Data" section of the Briefs of Accidents for both aircraft.

CONTROL ZONE/AERA - NO

ANTI COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN.

U. S. GENERAL AVIATION SECTION

.

## TYPE OF AIRCRAFT AND CONDITIONS OF LIGHT CONDITIONS OF LIGHT

|                  | ORMA DESCRIPTION THOUGHT DESCRIPTION OF SERVICE OF SERV | P       |           |
|------------------|--|---------|-----------|
| TYPE OF AIRCRAFT | Oberty Destroper Total Ticke, The general  | RECORDS | ACCIDENTS |
| FIXED-WING       | B 722 28 65 10 9   | 842     | 830       |
| ROTORCRAFT       | 1 49 4   | 54      | 54        |
| GLIDER           | 9  | 9       | 9         |
| BALLOON          | 1  | 1       | 1         |
| BLIMP            |  |         |           |
| DIRIGIBLE        |  |         |           |
| ROCKET           |  |         |           |
| CONVERTIPLANE    | 2  | 2       | 2         |
| GYROPLANE        | 2  | 2       | 2         |
| OTHER            |  |         |           |
|                  | V.   | •       |           |
| RECORDS          | 9 785 28 69 10 9   | 910     |           |
| ACCIDENTS        | 8 774 28 69 10 9   |         | 898       |

## KIND OF FLYING BY PILOT CERTIFICATE

| PILOT | CERT | IFIC | ATE |
|-------|------|------|-----|
|-------|------|------|-----|

|                               |     |          |        | ٧۵.   |      | 14     | str.            | 4v.<br>4v. |      | ./4.        | (ED     |           |
|-------------------------------|-----|----------|--------|-------|------|--------|-----------------|------------|------|-------------|---------|-----------|
|                               | .,6 | ENT . 48 | TE CHA | KRCI, | JA.  | iel er | STR.<br>ERCIALI | il. INFR   | HOHE | UNIVO PEROP | •       |           |
| KIND OF FLYING                | siv | 667      | က.     | PIL   | 667. | °o,    | b),             | o'\        | 40.  | 2,70.       | RECORDS | ACCIDENTS |
| INSTRUCTIONAL                 |     |          |        |       |      |        |                 |            |      |             |         |           |
| DUAL                          |     |          | 5      |       |      | 35     | 2               |            |      |             | 42      | 42        |
| SOLO                          | 52  | 1        |        |       |      |        |                 |            |      |             | 53      | 53        |
| CHECK                         |     |          |        |       |      |        | 1               |            |      |             | 1       | 1         |
| TRAINING                      | 30  | 5        | 1      |       | 1    |        |                 |            |      |             | 37      | 36        |
| NONCOMMERC I AL               |     |          |        |       |      |        |                 |            |      |             |         | •         |
| PLEASURE                      | 29  | 312      | 101    | 6     | 1    | 22     | 4               | 1          | 4    |             | 480     | 476       |
| PRACTICE                      | 5   | 9        | 3      |       |      | 1      |                 |            |      |             | 18      | 18        |
| BUSINESS                      | 1   | 52       | 17     | 2     |      | 5      |                 |            |      |             | 77      | . 77      |
| CORPORATE/EXECUTIVE           |     |          | 11     | 3     |      | 3      | 2               |            |      |             | 19      | 19        |
| AERIAL SURVEY                 |     | 1        | 1      |       |      |        |                 |            |      |             | 2       | 2         |
| COMPANY FLIGHT                |     |          |        |       |      |        |                 |            |      |             |         |           |
| OTHER                         |     |          |        | 1     |      |        |                 |            |      |             | 1       | 1         |
| COMMERCIAL                    |     |          |        |       |      |        |                 |            |      |             |         |           |
| AERIAL APPLICATION            |     | 1        | 48     | 1     |      | 15     |                 |            |      |             | 65      | 65        |
| ASSOCIATED CROP CONTROL ACTIV |     | ٠        | 24     | 1     |      | 7      |                 |            |      |             | 32      | 32        |
| FIRE CONTROL                  |     |          | 2      |       |      |        |                 |            |      |             | . 2     | 2         |
| ASSOCIATED FIRE CONTROL ACTIV |     |          | 3      |       |      |        |                 |            |      |             | 3       | 3         |
| AERIAL MAPPING/PHOTOGRAPHY    |     |          |        |       |      |        | 1               |            |      |             | 1       | . 1       |
| AERIAL ADVERTISING            |     |          |        | 1     |      |        |                 |            |      |             | 1       | 1         |
| POWER AND PIPELINE PATROL     |     |          | 1      |       |      |        |                 |            |      |             | 1       | 1         |
| FISH SPOTTING                 |     |          | 1      |       |      |        |                 |            |      |             | 1       | 1         |
| AIR TAXI-PASSENGER OPERATIONS |     |          | 16     | 2     |      | 4      | 2               |            |      |             | 24      | 24        |
| AIR TAXI-CARGO OPERATIONS     |     |          |        | 1     |      | 3      |                 |            |      |             | 4       | 4         |
| CONSTRUCTION WORK             |     |          |        |       |      | 1      |                 |            |      |             | 1       | 1         |
| 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 |     |          | 2      |       |      |        |                 |            |      |             | 2       | 2         |
| CONTRACT/CHARTER-CARGO-INTERN |     |          |        |       |      |        |                 |            |      |             |         |           |
| CONTRACT/CHARTER-PASSENGER-IN |     |          |        |       |      |        |                 |            |      |             |         |           |
| OTHER                         |     |          | 1      |       |      |        | 1               |            |      |             | 2       | 2         |
| UNKNOWN/NOT REPORTED          |     |          |        |       |      |        |                 |            |      |             |         |           |

PAGE I I

## KIND OF FLYING BY PILOT CERTIFICATE

## PILOT CERTIFICATE

| KIND OF FLYING  MISCELLANEOUS | STU | DEN'S PRIV | ATE ON | MERCIA | PRIN | ATE ON | MSTR.<br>MERCIAL | er. Mere<br>other | HOME INTRO SERVED | RECORDS | ACCIDENTS |
|-------------------------------|-----|------------|--------|--------|------|--------|------------------|-------------------|-------------------|---------|-----------|
| EXPERIMENTATION               |     |            |        |        |      |        |                  |                   |                   |         |           |
| TEST                          | 1   | 2          | 2      |        |      | 1      |                  |                   |                   | 6       | 6         |
| DEMONSTRATION                 |     |            | 1      |        |      | 1      |                  |                   |                   | 2       | 2         |
| FERRY                         |     |            | 8      | 2      |      | 1      |                  |                   |                   | 11      | 11        |
| SEARCH AND RESCUE             |     | 1          |        |        |      | 1      |                  |                   |                   | 2       | 2         |
| AIR SHOW/AIR RACING           |     | 1          | 2      |        |      |        |                  |                   |                   | 3       | 3         |
| PARACHUTE JUMP                |     |            | 1      |        |      |        |                  |                   |                   | 1       | . 1       |
| PARACHUTE JUMP IN CONNECTION  |     |            |        |        |      | ,      |                  |                   |                   |         |           |
| TOWING GLIDERS                |     |            |        |        |      | 1      |                  |                   |                   | . 1     | 1         |
| SEEDING CLOUDS                |     |            |        |        |      |        |                  |                   |                   |         | •         |
| HUNT ING                      |     |            |        |        |      |        |                  |                   |                   |         |           |
| POLICE PATROL                 |     | 1          | 2      |        |      |        |                  |                   |                   | . 3     | 3         |
| · HIGHWAY TRAFFIC ADVISORY    |     |            |        |        |      |        |                  |                   |                   |         |           |
| ALL OTHER PUBLIC FLYING       |     |            | 5      | 1      |      | 1      |                  |                   |                   | 7       | 7         |
| OTHER                         |     | 1          | 2      |        |      | 1      |                  |                   |                   | 4       | 4         |
| UNKNOWN/NOT REPORTED          |     | 1          |        |        |      |        |                  |                   |                   | 1       | 1         |
| •                             |     |            |        |        |      |        |                  |                   |                   |         |           |
| RECORDS                       | 118 | 388        | 260    | 21     | 2    | 103    | 13               | 1                 | 4                 | 910     |           |
| ACC IDENTS                    | 117 | 388        | 259    | 20     | 2    | 103    | 13               | 1                 | 4                 |         | 898       |

## KIND OF FLYING BY INJURY INDEX

## INJURY INDEX

| KIND OF FLYING                | 4ª | , AV SE | FIOUS | 40° | ) <sub>M</sub> E |   |  | REG | ORDS | ACCIDENTS |
|-------------------------------|----|---------|-------|-----|------------------|---|--|-----|------|-----------|
| INSTRUCTIONAL                 |    |         |       |     |                  |   |  |     |      |           |
| DUAL                          | 8  |         | 7     | 27  |                  |   |  |     | 42   | 42        |
| SOLO                          | 3  | 3       | 4     | 43  |                  |   |  |     | 53   | 53        |
| CHECK                         |    |         |       | 1   |                  |   |  |     | 1    | 1         |
| TRAINING                      | 1  | 4       | 7     | 25  |                  |   |  |     | 37   | 36        |
| NONCOMMERC I AL               |    |         |       |     |                  |   |  |     |      | :         |
| PLEASURE                      | 56 | 39      | 79    | 306 |                  |   |  |     | 480  | 476       |
| PRACTICE                      | 1  | 2       | 1     | 14  |                  |   |  |     | 18   | 18        |
| BUSINESS .                    | 9  | 7       | 7     | 54  |                  | * |  |     | 77   | 77        |
| CORPORATE/EXECUTIVE           | 1  | 1       | 2     | 15  |                  |   |  |     | 19   | 19        |
| AERIAL SURVEY                 |    |         | 1     | 1   |                  |   |  |     | 2.   | 2         |
| COMPANY FLIGHT                |    |         |       |     |                  |   |  |     |      |           |
| OTHER                         |    |         |       | 1   |                  |   |  |     | 1    | 1         |
| COMMERCIAL                    |    |         |       |     |                  |   |  |     |      |           |
| AERIAL APPLICATION .          | 7  | 12      | 10    | 36  |                  |   |  |     | 65   | 65        |
| ASSOCIATED CROP CONTROL ACTIV |    | 1       | 5     | 26  |                  |   |  |     | 32   | 32        |
| FIRE CONTROL                  |    |         | 1     | 1   |                  |   |  |     | 2    | 2         |
| ASSOCIATED FIRE CONTROL ACTIV | 1  |         |       | 2   |                  |   |  |     | 3    | 3         |
| AERIAL MAPPING/PHOTOGRAPHY    |    | ,       |       | 1   |                  |   |  |     | 1    | 1         |
| AERIAL ADVERTISING            |    |         |       | 1   |                  |   |  |     | 1    | 1         |
| POWER AND PIPELINE PATROL     |    | . 1     |       |     |                  |   |  |     | 1    | 1         |
| FISH SPOTTING                 |    |         |       | 1   |                  |   |  |     | 1    | 1         |
| AIR TAXI-PASSENGER OPERATIONS | 3  | 2       | 2     | 17  |                  |   |  |     | 24   | 24        |
| AIR TAXI-CARGO OPERATIONS     | 3  | ٠       |       | 1   |                  |   |  |     | . 4  | 4         |
| CONSTRUCTION WORK             |    |         |       | 1   |                  |   |  |     | 1    | 1 .       |
| 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 |    |         | 1     | 1   |                  |   |  |     | 2    | 2         |
| CONTRACT/CHARTER-CARGO-INTERN |    |         |       |     |                  |   |  |     |      |           |
| CONTRACT/CHARTER-PASSENGER-IN |    |         |       |     |                  |   |  |     |      |           |
| OTHER                         | 1  |         |       | 1   |                  |   |  |     | 2    | 2         |
| UNKNOWN/NOT REPORTED          |    |         |       |     |                  |   |  |     |      |           |

PAGE IV

## KIND OF FLYING BY INJURY INDEX

## INJURY INDEX

|                              |     | AL SERIOUS | 108 518 |   |  |         |           |
|------------------------------|-----|------------|---------|---|--|---------|-----------|
| KIND OF FLYING               | 4P  | Sta. W     | £ 40.   |   |  | RECORDS | ACCIDENTS |
| MISCELLANEOUS                |     |            |         |   |  |         |           |
| EXPERIMENTATION              |     |            |         |   |  |         |           |
| TEST                         |     | 1 2        | 3       | · |  | 6       | 6         |
| DEMONSTRATION                | 1   |            | 1       |   |  | 2       | 2         |
| FERRY                        | 2   | . 2        | 7       |   |  | 11      | 11        |
| SEARCH AND RESCUE            |     | 1          | 1       |   |  | 2       | 2         |
| AIR SHOW/AIR RACING          |     | 1 2        |         |   |  | 3       | 3         |
| PARACHUTE JUMP               |     |            | 1       |   |  | 1       | 1         |
| PARACHUTE JUMP IN CONNECTION |     |            |         |   |  |         |           |
| TOWING GLIDERS               |     | . •        | 1       |   |  | 1       | 1         |
| SEEDING CLOUDS               |     |            |         |   |  | •       |           |
| HUNT ING                     |     |            | •       |   |  |         |           |
| POLICE PATROL                |     |            | 3       |   |  | 3       | 3         |
| HIGHWAY TRAFFIC ADVISORY     |     |            |         |   |  |         |           |
| ALL OTHER PUBLIC FLYING      | 2   | 1          | 4       |   |  | 7       | 7         |
| OTHER                        | 1   | 1          | 2       |   |  | 4       | 4         |
| UNKNOWN/NOT REPORTED         | 1   |            |         |   |  | 1       | 1         |
|                              |     |            |         |   |  |         | ·         |
| RECORDS                      | 101 | 75 135     | 599     | ~ |  | 910     |           |
| ACCIDENTS                    | 98  | 74 133     | 593     | • |  |         | 898       |

## FIRST TYPE OF ACCIDENT BY INJURY INDEX

## INJURY INDEX

| /                             | <u>.</u>             |            |           |
|-------------------------------|----------------------|------------|-----------|
| FIRST                         | (b) 810, 706 TE      |            |           |
| TYPE OF ACCIDENT              | ENTAGERIOUS ALMOROUS | RECORDS    | ACCIDENTS |
| GROUND-WATER LOOP-SWERVE      | 2 8 100              | 110        | 110       |
| DRAGGED WINGTIP, POD, OR FLOA | 1                    | 1          | 1         |
| WHEELS-UP LANDING             | 33                   | 33         | 33        |
| WHEELS-DOWN LANDING IN WATER  | ·                    | . 1        | 1         |
| GEAR COLLAPSED                | . 14                 | 14         | 14        |
| GEAR RETRACTED                | 6                    | 6          | 6 :       |
| HARD LANDING                  | 5 3 61               | 69         | 69 '      |
| NOSE OVER/DOWN                | 4 29                 | 33         | 33        |
| ROLL OVER                     | 1 3                  | 4          | 4         |
| OVERSHOOT                     | . 8 . 28             | 36         | . 36      |
| UNDERSHOOT                    | 1 1 10 17            | 29         | 29        |
| COLLISION BETWEEN AIRCRAFT    |                      |            |           |
| BOTH IN FLIGHT                | 6 2 .4               | 12         | 6         |
| ONE AIRBORNE                  |                      |            |           |
| BOTH ON GROUND                | 12                   | 12         | 6 .       |
| COLLISION WITH GROUND/WATER   |                      |            |           |
| CONTROLLED                    | 5 3 4 7              | 19         | 19        |
| UNCONTROLLED                  | 24 4 6 8             | 42         | 42        |
| COLLIDED WITH                 |                      |            |           |
| WIRES/POLES                   | 5 9 1 18             | 33         | 33        |
| TREES                         | 9 4 9 20             | 42         | 42        |
| RESIDENCE/S                   |                      |            | 1         |
| BUILD ING/S                   | 3                    | <b>,</b> 3 | 3         |
| FENCE, FENCEPOSTS             | . 10                 | 10         | . 10      |
| ELECTRONIC TOWERS             | 2                    | 2          | 2         |
| RUNWAY OR APPROACH LIGHTS     |                      |            |           |
| AIRPORT HAZARD                | 1 3                  | 4          | 4         |
| ÀNIMALS.                      | 1                    | 1          | 1         |
| CROP                          | 3                    | 3          | 3         |
| FLAGMAN LOADER .              |                      |            |           |
| DITCHES                       | 12                   | 12         | 12        |
| SNOWBANK                      | 1 2                  | 3          | 3         |
| PARKED AIRCRAFT               | • 5                  | 5          | 5         |
| AUTOMOBILE                    | 1 1 6                | В          | 8         |
| DIRT BANK                     | 5                    | 5          | 5         |
| OBJECT .                      | 2 18                 | 20         | 20        |
| BIRD STRIKE                   |                      |            |           |
|                               |                      |            |           |

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## FIRST TYPE OF ACCIDENT BY INJURY INDEX INJURY INDEX

|                                  | ٠.   | SERIO        | , de 1   | i. |   |               |                 |
|----------------------------------|------|--------------|----------|----|---|---------------|-----------------|
| FIRST<br><u>Type of accident</u> | KAID | SER!         | WINO HON |    |   |               |                 |
| STALL                            | 12   | 9            | 9 10     |    |   | RECORDS<br>40 | ACCIDENTS<br>40 |
|                                  | 14   |              |          |    |   | 21            |                 |
| SPIN                             |      | 4            | 2 1      |    |   |               | 21              |
| SPIRAL                           | 1    |              |          |    |   | . 1           | 1               |
| MUSH                             |      | 4            | 9 24 1   |    |   | 37            | 37              |
| FIRE OR EXPLOSION                |      |              |          |    |   |               |                 |
| IN FLIGHT                        |      | 1            | 2 5      |    |   | 8             | . 8             |
| ON GROUND                        |      |              |          |    |   |               |                 |
| AIRFRAME FAILURE                 |      |              |          |    |   |               |                 |
| IN FLIGHT                        | Ź    | 4            | 1 2      |    |   | 9             | 9               |
| ON GROUND                        |      |              | 1        |    |   | 1             | 1               |
| ENGINE TEARAWAY                  |      |              |          |    |   |               |                 |
| ENGINE FAILURE OR MALFUNCTION    | 9    | 14           | 48 123   | •  |   | 194           | 194             |
| PROPELLER/ROTOR FAILURE          |      |              |          |    |   |               | •               |
| PROPELLER                        |      |              | 2 3      |    |   | . 5           | 5               |
| TAIL ROTOR                       | 1    |              |          |    |   | 1             | 1               |
| MAIN ROTOR                       |      |              | 1        |    |   | 1             | 1               |
| PROPELLER/ROTOR ACCIDENT TO P    |      | 8            |          |    |   | , 8           | 8               |
| JET INTAKE/EXHAUST ACCIDENT T    |      |              |          |    |   |               |                 |
| PROPELLER/JET/ROTOR BLAST        |      |              |          |    |   |               |                 |
| TURBULENCE                       | . 1  |              | 2        |    |   | 3             | 3               |
| HAIL DAMAGE TO AIRCRAFT          |      |              |          |    |   |               |                 |
| LIGHTNING STRIKE                 |      |              |          |    | • |               |                 |
| EVASIVE MANEUVER                 | •    |              |          |    |   |               |                 |
| UNCONTROLLED ALTITUDE DEVIATI    | •    |              |          |    |   |               |                 |
| DITCHING                         |      |              |          |    |   |               |                 |
| MISSING AIRCRAFT, NOT RECOVER    | 5    |              | •        |    |   | 5             | 5               |
| MISCELLANEOUS/OTHER              |      |              | 1        |    |   | 1             | 1               |
| UNDETERMINED                     | 3    |              |          |    |   | 3             | 3               |
|                                  | -    |              |          |    | • |               | -               |
|                                  |      |              |          |    |   |               |                 |
| RECORDS                          | 101  | <b>7</b> 5 1 | 35 599   |    |   | 910           |                 |

898

ACCIDENTS

## FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

## AIRCRAFT DAMAGE

|                               |    | AIR | CKAI        | IDAMA          | <u>IOL</u> |   |  |         |           |
|-------------------------------|----|-----|-------------|----------------|------------|---|--|---------|-----------|
| FIRST<br>TYPE OF ACCIDENT     |    | OFF | STROYED SUR | STANTIAL NINOR | Ont        |   |  | RECORDS | ACCIDENTS |
| GROUND-WATER LOOP-SWERVE      | •  | 1   | 109         |                |            |   |  | 110     | 110       |
| DRAGGED WINGTIP, POD, OR FLOA |    |     | 1           |                |            |   |  | 1       | 1         |
| WHEELS-UP LANDING             |    |     | 33          |                |            |   |  | 33      | 33        |
| WHEELS-DOWN LANDING IN WATER  |    |     | 1           |                |            |   |  | 1       | 1         |
| GEAR COLLAPSED                |    |     | 14          |                |            |   |  | 14      | 14        |
| GEAR RETRACTED                |    | 1   | 5           |                |            |   |  | 6       | 6 .       |
| HARD LANDING                  |    | 2   | 67          |                |            |   |  | 69      | 69        |
| NOSE OVER/DOWN                |    |     | 33          |                |            |   |  | 33      | 33        |
| ROLL OVER                     |    | 1   | 3           |                |            |   |  | 4       | 4         |
| OVERSHOOT                     |    |     | 36          |                |            |   |  | 36      | 36        |
| UNDERSHOOT                    |    | 4   | 25          |                |            |   |  | 29      | 29        |
| COLLISION BETWEEN AIRCRAFT    |    |     |             |                |            |   |  |         |           |
| BOTH IN FLIGHT                |    | 4   | 6           | 2              |            |   |  | 12      | 6         |
| ONE AIRBORNE                  |    |     |             |                |            |   |  |         |           |
| BOTH ON GROUND                |    |     | 10          | 2              |            |   |  | 12      | 6         |
| COLLISION WITH GROUND/WATER   |    |     |             |                |            |   |  |         |           |
| CONTROLLED                    |    | 11  | 8           |                |            | • |  | , 19    | 19        |
| UNCONTROLLED                  |    | 29  | 13          |                |            |   |  | 42      | 42 .      |
| COLLIDED WITH                 |    |     |             |                |            |   |  |         |           |
| WIRES/POLES                   |    | 13  | 20          |                |            |   |  | 33      | 33        |
| TREES                         |    | 14  | 28          |                |            |   |  | 42      | 42        |
| RESIDENCE/S                   |    |     |             |                |            |   |  |         |           |
| BUILDING/S                    |    |     | 3           |                |            |   |  | 3       | 3         |
| FENCE, FENCEPOSTS             |    | 2   | 8           |                |            |   |  | . 10    | 10        |
| ELECTRONIC TOWERS             |    | 2   |             |                |            |   |  | 2       | 2         |
| RUNWAY OR APPROACH LIGHTS     |    |     |             |                |            |   |  |         |           |
| AIRPORT HAZARD                |    | 1   | 3           |                |            |   |  | 4.      | 4         |
| ANIMALS                       |    |     | 1           |                |            |   |  | 1       | 1         |
| CROP                          |    |     | 3           |                |            |   |  | 3       | . 3       |
| FLAGMAN LOADER                |    |     |             |                |            |   |  |         |           |
| DITCHES                       |    | 1   | 11          |                |            |   |  | 12      | 12        |
| SNOWBANK                      |    |     | 3           |                |            |   |  | 3       | 3         |
| PARKED AIRCRAFT               |    |     | 5           |                |            |   |  | 5       | 5         |
| AUTOMOBILE                    | ٠. |     | 8           |                | •          |   |  | 8       | 8         |
| DIRT BANK                     |    |     | 5           |                |            |   |  | 5       | 5         |
| OBJECT                        |    | 1   | 19          |                |            |   |  | 20      | 20        |
| BIRD STRIKE                   |    |     |             |                |            | ' |  |         |           |

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## FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

#### AIRCRAFT DAMAGE

|                               |      | CRAI  | 1 DAMA      | <u> </u> |   |   |         |           |
|-------------------------------|------|-------|-------------|----------|---|---|---------|-----------|
|                               | ,    | ROTED | TANTIAL MCR |          |   |   |         |           |
| TYPE OF ACCIDENT              | Otes | SUB   | WING M      | Der.     |   |   | RECORDS | ACCIDENTS |
| STALL                         | . 21 | 19    | •           |          |   |   | 40      | . 40 .    |
| SPIN                          | 16   | 5     |             |          |   |   | 21      | 21        |
| SPIRAL                        | 1    |       |             |          |   |   | 1       | 1         |
| MUSH                          | 9    | 28    |             |          |   |   | 37      | 37        |
| FIRE OR EXPLOSION             |      |       |             |          |   |   |         |           |
| IN FLIGHT                     | 5    | . 3   |             |          |   |   | 8       | . 8       |
| ON GROUND                     |      |       |             |          |   |   |         |           |
| AIRFRAME FAILURE              |      |       | ,           |          |   |   |         |           |
| IN FLIGHT                     | 3    | 6     |             |          |   |   | 9       | 9         |
| ON GROUND                     |      | 1     |             |          |   |   | 1       | 1         |
| ENGINĘ TEARAWAY               |      |       |             |          |   |   |         |           |
| ENGINE FAILURE OR MALFUNCTION | 34   | 160   | . •         |          |   |   | 194     | 194       |
| PROPELLER/ROTOR FAILURE       |      |       |             |          |   |   |         |           |
| PROPELLER                     |      | 5     |             | :        |   |   | . 5     | 5         |
| TAIL ROTOR                    | 1    |       |             |          | , |   | 1       | 1         |
| MAIN ROTOR                    |      | 1     |             |          |   |   | 1       | 1         |
| PROPELLER/ROTOR ACCIDENT TO P |      |       | 3 5         | 5        |   |   | 8       | . 8       |
| JET INTAKE/EXHAUST ACCIDENT T |      |       |             |          |   |   |         |           |
| PROPELLER/JET/ROTOR BLAST     |      |       |             |          |   |   |         |           |
| TURBULENCE                    | 1    | 2     |             |          |   |   | 3       | 3         |
| HAIL DAMAGE TO AIRCRAFT       |      |       |             |          |   |   |         |           |
| LIGHTNING STRIKE              |      |       |             |          |   |   |         |           |
| EVASIVE MANEUVER              |      |       |             |          |   |   |         | •         |
| UNCONTROLLED ALTITUDE DEVIATI |      |       |             |          |   |   |         |           |
| DITCHING                      |      |       |             |          |   |   |         |           |
| MISSING AIRCRAFT, NOT RECOVER | 5    |       |             |          | • |   | 5       | 5         |
| MISCELLANEOUS/OTHER           |      | 1     |             |          |   |   | 1       | 1         |
| UNDETERM INED                 | 3    |       |             |          |   |   | . 3     | 3         |
| RECORDS                       | 186  | 712   | 7 5         | 5        |   | ٠ | 910     |           |
| ACCIDENTS                     | 185  | 706   |             | 5        |   |   |         | 898       |
|                               |      |       |             |          |   |   |         |           |

## FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

| Р | ۱L | О | T | c | E | R | T | İ | F | ı | c | Α | T | E |  |
|---|----|---|---|---|---|---|---|---|---|---|---|---|---|---|--|
|---|----|---|---|---|---|---|---|---|---|---|---|---|---|---|--|

|                               |        |            |             | ·a\               |         | IME           | " ALIY      | STR.    |       | 14/              | (f) |         |           |
|-------------------------------|--------|------------|-------------|-------------------|---------|---------------|-------------|---------|-------|------------------|-----|---------|-----------|
| FIRE                          | STUDEN | , att      | COMME<br>24 | <sup>sc</sup> Cr. | ate!    | , WE          | eclar fr. y | . e     | اب ن  | NOWEROR          |     |         |           |
| FIRST TYPE OF ACCIDENT        | STUD.  | PRIVATE    | COW.        | ATP.              | PRINT ( | $c_{O_{M,i}}$ | FIRE OF     | HER NOW | , 14, | o <sup>1</sup> - |     | RECORDS | ACCIDENTS |
| GROUND-WATER LOOP-SWERVE      | 26     | 54         | 24          |                   |         | 5             | 1           |         |       |                  |     | 110     | 110       |
| DRAGGED WINGTIP, POD, OR FLOA |        |            | 1           |                   |         |               |             |         |       |                  |     | :       | 1 1       |
| WHEELS-UP LANDING             | 1      | 18         | 8           | 2                 |         | 3             | 1           |         |       |                  |     | 33      | 3 33      |
| WHEELS-DOWN LANDING IN WATER  |        |            |             | 1                 |         |               |             |         |       |                  |     | :       | l 1       |
| GEAR COLLAPSED                | 3      | 5          | 5           | . 1               |         |               |             |         |       |                  |     | 14      | 14        |
| GEAR RETRACTED                |        | 1          | 2           | 1                 |         | 2             |             |         |       |                  |     |         | 6         |
| HARD LANDING                  | 15     | 31         | 14          | 1                 |         | 7             | 1           |         |       |                  |     | 69      | 69        |
| NOSE OVER/DOWN                | 9      | 12         | 10          |                   |         | 2             |             |         |       |                  |     | 33      | 3 33      |
| ROLL OVER                     |        |            | 2           | 1                 |         | 1             |             |         |       |                  |     | 4       | + 4       |
| OVERSHOOT                     | 6      | 21         | 3           | 2                 |         | 4             |             |         |       |                  |     | 36      | 36        |
| UNDERSHOOT                    | 4      | 15         | 5           |                   |         | 3             | 2           |         |       |                  |     | . 29    | 9 29      |
| COLLISION BETWEEN AIRCRAFT    |        |            |             | ,                 |         |               |             |         |       |                  |     |         |           |
| BOTH IN FLIGHT                | 4      | 1          | 4           |                   |         | 3             |             |         |       |                  |     | 12      | . 6       |
| ONE AIRBORNE                  |        |            |             |                   |         |               |             |         |       |                  |     |         |           |
| BOTH ON GROUND                | 2      | 1          | 4           | 2                 |         | 3             |             |         |       |                  |     | 12      | 2 6       |
| COLLISION WITH GROUND/WATER   |        |            |             |                   |         |               |             |         |       |                  |     |         |           |
| CONTROLLED                    |        | 8          | . 8         | 1                 |         | 2             |             |         |       |                  |     | 19      | 9 19      |
| UNCONTROLLED                  | 6      | 23         | 7           | 1                 |         | 3             | 1           |         | 1     |                  |     | 42      | 2 42      |
| COLLIDED WITH                 |        |            |             |                   |         |               | •           |         |       |                  |     |         |           |
| WIRES/POLES                   |        | 15         | 12          |                   |         | 6             |             |         |       |                  |     | . 33    | 3 33      |
| TREES                         | 2      | 19         | 20          | 1                 |         |               |             |         |       |                  |     | 42      | 2 42      |
| RESIDENCE/S                   |        |            | •           |                   |         |               |             |         |       |                  |     |         |           |
| . BUILDING/S                  | 2      |            | 1           |                   |         |               |             |         |       |                  |     | 3       | 3 3       |
| FENCE, FENCEPOSTS             |        | 4          | 5           |                   |         | 1             |             |         |       |                  |     | 10      | 0 10      |
| ELECTRONIC TOWERS             |        | 2          |             |                   |         |               |             |         |       |                  |     | 2       | 2 2       |
| RUNWAY OR APPROACH LIGHTS     |        |            |             |                   |         |               |             |         |       |                  |     |         |           |
| AIRPORT HAZARD                |        | 3          |             |                   |         | 1             |             |         |       |                  |     | 4       | 4 4       |
| ANIMALS                       |        |            |             |                   |         |               |             |         | 1     |                  |     |         | 1 1       |
| CROP                          |        |            | 2           |                   |         | 1             |             |         |       |                  |     | Í       | 3 3       |
| FLAGMAN LOADER                |        | -          |             |                   |         |               |             |         |       |                  |     |         |           |
| DITCHES                       | 3      | 7          | 1           |                   |         | 1             |             |         |       |                  |     | 12      | 2 12      |
| SNOWBANK                      |        |            | 1           |                   |         | . 1           | 1           |         |       |                  |     | :       | 3 3       |
| PARKED AIRCRAFT               | 1      | 3          |             |                   |         | 1             |             |         |       |                  |     | !       | 5 5       |
| AUTOMOBILE                    |        | 6          | 1           |                   |         |               | 1           |         |       |                  |     |         | 8 8       |
| DIRT BANK                     |        | <b>-</b> 1 | 3           |                   | 1       |               | -           |         |       |                  |     |         | 5· 5      |
| OBJECT                        | 2      | 10         | 7           |                   | •       | 1             |             |         |       |                  |     | . 21    |           |
| BIRD STRIKE                   | _      |            |             |                   |         | -             |             |         |       |                  |     | -       |           |
|                               |        |            |             |                   |         |               |             |         |       |                  |     |         |           |

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## FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

|                               |      |            |         | PILÓ   | TCERT   | FICATE                          | E        | ٠٠.   |                 |               | •               |
|-------------------------------|------|------------|---------|--------|---------|---------------------------------|----------|-------|-----------------|---------------|-----------------|
|                               |      | .A.        | sk.     | MERCIA | PRIVATE | FICATE<br>FL. MASIR.<br>OMMERCI | ALI FLIN | is .  | UNITED REPORTED |               |                 |
| FIRST TYPE OF ACCIDENT        | · di | JDENI PRIV | ATE COM | MILTR  | RIVATE  | OMMETR                          | 1 Prathe | e Ork | UNIOT RE        | BECORDE       | 4.0.010.511.50  |
| STALL                         | 6    | 16         | 11      | •      |         | 7 YF<br>7                       | 0        | 4,    | 4               | RECORDS<br>40 | ACCIDENTS<br>40 |
| SPIN                          |      | 9          | 10      |        |         |                                 |          |       |                 | 21            | 21              |
| SPIRAL                        |      | 1          |         |        |         | •                               |          |       |                 | 1             | 1               |
| MUSH                          | 7    | 16         | 7       |        |         | 1                               |          | 2     |                 | 37            | 37              |
| FIRE OR EXPLOSION             |      |            |         |        |         |                                 |          |       |                 |               |                 |
| IN FLIGHT                     | 2    |            | 4       |        | ;       | 2                               |          |       |                 | 8             | 8               |
| ON GROUND                     |      |            |         |        |         |                                 |          |       |                 |               |                 |
| AIRFRAME FAILURE              |      |            |         | •      |         |                                 |          |       |                 |               |                 |
| IN FLIGHT                     |      | 6          | 1       | 1      | :       |                                 |          |       |                 | 9             | . 9             |
| ON GROUND                     |      | 1          |         |        |         |                                 |          |       |                 | . 1           | 1               |
| ENGINE TEARAWAY               |      |            |         |        |         |                                 |          |       |                 |               |                 |
| ENĞINE FAILURE OR MALFUNCTION | 16   | 66         | 70      | 5      | 1 3     | 2 3                             | 1        |       |                 | 194           | 194             |
| PROPELLER/ROTOR FAILURE       |      |            |         |        |         |                                 |          |       |                 |               |                 |
| PROPELLER                     |      | 2          | 2       |        |         | 1                               |          |       |                 | 5             | 5               |
| TAIL ROTOR                    |      |            | 1       |        |         |                                 |          |       |                 | 1             | 1               |
| MAIN ROTOR                    |      |            | 1       |        |         |                                 |          |       |                 | 1             | 1               |
| PROPELLER/ROTOR ACCIDENT TO P |      | 6          | i       | 1      |         |                                 |          |       |                 | 8             | 8               |
| JET INTAKE/EXHAUST ACCIDENT T |      |            |         |        |         |                                 |          |       |                 |               |                 |
| PROPELLER/JET/ROTOR BLAST     |      |            |         |        |         |                                 |          |       |                 |               |                 |
| TURBULENCE                    | 1    |            | 2       |        |         |                                 |          |       |                 | 3             | 3               |
| HAIL DAMAGE TO AIRCRAFT       |      |            |         |        |         |                                 |          |       |                 |               |                 |
| LIGHTNING STRIKE              |      |            |         |        |         |                                 |          |       |                 |               |                 |
| EVASIVE MANEUVER              |      |            |         |        | •       |                                 |          |       |                 |               |                 |
| UNCONTROLLED ALTITUDE DEVIATI |      |            |         |        |         |                                 |          |       |                 |               |                 |
| DITCHING                      |      |            |         |        |         |                                 |          |       |                 |               |                 |
| MISSING AIRCRAFT, NOT RECOVER |      | 3          | •       |        | :       | 2                               |          |       |                 | 5             | 5               |
| MISCELL ANEOUS/OTHER          |      |            |         |        |         | L                               |          |       |                 | 1             | 1               |
| UNDETERNINED                  |      | 2          |         |        |         | L                               |          |       |                 | 3             | 3               |

118 388 260 21 2 103 13 1 4

117 388 259 20 2.103 13 1 4

RECORDS

ACCIDENTS

910

## FIRST PHASE OF OPERATION BY INJURY INDEX

## INJURY INDEX

| FIRST<br>OPERATIONAL PHASE                | KAT  | ALSERI | OUS | 404E |   |  | Ri | CORDS | ACCIDENTS  |
|---|------|--------|-----|------|---|--|----|-------|------------|
| STATIC                                    |      |        |     |      |   |  |    | CONDS | ACCIDENTS. |
| STARTING ENGINE/S                         |      | 3      |     |      |   |  |    | 3     | 3          |
| IDLING ENGINE/S                           | -    | 4      |     | 3    |   |  |    | 7     | 7          |
| ENGINE RUNUP                              |      | 1      |     | 2    |   |  |    | 3     | 3          |
| IDLING ROTORS                             |      |        |     |      |   |  |    |       |            |
| PARKED-ENGINES NOT OPERATING              |      |        |     |      |   |  |    |       |            |
| OTHER                                     |      |        |     |      |   |  |    |       | •          |
| TAXI                                      |      |        |     |      |   |  |    |       |            |
| TO TAKEOFF                                |      |        | 1   | 11   |   |  |    | 12    | 12         |
| FROM LANDING                              |      |        | 1   | 11   |   |  |    | 12    | 12         |
| OTHER                                     |      |        |     | 8    |   |  |    | 8     | . 8        |
| GROUND TAXI TO TAKEOFF                    |      |        |     |      |   |  |    |       |            |
| GROUND TAXI FROM LANDING                  |      |        |     |      |   |  |    |       |            |
|   |      |        |     |      |   |  |    |       |            |
| GROUND TAXI, OTHER AERIAL TAXI TO TAKEOFF |      |        |     |      |   |  |    |       |            |
| AERIAL TAXI TO/FROM LANDING               |      |        |     | 1    | · |  |    | 1     | 1          |
| AERIAL TAXI, OTHER                        |      |        | •   | 1    |   |  |    | 1     | 1          |
| TAKEOFF                                   |      |        |     |      |   |  |    |       |            |
| RUN                                       |      | 1      | 3   | 25   |   |  |    | 29    | 29         |
| INITIAL CLIMB                             | . 7  | 7      | 23  | 57   |   |  |    | 94    | 94         |
| VERTICAL                                  | •    | ·      |     | 1    |   |  |    | 1     | 1          |
| RUNNING                                   |      |        |     | _    |   |  |    |       |            |
|   |      |        | 1   | 13   |   |  |    | 14    | 14         |
| ABORTED                                   |      |        | -   | 13   |   |  |    |       |            |
| ABORTED                                   |      |        |     |      |   |  |    |       |            |
| A BORTED .                                |      |        | _   |      |   |  |    | 3     | 3          |
| OTHER                                     |      |        | 2   | 1    |   |  |    | ,     | ,          |
| INFLIGHT                                  | _    | _      | _   | _    |   |  |    | 14    | 14         |
| CLIMB TO CRUISE                           | 2    | 2      | 5   | 5    |   |  |    | 106   | 104        |
| NORMAL CRUISE                             | . 18 | 10 .   | 24  | 54   |   |  |    | 9     | 9          |
| DESCENDING                                |      |        |     | 9    |   |  |    | ,     |            |
| HOLDING                                   |      |        | _   | _    |   |  |    | 7     | 7          |
| HOVERING                                  |      |        | 2   | 5    |   |  |    | 1     | 1          |
| POWER-ON DESCENT                          |      |        |     | 1    |   |  |    | 1     | 1          |
| AUTOROTATIVE DESCENT                      |      |        |     | 1    |   |  |    |       |            |
| ACROBATICS                                | 2    | 3      |     |      |   |  |    | 5     | 5          |
| BUZZING                                   | 5    | 4      |     | 1    |   |  |    | 10    | 10         |
| UNCONTROLLED DESCENT                      | . 22 |        | 2   | 4    |   |  |    | 28    | 28         |

PAGE XII

## FIRST PHASE OF OPERATION BY INJURY INDEX INJURY INDEX

| FIRST<br>OPERATIONAL PHASE    | 4AT | A SEPT | OUS | 104 V | •  | RECORDS | ACCIDENTS |
|-------------------------------|-----|--------|-----|-------|----|---------|-----------|
| EMERGENCY DESCENT             |     | 1      |     |       |    | 1       | ı .       |
| LOW PASS                      | 4   | 2      | 5   | 3     | ** | 14      | 14        |
| OTHER                         | 10  | 6      | 4   | 11    |    | 31      | 31        |
| EN ROUTE TO TREAT CROP        |     |        |     | 2     |    | 2       | 2         |
| EN ROUTE TO RELOADING AREA    |     |        |     | 1     | •  | 1       | 1         |
| SURVEY FIELD/AREA             |     |        |     |       |    |         |           |
| STARTING SWATH RUN            |     | 1      |     | 3     |    | 4       | 4         |
| SWATH RUN                     | 2   | 2      | 4   | 17    |    | 25      | 25        |
| FLAREOUT FOR SWATH RUN        |     | 1      | 1   |       |    | 2       | 2         |
| PULLUP FROM SWATH RUN         | 1   | 3      | 1   | 6     |    | 11      | 11        |
| PROCEDURE TURNAROUND          | 4   | 4      | 4   | 4     | ·  | 16      | 16        |
| CLEANUP SWATH                 |     |        |     |       |    |         |           |
| MANEUVER TO AVOID OBSTRUCTION |     | 1      |     |       |    | 1       | 1         |
| RETURN TO STRIP               |     |        |     | 2     |    | 2       | 2         |
| <u>LANDING</u>                |     |        |     |       |    |         |           |
| TRAFFIC PATTERN-CIRCLING      | 5   | 3      | 3   | 7     |    | 18      | 17        |
| FINAL APPROACH                | 6   | 6      | 22  | 28    |    | 62      | 60        |
| INITIAL APPROACH              | 3   |        |     | 1     |    | 4       | 4         |
| FINAL APPROACH                | 1   |        | 1   | 2     |    | 4       | . 4       |
| LEVEL OFF/TOUCHDOWN           |     | 7      | 14  | 138   |    | 159     | 158       |
| ROLL                          |     | 2      | 9   | 136   |    | 147     | 147       |
| ROLL-ON/RUN-ON                |     |        |     |       |    |         |           |
| POWER-ON LANDING              |     |        |     | 6     |    | 6       | . 6       |
| POWER-OFF AUTOROTATIVE LANDIN |     |        |     | 4     |    | 4       | 4         |
| GO-AROUND                     | 1   | 1      | 1   | 10    |    | 13      | 13        |
| MISSED APPROACH               | 1   |        |     |       | -  | 1       | 1         |
| OTHER                         |     |        | 2   | 4     |    | 6       | 6         |
| UNKNOWN/NOT REPORTED          | 7   |        |     |       |    | 7       | 7         |
|                               |     |        |     |       |    |         |           |
| 0.550,005                     | 101 | 7.5    | 105 | F.0.0 |    |         |           |
| RECORDS                       | 101 | 75     | 135 | 599   |    | . 910   |           |
| ACCIDENTS                     | 98  | 74     | 133 | 593   |    |         | 898       |

#### INJURIES, ACCIDENTS

# COVERED BY THIS REPORT - ISSUE NO.4 U. S. GENERAL AVIATION FILE NOS. 3-2701 THRU 3-3459, 3-3461 THRU 3-3543, 3-3545 THRU 3-3600

1972

#### INJURIES

| FATAL<br>93 | SERIOUS<br>65 | MINOR<br>               | NONE                              | UNKNOWN                             |                                     | TOTAL   |
|-------------|---------------|-------------------------|-----------------------------------|-------------------------------------|-------------------------------------|---|
| 5           | 05            | 125                     |                                   |                                     |                                     |   |
|             |               |                         | 627                               |                                     |                                     | 910   |
|             | 2             | 1                       | 11                                |                                     |                                     | 19  |
| 6           | 2<br>1        | 4                       | 30                                |                                     |                                     | 41  |
| •           |               |                         | 1                                 |                                     |                                     | 1   |
|             |               |                         |                                   |                                     |                                     |   |
|             |               |                         |                                   |                                     |                                     |   |
|             |               |                         |                                   |                                     |                                     |   |
| 2           | 1             | 2                       | 3                                 |                                     |                                     | 8   |
| 87          | 49            | 128                     | 571                               |                                     |                                     | - 835   |
|             |               | e.                      |                                   |                                     |                                     |   |
| 102         | 110           | 240                     | 1242                              |                                     |                                     | 1017  |
| 175         | 116           | 200                     | 1245                              |                                     | A BU AK U                           | 1814  |
|             | -             |                         | •                                 |                                     |                                     |   |
|             |               |                         |                                   |                                     |                                     | •   |
|             | 5             | 7                       | 1                                 |                                     |                                     | 13  |
|             |               |                         | _                                 |                                     |                                     |   |
| 103         | 1 2 2         | 267                     | 1244                              |                                     |                                     | 1827  |
|             | 2             | 2 1<br>87 49<br>193 118 | 2 1 2<br>87 49 128<br>193 118 260 | 1 2 87 49 128 571  193 118 260 1243 | 1 2 87 49 128 571  193 118 260 1243 | 1 2 1 2 3 87 49 128 571  193 118 260 1243 ABOARD  5 7 1 |

INVOLVES 898 TOTAL ACCIDENTS INVOLVES 98 FATAL ACCIDENTS

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

1972

#### INJURIES

|                                | FATAL   | SERIOUS | MINOR | NONE | UNKNOWN |           | TOTAL   |
|--------------------------------|---------|---------|-------|------|---------|-----------|---------|
| PILOT                          | 87      | 60      | 120   | 579  |         |           | 846     |
| COPILOT                        | 5       | 2       | 1     | 7    |         |           | 15      |
| DUAL STUDENT                   | 6       | 1       | 4     | 27   |         |           | 38      |
| CHECK PILOT                    | _       |         |       |      |         |           |         |
| FLIGHT ENGINEER                |         |         |       |      |         |           |         |
| NAVIGATOR                      |         |         | •     |      |         |           |         |
| CABIN ATTENDANT                |         |         |       |      |         |           |         |
| EXTRA CREW                     | 2       |         | 2     |      | 7       |           | 4       |
| PASSENGERS                     | 2<br>79 | 42      | 114   | 531  |         |           | 766     |
|                                |         | 105     | 24.3  |      |         |           | • ( ( 0 |
| TOTAL                          | 179     | 105     | 241   | 1144 |         | A BO AR D | 1669    |
| OTHER AIRCRAFT<br>OTHER GROUND |         | 5       | . 6   | 1    |         |           | 12      |
| GRAND TOTAL                    | 179     | 110     | 247   | 1145 |         |           | 1681    |

INVOLVES 834 TOTAL ACCIDENTS INVOLVES 91 FATAL ACCIDENTS

# INJURIES, ACCIDENTS ROTORCRAFT U. S. GENERAL AVIATION

1972

#### INJURIES

|  | •     |         |       |           |         |        |         |  |  |  |  |
|--|-------|---------|-------|-----------|---------|--------|---------|--|--|--|--|
|  | FATAL | SERIOUS | MINOR | NONE      | UNKNOWN |        | TOTAL   |  |  |  |  |
| PILOT  | 6     | 4       | 5     | 41        |         |        | 56      |  |  |  |  |
| COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR |       |         |       | 3<br>1    |         |        | 3       |  |  |  |  |
| CABIN ATTENDANT<br>EXTRA CREW<br>PASSENGERS                | 8     | 1<br>6  | 14    | · 3<br>26 |         |        | 4<br>54 |  |  |  |  |
| , TOTAL  | 14    | 11      | 19    | 74        |         | ABOARD | 118     |  |  |  |  |
| OTHER AIRCRAFT<br>OTHER GROUND                             |       |         | 1     |           |         |        | 1       |  |  |  |  |
| GRAND TOTAL  | 14    | 11      | 20    | 74        |         |        | 119     |  |  |  |  |

INVOLVES 56 TOTAL ACCIDENTS INVOLVES 7 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 NAVIGATOR CABIN ATTENDANT |       |         |       | 5<br>4 |         |        | 5<br>4 |
| EXTRA CREW<br>PASSENGERS   |       |         |       | 10     |         | ·      | 10     |
| TOTAL  |       |         |       | 19     | •       | ABOARD | 19     |
| OTHER AIRCRAFT<br>OTHER GROUND   |       |         |       |        |         |        |        |
| GRAND TOTAL  |       |         |       | 19     |         |        | 19     |

INVOLVES 5 TOTAL ACCIDENTS INVOLVES FATAL ACCIDENTS

#### INJURIES, ACCIDENTS KIND OF FLYING INSTRUCTIONAL

1972

#### INJURIES -

|   | FATAL | SERIOUS | MINOR    | NONE    | UNKNOWN |           | TOTAL |
|---|-------|---------|----------|---------|---------|-----------|-------|
| PILOT <sup>,</sup><br>COPILOT   | 12    | 6       | 18       | 97<br>1 |         |           | 133   |
| DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR CABIN ATTENDANT EXTRA CREW |       | 1       | <b>.</b> | 30<br>1 |         |           | 41    |
| PASSENGERS  | 1     |         | 7        | 9       |         |           | 17    |
| TOTAL   | 19    | 7       | 29       | 138     |         | A BO AR D | 193   |
| * OTHER AIRCRAFT<br>OTHER GROUND  | 3     |         | . 1      | 2       |         |           | 6     |
| GRAND TOTAL   | 22    | 7       | 30       | 140     |         |           | 199   |
|   |       |         |          |         |         |           |       |

INVOLVES 131 TOTAL ACCIDENTS INVOLVES 12 FATAL ACCIDENTS

<sup>\*</sup> 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   | SER I OUS | -M INOR | NONE     | UNKNOWN |           | TOTAL    |  |  |  |
|---|---------|-----------|---------|----------|---------|-----------|----------|--|--|--|
| PILOT<br>COPILOT<br>DUAL STUDENT<br>CHECK PILOT<br>FLIGHT ENGINEER<br>NAVIGATOR | 50<br>2 | 32        | 70      | 328<br>2 |         |           | 480<br>6 |  |  |  |
| CABIN ATTENDANT<br>EXTRA CREW<br>PASSENGERS                                     | 2<br>57 | 35        | 78      | 405      |         |           | 2<br>575 |  |  |  |
| TOTAL   | 111     | 69        | 148     | 735      |         | A BO AR D | 1063     |  |  |  |
| * OTHER AIRCRAFT<br>OTHER GROUND  | 2       | <b>4</b>  | 6       | 3<br>1   | •       |           | , 11     |  |  |  |
| GRAND TOTAL   | 113     | 73        | 154     | ,739     |         |           | 1079     |  |  |  |

INVOLVES 476 TOTAL ACCIDENTS INVOLVES 55 FATAL ACCIDENTS

<sup>\*</sup> 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 - BUSINESS U. S. GENERAL AVIATION

1972

## INJURIES

|  | FATAL | SERIOUS | MINOR | NONE    | UNKNOWN |        | TOTAL   |  |  |  |
|--|-------|---------|-------|---------|---------|--------|---------|--|--|--|
| PILOT<br>COPILOT<br>DUAL STUDENT<br>CHECK PILOT<br>FLIGHT ENGINEER<br>NAVIGATOR<br>CABIN ATTENDANT | 9     | 6       | 8     | 54<br>1 |         |        | 77<br>2 |  |  |  |
| EXTRA CREW<br>PASSENGERS   | 4     | 7       | 6     | 43      |         |        | 60      |  |  |  |
| TOTAL  | 14    | 13      | 14    | 98      |         | ABOARD | 139     |  |  |  |
| OTHER AIRCRAFT<br>OTHER GROUND   |       | 1       |       |         |         |        | 1       |  |  |  |
| GRAND TOTAL  | 14    | 14      | 14    | 98      |         |        | 140     |  |  |  |

INVOLVES 77 TOTAL ACCIDENTS INVOLVES 9 FATAL ACCIDENTS

## INJUNIES, 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 CABIN ATTENDANT EXTRA CREW | 1     | 1       | 1     | 16 2 |         |        | 19<br>3 |
| PASSENGERS  | 2     |         | 4     | 32   |         |        | 38      |
| TOTAL   | 3     | 1       | 6     | 50   |         | ABOARD | 60      |
| * OTHER AIRCRAFT<br>OTHER GROUND  |       |         | 1     | 3    |         |        | 3<br>1  |
| GRAND TOTAL   | 3     | 1       | 7     | 53   |         |        | 64      |

INVOLVES 19 TOTAL ACCIDENTS INVOLVES 1 FATAL ACCIDENTS

<sup>\*</sup> 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 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 EXTRA CREW PASSENGERS | 7     | 13      | 15    | 62   |         | ·      | 97    |
|  |       | • `     |       |      |         |        |       |
| TOTAL  | 7     | 13      | 15    | 62   |         | ABOARD | 97    |
| OTHER AIRCRAFT<br>OTHER GROUND   |       |         |       |      |         |        |       |
| GRAND TOTAL  | 7     | 13      | 15    | . 62 | ,       |        | 97    |

INVOLVES 97 TOTAL ACCIDENTS INVOLVES 7 FATAL ACCIDENTS

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

1972

#### INJURIES

|   | FATAL | SERIOUS | MINOR | NONE | UNKNOWN |        | TOTAL |
|---|-------|---------|-------|------|---------|--------|-------|
| PILOT<br>COPILOT<br>DUAL STUDENT<br>CHECK PILOT<br>FLIGHT ENGINEER<br>NAVIGATOR | 5     | 1       | 2     | 20   |         |        | 28    |
| CABIN ATTENDANT<br>EXTRA CREW   |       |         |       |      |         |        |       |
| PASSENGERS  | 13    | 2       | 16    | 46   |         |        | . 77  |
| TOTAL   | 18    | 3       | 18    | 67   |         | ABOARD | 106   |
| * OTHER AIRCRAFT<br>OTHER GROUND  |       |         |       | 4    |         |        | 4     |
| GRAND TOTAL   | 18    | . 3     | 18    | 71   |         |        | 110   |

INVOLVES 28 TOTAL ACCIDENTS INVOLVES 6 FATAL ACCIDENTS

<sup>\*</sup> 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 TYPE OF ACCIDENT OVERSHOOT U. S. GENERAL AVIATION

1972

#### INJURIES

|  |       |         |       | 1.100.1120 |         |           |       |
|--|-------|---------|-------|------------|---------|-----------|-------|
|  | FATAL | SERIOUS | MINOR | NONE       | UNKNOWN |           | TOTAL |
| PILOT  |       |         | 3     | 34         |         |           | 37    |
| COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR CABIN ATTENDANT |       |         |       | 1          |         |           | 1     |
| EXTRA CREW   |       |         |       |            |         |           |       |
| PASSENGERS   |       |         | 7     | 54         |         |           | 61    |
| TOTAL  |       |         | 10    | 89         |         | A BO AR D | 99    |
| OTHER AIRCRAFT<br>OTHER GROUND   |       |         |       |            |         |           |       |
| GRAND TOTAL  |       |         | 10    | 89         |         |           | 99    |

INVOLVES 37 TOTAL ACCIDENTS FATAL ACCIDENTS

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

1972

#### INJURIES

|  | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | ,      | TOTAL |
|--|-------|---------|-------|------|---------|--------|-------|
| PILOT<br>COPILOT   | 1     | 1       | 9     | 18   |         |        | 29    |
| DUAL STUDENT   |       | 1       |       |      |         |        | 1     |
| CHECK PILOT<br>FLIGHT ENGINEER<br>NAVIGATOR  |       |         |       |      |         |        |       |
| CABIN ATTENDANT<br>EXTRA CREW  |       |         |       |      |         |        |       |
| PASSENGERS   | 1     | 3       | 9     | 26   |         |        | 39    |
|  |       |         |       |      |         |        |       |
| TOTAL  | 2     | 5       | 18    | 44   |         | ABOARD | 69    |
|  |       |         |       |      |         |        |       |
| OTHER AIRCRAFT<br>OTHER GROUND   |       |         |       |      |         |        |       |
| STIZEN SNOONS  |       |         |       |      |         |        |       |
| GRAND TOTAL  | 2     | 5       | 18    | 44   |         |        | 69    |
| the control of the co |       |         |       |      |         |        |       |

INVOLVES 29 TOTAL ACCIDENTS INVOLVES 1 FATAL ACCIDENTS

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

1972

#### INJURIES

|         |         |         |          |     |       |         |       |          | •   |
|---------|---------|---------|----------|-----|-------|---------|-------|----------|---|
| TOTAL   |         | UNKNOWN | NONE     | NOI | MINOR | SERIOUS | FATAL |          | •   |
| 321     |         |         | 230      | 2:  | 50    | 24      | 17    |          | PILOT   |
| 8       |         |         | 5        |     |       | 1       | 2     |          | COPILOT   |
| 9       |         |         | 7 .      |     | 1     | . 1     |       | <b>*</b> | DUAL STUDENT<br>CHECK PILOT<br>FLIGHT ENGINEER<br>NAVIGATOR |
| 3       |         |         | 3        |     |       |         |       |          | CABIN ATTENDANT   |
| 331     |         |         | 253      | . 2 | 51    | . 11    | . 16  |          | PASSENGERS  |
| ARD 672 | ABOAR D |         | 498      | 4   | 102   | 37      | 35    |          | TOTAL   |
| . 7     |         |         | 1,       |     | 3     | 3       |       |          | OTHER AIRCRAFT<br>OTHER GROUND                              |
| . 679   |         |         | 499      | 4   | 105   | 40      | 35    |          | RAND TOTAL  |
| _       | АВО     |         | 498<br>1 | 4   | 102   | 37      | 35    |          | EXTRA CREW PASSENGERS  TOTAL  OTHER AIRCRAFT                |

INVOLVES 321 TOTAL ACCIDENTS INVOLVES 20 FATAL ACCIDENTS

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

1972

#### INJURIES

| FATAL | SERIOUS                | MINOR               | NONE   | UNKNOWN                       |                               | TOTAL   |
|-------|------------------------|---------------------|--|-------------------------------|-------------------------------|---|
| 29    | 18                     | 27                  | 47   |                               | •                             | 121   |
| . 2   | . 1                    |                     | 2  |                               |                               | 5   |
| 2     | •                      | 1                   | 4  |                               |                               | 7   |
|       | •                      |                     |  |                               |                               |   |
|       |                        |                     |  |                               |                               |   |
|       |                        |                     | •  |                               |                               |   |
|       |                        |                     |  |                               |                               |   |
| 2     | •                      |                     |  |                               |                               | 2   |
| 24    | 18                     | 27                  | 47   |                               |                               | 116   |
| 59    | 37                     | 55                  | 100  |                               | ABOARD                        | 251   |
|       |                        | 3                   | •  |                               |                               | 3   |
| - 59  | 37                     |                     |  |                               |                               |   |
|       | 29<br>2<br>2<br>2<br>2 | 29 18 2 1 2 2 24 18 | 29 18 27<br>2 1<br>2 1<br>2 1<br>2 2<br>24 18 27<br>59 37 55 | 29 18 27 47<br>2 1 2<br>2 1 4 | 29 18 27 47<br>2 1 2<br>2 1 4 | 29 18 27 47 2 2 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 |

INVOLVES 121 TOTAL ACCIDENTS INVOLVES 30 FATAL ACCIDENTS

#### COVERED RY THIS REPORT - ISSUE NO.4 U. S. GENERAL AVIATION FILE NOS. 3-2701 THRU 3-3459, 3-3461 THRU 3-3543, 3-3545 THRU 3-3600

1972

INVOLVES 898 TOTAL ACCIDENTS
INVOLVES 98 FATAL ACCIDENTS

|  | FATAL ACCIDENTS |        |            | 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<br>ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL<br>RECAME LOST/DISORIENTED  | 1<br>2          | 1      | 2<br>2     | 7<br>14<br>6       | 1<br>5<br>3 | 8<br>19<br>9 | 8<br>16<br>6  | 2<br>5<br>3 | 10<br>21<br>9 |  |
| CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS CONTINUED INTO KNOWN AREA OF SEVERE TURBULENCE  | 19              |        | 19         | 15                 | 1<br>1      | 16<br>1      | 34            | 1           | 35<br>1       |  |
| DELAYED ACTION IN ABORTING TAKEOFF DELAYED IN INITIATING GO-AROUND   |                 |        |            | 9<br>17            |             | 9<br>17      | 9<br>17       |             | 9<br>17       |  |
| DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT  | 2               | 2      | 4          | 13                 | 5           | 18           | 15            | . 7         | 22            |  |
| EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT FAILED TO EXTEND LANDING GEAR FAILED TO RETRACT LANDING GEAR   | 2               |        | 2          | 17<br>1            |             | 17           | 2<br>17<br>1  |             | 2<br>17<br>1  |  |
| RETRACTED GEAR PREMATURELY INADVERTENTLY RETRACTED GEAR  | 1               |        | 1          | 4                  |             | 4            | 1             |             | 1             |  |
| FAILED TO SEE AND AVOID OTHER AIRCRAFT   | 4               |        | 4          | 9                  | 1           | 10           | 13            | 1           | 14            |  |
| FAILED TO SEE AND AVOID ORJECTS OR ORSTRUCTIONS FAILED TO OBTAIN/MAINTAIN FLYING SPEED   | 4<br>24         |        | 4<br>24    | 41<br>81           |             | 41<br>81     | 45<br>105     |             | 45<br>105     |  |
| MISJUDGED, SPEED, ALTITUDE OR CLEARANCE  | 24              |        | 27         | 3                  |             | 3            | 3             |             | 3             |  |
| FAILED TO MAINTAIN ADEQUATE ROTOR RPM FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT   | 1               | 1      | <b>^</b> 2 | 4<br>3             | 2           | 4<br>5       | 4             | 3           | 4<br>7        |  |
| FAILED TO USE OR INCORRECTLY USED MISC ENGIRMENT   | 1               | 5      | 6          | 5                  | 2           | 7            | 6             | 7           | 13            |  |
| IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS   | 1               |        | 1          | 36                 | 4           | 40           | 37            | 4           | 41            |  |
| IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS IMPROPER OPERATION OF FLIGHT CONTROLS  | 7               |        | 7          | 19<br>20           |             | 19<br>20     | 19<br>27      |             | 19<br>27      |  |
| PREMATURE LIFT OFF   |                 |        |            | 13                 |             | 13           | 13            |             | 13            |  |
| IMPROPER LEVEL OFF IMPROPER IFR OPERATION  | 1               |        | 1          | 62<br>2            |             | 62<br>2      | 62<br>3       |             | 62<br>3       |  |
| IMPROPER IN-FLIGHT DECISIONS OR PLANNING   | 1               | 3      | 4          | 17                 | 3           | 20           | 18            | 6           | 24            |  |
| IMPROPER COMPENSATION FOR WIND CONDITIONS INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING   | 5               | 5      | 10         | 18<br>76           | 2<br>17     | 20<br>93     | 18<br>81      | 2           | 20            |  |
| INADEQUATE SUPERVISION OF FLIGHT   | 1               | ,      | 10         | 25                 | 2           | 27           | 26            | 22<br>2     | 103<br>28     |  |
| LACK OF FAMILIARITY WITH AIRCRAFT MISMANAGEMENT OF FUEL  | ,               | 1      | 1          | 13<br>56           | 21          | 34           | 13<br>57      | 22          | 35            |  |
| EXERCISED POOR JUDGMENT  | 1<br>9          | 2      | 1<br>11    | 27                 | 1<br>5      | 57<br>32     | 36            | 1<br>7      | 58<br>43      |  |
| OPERATED CARELESSLY SELECTED UNSUITABLE TERRAIN  |                 |        |            | 2<br>54            | 4           | 2<br>58      | ?<br>54       | 4           | 2<br>58       |  |
| IMPROPER STARTING PROCEDURES   |                 |        |            | 3                  | 4           | 3            | 3             | 4           | 3             |  |
| STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED   |                 |        |            | 7                  |             | 7<br>4       | 7<br>4        |             | 7             |  |
| INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS   | 6               |        | 6          | 4 -                |             | 4            | 6             |             | 4<br>6        |  |
| SPONTANEOUS-IMPROPER ACTION MISJUDGED DISTANCE, SPEED, AND ALTITUDE  | 1<br>1          | 1      | 1<br>2     | 10<br>10           | 1           | 11           | 11<br>11      | 1           | 12<br>12      |  |
| MISJUDGED DISTANCE AND SPEED   | 1               | 1      | 2          | 36                 |             | 36           | 36            | 1           | 36            |  |
| MISJUDGED DISTANCE<br>MISJUDGED DISTANCE AND ALTITUDE  |                 |        |            | 21                 | 1           | 1<br>21      | 21            | 1           | 1<br>21       |  |
| MISJUDGED SPEED AND ALTITUDE   |                 |        |            | 5                  |             | 5            | 5             |             | 5             |  |
| MISJUDGED SPEED  |                 |        |            | 6                  | 1           | 7            | 6             | l           | 7             |  |
| MISJUDGED SPEED AND CLEARANCE MISJUDGED ALTITUDE AND CLEARANCE   | . 2             |        | 2          | ?<br>1             |             | ?<br>1       | .3            |             | 2             |  |
| MISJUDGED ALTITUDE   | 2               | 1      | 3          | . 7                | 1           | Я            | 9             | ?           | 11            |  |
| MISJUDGED CLEARANCE IMPROPER RECOVERY FROM BOUNCED LANDING   | 5.              |        | 5          | 16<br>36           | 1           | 16<br>37     | 21<br>36      | 1           | 21<br>37      |  |
| INCAPACITATION   | 1               |        | 1          | 1                  |             | 1            | 2             |             | 2             |  |
| PHYSICAL IMPA1RMENT<br>SPATIAL DISORIENTATION  | 4<br>20         | 2      | 6<br>20    | 4                  | 1           | 5            | я<br>20       | 3           | 11<br>20      |  |
| PSYCHOLOGICAL CONDITION  |                 | 1      | 1          |                    |             |              |               | 1           | 1             |  |
| MISUSED OR FAILED TO USE FLAPS<br>LEFT AIRCRAFT UNATTENDED ENGINE RUNNING  |                 | 2      | 2.         | 7<br>1             |             | 7<br>1       | 7             | 5           | 9             |  |
| FAILED TO MAINTAIN DIRECTIONAL CONTROL   |                 |        |            | 91                 | _           | 91           | 91            |             | 91            |  |
| SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND FAILED TO ABORT TAKEOFF  | 1               |        | 1          | 16<br>11           | .3          | 19<br>11     | 16<br>12      | 3           | 19<br>12      |  |
| CONTRACT OF STATES OF THE STAT | •               |        | -          |                    |             | 1.1          | 1 6.          |             | 10.           |  |

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| PILOT IN COMMAND (CONTINUED)  | FATAL ACCIDENTS |        |       | NONFATAL ACCIDENTS |             |   | ALL ACCIDENTS                                  |                  |  |
|---|-----------------|--------|-------|--------------------|-------------|---|--|------------------|--|
|   | CAUSE           | FACTOR | TOTAL | CAUSE              | FACTOR      | TOTAL   | CAUSE  | FACTOR           | TOTAL  |
| •   |                 |        |       |                    |             |   |  |                  |  |
| FAILED TO INITIATE GO-AROUND<br>DIRECT ENTRIES  | 2               |        | 2     | 13                 | 1           | 14  | 13   | 1                | 1 4<br>2   |
| SUBTOTAL  | 132             | 27     | 159   | 997                | 90          | 1087  | 1129   | 117              | 1246   |
| COPILOT  FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS IMPROPER LEVEL OFF LACK OF FAMILIARITY WITH AIRCRAFT SPONTANEOUS-IMPROPER ACTION FAILED TO MAINTAIN DIRECTIONAL CONTROL  |                 |        |       | 1<br>1<br>1        | 1           | 1<br>1<br>1<br>1                                    | 1<br>1<br>1                                    | 1                | 1<br>1<br>1<br>1   |
| SUBTOTAL  |                 |        |       | 4                  | 1           | 5   | 4  | 1                | 5  |
| DUAL STUDENT  FAILED TO SEE OTHER AIRCRAFT FAILED TO OBTAIN/MAINTAIN FLYING SPEED IMPROPER OPERATION OF FLIGHT CONTROLS IMPROPER LEVEL OFF INADEOUATE PREFLIGHT PREPARATION AND/OR PLANNING FAILURE TO RELINAUISH CONTROL SPONTANEOUS-IMPROPER ACTION MISJUDGED DISTANCE AND SPEED MISJUDGED DISTANCE AND ALTITUDE MISJUDGED DESTANCE AND ALTITUDE MISJUDGED SPEED AND ALTITUDE MISJUDGED SPEED AND ALTITUDE MISJUDGED CLEARANCE IMPROPER RECOVERY FROM BOUNCED LANDING FAILED TO MAINTAIN DIRECTIONAL CONTROL FAILED TO INITIATE GO-ARDUND | 1               |        | 1     | 1<br>3<br>6<br>    | 1           | 1<br>3<br>3<br>6<br>1<br>1<br>1<br>1<br>1<br>1<br>1 | 1<br>3<br>3<br>6<br>1<br>1<br>1<br>1<br>1<br>1 | .1               | 1<br>3<br>3<br>6<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1 |
| SUBTOTAL  | 1               |        | 1     | 21                 | 1           | 27  | 22   | 1                | 23   |
| CHECK PILOT<br>FAILED TO MAINTAIN ADEQUATE ROTOR RPM<br>INADEQUATE SUPERVISION OF FLIGHT  |                 |        |       | 1                  |             | l<br>1  | 1  |                  | 1<br>1   |
| SUBTOTAL  |                 |        |       | 2                  |             | 2   | 2  |                  | 2  |
| ** PERSONNEL **   |                 |        |       |                    |             |   |  |                  |  |
| FLIGHT INSTRUCTOR INADEQUATE SUPERVISION OF FLIGHT INADEQUATE TRAINING OF STUDENT MAINTEMANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE HAINTENANCE PERSONNEL) IMPROPERLY SERVICED AIRCRAFT(OWNER-PILOT) INADEQUATE INSPECTION OF AIRCRAFTIMAINTENANCE PERSONNEL) INADEQUATE MAINTEMANCE AND INSPECTION   | 1               | 1      | 2     | 2<br>1<br>2<br>2   | 1<br>1      | 3<br>2<br>2<br>2<br>2<br>32                         | 3<br>1<br>2<br>2<br>32                         | 2<br>1<br>2<br>3 | 5<br>2<br>2<br>2<br>2<br>35                              |
| OTHER OPERATIONAL SUPERVISORY PERSONNEL   |                 | -      |       | 1                  |             | 1   | 1  | ,                | 1  |
| INADEQUATE FLIGHT TRAINING-PROCEDURES INADEQUATE GROUND TRAINING-PROCEDURES FAILURE TO PROVIDE ADEA DIRECTIVES, MANUALS, EQUIPMENT DEFICIENCY, COMPANY MAINTAINED EAMT, SERV, REGULATIONS WEATHER PERSONNEL   |                 | 1      | 1     | 1                  | 1<br>1      | 1 1 2   | 1  | 1<br>1<br>1      | 1<br>1<br>1<br>2   |
| TRAFFIC CONTROL PERSONNEL OTHER   |                 | 1      | 1     |                    |             |   |  | 1                | 1  |
| AIRPORT SUPERVISORY PERSONNEL FAILURE TO NOTIFY OF UNSAFE CONDITION AIRWAYS FACILITIES PERSONNEL PRODUCTION-DESIGN  |                 |        |       | 1                  | 2           | 3   | 1  | 2                | 3  |
| POOR/INADEQUATE DESIGN<br>MISCELLANEOUS-PERSONNEL   |                 |        |       | 1                  |             | 1   | 1  |                  | . 1  |
| PILOT OF OTHER AIRCRAFT GROUND SIGNALMAN PASSENGER DRIVER OF VEHICLE OTHER DIRECT ENTRIES   | 4               |        | 4     | 13<br>1<br>7       | 1<br>1<br>2 | 14<br>1<br>7<br>1<br>2<br>1                         | . 17<br>1<br>7.                                | - 1<br>1<br>2    | 18<br>1<br>7<br>$x_1$<br>2<br>1                          |

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| PERSONNEL (CONTINUED)  | FATAL ACCIDENTS |            |       | NONFATAL ACCIDENTS                   |                    |   | ALL ACCIDENTS                              |                  |   |  |
|--|-----------------|------------|-------|--------------------------------------|--------------------|---|--|------------------|---|--|
|  |                 | FAC TOR    | TOTAL | CAUSE                                | FACTOR             |   |  | FACTOR           | TOTAL   |  |
|  |                 |            |       |                                      |                    |   |  |                  | ;   |  |
| THIRD PILOT<br>FLIGHT ENGINEER<br>DISPATCHING  | -               |            |       |                                      |                    |   |  |                  |   |  |
| SUBTOTAL   | 7               | 4          | 11    | 63                                   | 15                 | 78  | 70   | 19               | 89  |  |
| ** AIRFRAME **   |                 |            |       |                                      |                    |   | -t   |                  |   |  |
| WINGS SKIN AND ATTACHMENTS FUSELAGE SKIN AND ATTACHMENTS DOORS, DOOR FRAMES OTHER LANDING GEAR   | ·               |            |       | 1<br>1<br>1                          |                    | 1<br>1<br>1                                     | 1<br>1<br>1                                |                  | 1<br>1<br>1<br>1                                |  |
| MAIN GEAR-SHOCK ARSORBING ASSY, STRUTS, ATTACHMENTS, ETC NORMAL RETRACTION/EXTENSION ASSEMBLY TAILWHEEL ASSEMBLIES MISSEWHEEL ASSEMBLIES WHEELS, TIRES, AXLES BRAKING SYSTEM (NORMAL) LANDING GEAR WARNING AND INDICATING COMPONENTS GEAR LOCKING MECHANISM SWITCHES, LEVERS, CRANKING MECHANISM, ETC NOSEWHEEL STEERING FLIGHT CONTROL SURFACES AILERON, SURFACES ATTACHMENTS |                 |            |       | 2 8 1 1 5 13 2 1 2 1 2 1             | 1 .<br>1<br>1<br>3 | 2<br>8<br>2<br>1<br>6<br>14<br>3<br>2<br>1<br>3 | 2<br>8<br>1<br>1<br>5<br>13<br>2<br>1<br>2 | 1<br>1<br>1<br>3 | 2<br>8<br>2<br>1<br>6<br>14<br>3<br>2<br>1<br>3 |  |
| SUBTOTAL   |                 |            |       | 40                                   | 7                  | 47  | 40   | 7                | 47  |  |
| ** POWERPLANT **   | ,               |            |       |                                      |                    |   |  |                  | ×.  |  |
| ENGINE STRUCTURE CRANKSHAFT MASTER AND CONNECTING RODS CYLINDER ASSEMBLY PISTON, PISTON RINGS VALVE ASSEMBLIES OTHER   | 1               |            | . 1   | 3<br>2<br>1<br>2<br>3<br>3           |                    | 3<br>2<br>1<br>2<br>3<br>3                      | 3<br>2<br>1<br>2<br>3                      |                  | 3<br>2<br>1<br>2<br>3<br>4                      |  |
| IGNITION SYSTEM MAGNETOES SPARK PLUG IGNITION HARNESS, SHIFLDING OTHER FUEL SYSTEM   | 1               |            | . 1   | 6 2                                  |                    | 6<br>2<br>1                                     | 6<br>2<br>1<br>1                           |                  | 6<br>2<br>1<br>1                                |  |
| LINES AND FITTINGS SELECTOR VALVES FILTERS, STRAINERS, SCREENS CARBURETOR PUMPS FUEL INJECTION SYSTEM VENTS, DRAINS, TAMK CAPS RAM AIR ASSEMRLY OTHER  |                 | , <b>1</b> | 1     | 4<br>3<br>3<br>4<br>1<br>1<br>1<br>2 |                    | 4<br>3<br>3<br>4<br>1<br>1<br>1<br>2            | 4<br>3<br>3<br>4<br>1<br>1<br>2            | . 1              | 4<br>3<br>3<br>4<br>1<br>1<br>1<br>2            |  |
| LURRICATING SYSTEM LINES, HOSES, FITTINGS OTHER COOLING SYSTEM   |                 |            |       | 1                                    |                    | 1   | 1  |                  | 1   |  |
| COULING<br>OTHER<br>PROPELLER AND ACCESSORIES<br>BLADES  |                 |            |       | 1                                    | 1 .                | . 4   | 1  | 1                | 1<br>1<br>4                                     |  |
| OTHER EXHAUST SYSTEM MANIFOLDS MUFFLERS GASKETS CLAMPS STACKS RAFFLES ENGINE ACCESSORIES STARTERS  | 1               |            | 1     | 1<br>1<br>1<br>1<br>1<br>1           | •\$                | 1<br>1<br>. 1<br>1<br>1                         | 1 1 1 1 1 1 1 1 1 1                        | •                | 1         |  |
| STARTERS :   |                 |            |       | 1                                    |                    | 1   | 1  |                  | 1   |  |

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| POWERPLANT (CONTINUED)   | FATAL ACCIDENTS |        |       |             | NONFATAL ACCIDENTS |                  |             | ALL ACCIDENTS |                    |  |
|--|-----------------|--------|-------|-------------|--------------------|------------------|-------------|---------------|--------------------|--|
|  | CAUSE           | FACTOR | TOTAL | CAUSF       | FACTOR             | TOTAL            | CAUSE       | FACTOR        | TOTAL              |  |
|  |                 |        |       |             |                    |                  |             |               |                    |  |
| EMGINE CONTROLS-COCKPIT THROTTLE-POWER LEVER ASSEMBLIES MIXTURE CONTROL ASSEMBLIES INDUCTION AIR, PREHEAT CONTROLS POWERPLANT-INSTRUMENTS FUEL QUANTITY GAUGE            |                 |        |       | 3<br>5<br>1 | 3                  | 3<br>5<br>1<br>3 | 3<br>5<br>1 | 3             | 3<br>5<br>1<br>3   |  |
| MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS  | 2               |        | 2     | 32          | 5                  | 32               | 34          | 5             | 34                 |  |
| COMPRESSOR STALLS<br>OTHER<br>REDUCTION GEAR ASSEMBLY  | 1               |        | 1     | . 1         |                    | 1                | 1           |               | 1                  |  |
| GEARS, ACCESSORY DRIVE COMPRESSOR ASSEMBLY   |                 |        |       | 1           |                    | 1                | 1           |               | 1                  |  |
| CHADE, COMPRESSOR ROTOR COMPUSTION ASSEMBLY TURRINE ASSEMBLY ACCESSORY DRIVE ASSEMBLY LUBRICATING SYSTEM FUEL SYSTEM SAFETY SYSTEM IGNITION SYSTEM                       |                 |        | 'n    | 1           |                    | 1                | ?           | ·             | . 2                |  |
| TOROUEMETER<br>OTHER<br>AIR BLEED<br>EXHAUST SYSTEM<br>THRUST REVERSER   |                 |        |       |             | 1                  | 1                |             | 1             | 1                  |  |
| PROPELLER SYSTEM CONSTANT SPEED DRIVE POWER LEVER PROPELLER LEVER REVERSE THRUST LEVER   |                 |        | •     |             |                    |                  |             | ٠             | •                  |  |
| ENGINE INDICATING EQUIPMENT<br>ENGINE INSTALLATION   |                 |        |       |             |                    |                  |             |               |                    |  |
| SURTOTAL   | 7               | 1      | 8     | 100         | 5                  | 105              | 107         | 6             | 113                |  |
| ** SYSTEMS ** ELECTRICAL SYSTEM  |                 |        |       |             |                    |                  |             |               |                    |  |
| GENERATORS/ALTERNATORS REGULATOR RELAYS AND WIRING PROTECTIVE DEVICES HYDRAULIC SYSTEM RESERVOIR, LINES, FITTINGS  | 1               |        | 1     | 2<br>1      | 1                  | 4<br>2<br>2<br>1 | 1<br>2<br>1 | 1             | . 4<br>1<br>2<br>2 |  |
| FLIGHT CONTROL SYSTEMS AILERON AND AILERON TAB CONTROL SYSTEM ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM RUDDER AND RUDDER TAB CONTROL SYSTEM ANTI-ICING, DE-ICING SYSTEMS |                 |        |       | 2<br>1<br>2 | ٠                  | 2<br>1<br>2      | 2<br>1<br>2 |               | 2<br>1<br>2        |  |
| PROPELLER ANTI-ICING, DE-ICING SYSTEMS CARRURETOR DE-ICING, SYSTEM AIR CONDITION, HEATING AND PRESSURIZATION AUTO PILOT FIRE WARNING SYSTEM FIRE EXTINGUISHER SYSTEM     | 1               |        | 1     | 1           |                    | . 1              | 1           |               | 1                  |  |
| OXYGEN SYSTEM<br>OTHER SYSTEMS   |                 |        |       |             |                    |                  |             |               |                    |  |
| SUBTOTAL   | 2               |        | 2     | 10          | 5                  | 15               | 1.2         | . 5           | 17                 |  |
| ** INSTRUMENTS/EQUIPMENT AND ACCESSORIES **  |                 |        |       |             |                    |                  |             |               |                    |  |
| FLIGHT AND NAVIGATION INSTRUMENTS<br>COMMUNICATIONS AND NAVIGATION EQUIPMENT<br>COMPASS RECEIVERS  | •               |        |       |             | 1                  | 1                |             | 1             | 1                  |  |
| MISCELLANEOUS EQUIPMENT<br>OTHER   |                 |        |       | 1           |                    | 1                | . 1         |               | 1                  |  |
| SURTOTAL   |                 |        |       | 1           | 1                  | 2                | 1           | 1             | 2                  |  |

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| ROTORCRAFT (CONTINUED)  | FATAL ACCIDENTS |             |             |              | NONFATAL ACCIDENTS |               |              | ALL ACCIDENTS  |               |  |
|---|-----------------|-------------|-------------|--------------|--------------------|---------------|--------------|----------------|---------------|--|
|   | CAUSE           | FACTOR      | TOTAL .     | CAUSE        | FACTOR             | TOTAL         | CAUSE        | FACTOR         | TOTAL         |  |
| ** ROTORCRAFT **  |                 |             |             |              |                    |               |              |                |               |  |
| ROTOR ASSEMBLIES MAIN ROTOR BLADES TAIL ROTOR BLADES  | 1               |             | 1           | 1            |                    | 1             | . 1          |                | 1<br>1        |  |
| TRANSMISSION ROTOR ORIVE SYSTEM MAIN ROTOR DRIVE SHAFT FLIGHT CONTROL SYSTEMS   |                 |             |             | 1            |                    | 1             | 1            |                | 1             |  |
| CYCLIC PITCH CONTROL SYSTEM<br>OTHER<br>MISCELLANEOUS UNITS AND ASSEMBLIES  |                 |             |             | 1            | 1                  | 1<br>1        | 1            | 1              | 1             |  |
| ·SUBTOTAL   | 1               |             | 1           | 3            | 1                  | 4             | 4            | 1              | 5             |  |
| ** AIRPORTS/AIRWAYS/FACILITIES **   |                 |             |             |              |                    |               |              |                |               |  |
| AIRPORT FACILITIES RUNHAY LIGHTING RAMP FACILITIES AIRPORT CONDITIONS   |                 |             |             | 1            | . 1                | 1             | 1            | 1              | 1             |  |
| WET RUNWAY<br>ICE/SLUSH ON RUNWAY   |                 |             |             | 1            | 13<br>2            | 14<br>2       | 1            | 13<br>2        | 14<br>2       |  |
| SNOW ON RUNHAY<br>SNOW WINDROWS   |                 |             |             | 1            | 2<br>1             | 2             | 1            | 1              | 2             |  |
| NAMARKED OBSTRUCTIONS<br>SOFT SHOULDERS (RUNWAY)<br>HIGH VEGETATION   |                 |             |             | 1<br>2<br>1  | 2<br>5             | 1<br>4<br>6   | 1<br>2<br>1  | 2              | 1<br>4<br>6   |  |
| HIDDEN HAZARD POORLY MAINTAINED RUNWAY SURFACE  |                 |             |             | 1            | 2 2                | 3             | 1            | 2 2            | 3             |  |
| SOFT RUNWAY<br>SNOW ON RAMP/TAXIWAY   |                 |             |             | 2            | 4                  | 6<br>1        | 2            | 4              | 6<br>1        |  |
| OTHER DIRECT ENTRIES AIRWAYS FACILITIES   |                 | 3           | 3           | 7            | 21                 | 28<br>1       | 7            | 24             | 31<br>1       |  |
| SUBTOTAL  |                 | 3           | 3           | 19           | 56                 | 75            | 19           | 59             | 78            |  |
| ** WEATHER **   |                 |             |             |              |                    |               |              |                |               |  |
| LOW CEILING<br>RAIN   | 1               | 25<br>11    | 26<br>11    | 3<br>1       | 11<br>3            | 14            | 4            | 36<br>14       | 40<br>15      |  |
| FOG<br>SNOW   |                 | 20<br>5     | 20<br>5     | 1            | 6                  | 7             | 1            | 26<br>5        | 27<br>5       |  |
| ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC CONDITIONS CONDUCIVE TO CARR/INDUCTION SYSTEM ICING UNFAVORABLE WIND CONDITIONS | 1               | - ,         | 4<br>1<br>1 | 1<br>8       | 9                  | 3<br>17<br>44 | 2<br>9<br>13 | 5 .<br>9<br>32 | 7<br>18<br>45 |  |
| SUDDEN WINDSHIFT TURBULENCE IN FLIGHT, CLEAR AIR  |                 | 1           | 1           | 13<br>?<br>I | 31<br>4<br>. 4     | 6<br>5        | 2            | 4              | 45<br>6<br>5  |  |
| TURBULENCE ASSOCIATED WITH CLOUDS AND/OR THUNDERSTORMS DOWNDRAFTS, UPDRAFTS   |                 | 4           | 4           | 2            | 3<br>10            | 5<br>14       | 2<br>4       | 7              | 9<br>14       |  |
| LOCAL WHIRLWIND<br>TORMADO  |                 |             | 1           | 2<br>1       | 1                  | 3<br>1        | 2<br>1       | 1              | 3<br>1        |  |
| HIGH TEMPERATURE<br>OBSTRUCTIONS TO VISION<br>HIGH DENSITY ALTITUDE   |                 | 1<br>3<br>2 | 3<br>2      | 2            | 2                  | 5<br>2<br>15  | 2            | 6<br>5<br>15   | 6<br>5<br>17  |  |
| THUNDERSTORM ACTIVITY<br>OTHER  |                 | 4           | 4           | 1 2          | 3                  | 4 3           | 1 2          | 7              | 8 3           |  |
| SUBTOTAL  | 3               | 79          | 82          | 44           | 108                | 152           | 47           | 187            | 234           |  |
| ** TERRAIN **   |                 |             |             |              |                    |               |              |                |               |  |
| WET+ SOFT GROUND  |                 |             |             | 10           | 5                  | 15            | 10           | 5              | 15            |  |
| SNOW-COVERED<br>HIGH VEGETATION<br>HIDDEN OBSTRUCTIONS  |                 |             |             | 1<br>16      | 13,                | ]<br>29<br>7  | 16           | 13             | 1<br>29<br>7  |  |
| ROUGH/UNEVEN ROUGH MATER  | 1               |             | 1 .         | 59<br>1      | 21<br>1            | 80<br>2       | 60           | 21             | 81<br>2       |  |
| HIGH ORSTRUCTIONS SANDY   | 1               | 16          | - 17        | 47<br>4      | 61                 | 108           | 48           | 77<br>1        | 125           |  |
| OTHER   |                 | 4           | 4           | 17           | 26                 | 43            | 17           | 30             | 47            |  |

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| ERRAIN (CONTINUED)  |                            | FATAL ACCIDENTS |                               |  | MOMEATAL ACCIDENTS                      |   |  | ALL ACCIDENTS   |  |  |
|---|----------------------------|-----------------|-------------------------------|--|---|---|--|---|--|--|
|   | CAUSE                      | F AC TOR        | TOTAL                         | CAUSF  | FACTOR                                  | TOTAL   | CAUSE  | FACTOR  | TOTAL  |  |
| SUBTOTAL  | 2                          | 20              | 22                            | 160  | 130                                     | 290   | 162  | 150   | 312  |  |
| ** MISCELLANEOUS **   |                            |                 |                               |  |   |   |  |   |  |  |
| VORTEX TURBULENCE ANIMAL(S) ON RUNWAY/TAXIWAY/RAMP EVASIVE MANEUVER TO AVOID COLLISION FOREIGN OBJECT DAMAGE SMOKE IN COCKPIT FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS UMDETERMINED DIRECT ENTRIES  | 9                          |                 | 9                             | 2<br>8<br>2<br>12<br>6   | 1 1 4                                   | 3<br>1<br>12<br>2<br>1<br>12<br>6<br>1  | 3<br>8<br>2<br>12<br>15<br>1                                 | 1 4 1   | 4<br>12<br>2<br>1<br>12<br>15<br>1   |  |
| SUBTOTAL  | 10                         |                 | 10                            | 31   | 7                                       | 3 H   | 41   | 7   | 48   |  |
| GRAND TOTAL   | 165                        | 134             | 299                           | 1495   | 427                                     | 1922  | 1660   | 561   | 2221   |  |
| ** MISCELLANEOUS ACTS, CONDITIONS **  ANTI-ICING/DEICING EQUIP-IMPROPER OPER. OF/FAILED TO USE  | 1                          |                 | 1                             | 17   | 1.                                      | 1 à   | 18   | ı   | 10   |  |
| CHECKLIST-FAILED TO USE CREW CORDINANTION-POOR DISREGARD OF GOOD OPERATING PRACTICE IMPROPER EMERGENCY PROCEDURES FEATHERED WRONG ENGINE INSTRUMENTS-MISREAD OR FAILED TO READ SEAT BELT NOT FASTEMED NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA UNNARRANTED LOW FLYING FAILED TO USE ALL AVAILABLE RINWAY LANDED AT WRONG AIRPORT IMATTENTIVE TO FUEL SUPPLY FLEW INTO BLIND CANYON POORLY PLANNED APPROACH MISCALCULATED FUEL CONSUMPTION JETTISOMED LOAD IMPROPERLY SECURED ELECTRICAL FAILURE ENGINE LOADED UP FATIGUE FRACTURE HYDRAULIC FAILURE WINDSHIELD, DIRTY, FOGGY, ETC-RESTRICTED VISION IMPROPER ALIGNMENT/ADJUSTMENT FAILURE OF TWO OR MORE ENGINES SEPARATION IN FLIGHT | 1 9                        | 1 3             | 1 1 . 12 . 1 1 1              | 1 3 1 1 4 7 1 9 3 3 1 0 5 5 1 7 7 4 1 1 4 1 1  | 1 2 1 1 3 4 4 1 1 1 5 1 2 2 1 4 4 3 3 5 | 10<br>4<br>2<br>2<br>3<br>1<br>1<br>1<br>7<br>11<br>2<br>2<br>1<br>9<br>9<br>9<br>11<br>4<br>6<br>6<br>8<br>6<br>2<br>4<br>4<br>4<br>4<br>5 | 14<br>11<br>4<br>16<br>1<br>3<br>10<br>5<br>7<br>7<br>5<br>1 | 2<br>3<br>7<br>1<br>1<br>10<br>14<br>15<br>1<br>1<br>2<br>2<br>3<br>7 | 19 4 1 1 2 7 7 23 2 1 9 3 100 111 4 6 7 8 7 7 2 4 4 9  |  |
| FIRE IN CABIN/ COCKPIT/ BAGGAGE COMPARTMENT FIRE IN BRAKES/ WHEEL ASSEMBLY/ WHEEL WELL LATERAL IMBALANCE CONGESTED TRAFFIC-PATTERN PILOT FATIGUE FUEL EXHAUSTION FUEL CONTAMINATION-FXCLUSIVE OF WATER IN FUEL PILOT SUFFERED HEART ATTACK ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT HYDOXIA ICE-CARBURETOR AIRFRAME ICE IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG INTERFERENCE WITH FLIGHT CONTROLS WHITEOUT SUNGLARE LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM SIMULATED CONDITIONS MATER IN FUEL AIRCRAFT CAME TO REST IN WATER MISSING TOUCH AND GO LANDING HYDROPLANING ON WET RUNWAY OVERLOAD FAILURE                            | 1<br>3<br>1<br>1<br>1<br>1 | 1 2 2 3 1 1 6   | 1 2 1 5 1 1 3 4 4 1 1 1 6 6 3 | 3<br>1<br>1<br>39<br>2<br>17<br>7<br>2<br>3<br>1<br>1<br>1<br>1<br>3<br>3<br>10<br>1 | 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 2 7 1 1 1 2 39 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1  | 39 2 1 3 1 8 3 4 4 2 2 1 1 3 3 3 10 10 1 6                   | 2 2 4 4 1 4 4 3 1 1 3 3 3 1 1 1 1 8 8 1 7 9 1 8 8 8                   | 2<br>7<br>1<br>1<br>1<br>4<br>39<br>2<br>1<br>6<br>6<br>7<br>2<br>2<br>1<br>1<br>8<br>6<br>7<br>2<br>2<br>1<br>1<br>8<br>6<br>7<br>2<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1 |  |

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| MISCELLANERIIS | ACTS. | CONDITIONS | (CONTINUED) |
|----------------|-------|------------|-------------|

| MISCELLANEOUS ACIS, CONDITIONS (CONTINUED) | FA1   | FATAL ACCIDENTS |        | NONFATAL ACCIDENTS |         |          | ALL ACCIDENTS |         |          |
|--|-------|-----------------|--------|--------------------|---------|----------|---------------|---------|----------|
|  | CAUSE | FACTOR          | TOTAL  | CAUSE              | FACTOR  | TOTAL    | CAUSE         | FACTOR  | TOTAL    |
| MATERIAL FAILURE                           | 1 2   |                 | 1<br>2 | 42<br>36           | 3       | 45<br>36 | 43<br>38      | 3       | 46<br>38 |
| FUEL STARVATION OIL STARVATION             | ۷.    |                 | ~      | 1                  |         | 1        | 2 n           |         | 20<br>1  |
| FUEL SELECTOR POSITIONED BETWEEN TANKS     |       |                 |        | 2                  |         | 2        | 2             |         | 2.       |
| FIRE OF UNDETERMINED ORIGIN                |       |                 |        |                    | 1       | 1        |               | 1       | 1        |
| UNAPPROVED MODIFICATION POOR WELD          |       |                 | -      | 1<br>1             |         | 1        | 1             |         | 1        |
| PREVIOUS DAMAGE                            |       | 1               | 1      | 1                  | 4       | 4        | ı.            | 5       | 5        |
| L EAK/L EAKA GE                            |       |                 |        | 4                  |         | 4        | 4             |         | 4        |
| CIRCUIT BREAKER POPPED                     |       |                 |        |                    | 3       | 3        |               | .3      | 3        |
| RUNWAY CLOSED<br>DOWNWIND                  |       | 1               | 1      |                    | 1<br>30 | 1<br>30  |               | 3<br>31 | 31       |
| LOOSE, PART/FITTING                        |       |                 |        | 1                  | 50      | 1        | 1             | 31      | 1        |
| RENT                                       |       |                 |        | 1                  |         | 1        | 1             |         | 1        |
| RURST<br>BURNED                            |       |                 |        | 1                  |         | 1        | 1             |         | 1        |
| CHAFFED                                    |       |                 |        | 3                  |         | 1<br>3   | 3             |         | 3        |
| CROSSED                                    |       |                 |        |                    | 1       | 1        |               | 1       | 1        |
| DETERIORATED                               | 1     |                 | -1     |                    | _       | _        | 1             |         | 1        |
| DISCONNECTED<br>DISTORTED                  |       |                 |        | 8                  | 1       | 9<br>1   | 8<br>1        | 1       | 9        |
| EXCESSIVE                                  |       |                 |        | 1                  |         | 1        | 1             |         | 1        |
| ERRATIC                                    |       |                 |        |                    | 2       | 2        |               | 2.      | 2        |
| FLUTTER                                    |       |                 |        | 1                  |         | 1        | 1             |         | 1        |
| GROUNDED EXCESSIVE VOLTAGE                 | 1     |                 | 1      | 2                  |         | 2        | 3             |         | 3        |
| IMPROPERLY INSTALLED                       | •     | 1               | 1      | 4                  | 1       | 5        | 4             | 2       | 6        |
| JAMMED                                     |       | *               | •      | 2                  | •       | 2        | 2             | -       | 2        |
| OBSTRUCTED                                 | 1     |                 | 1      | ?                  |         | 7        | 8             |         | 8        |
| OVERHEATED                                 |       |                 |        | 3                  |         | 3        | 3             |         | 3        |
| PRESSURE TOO LOW<br>SHEARED                |       |                 |        | 2                  | 1       | 2 2      | 1 2           | 1       | 2        |
| STICKING .                                 |       |                 |        | -                  | 1       | 1        | -             | 1       | ī        |
| STUCK                                      |       |                 |        | 1                  |         | 1        | 1             |         | 1        |
| EXCESSIVE TEMPERATURE VIBRATION, EXCESSIVE | 1     |                 | 1      |                    | 1       | 2        | 1             | 1       | 1<br>2   |
| LOAD NOT JETTISONED                        |       |                 |        | 1                  | 3       | 4        | 1             | 3       | 4        |
| INTENTIONAL GROUND-WATER LOOP-SWERVE       | •     |                 |        | 7                  | 1       | 8        | 7             | ĩ       | 8        |
| INTENTIONAL WHEELS UP                      |       |                 |        | 5                  | 1       | 6        | 5             | 1       | 6        |

#### DIRECT ENTRY CAUSES

PILOT-LOSS OF CTL FOR UNDETERMINED REASON.
PERSONNEL-INADEQUATE SUPERVISION OF WORK CREW.
MISC-FIRE FROM UNDETERMINED SOURCE
ARPT COND-MUD HOLE
PILOT-DESCENDED BLO MDA FOR UNDETERMINED REASON.

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

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| FILE<br>NUMBER | AIRCRAFT<br>REGIST. | DATE   | LOCATION           | A IRCRA<br>MAKE<br>==== | FT<br>MODEL | INJURY<br>INDEX |
|----------------|---------------------|--------|--------------------|-------------------------|-------------|-----------------|
| 3 2701         | N4817Y              | 100872 | MARANA, ARIZ       | PIPER                   | PA-25       | NONE            |
| 3 2702         | N7941F              | 100472 | CENTRE, ALA        | CESSNA                  | 150         | NONE            |
| 3 2703         | N1826M              | 100472 | NKNOXVILLE, TENN   | CESSNA                  | 337G        | NONE            |
| 3 2704         | N1715P              | 100172 | MT STERLING , OHIO | PIPER                   | PA-22       | MINOR           |
| 3 2705         | N1352T              | 100772 | SAN JOSE, CALIF    | PIPER                   | PA-28       | MINOR           |
| 3 2706         | N4727S              | 100772 | LAKE CITY, MICH    | PIPER                   | PA-32       | NONE            |
| 3 2707         | N4115X              | 100772 | BURNS, OREG        | AERO COMDR              | 100         | NONE            |
| 3 2708         | N101R               | 100172 | BLAIRSTOWN, NJ     | SWIFT                   | GC-1B       | NONE            |
| 3 2709         | N44075              | 101572 | SANTA PAULA, CALIF | TAYLORCRAFT             | BC12-D      | NONE            |
| 3 2710         | N9555F              | 100272 | COSTA MESA , CALIF | HUGHES                  | 269B        | NONE            |
| 3 2711         | N71133              | 101572 | HURRICANE, W VA    | CESSNA                  | 182M        | NONE            |
| 3 2712         | N3562L              | 101572 | GRASS VALLY, CALIF | CESSNA                  | 150         | NONE            |
| 3 2713         | N4301A              | 101572 | TROY, MICH         | PIPER                   | PA-22       | SERIOUS         |
| 3 2714         | N4490L              | 101572 | HOWE , IND         | CESSNA                  | 172G        | SERIOUS         |
| 3 2715         | N4408J              | 101572 | NEW LENOX, ILL     | PIPER                   | PA-28       | NONE            |
| 3 2716         | N1 860P             | 101572 | BAYOU CHENE, LA    | PIPER                   | PA-18       | SERIOUS         |
| 3 2717         | N1512J              | 041772 | DALLAS, TEX        | PIPER                   | PA-28       | MINOR           |
| 3 2717         | N95177              | 041772 | DALLAS, TEX        | PIPER                   | PA-28       | MINOR           |
| 3 2718         | N459RF              | 062072 | WELSH, LA          | GRUMMAN                 | G-164       | NONE            |
| 3 2719         | N3 944G             | 080272 | MANY, LA           | CESSNA                  | U206        | SERIOUS         |
| 3 2720         | N9261Q              | 080272 | COLUMBUS, N MEX    | ВЕЕСН                   | A36         | NONE            |
| 3 2721         | N8941T              | 080272 | ELKO, NEV          | CESSNA                  | 182         | NONE            |
| 3 2722         | N1613Q              | 080272 | FORT DODGE, IOWA   | CESSNA                  | 150         | NONE            |
| 3 2723         | N3 700J             | 080272 | COALINGA, CALIF    | CESSNA                  | 150G        | NONE            |
| 3 2724         | N9572K              | 080372 | ASOTIN, WASH       | STINSON                 | 108-2       | SERIOUS         |
| 3 2725         | N8660S              | 080372 | MUSKEGON, MICH     | CESSNA                  | 150         | NONE            |

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|----------------|--------------------|-------------------|-------------------|------------------------|-------------|--------------------------|
| 3 2726         | N8237H             | 092772            | RUDY, ARK         | CALLAIR                | A-9         | NONE                     |
| 3 2727         | N9122T             | 101172            | GLENDO, WYO       | CESSNA                 | 1808        | NONE                     |
| 3 2728         | N501 <b>7</b> U    | 101272            | SPARTANBURG, SC   | CESSNA                 | 206         | NONE                     |
| 3 2729         | N11652             | 101272            | RANGLEY, COLO     | CHAMPION               | 7KCAB       | NONE                     |
| 3 2730         | N3093F             | 101372            | IOWA FALLS, IOWA  | CESSNA                 | 182         | NONE                     |
| 3 2731         | N50350             | 062072            | LIVERMORE, CALIF  | CESSNA                 | 150         | SERIOUS                  |
| 3 2732         | N23313             | 080472            | STAMFORD, TEX     | CESSNA                 | 150H        | NONE                     |
| 3 2733         | N5319L             | 080472            | DEL RIO, TEX      | PIPER                  | PA-28       | NONE                     |
| 3 2734         | N3574Q             | 080472            | KLINE, SC         | CESSNA                 | 188         | MINOR                    |
| 3 2735         | N7600F             | 080572            | SHREVEPORT, LA    | CHAMPION               | 7KCAB       | NONE                     |
| 3 2736         | N9460F             | 080572            | BUFFALO, WYO      | HUGHES                 | 269B        | NONE                     |
| 3 2737         | N1695              | 080572            | XENIA, OHIO       | PICCARD                | A X6        | SERIOUS                  |
| 3 2738         | N94624             | 101372            | FAIRBANKS, ALAS   | ERCOUPE                | 415D        | NONE                     |
| 3 2739         | N6980Y             | 101372            | ALABASTER, ALA    | PIPER                  | PA-23       | NONE                     |
| 3 2740         | N57989             | 101372            | MORO, ARK         | BOEING                 | A75         | SERIOUS                  |
| 3 2741         | N8143D             | 101372            | MOSES LAKE, WASH  | PIPER                  | PA-22       | NONE                     |
| 3 2742         | N8644Y             | 062072            | DULCE, N MEX      | PIPER                  | PA-30       | MINOR                    |
| 3 2743         | N 54 7C            | 101372            | ELYRIA, OHIO      | STINSON                | 108-3       | NONE                     |
| 3 2744         | N23486             | 101172            | CANTON, GA        | CESSNA                 | 150H        | NONE                     |
| 3 2745         | N6185R             | 101372            | CHEYENNE, WYO     | CESSNA                 | T210F       | MINOR                    |
| 3 2746         | N94057             | 101472            | BOISE, ID         | ERCO                   | 415C        | NONE                     |
| 3 2747         | N970X              | 101472            | QUEEN CREEK, ARIZ | GRUMMAN                | G-164A      | NONE                     |
| 3 2748         | N5270X             | 101472            | SALIDA, COLO      | CHAMPION               | 7KCAB       | NONE                     |
| 3 2749         | N83769             | 101472            | QUEEN CREEK, ARIZ | AERONCA                | 7AC         | MINOR                    |
| 3 2750         | N4005N             | 101472            | LINCOLN, MONT     | MOONEY                 | M20F        | MINOR                    |
| 3 2751         | N4694J             | 101472            | EAST CORINTH, ME  | PIPER                  | PA-28R      | NONE                     |

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|----------------|--------------------|--------------------|--------------------|------------------------|----------------------|-----------------|
| 3 2752         | N3618H             | 101472             | LK HVSU CTY, ARIZ  | ERCO                   | 415D                 | NONE            |
| 3 2753         | N5522E             | 101472             | LONE PINE, CALIF   | CESSNA                 | 150                  | NONE            |
| 3 2754         | N60602             | 101472             | GREENCASTLE, IND   | CESSNA                 | 150                  | NONE            |
| 3 2755         | N9896A             | 101572             | LUZERNE, MICH      | CESSNA                 | 190                  | NONE            |
| 3 2756         | N51125             | 062072             | ARGUSVILLE, N DAK  | BOEING                 | A75N1                | NONE ·          |
| 3 2757         | N7161U             | 062072             | LANSING, ILL       | MOONEY                 | M2OC                 | MINOR           |
| 3 2758         | N8211R             | 062072             | WALLS, MISS        | BELLANCA               | 17-31A               | NONE            |
| 3 2759         | N7702P             | 092772             | WACO, TEX          | PIPER                  | PA-24                | MINOR           |
| 3 2760         | N5453S             | 093072             | LONOKE, ARK        | CESSNA                 | 337B                 | NONE            |
| 3 2761         | N5473R             | 100172             | N.LITTLE ROCK, ARK | CESSÑA                 | 172                  | MINOR           |
| 3 2762         | N9405R             | 100372             | CHATFIELD, ARK     | SNOW                   | S2A                  | FATAL           |
| 3 2763         | N9933D             | 100672             | GUTHRIE CTR, IOWA  | PIPER                  | PA-18                | FATAL           |
| 3 2764         | N9419W             | 100372             | NCYPRESS MILL, TEX | PIPER                  | PA-28                | NONE            |
| 3 2765         | N29640             | 100372             | TEXARKANA, ARK     | PIPER                  | J4A                  | NONE            |
| 3 2766         | N9649Z             | 100572             | TURKEY, TEX        | CALLAIR                | A-9A                 | NONE            |
| 3 2767         | N4198E             | 101272             | FENTON, LA         | AERONCA                | 7AC                  | SERIOUS         |
| 3 2768         | N9071F             | 043072             | LAFAYETTE, LA      | HUGHES                 | 369HS                | NONE            |
| 3 2769         | N2495W             | 063072             | PIEDRA, CALIF      | SCHWEIZER              | SGS2-3               | NONE            |
| 3 2770         | N9364X             | 063072             | RUSSELL, KANS      | CESSNA                 | 182                  | MINOR           |
| 3 2771         | N92282             | 062572             | AMARILLO, TEX      | CESSNA                 | 182                  | NONE            |
| 3 2772         | N8192F             | 062572             | MOBILE, ALA        | CESSNA                 | 150F                 | NONE            |
| 3 2773         | N9401R             | 063072             | ALMYRA, ARK        | SNOW                   | S2A                  | NONE            |
| 3 2774         | N1119S             | 070172             | ROCKWELL, TEX      | SCHWEIZER              | SGS1-2               | NONE            |
| 3 2775         | N8186J             | 070172             | MONTE RIO, CALIF   | BELL                   | 47                   | NONE            |
| 3 2776         | N7844Z             | 072472             | TERRETON, ID       | PIPER                  | PA-25                | NONE            |
| 3 2777         | N904D              | 072472             | MT MCKINLEY, ALAS  | STINSON                | 108-2                | NONE            |

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|----------------|--------------------|--------|--------------------|------------------------|----------------------|--------------------------|
| 3 2778         | N5156P             | 072472 | SEYMOUR, IND       | PIPER                  | PA-24                | MINOR                    |
| 3 2779         | N16007             | 072472 | CHATHAM, MASS      | CESSNA                 | 150L                 | NONE                     |
| 3 2780         | N6571              | 072472 | SARDIS, GA         | GRUMMAN                | G-164A               | NONE                     |
| 3 2781         | N6177U             | 072472 | MOOSE PASS, ALAS   | PIPER                  | PA-18                | NONE                     |
| 3 2782         | N5654L             | 072572 | ATLANTIC CITY, NJ  | AMER AVCO              | AA1                  | NONE                     |
| 3 2783         | N9538J             | 072572 | LENDIR,NC          | PIPER                  | PA-28                | NONE                     |
| 3 2784         | N7622V             | 072572 | WARRENTON, GA      | AERO COMDR             | A-9                  | NONE                     |
| 3 2785         | N19511             | 072572 | PASADENA, MD       | PIPER                  | J-2                  | MINOR                    |
| 3 2786         | N2547C             | 072572 | BELLVILLE, TEX     | CESSNA                 | 170B                 | NONE                     |
| 3 2787         | N28498             | 072572 | OROVILLE, CALIF    | LUSCOMBE               | 88                   | MINOR                    |
| 3 2788         | N23448             | 072572 | OSKALOOSA, IOWA    | CESSNA                 | 150H                 | NONE                     |
| 3 2789         | N8258Y             | 072672 | CHARLESTON, W VA   | PIPER                  | PA-30                | NONE                     |
| 3 2790         | N9433L             | 072672 | LOMPOC, CALIF      | AMER AVCO              | A A - 1              | MINOR                    |
| 3 2791         | N 90 84 A          | 072672 | N.JACKSON, OHIO    | CESSNA                 | 170A                 | NONE                     |
| 3 2792         | N8245E             | 072672 | XENIA,OHIO         | BEECH                  | A45                  | NONE                     |
| 3 2793         | N147E              | 072672 | ROY,N MEX          | BEECH                  | A 60                 | NONE                     |
| 3 2794         | N9446R             | 072672 | PARMA, MICH        | SNOW                   | S2A                  | NONE                     |
| 3 2795         | N9325B             | 072772 | PORT CHARLOTE, FLA | CESSNA                 | 175                  | SERIOUS                  |
| 3 2796         | N3572V             | 072772 | WATERFORD, CONN    | CESSNA                 | 140                  | NONE                     |
| 3 2797         | N2618P             | 072772 | ELLISFORD, WASH    | PIPER                  | PA-22                | NONE                     |
| 3 2798         | N6816D             | 072772 | WENATCHEE, WASH    | CONVAIR                | PB4Y-2               | NONE                     |
| 3 2799         | N7679V             | 072872 | COTTONDALE, FLA    | AERO COMDR             | A-9B                 | FATAL                    |
| 3 2800         | N77PP              | 072872 | LARSEN BAY, ALAS   | UNITED CONS            | UC-1                 | NONE                     |
| 3 2801         | N5813Y             | 072872 | WOLFBORO, NH       | PIPER                  | PA-23                | NONE                     |
| 3 2802         | N9349W             | 092372 | YUKON,OKLA         | PIPER                  | PA-28                | NONE                     |
| 3 2803         | N76324             | 101272 | CORNING, ARK       | CESSNA                 | 120                  | NONE                     |

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| 3 2804         | N74546              | 101372 | BRAZORIA, TEX      | MOONEY                 | M20B  | MINOR           |
| 3 2805         | N4 906 Y            | 072872 | SILVERTON, TEX     | PIPER                  | PA-25 | MINOR           |
| 3 2806         | N5450W              | 072872 | RIO, WISC          | PIPER                  | PA-28 | NONE            |
| 3 2807         | N44561              | 072872 | SAN JOSE, CALIF    | ВЕЕСН                  | D-175 | MINOR           |
| 3 2808         | N5 90 7G            | 073072 | NORWOOD, MASS      | CESSNA                 | 150   | NONE            |
| 3 2809         | N8275               | 073072 | ELY, VT            | CESSNA                 | 305A  | NONE            |
| 3 2810         | N3580K              | 073072 | MELVIN VILLAGE, NH | PIPER                  | PA-28 | NONE            |
| 3 2811         | N8099L              | 073072 | PALO ALTO, CALIF   | CESSNA                 | 172   | NONE            |
| 3 2812         | N209D               | 081072 | JOHN DAY, DREG     | BELL                   | 206A  | NONE            |
| 3 2813         | N7679J              | 102172 | VICTORVILLE, CALIF | BELLANCA               | 14-19 | NONE            |
| 3 2814         | N61257              | 102172 | LOMITA, CALIF,     | CESSNA                 | 150J  | MINOR           |
| 3 2815         | N6707Y              | 101072 | DIXIE, WASH        | PIPER                  | PA-23 | FATAL           |
| 3 2816         | N5412B              | 080572 | CONWAY, SC         | CESSNA                 | 182   | NONE            |
| 3 2817         | N2881B              | 080572 | OSAGE BEACH, MO    | BELL                   | 47J   | MINOR           |
| 3 2818         | N80398              | 021672 | JACKSON, MICH      | веесн                  | D18S  | FATAL           |
| 3 2819         | N3680R              | 030172 | HOLLY, MICH        | PIPER                  | PA-28 | FATAL           |
| 3 2820         | N8400E              | 041172 | MILLERSBURG, OHIO  | MITSUBISHI             | MU-2B | MINOR           |
| 3 2821         | N3467F              | 051672 | REDLANDS, CALIF    | CESSNA                 | 182J  | FATAL           |
| 3 2821         | N5753P              | 051672 | REDLANDS, CALIF    | PIPER                  | PA-24 | FATAL           |
| 3 2822         | N3106S              | 061772 | SAN DIEGO, CALIF   | CESSNA                 | 182   | FATAL           |
| 3 2822         | N6228T              | 061772 | SAN DIEGO, CALIF   | CESSNA                 | 150   | FATAL           |
| 3 2823         | N8285S              | 072572 | MORGAN HILL, CALIF | CESSNA                 | 150   | NONE            |
| 3 2824         | N2324L              | 072572 | CROWN POINT, IND   | BEECH                  | 23    | NONE            |
| 3 2825         | N3616H              | 062472 | BOULDER CITY, NEV  | ERCO                   | 415-C | NONE            |
| 3 2826         | N1039Z              | 062572 | PITTSFIELD, ILL    | STITS                  | SA-3A | NONE            |
| 3 2826         | N1776K              | 062572 | PITTSFIELD, ILL    | LUSCOMBE               | 8E    | NONE            |

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| 3 2827         | N2712D             | 062572            | NAPERVILLE, ILL    | SCHWEIZER      | SGS1-2        | NONE            |
| 3 2828         | N85AA              | 063072            | TOYAH, TEX         | ROLLANDER      | LS-1C         | MINOR           |
| 3 2829         | N8082T             | 070172            | TALLAHASSEE, FLA   | CESSNA         | 175R          | NONE            |
| 3 2830         | N68270             | 071972            | YERINGTON, NEV     | BOEING         | B75N1         | SERIOUS         |
| 3 2831         | N87V               | 071672            | AURORA, ILL        | PITTS SPCL     | SC-1          | NONE            |
| 3 2832         | N9430J             | 071872            | MONTICELLO, ME     | PIPER          | PA-28         | NONE            |
| 3 2833         | N925V              | 092072            | PLUMERVILLE, ARK   | BELL           | 4 <b>7</b> D  | NONE            |
| 3 2834         | N6048              | 092772            | FT.LEAVENWTH, KANS | CESSNA         | 172E          | MINOR           |
| 3 2835         | N4477U             | 100372            | GREAT BEND, KANS   | CESSNA         | 150D          | NONE            |
| 3 2836         | N623               | 100372            | CANTON, S DAK      | NARDI SA       | FN-333        | NONE            |
| 3 2837         | N3056F             | 100472            | WEST UNION, IOWA   | CESSNA         | 182           | NONE            |
| 3 2838         | N3920              | 101472            | EL DORADO, ARK     | BANTAM         | BURTON        | SERIOUS         |
| 3 2839         | N91703             | 101972            | BENTON, KANS       | CESSNA         | 182           | NONE            |
| 3 2840         | N8288H             | 102072            | NMURDO, S DAK      | CALLAIR        | A-9A          | NONE            |
| 3 2841         | N60624             | 120672            | FARSON, IOWA       | CESSNA         | 150           | NONE            |
| 3 2842         | N2421S             | 121872            | ST LOUIS, MO       | CESSNA         | 337B          | NONE            |
| 3 2843         | N602Y              | 080172            | WEINER, ARK        | GRUMMAN        | G-164         | NONE            |
| 3 2844         | N29570             | 080172            | RICE LAKE, WIS     | TAYLORCRAFT    | BL-65         | SERIOUS         |
| 3 2845         | N241               | 080172            | REDGRANITE, WIS    | TRAVEL AIR     | 4000          | NONE            |
| 3 2846         | N71754             | 080372            | EAGLEWOOD, COLO    | CESSNA         | 182           | NONE            |
| 3 2847         | N9289V             | 080272            | WATSON, IND        | MOONEY         | M-20C         | MINOR           |
| 3 2848         | N 9 9 4 6 D        | 080372            | MC GRATH, ALAS     | PIPER          | PA-18         | MINOR           |
| 3 2849         | N11669             | 080372            | GLENNALLEN, ALAS   | BELLANCA       | <b>7</b> GCBC | NONE            |
| 3 2850         | N8096B             | 080472            | STREATOR, ILL      | CESSNA         | 172           | MINOR           |
| 3 2851         | N8021V             | 080472            | VIENNA,GA          | AERO COMDR     | A-9B          | NONE            |
| 3 2852         | N6148R             | 080472            | MONTGOMERY, ALA    | CESSNA         | 210F          | NONE            |

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| 3 2853                  | N9174P               | 080472 | SANDWICH, ILL      | PIPER       | PA-24            | NONE                                    |
| 3 2854                  | N2541F               | 080572 | LEBANON, OHIO      | CHAMPION    | 7GCAA            | NONE                                    |
| 3 2855                  | N5984H               | 080572 | CEDARVILLE, MICH   | PIPER       | PA-16            | SERIOUS                                 |
| 3 2856                  | N6418X               | 080572 | FORT SHAW, WASH    | CESSNA      | 1800             | NONE                                    |
| 3 2857                  | N5902P               | 080572 | REDLANDS, CALIF    | PIPER       | PA-24            | MINOR                                   |
| 3 2858                  | N5839L               | 080572 | BEDFORD, IND       | AMER AVCO   | AA-5             | NONE                                    |
| 3 2859                  | N7293V               | 080572 | COLUSA, CALIF      | AERO COMDR  | A-9B             | MINOR                                   |
| 3 2860                  | N 50 94 T            | 080672 | WAXAHACHIE, TEX    | ВЕЕСН       | B23 <sub>_</sub> | NONE                                    |
| 3 2861                  | N5983T               | 080672 | WAIALUA, HAWAII    | CESSNA      | 150D             | NONE                                    |
| 3 2862                  | N1279T               | 080672 | STEAMBOAT SP, COLO | PIPER       | PA-28            | NONE                                    |
| 3 2863                  | N6524Z               | 080772 | LEMOORE, CALIF     | PIPER       | PA-25            | NONE                                    |
| 3 2864                  | N3555L               | 080772 | WATERBORO, SC      | CESSNA      | 150              | NONE                                    |
| 3 2865                  | N1514A               | 080772 | GREAT FALLS, MONT  | PIPER       | PA-20            | NONE                                    |
| 3 2866                  | N32886               | 080772 | VAN, ARK           | PIPER       | J-5              | NONE                                    |
| 3 2867                  | N46348               | 080772 | DELTA JUNCT, ALAS  | CESSNA      | 172K             | MINOR                                   |
| 3 2868                  | N8168N               | 080772 | RAMONA, CALIF      | PIPER       | PA-28            | NONE                                    |
| 3 2869                  | N6757P               | 080772 | HOLLAND, MICH      | PIPER       | PA-24            | NONE                                    |
| 3 2870                  | N671W                | 080872 | BOYD ELL, ARK      | AERO COMDR  | A-9A             | NONE                                    |
| 3 2871                  | N9621T               | 080872 | NEWBURGH, NY       | CESSNA      | 210              | NONE                                    |
| 3 2872                  | N8237Y               | 080872 | FAIRFIELD, NJ      | PIPER       | PA-30            | NONE                                    |
| 3 2873                  | N79529               | 081072 | GLENWOOD SPG,COLO  | CESSNA      | 172K             | NONE                                    |
| 3 2874                  | N69FB                | 081072 | MCGRATH, ALAS      | BELLANCA    | 14-13            | NONE                                    |
| 3 2875                  | N3611P               | 081072 | MARIPOSA, CALIF    | PIPER       | PA-22            | NONE                                    |
| 3 2876                  | N1472C               | 081072 | HEALY, ALAS        | PIPER       | PA-18            | NONE                                    |
| 3 2877                  | N6536T               | 081072 | SWANTON, OHIO      | BEECH       | 823-19           | NONE                                    |
| 3 2878                  | N9148E               | 081172 | TAYLOR, NEBR       | AERONCA     | 11AC             | NONE                                    |

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| 3 2879         | N44221             | 081172            | STONY BROOK, NY    | TAYLORCRAFT            | BC12D1               | NONE            |
| 3 2880         | N1763S             | 081272            | WILEY CITY, WASH   | SNOW                   | S-2R                 | NONE            |
| 3 2881         | N <b>7</b> 582     | 081272            | ADELANTO, CALIF    | SCHWEIZER              | 1-26D                | NONE            |
| 3 2882         | N2951J             | 081272            | NAPERVILLE, ILL    | CESSNA                 | 150G                 | NONE            |
| 3 2883         | N5086W             | 081272            | LAKE ZURICH, ILL   | PIPER                  | PA-28                | NONE            |
| 3 2884         | N8715S             | 081372            | HORTENSE, GA       | CESSNA                 | 150                  | NONE            |
| 3 2885         | N3290U             | 081372            | BAYOU LA BATR, ALA | CESSNA                 | 182                  | NONE            |
| 3 2886         | N8441M             | 051372            | METAMORA, MICH     | CESSNA                 | A150                 | FATAL           |
| 3 2887         | N5 <b>7</b> 96P    | 052872            | RAMSEY, ILL        | PIPER                  | PA-24                | FATAL           |
| 3 2888         | N5136X             | 070872            | SAN RAMON, CALIF   | CHAMPION               | 7KCAB                | FATAL           |
| 3 2889         | N637T              | 080272            | ELYRIA, OHIO       | BEECH                  | J35                  | FATAL           |
| 3 2890         | N8119J             | 082672            | OJAI, CALIF        | BELL                   | 205A1                | FATAL           |
| 3 2891         | N2901L             | 082172            | NHARLEM, MONT      | MOONEY                 | M20C                 | NONE            |
| 3 2892         | N7417S             | 060172            | GOSHEN, CALIF      | AEROSTAR               | 601                  | NONE            |
| 3 2893         | N4552Y             | 081372            | BROOKPORT, ILL     | PIPER                  | PA-25                | SERIOUS         |
| 3 2894         | N9320B             | 081372            | KANSASVILLE, WIS   | CESSNA                 | 175                  | NONE            |
| 3 2895         | N51369             | 092072            | OGDEN, UTAH        | CESSNA                 | 150J                 | NONE            |
| 3 2896         | N5624J             | 092372            | DUND EE, MISS      | CESSNA                 | 188A                 | NONE            |
| 3 2897         | N90487             | 100972            | SAN ANDREAS, CALIF | HILLER                 | UH12L4               | NONE            |
| 3 2898         | N8996W             | 100972            | BRIDGEPORT, NJ     | PIPER                  | PA-28                | NONE            |
| 3 2899         | N46259             | 100972            | SAN JOSE, CALIF    | CESSNA                 | 172 I                | MINOR           |
| 3 2900         | N955 <b>7</b> T    | 101072            | BELL INGHAM, WASH  | CESSNA                 | 210                  | NONE            |
| 3 2901         | N6417L             | 101172            | FRESNO, CALIF      | AMER AVCO              | AA-1A                | NONE            |
| 3 2901         | N9264C             | 101172            | FRESNO, CALIF      | CESSNA                 | 180                  | NONE            |
| 3 2902         | N201C              | 102372            | REPUBLIC, WASH     | STINSON                | 108-2                | NONE            |
| 3 2903         | N2523              | 102372            | BRENTWOOD, CALIF   | CESSNA                 | 182                  | NONE            |

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| 3 2904         | N7647Y              | 102272 | FRESNO, CALIF      | PIPER                  | PA-30                | NONE .          |
| 3 2905         | N7939               | 102372 | ROBINSON, ILL      | PIPER                  | PA-30                | NONE            |
| 3 2906         | N3074B              | 102372 | SANTA ANA, CALIF   | CESSNA                 | 195                  | NONE            |
| 3 2907         | N7681               | 110172 | HANNA, WYO         | CESSNA                 | <b>17</b> 0B         | NONE            |
| 3 2908         | N1523W              | 110272 | LONG BEACH, CALIF  | ВЕЕСН                  | G33                  | NONE            |
| 3 2 90 9       | N51264              | 110272 | FT.LEONARD WD, MO  | CESSNA                 | 150                  | NONE            |
| 3 2910         | N4714A              | 081372 | DEER LODGE, MONT   | PIPER                  | PA-18                | MINOR           |
| 3 2911         | N5326D              | 100572 | EPHRIAM, UT        | CESSNA                 | 180                  | NONE.           |
| 3 2912         | N7119S              | 100572 | LOUISVILLE, KY     | CESSNA                 | 150H                 | MINOR           |
| 3 2913         | N7921B              | 100672 | KINGMAN, ARIZ      | CESSNA                 | 172                  | NONE            |
| 3 2914         | N11706              | 100672 | POPE VALLEY, CALIF | BELLANCA               | 7KCAB                | NONE            |
| 3 2915         | N6310G              | 100672 | TAMPA, FLA         | CESSNA                 | 150K                 | NONE            |
| 3 2916         | N6054Z              | 081372 | MENAN, ID          | PIPER                  | PA-25                | SERIOUS         |
| 3 2917         | N2857L              | 100672 | KENAI, ALAS        | CESSNA                 | 172                  | NONE            |
| 3 2918         | N13012              | 100672 | CHARLOTTE, NC      | BELL                   | 47D1                 | NONE            |
| 3 2919         | N6758P              | 100772 | SACRAMENTO, CALIF  | PIPER                  | PA-24                | NONE            |
| 3 2920         | N516FL              | 100772 | HENDERSON, NEV     | PIPER                  | PA-28                | NONE            |
| 3 2921         | N7184S              | 100772 | TORRANCE, CALIF    | CESSNA                 | <b>1</b> 50H         | NONE            |
| 3 2922         | N22940              | 101072 | LONG BEACH, CALIF  | CESSNA                 | 150                  | NONE            |
| 3 2923         | N5983U              | 101072 | HAVASU LDG, CALIF  | PIPER                  | PA-28                | NONE            |
| 3 2924         | N9211G              | 101072 | FALMOUTH, MASS     | CESSNA                 | 182                  | NONE            |
| 3 2925         | N4348Q              | 101072 | JACKSONVILLE, FLA  | CESSNA                 | 172                  | NONE            |
| 3 2926         | N520Y               | 101072 | JOES, COLO         | GRUMMAN                | G-164                | NONE            |
| 3 2927         | N6662Z              | 101772 | UVALDE, TEX        | PIPER                  | PA25                 | NONE            |
| 3 2928         | N4324N              | 101872 | VACAVILLE, CALIF   | CESSNA                 | 195                  | NONE            |
| 3 2929         | N 93 53 G           | 101872 | ESSEX, NY          | CESSNA                 | 182P                 | NONE            |

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| 3 2930         | N3386A              | 101872 | MAYSEL,W VA        | PIPER                  | PA-22       | NONE            |
| 3 2931         | N3657R              | 102072 | BIG RAPIDS, MICH   | PIPER .                | PA-28       | MINOR           |
| 3 2932         | N7948V              | 102072 | GOULD, ARK         | AERO COMDR             | A-9B        | SERIOUS         |
| 3 2933         | N2429U              | 102172 | GULFPORT, MISS     | CESSNA                 | 172         | NONE            |
| 3 2934         | N3403L              | 102172 | MORIARTY, N MEX    | CESSNA                 | 206B        | NONE            |
| 3 2935         | N2207C              | 102272 | ENID,OKLA          | CESSNA                 | 180         | NONE            |
| 3 2936         | N119Q               | 102272 | KINGSTON, TENN     | PIPER                  | PA-24       | NONE .          |
| 3 2937         | N5205H              | 102272 | GRANITE MT, ALAS   | PIPER                  | PA-16       | SERIOUS         |
| 3 2938         | N6734               | 102672 | BRIDGTON, ME       | SIKORSKY               | S-55B       | NONE            |
| 3 2939         | N5891F              | 020472 | APEX,NC            | CESSNA                 | 210G        | NONE            |
| 3 2940         | N41CH               | 091972 | PATTERSON, LA      | CESSNA                 | 180         | MINOR           |
| 3 2941         | N45608              | 092872 | INDEPENDENCE, MO.  | LUSCOMBE               | 84          | NONE            |
| 3 2942         | N5312K              | 092472 | DAVENPORT, IOWA    | NAVION                 | В           | SERIOUS         |
| 3 2943         | N4548Y              | 092572 | STEELE, MO         | PIPER                  | PA-25       | NONE            |
| 3 2944         | N3664K              | 100772 | JUDSONIA, ARK      | PIPER                  | PA-28       | NONE            |
| 3 2945         | N4997C              | 121972 | DOWN INGTOWN, PA   | BRANTLY                | B-2         | NONE            |
| 3 2946         | N1952X              | 122172 | CHESTERFIELD, MO   | CESSNA                 | 182H        | SERIOUS         |
| 3 2947         | N2028C              | 122372 | INDEPENDENCE, MO   | BEECH                  | M35         | NONE            |
| 3 2948         | N5739U              | 122772 | DAVENPORT, IOWA    | PIPER                  | PA-28       | NONE            |
| 3 2949         | N4776Z              | 081372 | TENANTS HARBOR, ME | PIPER                  | PA-22       | MINOR           |
| 3 2950         | N1710Q              | 081472 | PALMYRA, WIS       | CESSNA                 | 150         | NONE            |
| 3 2951         | N7822F              | 092072 | NGAINESVILLE, GA   | CESSNA                 | 401         | NONE            |
| 3 2952         | N32806              | 092772 | PASCAGOULA, MISS   | PIPER                  | J3C-65      | NONE            |
| 3 2953         | N1631G              | 110372 | OGALLALA, NEBR     | CHAMPION               | 7KCAB       | NONE            |
| 3 2954         | N10231              | 110372 | ROBY, TEX          | GRUMMAN                | G-164       | SERIOUS         |
| 3 2955         | N440FH              | 030972 | NVALDEZ, ALAS      | HILLER ACFT            | FH1100      | FATAL           |

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| 3 2956         | N11DA               | 040972 | FREELAND, MICH     | ВЕЕСН                  | D18         | NONE            |
| 3 2957         | N4912               | 041172 | NNOME, ALAS        | PILATUS                | PC-6        | NONE            |
| 3 2958         | N2489K              | 081272 | GAFFNEY, SC        | LUSCOMBE               | 8E          | NONE            |
| 3 2959         | N6988K              | 081372 | BOONEVILLE, ARK    | PIPER                  | PA-20       | NONE            |
| 3 2960         | N4651H              | 081372 | GRND CANYON, ARIZ  | PIPER                  | PA-15       | MINOR           |
| 3 2961         | N7847H              | 081372 | MAYSVILLE, IOWA    | PIPER                  | PA-12       | MINOR           |
| 3 2962         | N148V               | 081372 | JETERSVILLE, VA    | CESSNA                 | 182         | NONE            |
| 3 2963         | N33622              | 081372 | BOONE, NC          | PIPER                  | PA-22       | NONE            |
| 3 2964         | N26895              | 081372 | GETTYSBURG, PA     | PIPER                  | J4          | NONE            |
| 3 2965         | N9461A              | 081472 | NEW GLARUS, WIS    | CESSNA                 | 140         | NONE            |
| 3 2966         | N567Q               | 081472 | INDEPENDENCE, MO   | CESSNA                 | 172         | NONE            |
| 3 2967         | N2823S              | 081472 | SHANNON, ILL       | CESSNA                 | 150G        | NONE            |
| 3 2968         | N7588Q              | 081472 | NECEDAH, WIS       | CESSNA                 | 310Q        | NONE            |
| 3 2969         | N4085Z              | 081472 | HANSON, KY         | PIPER                  | PA-18       | FATAL           |
| 3 2970         | N1135Q              | 081472 | JACKSONVILLE, FLA  | CESSNA                 | 310H        | NONE            |
| 3 2971         | N77336              | 081472 | ROCKFORD, WASH     | CESSNA                 | 120         | NONE            |
| 3 2972         | N1720E              | 100172 | ULYSSES, KANS      | AERONCA                | 7AC         | FATAL           |
| 3 2973         | N3757X              | 091972 | TARRANT CITY, ALA  | AERO COMDR             | 100         | FATAL           |
| 3 2974         | N3752B              | 031672 | WAUKEGAN, ILL      | BEECH                  | C50         | SERIOUS         |
| 3 2975         | N5404N              | 081272 | WHEELING, ILL      | BOEING                 | B75N1       | NONE            |
| 3 2976         | N4579J              | 081572 | GLENDALE, ARIZ     | PIPER                  | PA-28R      | NONE            |
| 3 2977         | N2759P              | 081572 | RAVENNA, NEBR      | PIPER                  | PA-22       | NONE            |
| 3 2978         | N6145P              | 081572 | HARTWELL, GA       | PIPER                  | PA-24       | NONE            |
| 3 2979         | N7938Y              | 081572 | DES MOINES, IOWA   | PIPER                  | PA-30       | NONE            |
| 3 2980         | N5459W              | 081572 | COUNSELORS, N MEX  | PIPER                  | PA-28       | MINOR           |
| 3 2981         | N6325N              | 081872 | OCEAN SPRNGS, MISS | CHAMPION               | 7ECA        | NONE            |

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|----------------|--------------------|-------------------|---------------------|------------------------|-----------------------|--------------------------|
| 3 2982         | N2790D             | 081772            | ALBUQUERQUE, Nº MEX | CESSNA                 | 170B                  | NONE                     |
| 3 2983         | N6302R             | 081772            | MONTEVIDEO, MINN    | PIPER                  | PA-28                 | NONE                     |
| 3 2984         | N6092P             | 081872            | WATERVLIET, MICH    | PIPER                  | PA-24                 | MINOR                    |
| 3 2985         | N46706             | 081872            | SHELBYVILLE, IND    | RYAÑ                   | ST3KR                 | SERIOUS                  |
| 3 2986         | N5740C             | 081872            | LEMMON, S DAK       | CESSNA                 | 170A                  | MINOR                    |
| 3 2987         | N86363             | 081872            | RUPERT, ID          | AERONCA                | 11AC                  | NONE                     |
| 3 2988         | N929B              | 031972            | HAZARD, KY          | BELL                   | 4 <b>7</b> D1         | NONE                     |
| 3 2989         | N2900R             | 092372            | NLAWTON, N DAK      | PIPER                  | PA-28R                | FATAL                    |
| 3 2990         | N1068C             | 092572            | PEACH ORCHARD, ARK  | MOONEY                 | M20A                  | FATAL                    |
| 3 2991         | N6306Z             | 092772            | NEWBERN, TENN       | PIPER                  | PA-25                 | FATAL                    |
| 3 2992         | N64816             | 092772            | READFIELD, ME       | BELL                   | H-13G                 | FATAL                    |
| 3 2993         | N5812J             | 093072            | KING SALMON, ALAS   | CESSNA                 | 185Ę                  | NONE                     |
| 3 2994         | N1074Z             | 100172            | OCEAN SPRNGS, MISS  | PIENTONPOL             | CAMPER                | FATAL                    |
| 3 2995         | N8342U             | 100372            | NSALOME, ARIZ       | CESSNA                 | 172F                  | FATAL                    |
| 3 2996         | N3105              | 100472            | OXFORD, MICH        | SCHLEICHER             | AS-K13                | FATAL                    |
| 3 2997         | N9890G             | 100572            | DEERFIELD BCH, FLA  | CESSNA                 | 172L                  | FATAL                    |
| 3 2998         | N2169G             | 100672            | WEATHERFORD, TEX    | CESSNA                 | 182                   | NONE                     |
| 3 2999         | N424WP             | 100772            | KALI SPELL, MONT    | CESSNA                 | 421                   | NONE                     |
| 3 3000         | N4256T             | 102472            | ROUND ROCK, TEX     | PIPER                  | PA-28                 | SERIOUS                  |
| 3 3001         | N9039F             | 100672            | NDEADHORSE, ALAS    | HUGHES                 | 369B                  | FAŢĄL                    |
| 3 3002         | N93177             | 100772            | SAN JOSE, CALIF     | MIDGET MSTG            | CUPP                  | SERIOUS                  |
| 3 3003         | N2263A             | 100772            | ILIAMNA, ALAS       | PIPER                  | PA-18                 | FATAL                    |
| 3 3004         | N6260N             | 100772            | WHITEHAVEN, PA      | BELL                   | 206A                  | FATAL                    |
| 3 3005         | N27HW              | 102572            | LAUDRDALE LKS, FLA  | ENSTROM                | F-28A                 | NONE                     |
| 3 3006         | N3085S             | 102572            | ANOKA, MINN         | CESSNA                 | 150G                  | NONE                     |
| 3 3007         | N3392F             | 102572            | CONNELL, WASH       | ROBERTSON              | 182J                  | NONE                     |

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| 3 3008 | N236BW          | 102572       | MARSHALL, MICH     | веесн        | D-50       | NONE    |
| 3 3009 | N7283Y          | 102672       | PITTSFIELD, ME     | PIPER        | PA-30      | NONE    |
| 3 3010 | N3821W          | 102772       | BLUE CREEK, OHIO   | PIPER        | PA-32      | NONE    |
| 3 3011 | N842 <b>7</b> D | 102772       | ANOKA, MINN        | PIPER        | PA-22      | NONE    |
| 3 3012 | N7688B          | 102772       | WOODVILLE, FLA     | BELLANCA     | 14-192     | NONE    |
| 3 3013 | N3088E          | 102772       | NORTHEAST HBR, ME  | AERONCA      | 7AC        | MINOR   |
| 3 3014 | N8461Y          | 102772       | FRANKLIN, IND      | PIPER        | PA-30      | NONE    |
| 3 3015 | N1008Z          | 100172       | PENSACOLA, FLA     | PSOTA/SMITH  | MINI       | MINOR   |
| 3 3015 | N60572          | 100172       | PENSACOLA, FLA     | CESSNA       | 150J       | MINOR   |
| 3 3016 | N5723P          | 112272       | MT.VERNON,TEX      | PIPER        | PA-24      | FATAL   |
| 3 3017 | N4302G          | 042672       | PHOENIX, ARIZ      | MCCULLOCH    | J-2        | NONE    |
| 3 3018 | N9596S          | 081572       | RENO, NEV          | CHAMPION     | 7GCAA      | NONE    |
| 3 3019 | N4525Y          | 081572       | HOLLY RIDGE, LA    | PIPER        | PA-25      | NONE    |
| 3 3020 | N1310           | 081672       | ATLANTA, GA        | CESSNA       | 310        | NONE    |
| 3 3021 | N143MA          | 081572       | CLEVELAND, OHIO    | MITSUBISHI   | MU-2B      | MINOR   |
| 3 3022 | N3576G          | 082272       | DE LEON, TEX       | CALLAIR      | A-9        | NONE    |
| 3 3023 | N3193L          | 082272       | WICHITA FALLS, TEX | CESSNA       | 310J       | NONE    |
| 3 3024 | N6525Q          | 081772       | ELK MOUND, WIS     | ALON         | A-2        | MINOR   |
| 3 3025 | N22909          | 081772       | WAHOO, NEBR        | CESSNA       | 150H       | NONE    |
| 3 3026 | N4318N          | 081772       | GROUSE CREEK, UT   | CESSNA       | 190        | SERIOUS |
| 3 3027 | N8889F          | 082672       | TROY, MICH         | HUGHES       | 269A       | NONE    |
| 3 3028 | N1383V          | 082672       | ST CHARLES, ARK    | BOEING       | <b>7</b> 5 | NONE    |
| 3 3029 | N5725W          | 071072       | VASHON HGHTS, WASH | PIPER        | PA-28      | NONE    |
| 3 3030 | N3481Y          | 070972       | WYOLA, MONT        | ROBERTSON    | 180H       | NONE    |
| 3 3031 | N7782T          | 070972       | ROME, GA           | CESSNA       | 172A       | NONE    |
| 3 3032 | N29397          | 070972       | PAPILLION, NEBR    | CESSNA       | 177        | NONE    |

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| 3 3033 | N7770V  | 071072       | GREENSBORO, ALA     | AERO COMDR   | A-9B   | SERIOUS |
| 3 3034 | N4886Y  | 071072       | HUMBOLT, NEBR       | PIPER        | PA-25  | NONE    |
| 3 3035 | N7915S  | 081672       | OXNARD, CALIF       | BELL         | 47G5   | NONE    |
| 3 3036 | N7369G  | 100372       | MISSING AIRCRAFT    | CESSNA .     | 172K   | FATAL   |
| 3 3037 | N2281U  | 081672       | WALES, ALAS         | BRANTLY      | B-2B   | SERIOUS |
| 3 3038 | N2812B  | 081972       | SEDALIA, MO         | BELL         | 47G    | NONE    |
| 3 3039 | N3355Q  | 111072       | SPRINGFIELD, COLO   | CESSNA       | 310L   | NONE    |
| 3 3040 | N5527G  | 111072       | SPOKANE, WASH       | CESSNA       | 150    | NONE    |
| 3 3041 | N25102  | 111072       | GROSEBECK, TEX      | PIPER        | J3C-85 | MINOR   |
| 3 3042 | N2410W  | 111072       | HEMET, CALIF        | SCHWEIZER    | 2-22   | SERIOUS |
| 3 3043 | N3225J  | 111072       | SANTA ANA, CALIF    | CESSNA       | 150G   | NONE    |
| 3 3044 | N2244Y  | 111172       | CAREFREE, ARIZ      | CESSNA       | 177    | MINOR   |
| 3 3045 | N7722Q  | 111172       | SENECA, ARIZ        | CESSNA       | 310Q   | MINOR   |
| 3 3046 | N7371E  | 111172       | CALISTOGA, CALIF    | CESSNA       | 210    | NONE    |
| 3 3047 | N9526J  | 111172       | GRAND RONDE, OREG   | PIPER        | PA-28  | NONE .  |
| 3 3048 | N3534C  | 111872       | SANTA ANA, CALIF    | CESSNA       | 1,708  | NONE    |
| 3 3049 | N2586X  | 110872       | TRES PIEDRS, N MEX  | CESSNA       | P206   | NONE    |
| 3 3050 | N1628D  | 110872       | NILAND, CALIF       | CESSNA       | 170B   | MINOR   |
| 3 3051 | N3353X  | 110872       | VERSAILLES, MO      | MOONEY       | M-20E  | NONE    |
| 3 3052 | N2854T  | 110872       | ANCHORAGE, ALAS     | PILATUS      | PC6BH2 | NONE    |
| 3 3053 | N3388V  | 110872       | SAN ANDREAS, CALIF  | BEECH        | 35     | NONE    |
| 3 3054 | N1473L  | 110972       | ROANOKE, TEX        | BEECH        | A23    | NONE    |
| 3 3055 | N3092N  | 100772       | PALO ALTO CALIF     | CESSNA       | 140    | NONE    |
| 3 3056 | N725X   | 110972       | LAHONDA, CALIF      | CESSNA       | 140    | NONE    |
| 3 3057 | N7409G  | 110972       | MOLINE, ILL         | CESSNA       | 172K   | NONE    |
| 3 3058 | N1473Q  | 111172       | CORPS CHRISTI, TEX. | CESSNA       | 150L   | NONE    |

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| 3 3059         | N4775X              | 082672 | LYONSVILLE, KY     | CESSNA                 | 150           | SERIOUS         |
| 3 3060         | N2291Y              | 082672 | STRONGSVILLE, OHIO | CESSNA                 | 177           | NONE            |
| 3 3061         | N3259T              | 030972 | RICHTON PARK, ILL  | CESSNA                 | 177           | NONE            |
| 3 3062         | N9196G              | 031272 | PINEDALE, CALIF    | CESSNA                 | 182           | NONE            |
| 3 3063         | N7124P              | 031372 | GORDON, NEBR       | PIPER                  | PA-24         | NONE            |
| 3 3064         | N9747V              | 031372 | SUNR AY, TEX       | CESSNA                 | 188           | MINOR           |
| 3 3065         | N7312Z              | 032272 | BRUSETT, MONT      | PIPER                  | PA-25         | MINOR           |
| 3 3066         | N7530J              | 042972 | PLYMOUTH, MASS     | PIPER                  | PA-28R        | NONE            |
| 3 3067         | N23234              | 051372 | SOUTHLAND, CALIF   | CESSNA                 | 150H          | NONE            |
| 3 3068         | N2618V              | 051372 | ELSINORE, CALIF    | CESSNA                 | 170           | MINOR           |
| 3 3069         | N3971J              | 060372 | OXFORD, MICH       | CESSNA                 | 150G          | NONE            |
| 3 3070         | N6196               | 060372 | CYNTHIANA, KY      | DUNCAN                 | JT-1          | SERIOUS         |
| 3 3071         | N7980V              | 060472 | ULYSSES, KANS      | CALLAIR                | A-9B          | FATAL           |
| 3 3072         | N3637N              | 060472 | MERCED, CALIF      | PIPER                  | J3C           | NONE            |
| 3 3072         | N5361R              | 060472 | MERCED, CALIF      | CESSNA                 | 172           | NONE            |
| 3 3073         | N4673X              | 061672 | PHILLIPSBURG, KANS | CESSNA                 | 150           | SERIOUS         |
| 3 3074         | N4713V              | 061572 | SANTA ROSA, TEX    | PIPER                  | PA-25         | NONE .          |
| 3 3075         | N7610V              | 061672 | UNADILLA, GA       | CALLAIR                | A-9           | SERIOUS         |
| 3 3076         | N205G               | 061472 | NANCY, KY          | PIPER                  | PA-23         | NONE            |
| 3 3077         | N3607K              | 061372 | MENOMONIE, WIS     | PIPER                  | J3C           | MINOR           |
| 3 3078         | N4999Y              | 070772 | MEAD, COLO         | PIPER                  | PA-25         | NONE            |
| 3 3079         | N6717D              | 070772 | TWISP, WASH        | BELL                   | <b>47</b> G-2 | NONE            |
| 3 3080         | N8620P              | 070872 | ORD, NEBR          | PIPER                  | PA-24         | NONE            |
| 3 3081         | N6466Z              | 071072 | NKEWANEE, MO       | PIPER                  | PA-25         | SERIOUS         |
| 3 3082         | N9702V              | 071072 | WHARTON, TEX       | CESSNA                 | 188           | MINOR           |
| 3 3083         | N7480               | 072672 | FREEDOM, PA        | GRUMMAN                | G-164A        | NONE            |

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| 3 3084         | N4320Q   | 080872 | OAKLAND, NJ        | CESSNA                 | 172L                | NONE            |
| 3 3085         | N7106S   | 062972 | ALDERWD MANR, WASH | CESSNA                 | 150H                | SERIOUS         |
| 3 3086         | N19740   | 080872 | W DOVER, VT        | CESSNA                 | 172                 | MINOR           |
| 3 3087         | N72765   | 081972 | SLIPPERY ROCK, PA  | CESSNA                 | 140                 | MINOR           |
| 3 3088         | N39226   | 081972 | WHITEFISH, MONT    | TAYLORCRAFT            | BC12-D              | MINOR           |
| 3 3089         | N7217Z   | 081972 | MAPLETON, MINN     | PIPER                  | PA-25               | NONE            |
| 3 3090         | N5145B   | 081972 | LINCOLNTON, NC     | PIPER                  | J-3                 | NONE            |
| 3 3091         | N6098Z   | 081972 | SHALLOWATER, TEX   | PIPER                  | PA-25               | NONE            |
| 3 3092         | N94876   | 081972 | WAYLAND, MICH      | ERCO                   | 415-C               | NONE            |
| 3 3093         | N96770   | 081972 | JONES, LA          | TAYLORCRAFT            | BC12-D              | NONE            |
| 3 3094         | N1624E   | 081972 | RIO LINDA, CALIF   | AERONCA                | 7AC                 | SERIOUS         |
| 3 3095         | N2 994 9 | 081972 | VANCOUVER, WASH    | WACO                   | UPF-7               | SERIOUS         |
| 3 3096         | N4164N   | 081972 | HEMET, CALIF       | CESSNA                 | 140                 | NONE            |
| 3 3097         | N7485R   | 081972 | CARSON, CALIF      | PIPER                  | PA-28               | MINOR           |
| 3 3098         | N3263    | 082072 | VOLANT, PA         | STARDUSTER             | T00                 | NONE            |
| 3 3099         | N8365M   | 082272 | PARK CITY, UT      | CESSNA                 | 150K                | MINOR           |
| 3 3100         | N61112   | 082272 | MERTZON, TEX       | CESSNA                 | 150J                | NONE            |
| 3 3101         | N481P    | 082472 | WEST UNION, OHIO   | PIPER                  | PA-28               | NONE            |
| 3 3102         | N3721T   | 082572 | HATTERAS, NC       | PIPER                  | PA-28R              | MINOR           |
| 3 3103         | N3071    | 071572 | JOPLIN, MO         | HAGENS ICKER           | B8                  | MINOR           |
| 3 3104         | N16059   | 082672 | LIVE OAK, CALIF    | CESSNA                 | 150                 | MINOR           |
| 3 3105         | N4025T   | 082672 | ABITA SPRGS, LA    | BEECH                  | B23                 | NONE            |
| 3 3106         | N2511Q   | 082672 | COLO SPRGS, COLO   | CESSNA                 | 182K                | NONE            |
| 3 3107         | N1790E   | 080972 | CARROLL, IOWA      | AERONCA                | 7AC .               | NONE            |
| 3 3108         | N451E    | 080972 | MELVIN-VILLAGE, NH | REPUBLIC               | RC3                 | NONE            |
| 3 3109         | N1628S   | 080972 | SEBASTIAN, TEX     | SNOW                   | 6 <b>0</b> 0\$2C    | NONE.           |
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| 3   | 3110         | N9324C              | 080,972      | KANAB, UT          | CESSNA                  | 180       | NONE                     |
| 3   | 3111         | N28564              | 081072       | WEST LIBERTY, OHIO | LUSÇOMBE                | <b>A8</b> | NONE                     |
| 3   | 3112         | N6 <b>7</b> 00J     | 080972       | DALLAS, TEX        | PIPER                   | PA-28     | NONE                     |
| 3   | 3113         | N7695R              | 080972       | CONCORD, CALIF     | BEECH                   | C23       | MINOR                    |
| 3   | 3114         | N74037              | 080972       | CHITINA, ALAS      | HELIO ACFT              | H-391B    | NONE                     |
| 3   | 3115         | N612U               | 080972       | WYNNE, ARK         | GRUMMAN'                | G-164     | NONE                     |
| 3   | 3116         | N9668Z              | 081872       | HAMER, ID          | CALLAIR                 | A-9       | NONE                     |
| 3   | 3117         | N3140K              | 081872       | ALBUQUERQUE, N MEX | CESSNA                  | 421       | NONE                     |
| 3   | 3118         | N4495E              | 081872       | EDMONDS, WASH      | AERONCA                 | 11AC      | SERIOUS                  |
| 3   | 3119         | N64387              | 081872       | MINTER CITY, MISS  | BOEING                  | B75N1     | NONE                     |
| 3   | 3120         | N97283              | 081872       | PELZER, SC         | STINSON                 | 108       | MINOR                    |
| 3   | 3121         | N5141H              | 081872       | WASILLA, ALAS      | PIPER                   | PA-14     | NONE                     |
| 3   | 3122         | N8743N              | 082472       | ELKO, NEV          | PIPER                   | PA-28     | NONE                     |
| 3   | 3123         | N9988A              | 082472       | CONCORD, NC        | CESSNA                  | 170A      | NONE                     |
| 3   | 3124         | N2268D              | 082372       | SACRAMENTO, CALIF  | CESSNA                  | 170B      | NONE                     |
| 3   | 3125         | N5187D              | 082372       | CHARLEVOIX, MICH   | CESSNA                  | 182A      | NONE                     |
| 3   | 3126         | N8807L              | 082372       | BROWNS, ILL        | PIPER                   | PA-25     | NONE                     |
| . 3 | 3127         | N7717J              | 082972       | PANAMA CITY, FLA   | PIPER                   | PA-32     | SERIOUS                  |
| 3   | 3128         | N26BW               | 082972       | BIRMINGHAM, ALA    | ВЕЕСН                   | 58        | NONE                     |
| 3   | 3129         | N5858W              | 082072       | PARK FOREST, ILL   | PIPER                   | PA-28     | MINOR                    |
| 3   | 3130         | N6207G              | 082072       | HUD SON • N Y      | CESSNA                  | 150       | NONE                     |
| 3   | 3131         | N67208              | 082072       | LANCASTER, CALIF   | VULTEE                  | BT13A     | MINOR                    |
| . 3 | 3132         | N4631M              | 082972       | EAGLE GROVE, IOWA  | PIPER                   | PA-11     | NONE                     |
| 3   | 3133         | N5136M              | 082972       | YUMA, ARIZ         | TAYLORCRAFT             | BC12-D    | NONE                     |
| . 3 | 3134         | N3092G              | 082972       | VENICE , LA        | BELL                    | 47J-2A    | NONE                     |
| 3   | 31.35        | N65872              | 082972       | GREENWOOD, MISS    | BOEING                  | E 75      | SERIOUS                  |
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| 3 3136         | N8014V             | 082972    | ELAINE, ARK        | CESSNA                 | 188         | NONE                     |
| 3 3137         | N5631A             | 083072    | WILDORADO, TEX     | CESSNA                 | 172         | NONE                     |
| 3 3138         | N9092D             | 083072    | TALKEETNA, ALAS    | PIPÉR                  | PA-18       | NONE                     |
| 3 3139         | N6922K             | 083072    | NEKOMA, N DAK      | PIPER .                | PA-20       | NONE .                   |
| 3 3140         | N9248M             | 081772    | ANACONDA, MONT     | MOONEY                 | M20E        | NONE                     |
| 3 3141         | N4959Y             | 081772    | GUYMON, OK LA      | PIPEP                  | PA-25       | NONE                     |
| 3 3142         | N3824V             | 081672    | ROSEMOUNT, MINN    | CESSNA                 | 170         | NONE                     |
| 3 3143         | N4641Y             | 081672    | RODES, IOWA        | PIPER                  | PA-25       | NONE                     |
| 3 3144         | N7185D             | 081772    | PALMER, ALAS       | PIPER                  | PA-18       | NONE                     |
| 3 3145         | N6755P             | 081772    | RESERVE, N MEX     | PIPER                  | PA-24       | NONE                     |
| 3 3146         | N995P              | 081872    | SPRINGFIELD, KY    | PIPER                  | PA-24       | NONE                     |
| 3 3147         | N4801K             | 081972    | CRESTON, IOWA      | NAVION                 | Α .         | NONE                     |
| 3 3148         | N8486E             | 081972    | RICHLANDS, VA      | BELL                   | 47G-2A      | MINOR                    |
| 3 3149         | N3134Q             | 082772    | TRUCKEE, CALIF     | CESSNA                 | 182         | NONE                     |
| 3 3150         | N7781D             | 082672    | TYONEK, ALAS       | PIPER                  | PA-18       | MINOR                    |
| 3 3151         | N9602W             | 082672    | TALLADEGA, ALA     | PIPER                  | PA-28       | NONE                     |
| 3 3152         | N5631J             | 082672    | OWENSBORO, KY      | CESSNA                 | A188A       | NONE                     |
| 3 3153         | N8989S             | 110372    | BORREGO SPGS, CALF | CESSNA                 | 150         | NONE                     |
| 3 3154         | N54 <b>7</b> 9U    | 081672    | RUSSELVILLE, ALA   | веесн                  | 56TC        | NONE                     |
| 3 3155         | N5728R             | 082172    | SHELL KNOB, MO     | CESSNA                 | 172         | MINOR                    |
| 3 3156         | N7386              | 082172    | SKWENTNA, ALAS     | PIPER                  | PA-18A      | MINOR                    |
| 3 3157         | .N3526G            | 082172    | PASO ROBLES, CALIF | LUSCOMBE               | 8 <b>F</b>  | NONE                     |
| 3 3158         | N8075V             | 082172    | WEBB, MISS         | CESSNA                 | 188         | NONE .                   |
| 3 3159         | N6934P             | 082472    | FT LAUDERDALE, FLA | PIPER                  | PA-24       | NONE                     |
| 3 3160         | N90682             | 082372    | WICHITA, KANS      | BEECH                  | C-45H       | NONE                     |
| 3 3161         | N77562             | 082272    | ECKLEY, COLO       | PIPER                  | PA-25       | NONE                     |

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|----------------|---------------------|--------|----------------------|------------------------|----------------------|--------------------------|
| 3 3162         | N4311L              | 081172 | SALUDA, SC           | CESSNA                 | 172G                 | NONE                     |
| 3 3163         | N75867              | 081072 | GREEN COVE SP,FLA    | BOEING                 | E 75                 | NONE                     |
| 3 3164         | N5206B              | 082072 | PIERRE, S DAK        | MOONEY                 | MK 20                | NONE                     |
| 3 3165         | N24W                | 082072 | WINTER HAVEN, FLA    | CESSNA                 | 305A                 | NONE                     |
| 3 3166         | N23606              | 082072 | MONTE ITH, GA        | TAYLORCRAFT            | BC-65                | NONE                     |
| 3 3167         | N7527E              | 082072 | CHADRON, NEBR        | AERONCA                | 7FC                  | MINOR                    |
| 3 3168         | N2652N              | 082072 | TAMPA, FLA           | CESSNA                 | 140                  | NONE                     |
| 3 3169         | N2978A              | 082072 | HOLY CROSS, ALAS     | CESSNA                 | 180                  | NONE                     |
| 3 3170         | N3582U              | 082072 | SCRANTON, ARK        | CESSNA                 | 182F                 | MINOR                    |
| 3 3171         | N1060U              | 082072 | BOULDER CITY, NEV    | PIPER                  | PA-34                | NONE                     |
| 3 3172         | N5955X              | 082372 | ROSEBURG, OREG       | BRANTLY                | B-2                  | NONE                     |
| 3 3173         | N7265G              | 082372 | GATLINBURG, TENN     | CESSNA                 | 182N                 | NONE                     |
| 3 3174         | N7604G              | 082272 | BLOCK ISLAND, RI     | CESSNA                 | 172L                 | NONE                     |
| 3 3175         | N5707V              | 082372 | BAKERSFIELD CALIF    | BEECH                  | V-35                 | NONE                     |
| 3 3176         | N9078K              | 082372 | ORLANDO, FLA         | ST1NSON                | 108                  | NONE                     |
| 3 3177         | N15952              | 110672 | NZANESVILLE, OHIO    | BELL                   | 47G-2                | NONE                     |
| 3 3178         | N60110              | 082372 | MENOLA, NC           | CESSNA                 | 150-J                | NONE                     |
| 3 3179         | N9413L              | 082372 | HOPEDALE, MASS       | AMER AVCO              | AA-1                 | NONE                     |
| 3 3180         | N2161U              | 080672 | NMARSHALL TOWN, IOWA | BRANTLY                | B-2B                 | NONE                     |
| 3 3181         | N201NA              | 082472 | MINNEAPOLIS, MINN    | PIAGGIO                | P-136                | NONE                     |
| 3 3182         | N5550M              | 082572 | NILAND CALIF         | AERO-COMDR             | 100                  | NONE                     |
| 3 3183         | N6979S              | 100872 | HAWTHORNE, CALIF     | CESSNA                 | 150                  | MINOR                    |
| 3 3184         | N501BD              | 100872 | NEWTON, KANS         | BEDE                   | BD5A                 | NONE                     |
| 3 3185         | N612S               | 100772 | GARDEN CITY, KANS    | MINI-ACE               | CA-61                | NONE                     |
| 3 3186         | N3378               | 100872 | CROTN ON HUDSN, NY   | SCORPION               | 1                    | MINOR                    |
| 3 3187         | N35803              | 100872 | ACTON, CALIF         | CESSNA                 | 172 I                | FATAL                    |

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| 3 3188         | N9477L             | 100872    | SANTA PAULA, CALIF | AMER AVCO              | AA-1A                | FATAL           |
| 3 3189         | N79433             | 101372    | OLIVER SPGS, TENN  | CESSNA                 | 172K                 | FATAL           |
| 3 3190         | N8735F             | 092172    | RIDGE SPRINGS,SC   | HUGHES                 | 269A                 | MINOR           |
| 3 3191         | N4158M             | 100772    | ANCHORAGE, ALAS    | PIPER                  | PA-12                | NONE            |
| 3 3192         | N3340H             | 100772    | NORTH PLAINS, OREG | ERCOUPE                | 415-CD               | NONE            |
| 3 3193         | N6459P             | 100472    | BURLINGTON, WIS    | PIPER                  | PA-24                | NONE            |
| 3 3194         | N1049U             | 100772    | FRANKFURT, KY      | PIPER                  | PA-34                | NONE            |
| 3 3195         | N8790F             | 110172    | GARY, IND          | HUGHES                 | 269A                 | NONE            |
| 3 3196         | N3824Q             | 110372    | SCOTTSDALE, ARIZ   | CESSNA                 | 172                  | MINOR           |
| 3 3197         | N3901Y             | 110472    | SUNLAND, N MEX     | CESSNA                 | 2100                 | NONE            |
| 3 3198         | N8523E             | 110472    | LAK PROVIDENCE, LA | CHAMPION               | 7GCB                 | SERIOUS         |
| 3 3199         | N76602             | 110572    | BEEBE, ARK         | CESSNA                 | 120                  | NONE            |
| 3 3200         | N4361V             | 110572    | MORRIS, ILL        | CESSNA                 | 190                  | NONE            |
| 3 3201         | N6211E             | 110572    | SANTA YNEZ, CALIF  | CESSNA                 | 172                  | NONE            |
| 3 3202         | N2841U             | 110472    | FRANKLIN, WIS      | CESSNA                 | 172D                 | MINOR           |
| 3 3203         | N2690X             | 110472    | SPRINGFIELD, MO    | CESSNA                 | P206A                | NONE            |
| 3 3204         | N7140A             | 110572    | RIVERSIDE, TEX     | CESSNA                 | 172                  | SERIOUS         |
| 3 3205         | N48716             | 110572    | TORRANCE, CALIF    | AEROŅCĀ                | 0-588                | NONE            |
| 3 3206         | N9354N             | 111272    | LOUISBURG, KANS    | PIPER                  | PA-28                | NONE            |
| 3 3207         | N2497A             | 111272    | TYONEK, ALAS.      | PIPER                  | PA-18                | NONE            |
| 3 3208         | N1837Y             | 111272    | LONGMIRE, WASH     | CESSNA                 | 172                  | SERIOUS         |
| 3 3209         | N1625Q             | 111172    | HAMMATON, NJ       | CESSNA                 | 150                  | NONE            |
| 3 3210         | N77CK              | 071172    | DEMING, N MEX      | PITTS                  | S-1                  | MINOR           |
| 3 3211         | N45827             | 071172    | LITTLE TON, COLO   | LUSCOMBE               | 8E                   | NONE            |
| 3 3212         | N5979G             | 071172    | VALPARAISO, IND    | CESSNA                 | 150K                 | NONE            |
| 3 3213         | N89691             | 071172    | BAYLOR, TEX        | CESSNA                 | 140                  | NONE            |

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| 3 3214         | N5033F              | 071072            | LAKEVILLE, MINN    | LOCKHEED               | PV-1                 | NONE            |
| 3 3215         | N3013Q              | 071072            | EAST LANSING, MICH | CESSNA                 | 182                  | NONE            |
| 3 3216         | N8209A              | 071072            | SCOTLAND NECK, NC  | CESSNA                 | 170B                 | MINOR           |
| 3 3217         | N71682              | 071072            | MINOOKA,ILL        | LUSCOMBE               | 88                   | SERIOUS         |
| 3 3218         | N9772M              | 071072            | GREENVILLE, MICH   | MOONEY                 | M10                  | NONE            |
| 3 3219         | N2053U              | 071172            | WINCHESTER, VA     | MAULE                  | M4220C               | NONE            |
| 3 3220         | N6026G              | 071072            | TEXARKANA, TEX     | CESSNA                 | 1501                 | NONE            |
| 3 3221         | N71990              | 071172            | MACON, GA          | LUSCOMBE               | 88                   | NONE            |
| 3 3222         | N9090L              | 071172            | KUTZTOWN,PA        | CHAMPION               | 7GCAA                | NONE            |
| 3 3223         | N4 982 Z            | 071172            | HURON, OHIO        | PIPER                  | PA-22                | NONE            |
| 3 3224         | N9207P              | 082872            | NEVADA, IOWA       | PIPER                  | PA-24                | NONE            |
| 3 3225         | N4415               | 082772            | ANNETTE, ALAS      | HILLER                 | 12E                  | NONE            |
| 3 3226         | N78486              | 082772            | NORTH POLE, ALAS   | PIPER                  | PA-12                | NONE            |
| 3 3227         | N6644Z              | 082772            | SKWETNA, ALAS      | PIPER                  | PA-18                | NONE            |
| 3 3228         | N61348              | 082772            | CHINO, CALIF       | CESSNA                 | 150J                 | NONE            |
| 3 3229         | N22688              | 082772            | HOMER, ALAS        | CESSNA                 | 150H                 | NONE            |
| 3 3230         | N9758L              | 082772            | FT.CARSON,COLO     | BEECH                  | C23                  | NONE            |
| 3 3231         | N659FL              | 082772            | WEEDSPORT, NY      | PIPER                  | PA-28                | MINOR           |
| 3 3232         | N7895B              | 082772            | OREGON, OHIO       | BELL                   | 47G                  | NONE            |
| 3 3233         | N3068A              | 102872            | HAYWARD, CALIF     | CESSNA                 | 1 <b>7</b> 0B        | NONE            |
| 3 3234         | N38589              | 102872            | CHUGIAK, ALAS      | PIPER                  | J5                   | NONE            |
| 3 3235         | N3 95 6N            | 110572            | QUINCY, ILL        | BEECH                  | 35                   | NONE            |
| 3 3236         | N7212S              | 103072            | FABENS, TEX        | CESSNA                 | 150                  | NONE            |
| 3 3237         | N78595              | 102872            | INYOKERN, CALIF    | CESSNA                 | 172K                 | MINOR           |
| 3 3238         | N6 <b>71</b> 8G     | 100272            | ACUFF, TEX         | CESSNA                 | 150                  | NONE            |
| 3 3239         | N1648J              | 102972            | FLUSHING, MICH     | PIPER                  | PA-28                | NONE            |

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| 3 3240  | N4299Z   | 103072       | AUGUSTA, MONT      | PIPER        | PA-18          | MINOR   |
| 3 3241  | N95391   | 082972       | ALMA,GA            | PIPER        | PA-28          | FATAL   |
| 3 3242  | N5698E   | 090372       | GENEVA, OHIO       | CESSNA       | 150            | FATAL   |
| 3 3243  | N90201   | 090372       | BLÁKESBURG, IOWA   | JOHNSON      | 185            | FATAL   |
| 3 3244  | N3034G   | 091972       | CLEARBROOK, MINN   | FORNEY       | F-1A           | FATAL   |
| 3 3245  | N5189G   | 102872       | PAGE, ARIZ         | CESSNA       | 305Ä           | NONE    |
| 3 3246  | N45521   | 102972       | SANTA ANA, CALIF   | LUSCOMBE     | 88             | NONE    |
| 3 3247  | N74709   | 082472       | LANSING, MICH      | MOONEY       | M20B           | FATAL   |
| 3 3248  | N8168Q   | 082572       | STURGIS, MICH      | CESSNA       | 414            | FATAL   |
| 3 3249  | N9136L   | 082872       | MANOR, TEX         | BELLANCA     | 7ACA           | NONE    |
| 3 3250  | N9345V   | 082872       | PRIEST LAKE, ID    | MOONEY       | M20-C          | NONE    |
| 3 3251  | N50158   | 082872       | CREVE COEUR, MO    | CESSNA       | 150H           | NONE    |
| 3 3252  | N3176D   | 082872       | NONDALTON, ALAS    | CESSNA       | 180            | NONE    |
| 3, 3253 | N1299Z   | 101072       | LINCOLN, NEBR      | BEECH        | .B95A          | NONE    |
| 3 3254  | N1426A   | 100772       | MIOLAND, S DAK     | PIPER        | PA-22          | MINOR   |
| 3 3255  | N4486J   | 100772       | DULUTH, MINN       | PIPER        | PA-28          | NONE    |
| 3 3256  | N5785G   | 101372       | CAVALIER, N DAK    | CESSNA       | 150K           | NONE    |
| 3 3257  | N4005R   | 101872       | PITTSBURG, KANS    | PIPER        | PA-32          | NONE    |
| 3 3258  | N9217L   | 101172       | EDEN PRAIRIE, MINN | AMER AVCO    | AAlA           | NONE    |
| 3 3259  | N1486E   | 110172       | PLATTSBURGH, NY    | AERONCA      | 7AC            | NONE    |
| 3 3260  | N4282U   | 111872       | AMELIA, VA         | CESSNA       | 150            | NONE    |
| 3 3261  | N3452T   | 111872       | OLATHE, KAN        | CESSNA       | 177            | NONE    |
| 3 3262  | N7814    | 112272       | FONTANELLE, IOWA   | CESSNA       | 172            | NONE    |
| 3 3263  | N30VA    | 121372       | ROANOKE, VA        | FAIRCHILD    | FH1100         | SERIOUS |
| 3 3264  | N4469    | 122672       | FAIRFAX, VA        | ENSTROM      | F28A           | NONE    |
| 3 3265  | N1 9BB   | 122972       | MANHATTAN, KA'NS   | CESSNA       | 210            | NONE    |

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| 3 3266         | N7 90 22            | 070472 | HALES CORNERS, WIS | CESSNA                 | 172K                 | FATAL           |
| 3 3267         | N4241P              | 070772 | KNOX, IND          | PIPER                  | PA-23                | FATAL .         |
| 3 3268         | N959                | 071872 | DEADHORSE, ALAS    | BEĻL                   | 4.7G-2               | NONE            |
| 3 3269         | N590FH              | 071972 | NNORTH BEND, WASH  | HILLER ACFT            | FH1100               | NONE            |
| 3 3270         | N848E               | 080972 | CAMBRIDGE, OHIO    | AERO COMDR             | 680E                 | NONE            |
| 3 3271         | N3768W              | 022372 | NASHUA, NH         | PIPER                  | PA-32                | MINOR           |
| 3 3272         | N5021L              | 082872 | SAGINAW, TEX       | LAKE                   | LA-4                 | NONE            |
| 3 3273         | N2526M              | 082572 | PRT ALSWORTH, ALAS | PIPER                  | PA-12                | NONE            |
| 3 3274         | N98483              | 082272 | QUITMAN, GA        | PIPER                  | J-3C                 | NONE            |
| 3 3275         | N61140              | 102972 | DERBY, KANS        | CESSNA                 | 150J                 | MINOR           |
| 3 3276         | N2685X              | 101372 | NUCLA, COLO        | CESSNA                 | P206A                | SERIOUS         |
| 3 3277         | N4014Y              | 101372 | TEHACHAPI, CALIF   | CESSNA                 | 185                  | NONE            |
| 3 3278         | N354S               | 102372 | ALBUQUERQUE, N MEX | SMITH                  | DSA-1                | SERIOUS         |
| 3 3279         | N1773H              | 102772 | COLOMBUS, OHIO     | CESSNA                 | 310C                 | NONE            |
| 3 3280         | N4123F              | 102572 | MONTGOMERY, OHIO   | CESSNA                 | 172                  | SERIOUS         |
| 3 3281         | N8411M              | 103172 | MANVILLE, NJ       | CESSNA                 | .150K                | NONE            |
| 3 3282         | N30475              | 082872 | MOLINE, ILL.       | CESSNA                 | 177A                 | NONE            |
| 3 3283         | N2988W              | 082872 | BLISSFIELD, MICH   | BELL                   | 47G5A                | NONE            |
| 3 3284         | N7957V              | 082972 | SAMSON, ALA        | CALLAIR                | A-9B                 | MINOR           |
| 3 3285         | N2666P              | 090272 | SKWENTNA, ALAS     | PIPER                  | PA-18A               | NONE            |
| 3 3286         | N6166P              | 090272 | WEST MONROE, LA    | PIPER                  | PA-24                | MINOR           |
| 3 3287         | N9497L              | 090272 | CARAWAY, ARK       | AMER AVCO              | ΔΔ1-Δ                | NONE            |
| 3 3288         | N6218W              | 090372 | ENDEAVOR , WIS     | PIPER                  | ·PA-28               | NONE            |
| 3 3289         | N8372               | 090372 | WOODVILLE, MISS    | GRUMMAN                | G-164A               | NONE            |
| 3 3290         | N18103              | 110472 | ROBERT LEE, TEX    | CESSNA                 | 150L                 | NONE            |
| 3 3291         | N7321J              | 040272 | STOCKBRIDGE, MICH  | PIPER                  | PA-28                | FATAL           |

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| 3 3292         | N748FH             | 051972                                     | YUKON,OKLA                                | HILLER ACFT     | FH1100      | NONE            |
| 3 3293         | N85899             | 072072                                     | ANGELS CAMP, CALIF                        | CESSNA          | T337D       | MINOR           |
| 3 3294         | N3549              | ,072372                                    | JENKS,OKLA                                | DEHAVILLAND     | DH82A       | FATAL           |
| 3 3295         | N4747S             | 072472                                     | NJUNEAU, ALAS                             | DEHAVILLAND     | DHC-2       | NONE            |
| 3 3296         | N446DD             | 080372                                     | AUSTIN, TEX                               | LOCKHEED        | PV-1        | NONE            |
| 3 3297         | N431FH             | 061872                                     | BIG DELTA, ALAS                           | HILLER ACFT     | FH1100      | NONE            |
| 3 3298         | N37939             | 082072                                     | WETUMKA, OKLA                             | PIPER           | J-3L        | SERIOUS         |
| 3 3299         | N3930R             | 082072                                     | MEDIA, PA                                 | PIPER           | PA-28       | MINOR           |
| 3 3300         | N4367T             | 082072                                     | NORTHFIELD, OHIO                          | PIPER           | PA-32       | MINOR           |
| 3 3301         | N7287S             | 082572                                     | DEERFIELD, ILL                            | CESSNA          | 150H        | NONE            |
| 3 3302         | N553PA             | 082572                                     | W.LAFAYETTE, IND                          | PIPER .         | PA-28       | NONE            |
| 3 3303         | N3543X             | 082572                                     | MONTGOMERY, ALA                           | MITSUBISHI      | MU-2B       | NONE            |
| 3 3304         | N8825D             | 082672                                     | REDDING, CALIF                            | PIPER           | PA-22       | NONĖ            |
| 3 3305         | N3K                | 082672                                     | RED BLUFF, CALIF                          | BUNK ER         | RLU-1       | NONE            |
| 3 3306         | N2832V             | 090472                                     | DELTA, UT                                 | BEECH           | 35          | NONE            |
| 3 3307         | N7201V             | 082572                                     | PENDLETON, OREG                           | CALLAIR         | A-9         | FATAL           |
| 3 3308         | N3779U             | .082672                                    | AURURA, COLO                              | CESSNA          | 182G        | NONE            |
| 3 3309         | N8874A             | 082572                                     | BLOCK ISLAND, RI                          | BEECH           | B35         | NONE            |
| 3 3310         | N5677U             | 090372                                     | ROCKFORD, ILL                             | PIPER           | PA-28       | MINOR           |
| 3 3311         | N1582C             | 090372                                     | ZENIA, CALIF                              | CESSNA          | 180         | NONE            |
| 3 3312         | N2700S             | 111772                                     | ELKTON, KY                                | BEECH           | G18S        | FATAL           |
| 3 3313         | N9000A             | 081572                                     | NWILLOW, ALAS                             | CESSNA          | 170A        | FATAL           |
| 3 3314         | N7741A             | 082072                                     | HOLY CROSS, ALAS                          | CESSNA          | 180         | NONE            |
| 3 3315         | N8449P             | 082072                                     | ADA, OHIO                                 | PIPER           | PA-24       | FATAL           |
| 3 3316         | N1811M             | 082172                                     | LACONIA, NH                               | CESSNA          | 337         | NONE            |
| 3 3316         | N9259Y             | 082172                                     | LACONIA, NH                               | PIPER           | PA-31       | NONE            |

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| 3 3317         | N5745A              | 082472 | MARTINSVILLE, IND  | CESSNA .               | 172                  | FATAL                   |
| 3 3318         | N22402              | 082572 | GROVERTOWN, IND    | CESSNA                 | 150H                 | FATAL                   |
| 3 3319         | N469M               | 082572 | FT.LAUDERDALE, FLA | MARTIN                 | 404                  | NONE                    |
| 3 3320         | N4874D              | 082672 | THOMASTON, ME      | CESSNA                 | 182A                 | NONE                    |
| 3: 3321        | N2644G              | 082972 | FAIRBANKS, ALAS    | CHAMPION               | 7ECA                 | NONE                    |
| 3 3321         | N4553H              | 082972 | FAIRBANKS, ALAS    | PIPER                  | PA-15                | NONE                    |
| 3 3322         | N844A               | 102872 | CANDIA, NH         | PIPER                  | PA-22                | FATAL                   |
| 3 3323         | N917HP              | 102872 | KEYSER, W VA       | PIPER                  | PA-28                | FATAL                   |
| 3 3324         | N4607C              | 101672 | NRICHMOND, MO      | CESSNA                 | 170B                 | FATAL                   |
| 3 3325         | N7728E              | 090572 | PITTSFIELD, ME     | CESSNA                 | 150                  | SERIOUS                 |
| 3 3326         | N7984F              | 090572 | WEAVER, ALA        | CESSNA                 | 150F                 | MINOR                   |
| .3 3327        | N8812R              | 090572 | SEA BRIGHT, NJ     | BELLANCA               | 260                  | NONE                    |
| 3 3328         | N5497A              | 090572 | BARROW, ALAS       | CESSNA                 | 310                  | NONE                    |
| 3 3329         | N7705Z              | 082272 | ECKLEY, COLO       | PIPER                  | PA-25                | NONE                    |
| 3 3330         | N3045J              | 082572 | WATERFORD, CONN    | CESSNA                 | 150J                 | SERIOUS                 |
| 3 3331         | N2163B              | 090372 | BLAKESBURG, IOWA   | LUSCOMBE               | 8F                   | MINOR                   |
| 3 3332         | N5506A              | 052672 | OBRIEN.FLA         | BOEING                 | A75N1                | MINOR                   |
| 3 3333         | N7940D              | 080472 | MARION, IOWA       | ВЕЕСН                  | H35                  | NONE                    |
| 3 3334         | N6493H              | 080672 | GRANITE CITY, ILL  | PIPER                  | J3C-65               | FATAL                   |
| 3 3335         | N29179              | 080972 | CHIGNIK, ALAS      | CESSNA                 | U206C                | NONE                    |
| 3 3336         | N73991              | 083072 | TUBA CITY, ARIZ    | BELL                   | 47G3B1               | FATAL                   |
| 3 3337         | N4233T              | 083172 | PETALUMA, CALIF    | PIPER                  | PA-28                | FATAL                   |
| 3 3338         | N6639F              | 090372 | TEXARKANA, ARK     | CESSNA                 | 150F                 | NONE .                  |
| 3 3339         | N5821U              | 091072 | LITTLETON, COLO    | PIPER                  | PA-28                | MINOR                   |
| 3 3340         | N8793P              | 091172 | JACKSONVILLE, ILL  | PIPER                  | PA-24                | NONE                    |
| 3 3341         | N4281R              | 091172 | OLYMPIA WASH       | PIPER                  | PA-32                | MINOR                   |

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| 3. 3342        | N4473Z             | 091172            | HAINES, ALAS       | PIPER          | PA-18       | NONE            |
| 3 3343         | N7163P             | 091072            | RUTH, CALIF        | PIPER          | PA-24       | NONE            |
| 3 3344         | N1225T             | 091072            | MCCORDSVILLE, IND  | PIPER          | PA-28       | MINOR           |
| 3 3345         | N21626             | 091272            | MARVELL, ARK       | CESSNA         | 1888        | NONE            |
| 3 3346         | N174K              | 090172            | GRAND RAPIDS, MICH | CESSNA         | 310N        | NONE            |
| 3 3346         | N7119D             | 090172            | GRAND RAPIDS, MICH | BEECH          | 60          | NONE            |
| 3 3347         | N3162L             | 091072            | LINCOLNTON, NC     | CESSNA         | 310J        | NONE .          |
| 3 3348         | N33956             | 090472            | PINCONNING, MICH   | TAYLORCRAFT    | BC12        | NONE            |
| 3 3349         | N9009K             | 090472            | VIRGINIA, ILL      | STINSON        | 108-1       | MINOR           |
| 3 3350         | N172KA             | 090472            | LAKE GENEVA, WIS   | CESSNA         | 172         | NONE            |
| 3 3351         | N914V              | 090372            | OTTUMWA, IOWA      | PERTH-AMBOY    | СК          | NONE            |
| 3 3352         | N2958S             | 090372            | FRIENDSWOOD, TEX   | CESSNA         | 150G        | NONE            |
| 3 3353         | N5169X             | 090472            | PITTSFIELD, ILL    | CHAMPION       | 7ECA        | NONE            |
| 3 3354         | N51AC              | 090472            | OSCEOLA,WIS        | PITTS SPL      | SIC         | NONE            |
| 3 3355         | N6157D             | 090472            | MCMINVILLE, OREG   | PIPER          | PA-22       | NONE            |
| 3 3356         | N100VP             | 090472            | PALMER, ALAS.      | VOLKSPLANE     | D-1         | SERIOUS         |
| 3 3357         | N4302Z             | 090472            | GLENALLEN, ALAS    | PIPER          | PA-18       | NONE            |
| 3 3358         | N1486A             | 090372            | ANCHORAGE, ALAS    | PIPER          | PA-20       | NONE            |
| 3 3359         | N2192V             | 090372            | MONTGMERYVILLE, PA | CESSNA         | 140         | NONE            |
| 3 3360         | N1422Q             | 090372            | AMBLER, PA         | CESSNA         | 150         | NONE            |
| 3 3361         | N3281T ·           | 090372            | SULLIVAN, WIS      | CESSNA         | 177         | NONE            |
| 3 3362         | N9728Y             | 091072            | SANTA ANA, CALIF   | BEECH          | P35         | NONE            |
| 3 3363         | N4330C             | 091072            | FREMONT, CALIF     | CHAMPION       | 7EC         | NONE            |
| 3 3364         | N15212             | 113072            | MISSING AIRCRAFT   | BEECH .        | 3TM         | FATAL           |
| 3 3365         | N9334X             | 090572            | ENGLEWOOD, COLO    | CESSNA         | 182         | NONE            |
| 3 3366         | N9521A             | 090472            | CALEXICO, CALIF .  | CESSNA         | 170A        | NONE            |

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| 3 3367 | N91698          | 090472       | PROVIDENCE, RI     | NAVION       | Δ              | NONE    |
| 3 3368 | NI 8W           | 091172       | ST.PETERSBURG, FLA | BEECH        | 035            | NONE    |
| 3 3369 | N3EF            | 091072       | CLARKSTON, MICH    | BEECH        | 56TC           | NONE    |
| 3 3370 | N73W            | 091172       | ANTIGO, WIS        | GRUMMAN      | G-164          | NONE    |
| 3 3371 | N6611A          | 111072       | PAONIA, COLO       | CESSNA       | 172            | FATAL   |
| 3 3372 | N7798Q          | 111072       | MONTGOMERY, ALA    | CESSNA       | 310Q           | FATAL   |
| 3 3373 | N <b>7</b> 0827 | 091572       | OKLAHOMA CTY,OKLA  | CESSNA       | 182            | NONE    |
| 3 3374 | N9127G          | 111172       | RIALTO, CALIF      | CESSNA       | 182            | SERIOUS |
| 3 3375 | N9397G          | 111972       | PORTERDALE, GA     | CESSNA       | 182P           | FATAL   |
| 3 3376 | N9324X          | 040772       | OMAHA,GA           | CESSNA       | 182            | NONE    |
| 3 3377 | N7324Y          | 042472       | SEBRING, FLA       | PIPER        | PA-30          | NONE    |
| 3 3378 | N7233V          | 051672       | CALHOUN, GA        | CALLAIR      | A-9            | SERIOUS |
| 3 3379 | N28BW           | 052472       | TALLAHASSEE, FLA   | ВЕЕСН        | 95-55          | NONE    |
| 3 3380 | N9397G          | 060372       | NORCROSS, GA       | CESSNA       | 182P           | NONE    |
| 3 3381 | N196J           | 070572       | PEARBLOSSOM, CALIF | BOLKOW       | PHOEBS         | NONE    |
| 3 3382 | N9426N          | 070472       | PALM SPRNGS, CALIF | PIPER        | PA-28          | NONE    |
| 3 3383 | N7769S          | 070472       | ROCKWELL, TEX      | SCHWEIZER    | SGS233         | NONE    |
| 3 3384 | N 91 62 1       | 070672       | WICHITA, KANS      | CESSNA       | 182M           | NONE    |
| 3 3385 | N6875F          | 070672       | GALVESTON, TEX     | CESSNA       | 150F           | NONE    |
| 3 3386 | N77476          | 070572       | RATON, N MEX       | CESSNA       | 120            | NONE    |
| 3 3387 | N1000P          | 070572       | FAYETTE, ME        | CESSNA       | 205            | NONE    |
| 3 3388 | N51343          | 070572       | HARTFORD, CONN     | CESSNA       | 150J           | NONE    |
| 3 3389 | N4325T          | 070572       | COOPERSTOWN, NY    | PIPER        | PA-28          | NONE    |
| 3 3390 | N34201          | 090872       | OAK BLUFFS, MASS   | CESSNA       | 177            | NONE    |
| 3 3391 | N6380R          | 090772       | FRIENDSWOOD, TEX   | PIPER        | PA-28          | NONE    |
| 3 3392 | N2870A          | 090872       | TALKEETNA, ALAS    | CESSNA       | 180            | NONE    |

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| 3 3393         | N6284A             | 090972  | TIPTON, IND       | CESSNA                 | 182         | NONE            |
| 3 3394         | N1035U             | 090872  | ZAPATA, TEX       | PIPER                  | PA-34       | NONE            |
| 3 3395         | N2339U             | 091072  | GLENCOE, KY       | CESSNA                 | 172         | NONE            |
| 3 3396         | N3696R             | 090472  | BRISTOL, PA       | PIPER                  | PA-28       | MINOR           |
| 3 33 97        | N8402P             | 090472  | BATTLE MTN, NEV   | PIPER                  | PA-24       | NONE            |
| 3 3398         | N74703             | 090472  | COMPTON, CALIF    | MODNEY                 | M20B        | MINOR           |
| 3 3399         | N7561D             | 090472  | FAIRBANKS, ALAS   | PIPER                  | PA-18       | SERIOUS         |
| 3 3400         | N4890A             | 090472  | MCCOLL, SC        | PIPER                  | PA-18A      | NONE            |
| 3 3401         | N7965V             | 090472  | JACKSONVILLE, ILL | AERO COMDR             | A-9B        | NONE            |
| 3 3402         | N2549F             | 090472  | SAN JOSE, CALIF   | CHAMPION               | 7ECA        | MINOR           |
| 3 3403         | N4027              | 101572  | WATERVLIET, MICH  | GENIE TEENE            |             | SERIOUS         |
| 3 3404         | N2671G             | 101472  | PLAINWELL, MICH   | CHAMPION               | 7ECA        | MINOR           |
| 3 3405         | N9918B             | 102372  | MISSING AIRCRAFT  | CESSNA                 | 182A        | FATAL           |
| 3 3406         | N5280Q             | 102772  | LODI,OHIO         | CESSNA                 | 150L        | FATAL           |
| 3 3407         | N78376             | 1023.72 | NPEKIN, ILL       | AERO COMDR             | 500-A       | FATAL           |
| 3 3408         | N4925              | 110772  | LEXINGTON, KY     | ENSTROM                | F-28A       | NONE            |
| 3 3409         | N53011             | 121172  | SAGWON, ALAS.     | DEHAVILLAND            | DHC-2       | SERIOUS         |
| 3 3410         | N6151              | 110572  | LANCASTER, CALIF  | COUGAR                 | A           | FATAL           |
| 3 3411         | N7958K             | 090772  | DETROIT LKS, MINN | BEECH                  | 95-B55      | NONE            |
| 3 3412         | N3712D             | 062672  | BISON, OKLA       | CESSNA                 | 182A        | MINOR           |
| 3 3413         | N7746Z             | 062672  | KIT CARSON, COLO  | PIPER                  | PA-25       | MINOR           |
| 3 3414         | N5191S             | 062672  | SANDY UT          | PIPER                  | PA-28       | MINOR           |
| 3 3415         | N2468M             | 062672  | FALMOUTH MASS     | PIPER                  | PA-12       | MINOR           |
| 3 3416         | N5661J             | 062772  | SHELLMAN GA       | CESSNA                 | A188        | MINOR           |
| 3 3417.        | N1491Q             | 062772  | PETERSBURG MICH   | CESSNA                 | 150         | NONE            |
| 3 3418         | N5160G             | 062772  | W.LEBANON, NH     | DEHAVILLAND            | DHC-2       | NONE            |

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| 3 3419         | N7684               | 082172 | PORT CLINTON, OHIO | FORD MTR CO           | 4-AT-B | SERIOUS         |
| 3 3420         | N92004              | 081572 | BROWNSBURG, IND    | CESSNA                | 182M   | FATAL           |
| 3 3421         | N2236W              | 081472 | MAYBELL, COLO      | BELL                  | 205Al  | MINOR           |
| 3 3422         | N 5440 Z            | 071472 | HINDMAN, KY        | PIPER                 | PA-22  | NONE            |
| 3 3423         | N4901Y              | 071472 | GARDEN CITY, TEX   | PIPER                 | PA-25  | NONE            |
| 3 3424         | N5298S              | 071472 | UTICA, KANS        | PIPER                 | PA-28  | NONE            |
| 3 3425         | N1444Y              | 071472 | IRV INGTON, ALA    | CESSNA                | 172    | NONE            |
| 3 3426         | N9162Q              | 071472 | NMORGAN, UT        | вЕЕСН                 | 35-G33 | NONE            |
| 3 3427         | N3821G              | 072272 | NLONE PINE, CALIF  | CESSNA                | TU206B | NONE            |
| 3 3428         | N84763              | 091572 | JEANNETTE PA       | CESSNA                | 172K   | NONE            |
| 3 3429         | N7549G              | 111772 | LEROY,NY           | CESSNA                | 172L   | MINOR           |
| 3 3430         | N61103              | 112172 | BROCKPORT, NY      | CESSNA                | 150J   | MINOR           |
| 3 3431         | N6946P              | 112572 | HOPEWELL, VA       | PIPER                 | PA-24  | NONE            |
| 3 3432         | N1553B              | 112572 | TURNER, ME         | LUSCOMBE              | 8F     | NONE            |
| 3 3433         | N6185Y              | 112572 | NCHESTER, PA       | PIPER                 | PA-23  | MINOR           |
| 3 3434         | N9569               | 112872 | CHARLOTTSVILLE, VA | ENSTROM               | F-28A  | NONE            |
| 3 3435         | N5315L              | 022172 | STRATFORD, CONN    | PIPER                 | PA-28  | NONE            |
| 3 3436         | N1361A              | 052372 | NEW MILFORD, CONN  | PIPER                 | PA-18  | NONE.           |
| 3 3437         | N5552Q              | 060272 | ORANGE , VA        | MOONEY                | M20E   | NONE            |
| 3 3438         | N3054N              | 091072 | KNOX,NY            | CESSNA                | 140    | SERIOUS         |
| 3 3439         | N2382T              | 110772 | MARTINSBURG, W VA  | PIPER                 | PA-28  | NONE            |
| 3 3440         | N3527T              | 112472 | MOUNT SNOW, VT     | BELL                  | 206A   | MINOR           |
| 3 3441         | N4040P              | 120272 | LITITZ,PA          | PIPER                 | PA-23  | NONE            |
| 3 3442         | N8129A              | 120372 | PORTSMOUTH, VA     | CESSA                 | 170B   | NONE            |
| 3 3443         | N5546G              | 120372 | S.HACKENSACK, NJ   | CESSNA                | 150    | NONE            |
| 3 3444         | N6930B              | 120972 | WHITAKERS, NC      | PIPER                 | PA-22  | FATAL           |

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| 3 3445 | N613FL  | 120972  | OXFORD, MASS       | PIPER        | PA-28  | NONE    |
| 3 3446 | N402S   | 1214,72 | BLACK MTN, NC      | SIKORSKY     | S-61L  | NONE    |
| 3 3447 | N6434G  | 121472  | COLLEGE PARK, MD   | CESSNA       | 150K   | MINOR   |
| 3 3448 | N314Q   | 121172  | CEREDO, W VA       | ВЕЕСН        | 65-A80 | NONE    |
| 3 3449 | N87119  | 121772  | SOUTH BOSTON, VA   | ERCO         | 415-C  | NONE    |
| 3 3450 | N2587V  | 121872  | TURNER FALLS, MASS | CESSNA       | 170    | NONE    |
| 3 3451 | N34035  | 121972  | E.FALMOUTH, MASS   | TAYLORCRAFT  | BL1265 | NONE    |
| 3 3452 | N4507Q  | 122972  | DEER PARK, NY      | CESSNA       | 172L   | MINOR   |
| 3 3453 | N4879   | 122372  | MARSHFIELD, MASS   | ENSTROM      | F-28A  | NONE    |
| 3 3454 | N8448Z  | 122472  | TAYLOR SVILLE, NC  | CESSNA       | 205A   | FATAL   |
| 3 3455 | N3956Q  | 122472  | MORRISVILLE, NC    | CESSNA       | 172    | MINOR   |
| 3 3456 | N2238W  | 122872  | SUFFERN, NY        | BELL         | 47G4A  | SERIOUS |
| 3 3457 | N4101Q  | 122972  | BEDFORD, PA        | CESSNA       | 310N   | SERIOUS |
| 3 3458 | N5451P  | 122972  | SPRING VALLEY, NY  | PIPER        | PA-24  | SERIOUS |
| 3 3459 | N9410W  | 123172  | CAPE LOOKOUT, NC   | PIPER        | PA-28  | NONE    |
| 3 3461 | N182TC  | 081072  | EDEN PRAIRIE, MINN | CESSNA       | 182    | FATAL   |
| 3 3461 | N222DP  | 081072  | EDEN PRAIRIE, MINN | BEDE         | BD-4   | FATAL   |
| 3 3462 | N9333T  | 090772  | PAXSON, ALAS       | CESSNA       | 180C   | NONE    |
| 3 3463 | N3097Z  | 090872  | GAKONA, ALAS       | PIPER        | PA-18  | SERIOUS |
| 3 3464 | N8628C  | 090872  | DUNCAN, ARIZ       | PIPER        | PA-22  | NONE    |
| 3 3465 | N6200M  | 090872  | RENO, NEV          | STINSON      | 108    | NONE    |
| 3 3466 | N4747Y  | 091572  | NJACK SON, TENN    | PIPER        | PA-25  | NONE    |
| 3 3467 | N4825T  | 091572  | JOHNS ISLAND, SC   | PIPER        | PA-28  | NONE    |
| 3 3468 | N2396Y  | 091572  | GRAND RAPIDS, MICH | CESSNA       | 177    | NONE    |
| 3 3469 | N4008A  | 091672  | PERKASIE, PA       | AERONCA      | 7BCM   | NONE    |
| 3 3470 | N82434  | 091672  | PONCA CITY, OKLA   | AERONCA      | 7AC    | NONE    |

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| 3 3471         | N7980L              | 091672   | ALBANY,NY          | ВЕЕСН                  | A23         | NONE                     |
| 3 3472         | N5982D              | 091572   | GLENALLEN, ALAS    | PIPER                  | PA-185      | NONE                     |
| 3 3473         | N2590J              | 091572   | CHALAMETTE, LA     | CESSNA                 | 150E        | NONE                     |
| 3 3474         | N1154               | 091572   | BEND, TEX          | BREZY PUSHR            | 1           | NONE                     |
| 3 3475         | N5885W              | 091572   | HAMBURG, NY        | PIPER                  | PA-28       | MINOR                    |
| 3.3476         | N92500              | 091572 . | HENDERSON, KY      | CESSNA                 | 182         | NONE                     |
| 3 3477         | N44951              | 102172   | WINTERHAVEN, CALIF | NAVAL FCTY             | N3N-3       | SERIOUS                  |
| 3 3478         | N8816N              | 102872   | GLENDALE, NEV      | PIPER                  | PA-28       | MINOR                    |
| 3 3479         | N8247S.             | 102972   | LOMITA, CALIF      | CESSNA                 | 150         | NONE                     |
| 3 3480         | N5356Q              | 103072   | GENEVA, ILL        | CESSNA                 | 150         | NONE                     |
| 3 3481         | N8251A              | 102972   | WOODROW, COLO      | CESSNA                 | 170B        | NONE                     |
| 3 3482         | N2425N.             | 110572   | HARTFORD, WIS      | CESSNA                 | 120         | MINOR                    |
| 3 3483         | N3833C              | 112072   | FREDRICKSBURG, TEX | AERO COMDR             | 500         | NONE                     |
| 3 3484         | N4717V              | 112672   | AUBURN, CALIF      | BELLANCA               | 17-30       | SERIOUS                  |
| 3 3485         | N3559R              | 121772   | JEFFERSON, GA      | BEECH                  | A23         | MINOR                    |
| 3 3486         | N7705R              | 092472   | MANSFIELD, WASH    | веесн                  | D55         | FATAL                    |
| 3 3487         | N3835Q              | 101472   | NGRAYLING, MICH    | CESSNA                 | 172L        | FATAL                    |
| 3 3488         | N2831R              | 101472   | BLOOMINGTON, ILL   | PIPER                  | PA-28R      | FATAL                    |
| 3 3489         | N361MC              | 101572// | PHILADELPHIA, PA   | LOCKHEED               | HOWARD      | NONE                     |
| 3 3490         | N8018N              | 101572   | COMSTOCK, TEX      | PIPER                  | PA-28       | FATAL                    |
| 3 3491         | N8529K              | 101672   | OCALA, FLA         | STINSON                | 108-1       | FATAL                    |
| 3 3492         | N5959M              | 102972   | FORT HANCOCK, TEX  | CESSNA                 | 421         | FATAL                    |
| 3 3493         | N5909U              | 110572   | BIG BEAR, CALIF    | PIPER                  | PA-28       | FATAL                    |
| 3 3494         | N5603T              | 111972   | TEWKSBURY, MASS    | CESSNA                 | 172E        | SERIOUS                  |
| 3 3494         | N7255L              | 111972   | TEWKSBURY, MASS    | AMER AVCO              | AA-1A       | SERIOUS                  |
| 3 3495         | N6292G              | 090972   | GOOD LAND, KANS.   | CESSNA                 | 1.50        | MINOR                    |

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| 3 3496         | N5119T             | 090972            | MORGAN HILL, CALIF | CHAMPION               | 7ECA                 | NONE            |
| 3 3497         | N8431E             | 090972            | LEEVILLE, LA       | BELL                   | 47J2A                | NONE            |
| 3 3498         | N9824K             | 090972            | ANCHORAGE; ALAS    | STINSON                | 108-2                | SERIOUS         |
| 3 3499         | N2349F             | 091072            | NEW PHIL, OHIO     | CESSNA                 | 210                  | NONE            |
| 3 3500         | N2473W             | 091072            | VACAVILLE, CALIF   | SCHWEIZER              | 2-33                 | NONE            |
| 3 3501         | N1250R             | 091372            | EDNA, KANS         | BELLANCA               | 14193A               | NONE            |
| 3 3502         | N74020             | 122072            | WHEELING, MO       | BEECH                  | D34                  | FATAL           |
| 3 3503         | N4598Y             | 091272            | SURING, WIS        | PIPER                  | PA-25                | SERIOUS         |
| 3 3504         | N9194Q             | 091272            | ALTURAS, CALIF     | BEECH                  | 56TC                 | NONE            |
| 3 3505         | N71936             | 091372            | POPLAR, CALIF      | LUSCOMB                | 8E                   | NONE            |
| 3 3506         | N1246T             | 091472            | DALLAS, TEX        | PIPER                  | PA-32                | SERIOUS         |
| 3 3507         | N8341V             | 091472            | DILLNG AFB, HAWAII | CHAMPION               | 7GCBC                | NONE            |
| 3 3508         | N2999N             | 091672            | MLTN-FREWATR, OREG | CESSNA                 | 120                  | NONE            |
| 3 3509         | N7225F             | 091672            | MURPHY, NC         | PIPER                  | PA-28                | MINOR           |
| 3 3510         | N5200N             | 091672            | MCDADE, LA         | BOEING                 | E.75N1               | MINOR           |
| 3 3511         | N 9 9 6 0 G        | 091672            | YUMA, ARIZ         | CESSNA                 | A188                 | NONE            |
| 3 3512         | N55BC              | 091672            | OMAHA, NEBR        | CESSNA .               | 337F                 | NONE            |
| 3 3513         | N28741             | 091672            | OGDEN, UT          | LUSCOMBE               | 8C .                 | SERIOUS         |
| 3 3514         | N96099             | 091672            | CHUGIAK, ALAS      | TAYLORCRAFT            | BC12-D               | MINOR           |
| 3 3515         | N33CF              | 091772            | CHANDLER, ARIZ     | CESSNA                 | 150                  | NONE            |
| 3 3516         | N1636N             | 092672            | NHANKSVILLE, UT    | FUNK                   | B85C                 | FATAL           |
| 3 3517         | N4069G             | 102872            | GRAY SONVILLE, MD  | BELL                   | 206A                 | FATAL           |
| 3 3518         | N9496Q             | 110772            | COLFAX, NC         | BEECH                  | G33                  | FATAL           |
| 3 3519         | N6204D             | 110672            | DALLAS, TEX        | AERO COMDR             | 680                  | FATAL           |
| 3 3520         | N8523H             | 100972            | TALIHINA,OKLA      | NAVION                 | Α                    | FATAL           |
| 3 3521         | N1397X             | 100372            | NHAYD EN, COLO     | BELL                   | 47G3B1               | NONE            |

| FILE<br>NUMBER | AIRCRAF  | DATE   | LOCATION           | A IRCRA<br>MAKE<br>==== | FT<br>MODEL<br>===== | INJURY<br>INDEX |
|----------------|----------|--------|--------------------|-------------------------|----------------------|-----------------|
| 3 3522         | N5971Q   | 101872 | MISSING AIRCRAFT   | MOONEY                  | M2OC                 | FATAL           |
| 3 3523         | N18142   | 101672 | EADS, TENN         | CESSNA                  | 150L                 | FATAL           |
| 3 3524         | N8837W   | 102172 | NDUBUQUE, IOWA     | PIPER                   | PA-28                | FATAL           |
| 3 3525         | N9111P   | 102072 | GOLD THWAITE, TEX  | PIPER                   | PA-24                | FATAL           |
| 3 3526         | N7414Q   | 102072 | CORWIN SPGS, MONT  | CESSNA                  | 182P                 | FATAL           |
| 3 3527         | N2458R   | 102072 | DENVER, COLO       | CESSNA                  | 182                  | FATAL           |
| 3 3528         | N2 90 6T | 100672 | WITTMANN, ARIZ     | AERO COMDR              | 200D                 | FATAL           |
| 3 3529         | N91005   | 060272 | COCHRANE, WIS      | CESSNA                  | 207                  | FATAL           |
| 3 3530         | N80658   | 111272 | SALISBURY, MD      | SWIFT                   | GC-1B                | FATAL           |
| 3 3531         | N83459   | 112772 | GEORGETOWN, KY     | AERONCA                 | 7AC                  | FATAL           |
| 3 3532         | N4328E   | 060372 | WHITE ROCK, SC     | AERONCA                 | 7AC                  | NONE            |
| 3 3533         | N9334C   | 060772 | JONE SBORO , GA    | CESSNA                  | 180                  | NONE            |
| 3 3534         | N5129U   | 101672 | ROUSE POINT, NY    | CESSNA                  | 206                  | NONE            |
| 3 3535         | N4097C   | 110572 | MASON CITY, IOWA   | STINSON                 | 108-3                | NONE            |
| 3 3536         | N8672N   | 112272 | ROARING SPRING, PA | PIPER                   | PA-32                | SERIOUS         |
| 3 3537         | N486M    | 051472 | LEES SUMMIT, MO    | MOONEY                  | M18C                 | NONE            |
| 3 3538         | N4736Y   | 090972 | AMER FALLS, ID     | PIPER                   | PA-25                | NONE            |
| 3 3539         | N3162    | 091372 | GREENWOOD, SC      | BEECH                   | E33                  | NONE            |
| 3 3540         | N718JR   | 091372 | TALLASSEE, ALA     | PIPER                   | PA-30                | NONE            |
| 3 3541         | N9028A   | 091472 | LIVINGSTON, MONT   | CESSNA                  | 170A                 | NONE            |
| 3 3542         | N28545   | 111772 | CHINO, CALIF       | LUSCOMBE                | 8 A                  | NONE            |
| 3 3 5 4 3      | N18551   | 121272 | BROOMFIELD, COLO   | CESSNA                  | 150                  | NONE            |
| 3 3545         | N5393S   | 121472 | NORTHBROOK, ILL    | PIPER                   | PA-28                | NONE            |
| 3 3546         | N1650B   | 121672 | SANTA FE, N MEX    | LUSCOMBE                | 11A                  | MINOR           |
| 3 3547         | N4849B   | 121672 | JACKSONVILLE, FLA  | CESSNA                  | 310                  | NONE            |
| 3 3548         | N8370R   | 121672 | RUSSELLVILLE, ALA  | PIPER                   | PA-28                | NONE            |

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| FILE<br>NUMBER | AIRCRAF<br>REGIST. |        | LOCATION           | AIRCRA<br>MAKE<br>==== | FT<br>MODEL<br>==== | INJURY<br>INDEX<br>===== |
|----------------|--------------------|--------|--------------------|------------------------|---------------------|--------------------------|
| 3 3549         | N6727D             | 121572 | SALINAS, CALIF     | BELL                   | 47G-2               | NONE                     |
| 3 3550         | N6886T             | 121572 | LAKE GENEVA, WIS   | CESSNA                 | 310                 | NONE                     |
| 3 3551         | N6404G             | 121572 | WATERLOO, IOWA     | CESSNA                 | 150K                | NONE                     |
| 3 3552         | N3808T             | 121572 | FESTUS, MO         | PIPER                  | PA-28R              | NONE                     |
| 3 3553         | N7729E             | 121772 | TAFT, CALIF        | CESSNA                 | 150                 | NONE                     |
| 3 3554         | N97400             | 121372 | LAKE ALFRED, FLA   | STINSON                | 108                 | MINOR                    |
| 3 3555         | N1535Y             | 121472 | NEW HOLSTEIN, WIS  | CESSNA                 | 172C                | NONE                     |
| 3 3556         | N61337             | 121472 | BAKERSFIELD, CALIF | CESSNA                 | 150J                | MINOR                    |
| 3 3557         | N22120             | 121472 | TRAVERSE CTY, MICH | CESSNA                 | 150                 | NONE                     |
| 3 3558         | N2882S             | 121472 | NNENANA, ALAS      | CESSNA                 | 150G                | NONE                     |
| 3 3559         | N3934R             | 091372 | COLUMBUS, MISS     | CESSNA                 | 172                 | SERIOUS                  |
| 3 3560         | N4185V             | 090072 | HENDERSONVILLE, NC | CESSNA                 | 170                 | NONE                     |
| 3 3561         | N2218N             | 091772 | GAFFNEY, SC        | CESSNA                 | 140                 | FATAL                    |
| 3 3562         | N8752F             | 090972 | PORTLAND, OREG     | HUGHES                 | 269A                | SERIOUS                  |
| 3 3563         | N1614M             | 091172 | ELAINE, ARK        | BOEING                 | E75                 | MINOR                    |
| 3 3564         | N8L                | 091372 | TRACEY, CALIF      | PITTS SPEC             | S-1C                | MINOR                    |
| 3 3565         | N3371L             | 091372 | KERMAN, CALIF      | CESSNA                 | A185E               | NONE                     |
| 3 3566         | N9805L             | 091372 | LINCOLN, NEBR      | CESSNA                 | 320B                | NONE                     |
| 3 3567         | N4421T             | 091372 | DEFUNIAK SPGS,FLA  | PIPER                  | PA-28               | NONE                     |
| 3 3568         | N5858T             | 091372 | SKINNER, ME        | CESSNA                 | 185C                | MINOR                    |
| 3 3569         | N60302             | 091372 | ANITA, IOWA        | CESSNA                 | 150                 | NONE                     |
| 3 3570         | N1490C             | 091472 | GLENALLEN, ALAS    | PIPER                  | PA-12               | NONE                     |
| 3 3571         | N71147             | 091472 | VACAVILLE, CALIF   | LUSCOMBE               | <b>88</b>           | NONE                     |
| 3 3572         | N43850             | 091472 | PORTERVILLE, CALIF | TAYLORCRAFT            | BC12D               | SERIOUS                  |
| 3 3573         | N89378             | 091772 | ABILENE, KANS      | CESSNA                 | 140                 | NONĖ                     |
| 3 3574         | N1828T             | 091772 | PROCTORVILLE, OHIO | PIPER                  | PA-28               | NONE                     |

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| FILE<br>NUMBER | AIRCRAFT<br>REGIST. | T<br>DATE<br>==== | LOCATION           | AIRCRA<br>MAKE<br>==== | FT<br>MODEL | INJURY<br>INDEX |
|----------------|---------------------|-------------------|--------------------|------------------------|-------------|-----------------|
| 3 3575         | N76919              | 091872            | BUCKHANNON, W VA   | CESSNA                 | 140         | NONE            |
| 3 3576         | N3990F              | 091872            | ASHLAND, PA        | CESSNA                 | 172         | NONE            |
| 3 3577         | N8490R              | 091872            | PORTLAND, OREG     | PIPER                  | PA-28       | NONE            |
| 3 3578         | N3974R              | 091772            | SNTA MONICA, CALIF | PIPER                  | PA-28       | NONE            |
| 3 3579         | N62032              | 112572            | KAANAPALI,HAWAII   | PIPER                  | J5C         | FATAL           |
| 3 3580         | N403FL              | 112472            | GOLETA, CALIF      | PIPER                  | PA-28       | MINOR           |
| 3 3581         | N8756Z              | 112472            | EL MONTE, CALIF    | CESSNA                 | 206         | NONE            |
| 3 3582         | N2683T              | 112472            | OGALLALA, NEBR     | PIPER                  | PA-28       | NONE            |
| 3 3583         | N5676               | 091972            | SANTA PAULA, CALIF | DEHAVILLAND            | DH-82A      | MINOR           |
| 3 3584         | N7107A              | 091972            | MILLERSBURG, OHIO  | CESSNA                 | 172         | NONE            |
| 3 3585         | N17183              | 091972            | VAN NUYS, CALIF    | CESSNA                 | 150         | NONE            |
| 3 3586         | N7134Z              | 091972            | GLIDE, OREG        | PIPER                  | PA-25       | NONE            |
| 3 3587         | N6358T              | 091972            | CROSS PLAINS, WIS  | NAVAL FCTY             | N3N-3       | NONE            |
| 3 3588         | N4070J              | 091972            | JEFFERSONVILE, IND | CESSNA                 | 150G        | NONE            |
| 3 3589         | N2477S              | 091972            | LAWTON,OKLA        | CESSNA                 | 337         | NONE            |
| 3 3590         | N7875V              | 081772            | TUCSON, ARIZ       | MOONEY                 | M20         | NONE            |
| 3 3591         | N5253G              | 091872            | CHESAPEAKE, OHIO   | CESSNA                 | 305A        | NONE            |
| 3 3592         | N5609J              | 091872            | SCOTT, ARK         | CESSNA                 | 188         | NONE            |
| 3 3593         | N46567              | 092972            | CLINTON, MICH      | CESSNA                 | 172         | MINOR           |
| 3 3594         | N5047F              | 083072            | JUNEAU, ALAS       | HILLER ACFT            | FH1100      | NONE            |
| 3 3595         | N1253D              | 092572            | MIDWEST, WYO       | CESSNA                 | 170A        | FATAL           |
| 3 3596         | N30245              | 092072            | MISSING AIRCRAFT   | CESSNA                 | 177         | FATAL           |
| 3 3597         | N9077M              | 091572            | CHEFORNAK, ALAS    | CESSNA                 | 180         | MINOR           |
| 3 3598         | N634H               | 113072            | AVOCA, PA          | веесн                  | D50         | FATAL           |
| 3 3599         | N6958F              | 113072            | NEW ORLEANS, LA    | CESSNA                 | 150F        | FATAL           |
| 3 3600         | N7704F              | 110572            | LONG PINE, NEBR    | CESSNA                 | 150F        | FATAL           |

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### NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20591

BRIEFS OF ACCIDENTS

U. S. GENERAL AVIATION

1972

| FILE  | DATE                   | LOCATION                       | AIRCRAFT DATA   |                                     |      |      |                    | FLIGHT<br>PURPOSE | •    | PILOT DATA   |
|-------|------------------------|--------------------------------|---|-------------------------------------|------|------|--------------------|-------------------|------|--|
| -2772 | 6/25/72<br>TIME - 14   | MOBILE,ALA                     |   |                                     |      |      |                    |                   |      | PRIVATE, AGE 55, 2385<br>TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
| •     | NAME OF A<br>DEPARTURE | IRPORT - BATES FI              | ELD<br>INTENDED DESTINATION   |                                     |      |      |                    |                   |      |  |
|       | MONROE                 | VILLE ALA                      | LAUREL MISS   |                                     |      |      |                    |                   |      |  |
|       | TYPE OF A              |                                | r   |                                     |      |      |                    | OPERATION         |      |  |
|       | NOSE OV                | ER/DOWN                        |   |                                     |      | IAX  | 1                  | FROM LANDING      |      |  |
|       |                        |                                | /NOT REPORTED<br>PRECAUTIONARY LANDING ON<br>ADVERSE/UNFAVORABLE WEAT |                                     | RT   |      |                    |                   |      |  |
|       | SKY CONDI              |                                |   |                                     |      |      |                    | AT ACCIDENT SITE  |      |  |
|       | OVERCAS                | I<br>Y AT ACCIDENT SIT         | г   | 1000 PRECIPITATION AT ACCIDENT SITE |      |      |                    |                   |      |  |
|       |                        | OR LESS                        | _   |                                     |      | RATI |                    | ALION AL ACCIDENT | 3115 |  |
|       | OBSTRUCTI              | ONS TO VISION AT /NOT REPORTED | ACCIDENT SITE   |                                     | RE   | LAT  | ĪVE                | BEARING OF WIND   |      |  |
|       | TEMPERATU<br>75        | ŘE-F                           |   |                                     |      | ND 1 |                    | ECTION-DEGREES    |      |  |
|       |                        | •                              |   | ΤY                                  | PE ( | )F   | WEATHER CONDITIONS |                   |      |  |
|       | WIND VELO              | 35                             |   |                                     |      |      |                    |                   |      |  |
|       | 35                     |                                |   |                                     |      | VFR  |                    |                   |      |  |
|       | 35                     | LIGHT PLAN                     |   |                                     |      | VFR  |                    |                   |      |  |

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| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   | INJ        | URIE                     | S                           | FLIGHT   | PILÕT DATA  |
|--------|--|---|---|------------|--------------------------|-----------------------------|--|---|
|        | 7/10/72<br>TIME - 05   | GREENSBORO, ALA<br>45<br>POINT<br>ORO, ALA<br>CCIDENT   |   |            | 0 1<br>0 0<br>PHA        | 0<br>0<br>SE 0              |  | COMMERCIAL, AGE 25, 1890<br>TOTAL HOURS, 20 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | PROBABLE   | CAUSE(S)  | TO OBTAIN/MAINTAIN FLY  | 'ING SP    | EED                      |                             | -  |   |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>TANK/HO                         | OURS IN CROP.CONTR(<br>CROP — COTTON<br>SEAT BELT — UNKNON<br>— NOT USED  | WN/NOT REPORTED   |            | TYP<br>GLO<br>CRA<br>TER | E OF<br>VES<br>SH F<br>RAIN | OPERATION - SPRAYING CHEMICAL USED - LIQU NOT USED CHEMET - AVAILABLE-USE CHEMET - ROLLING CHEMER - ROLLING CHEMER - THIRD | ID CHEMICAL-TOXIC   |
| 3-3425 | TIME - 19<br>NAME OF A<br>DEPARTURE                              | IRPORT - ROY E. RA' POINT OLA,FLA CCIDENT OT  | DAMAGE-SUBSTANTIAL  | CR-<br>PX- | PHA<br>L                 | SE (                        | NONCOMMERCIAL PLEASURE/PERSONAL TR  OF OPERATION ING LEVEL OFF/TOUCHDO   | INSTRUMENT RATED.   |
|        | PILOT I<br>PILOT I<br>FACTOR(S)<br>PILOT I<br>AIRPORT<br>MISCELL | N COMMAND - EXERCI: N COMMAND - MISJUDÓ N COMMAND - FAILED N COMMAND - INADEQ S/AIRWAYS/FACILITI ANEOUS ACTS, CONDIT. | SED POOR JUDGMENT GED DISTANCE AND SPEED TO INITIATE GO-AROUND  JATE PREFLIGHT PREPARAT ES - AIRPORT FACILITIES GONS - OVERLOAD FAILURE ESPONSE• RWY LTS OFF,LT | RUNW       | AY L                     | IGHT                        | TING   | RWY.  |

|        |                                       | LOCATION   | AIRCRAFT DATA                                 | IN    | JUR<br>F | IES<br>S M/ | N         | FLIGHT<br>PURPOSE                                     | PILOT DATA   |
|--------|---------------------------------------|--|---|-------|----------|-------------|-----------|---|--|
|        | 8/4/72<br>TIME - 190                  | MONTGOMERY + ALA   | CESSNA 210F                                   | CR-   | 0        | 0           | 1         | NONCOMMERCIAL   |  |
|        | NAME OF AI<br>DEPARTURE               | RPORT - DANNELLY<br>POINT I  | NTENDED DESTINATION                           |       |          |             |           |   |  |
|        | JA CK SON                             | MISS   | SHELBY COUNTY ALA                             |       |          |             |           |   |  |
|        | TYPE OF AC<br>HARD LAN<br>GEAR COL    | IDING  |   |       | Р        | LAN         | IDIN      | OPERATION G LEVEL OFF/TOUCHDOWN G LEVEL OFF/TOUCHDOWN |  |
|        | WEATHER<br>FACTOR(S)<br>WEATHER       | COMMAND - IMPROPER - UNFAVORABLE WIND - THUNDERSTORM ACTI              | VITY  |       | DIT      | IONS        | į         |   |  |
|        |                                       |  | NS - OVERLOAD FAILURE<br>FLIGHT SERVICE PERSO |       | ВУ       | RAC         | 010       |   |  |
|        | SKY CONDIT                            | ION<br>NOT REPORTED  |   |       | c        |             |           | AT ACCIDENT SITE                                      |  |
|        | VISIBILITY AT ACCIDENT SITE 5 OR OVER |  |   |       |          |             | PIT       | ATION AT ACCIDENT SITE                                |  |
|        |                                       | INS TO VISION AT ACC   | IDENT SITE                                    |       | R        |             |           | BEARING OF WIND<br>IND 338-022 DEGREES                |  |
|        | WIND DIRECT                           | TION-DEGREES   |   |       | H        | IND<br>30   | VEL       | OCITY-KNOTS   |  |
|        | TYPE OF WE                            | EATHER CONDITIONS  |   |       | Т        | YPE<br>VER  |           | FLIGHT PLAN   |  |
|        |                                       | PILOT STATED THAT DU   | RING THE FLARE OUT A                          | STRON | G G      |             | •         | TED THE PLANE.  |  |
| 3-2885 | 8/13/72<br>TIME - 171                 | BAYOU LA BATR, ALA   | CESSNA 182<br>N3290U                          | CR-   | 0        | 0           | 1         | INSTRUCTIONAL TRAINING                                | STUDENT, AGE 32, 40 TOTAL<br>HOURS, ALL IN TYPE, NOT |
|        |                                       |  | DAMAGE-SUBSTANTIAL                            |       | •        | •           | •         |   | INSTRUMENT RATED. %                                  |
|        | DEPARTURE<br>BAYOU LA                 | RPORT - ROY E.RAY<br>POINT I<br>BATR,ALA                               | NTENDED DESTINATION LOCAL                     |       |          |             |           |   |  |
|        | TYPE OF AC                            |  |   |       | Р        |             |           | OPERATION<br>IG ROLL                                  |  |
|        | AIRFRAME                              | D OPERATION W/KNOWN D<br>AKING SYSTEM (NORMAL<br>NS - MATERIAL FAILURE | SYSTE   |       | IES      | IN          | EQUIPMENT |   |  |

| FILE           |   |   | AIRCRAFT DATA   | INJURI<br>F S                           | ES<br>M/N    | FLIGHT<br>PURPOSE   | PILOT DATA   |  |  |  |  |
|----------------|---|---|---|---|--------------|---|--|--|--|--|--|
|                | 8/16/72<br>TIME - 14  | RUSSELVILLE,ALA<br>50<br>IRPORT - RUSSELVIL<br>POINT  | BEECH 56TC<br>N5479U<br>DAMAGE-SUBSTANTIAL                          | CR- 0<br>PX- 0                          |              |   | COMMERCIAL, AGE 27, 2747<br>TOTAL HOURS, 100 IN TYPE,<br>INSTRUMENT RATED. |  |  |  |  |
|                | TYPE OF A   | CCIDENT<br>WATER LOOP-SWERVE  | NOSSELVILLEJALA   |   | LAND         | OF OPERATION<br>ING ROLL<br>ING ROLL  |  |  |  |  |  |
|                | AIRFRAM<br>MISCELL<br>PERSONN<br>AIRFRAM<br>MISCELL   | PROBABLE CAUSE(S)  AIRFRAME - LANDING GEAR WHEELS, TIRES, AXLES  MISCELLANEOUS ACTS, CONDITIONS - PRESSURE TOO LOW  PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION  AIRFRAME - LANDING GEAR GEAR LOCKING MECHANISM  MISCELLANEOUS ACTS, CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT  REMARKS- LEFT TIRE DEFLATED INFLIGHT. LEFT MAIN GEAR COLLAPSED DUE TO IMPROPER RIGGING. |   |   |              |   |  |  |  |  |  |
| <b>3</b> –3303 | TIME - 13<br>DEPARTURE<br>MONTGOM<br>TYPE OF A  | POINT<br>ERY,ALA<br>CCIDENT<br>FAILURE OR MALFUNC   | N3543X<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>SELMA,ALA   | PX- 0<br>PH                             | O O<br>ASE ( | NONCOMMERCIAL CORP/EXEC  DF OPERATION DFF INITIAL CLIMB ING LEVEL OFF/TOUCHDOWN | COMMERCIAL, AGE 35, 3300<br>TOTAL HOURS, ALL IN<br>TYPE, INSTRUMENT RATED. |  |  |  |  |
|                | PROBABLE POWERPL PILOT I. MISCELL MISCELL FACTOR(S) PERSONN POWERPL MISCELL PARTIAL P EMERGENCY | CAUSE(S)  ANT - MISCELLANEOU  N COMMAND - SPONTA ANEOUS ACTS, CONDIT  ANEOUS ACTS, CONDIT  EL - MAINTENANCE, S ANT - TORQUEMETER ANEOUS ACTS, CONDIT  OWER LOSS - PARTIA  | IONS - CROSSED<br>L LOSS OF POWER - 1 EN<br>ORCED LANDING OFF AIRPO | FOR UNDETE ENGINE ELS-UP NADEQUATE GINE | RM IN I      | ED REASONS  |  |  |  |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  | INJ<br>F   | URIE<br>S         | S<br>M/N          | FLIGHT<br>PURPOSE  | . PILOT DATA   |
|--------|--|---|--|------------|-------------------|-------------------|--|--|
|        | 8/26/72<br>TIME - 1<br>NAME OF<br>DEPARTURE          | TALLADEGA,ALA<br>540<br>AIRPORT – TALLADEG<br>E POINT<br>EGA,ALA<br>ACCIDENT                                      | PIPER PA-28<br>N9602W<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX- | 0 0<br>0 0        | 1<br>1<br>SE      |  | PRIVATE, AGE 24, 66 TOTAL<br>ISP HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.  |
|        | PROBABLE<br>PILOT<br>PILOT<br>FACTOR(S               | )   | ER LEVEL OFF<br>ER RECOVERY FROM BOUNCE<br>IONS - OVERLOAD FAILURE                 |            |                   | AND               | ING LEVEL OFF/TOUCHDOWN  | I  |
| 3-3128 | 8/29/72<br>TIME - 1                                  | BIRMINGHAM, ALA<br>615  | BEECH 58<br>N26BW<br>DAMAGE-SUBSTANTIAL  |            | 0 0<br>0 0        | 14                | NONCOMMERCIAL<br>CORP/EXEC   | AIRLINE TRANSPORT, AGE<br>41, 2572 TOTAL HOURS, 815<br>IN TYPE, INSTRUMENT     |
|        | DEPARTUR   | ,ALA<br>ACCIDENT  | M<br>INTENDED DESTINATION<br>BIRMINGHAM,ALA  |            |                   |                   | OF OPERATION<br>ING LEVEL OFF/TOUCHDOWN  | RATED.   |
|        |  | CAUSE(S)<br>IN COMMAND - FAILED   | TO EXTEND LANDING GEAR   | ર          |                   |                   |  |  |
| 3-3284 | 8/29/72<br>TIME - 1:                                 | SAMSON,ALA<br>115   | CALLAIR A-9B<br>N7957V<br>DAMAGE-DESTROYED   | CR-<br>PX- | 0 0<br>0 0        | 1<br>0            | COMMERCIAL<br>AERIAL APPLICATION   | COMMERCIAL, FL.INSTR.,<br>AGE 33, 5270 TOTAL HOURS,<br>400 IN TYPE, INSTRUMENT |
|        | SLOCOM<br>TYPE OF A<br>ENGINE                        | MB,ALA  | INTENDED DESTINATION<br>LOCAL<br>TION  |            | I                 | N F               | OF OPERATION<br>LIGHT SWATH RUN<br>ING OTHER   | RATED.   |
|        | POWERPI<br>TERRAII<br>PARTIAL I                      | N - HIGH OBSTRUCTION<br>POWER LOSS - PARTIAI  | S POWERPLANT FAILURE F<br>NS<br>L LOSS OF POWER - 1 ENG<br>DRCED LANDING OFF AIRPO | SINE       |                   | MIN               | ED REASONS   |  |
|        | KIND OF<br>GLOVES<br>CRASH F<br>TERRAIN<br>FIRE AFTE | DATA HOURS IN CROP CONTRI F CROP - OTHER - USED HELMET - AVAILABLE-UNTPE - LEVEL,FLAT ER IMPACT SPRAYING SOYBEANS |  |            | TYP<br>GOG<br>TAN | E O<br>GLE<br>K/H | F OPERATION - SPRAYING C<br>F CHEMICAL USED - LIQUID<br>S - USED<br>OPPER-LOCATION - FORWARD<br>RUN-HOW FLOWN - UPWIND | CHEMICAL-TOXIC   |

| FILE  | DATE   | LOCATION   | AIRCRAFT DATA  | IN                | JUR | IES       |        | FLIGHT<br>PURPOSE   | PILOT DATA  |
|-------|--|--|--|-------------------|-----|-----------|--------|---|---|
|       |  |  |  | F                 |     | S M       | /N<br> | PURPOSE   |   |
| -3326 |  |  | CESSNA·150F<br>N7984F<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-        | 0   | 0         | 2<br>0 | INSTRUCTIONAL<br>DUAL                                     | COMMERCIAL, FL.INSTR.,<br>AGE 25, 753 TOTAL HOURS,<br>239 IN TYPE, INSTRUMENT<br>RATED. |
|       | NAME OF AIRPOR DEPARTURE POIN WEAVER, ALA TYPE OF ACCIDE STALL SPIN      | T .  | INTENDED DESTINATION<br>LOCAL  |                   | Ρ   |           |        | F OPERATION<br>IGHT CLIMB TO CRUISE                       |   |
|       |  | - FAILED TO O  | BTAIN/MAINTAIN FLYING<br>ATE SUPERVISION OF FLI  |                   |     |           |        |   |   |
| -3540 | -9/13/72 TAL<br>TIME - 1335  | LASSEE, ALA  | PIPER PA-30<br>N718JR<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-        | 0   | 0         | 1      | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                  | COMMERCIAL, FL.INSTR., P AGE 21, 1246 TOTAL HOURS 58 IN TYPE, NOT INSTRUMENT RATED.     |
|       |  |  | MUNI<br>INTENDED DESTINATION<br>TALLASSEE,ALA.   |                   |     |           |        | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN                     | NATED.  |
|       | FACTOR(S) PERSONNEL -  | MAND - FAILED  |  |                   |     | _         |        | ED<br>CTION OF AIRCRAFT (MAINT                            | ENANCE PERSONNEL)   |
| -2973 | DEPARTURE POIN   | T - BIRMINGHAM   | INTENDED DESTINATION   |                   |     |           |        | NONCOMMERCIAL<br>BUSINESS                                 | PRIVATE, AGE 19, 102<br>TOTAL HOURS, 30 IN TYPE,<br>NOT INSTRUMENT RATED.               |
|       | BIRMINGHAM,<br>TYPE OF ACCIDE<br>ENGINE FAILU                            | ALA  | ALBANY, GA<br>ION  |                   | Ρ   | TΑ        | KEOI   | F OPERATION<br>FF INITIAL CLIMB<br>NG LEVEL OFF/TOUCHDOWN |   |
|       | MISCELLANEOU<br>SYSTEMS - AN<br>MISCELLANEOU<br>PERSONNEL -<br>FACTOR(S) | EXHAUST SYSTEMS ACTS, CONDITION OF THE PROPERTY OF THE PROPERT | ONS - DETERIORATED ING SYSTEMS CARBURETO ONS - OBSTRUCTED RVICING, INSPECTION IN                               | NADEQUA           | ΙTΕ | МД        | INT    | ENANCE AND INSPECTION                                     |   |
|       | MISCELLANEOU<br>COMPLETE POWER<br>EMERGENCY CIRC                         | S ACTS,CONDITI<br>LOSS - COMPLE<br>UMSTANCES - FO  | ED OPERATION W/KNOWN DONS - PREVIOUS DAMAGE TE ENGINE FAILURE/FLAM RCED LANDING OFF AIRPO CARB AIR BOX VALVE & | MEOUT-:<br>DRT ON | L E | NGI<br>ND | NE     | EQUIPMENT SER AND BAFFLE RESTRICTI                        | NG CARB AIR FLOW.   |

| FILE                | DATE<br>:  | LOCATION                       | AIRCRAFT DATA                               | INJURIES<br>F S M/N |  | PILOT DATA   |
|---------------------|--|--------------------------------|---|---------------------|--|--|
| 3 <del>-</del> 2702 | 10/4/72<br>TIME - 161  |                                |   |                     | INSTRUCTIONAL<br>SOLO                            | STUDENT, AGE 34, 14 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.      |
|                     | The state of the s | PO INT                         | INTENDED DESTINATION                        |                     |  |  |
|                     | TYPE OF ACCIDENT<br>GROUND-WATER LOOP-:<br>NOSE OVER/DOWN  |                                |   | LANDI               | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG ROLL |  |
|                     | FACTOR(S)  |                                | TO MAINTAIN DIRECTIONA                      | AL CONTROL          | ·  |  |
| 3-2739              | 10/13/72<br>TIME - 143   |                                | PIPER PA-23<br>N6980Y<br>DAMAGE-SUBSTANTIAL |                     | INSTRUCTIONAL<br>DUAL                            | COMMERCIAL, FL.INSTR.,<br>AGE 44, 9587 TOTAL HOURS,<br>713 IN TYPE, INSTRUMENT |
|                     | DEPARTURE  |                                | UNTY INTENDED DESTINATION LOCAL             |                     |  | RATED.   |
|                     | TYPE OF AC<br>GEAR RET   | CIDENT                         | LUCAL                                       |                     | F OPERATION<br>NG ROLL                           |  |
|                     | PROBABLE C   | AUSE(S)<br>  COMMAND - INADVER |   |                     |  |  |

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| FILE   | DATE                 | LOCATION                              | AIRCRAFT DATA                                  | 11                                      | JURI<br>F S | ES<br>M/N   | FLIGHT<br>PURPOSE                |            | PILOT BATA  |
|--------|----------------------|---------------------------------------|--|---|-------------|-------------|----------------------------------|------------|---|
| 3-3372 | 11/10/72             | MONTGOMERY,ALA                        | CESSNA 310Q<br>N7798Q<br>DAMAGE-DESTROYED      | CR-<br>PX-                              | 1           | 0 0         | NONCOMMERCIAL<br>PLEASURE/PERSON | AL TRANSP  | PRIVATE, AGE 49, 524<br>TOTAL HOURS, 98 IN TYPE,<br>INSTRUMENT RATED. |
|        |                      | RPORT - DANNELEY                      | FLD MUN  |   |             |             |                                  |            |   |
|        | MONTGOME             | RY. AIA                               | INTENDED DESTINATION HALEYVILLE, ALA           |   |             |             |                                  |            |   |
|        | TYPE OF AC           | CIDENT<br>ON WITH GROUND/WATE         | R UNCONTROLLED                                 |   |             |             | OF OPERATION<br>LIGHT UNCONTROLL | ED DESCENT |   |
|        | PROBABLE C           | :<br>AUSE(S)<br>N COMMAND - SPATIAL   | DISORIENTATION                                 |   |             |             |                                  |            |   |
|        | FACTOR(S)            |                                       |  |   |             |             |                                  |            |   |
|        |                      | - LOW CEILING<br>RIFFING - BRIFFED B  | Y FLIGHT SERVICE PERSO                         | NNFI.                                   | BY          | R A D 1     | 'n                               |            | <b>1</b>  |
|        |                      |                                       | SUBSTANTIALLY CORRECT                          | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |             |             | . •                              |            |   |
|        | SKY CONDIT           |                                       |  |   |             | ILIN<br>900 | G AT ACCIDENT SIT                | E .        | '   |
|        |                      | AT ACCIDENT SITE                      |  |   | PR          |             | PITATION AT ACCIDE               | NT SITE    |   |
|        |                      | ONS TO VISION AT AC                   | CIDENT SITE                                    |   | TE          |             | ATURE-F                          |            |   |
|        |                      | CTION-DEGREES                         |  |   | WI          |             | 'ELOCITY-KNOTS                   |            |   |
|        |                      | EATHER CONDITIONS                     |  |   |             | PE C        | F FLIGHT PLAN                    |            | •   |
|        | REMARKS- S           | STAGE 3 RADAR DEP.                    |  |   |             |             |                                  | , 1        |   |
| 3-3548 | 12/16/72             | RUSSELLVILLE, ALA                     | PIPER PA-28                                    | CR-                                     | 0           | 0 1         | L NONCOMMERCIAL                  |            | STUDENT, AGE 61, 126<br>TOTAL HOURS, ALL IN                           |
|        | TIME - 130           | 00                                    | N837OR<br>DAMAGE-SUBSTANTIAL                   | PX-                                     | 0           | 0 (         | PLEASURE/PERSON                  | AL TRANSP  | TYPE, NOT INSTRUMENT  |
|        | NAME OF A            | RPORT - RUSSELLVIL                    | LE MUNI  |   |             |             |                                  |            | RATED. 1 .  |
|        |                      | POINT                                 | INTENDED DESTINATION                           |   |             |             |                                  |            |   |
|        | TYPE OF AC           |                                       | LOCAL  |   | РН          | IASE        | OF OPERATION                     |            |   |
|        |                      | NATER LOOP-SWERVE :<br>O WITH DITCHES |  |   |             |             | ING ROLL<br>ING ROLL             |            |   |
|        | PROBABLE O           |                                       |  |   |             |             |                                  |            |   |
|        | PILOT IN             |                                       | TO MAINTAIN DIRECTION<br>R COMPENSATION FOR WI |   |             |             |                                  |            |   |
|        | FACTOR(S)<br>MISCELL | ANEOUS ACTS, CONDITI                  | ONS - POORLY PLANNED                           | APPROA                                  | АСН         |             |                                  |            |   |

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|        |   |   |                        |                                     | PILOT DATA  |
|--------|---|---|------------------------|-------------------------------------|---|
|        | 3/9/72 NR.VALDEZ, ALA TIME - 1312  DEPARTURE POINT TSIANA LODGE TYPE OF ACCIDENT              | S HILLER ACFT PH1100                        | CR- 1 0 0<br>PX- 0 0 0 | COMMERCIAL<br>OTHER<br>OF OPERATION | COMMERCIAL, AGE 40, 6874<br>TOTAL HOURS, 731 IN TYPE<br>NOT INSTRUMENT RATED. |
|        | PROBABLE CAUSE(S)<br>MISCELLANEOUS - UNDE<br>MISSING AIRCRAFT - LAT<br>REMARKS- RCVRD 3/13/72 | ER RECOVERED                                |                        |                                     |   |
| 3-2957 |   | PILATUS PC-6<br>N4912<br>DAMAGE-SUBSTANTIAL |                        | COMMERCIAL<br>AIR TAXI-PASSG        | COMMERCIAL, AGE 24, 1956<br>TOTAL HOURS, 175 IN TYPE,<br>INSTRUMENT RATED.    |
|        | NOME, ALAS TYPE OF ACCIDENT COLLIDED WITH SNOWB   | INTENDED DESTINATION TELLER, ALAS           |                        | F OPERATION<br>NG ROLL              |   |
|        | WEATHER - OTHER<br>TERRAIN - OTHER  |   |                        |                                     |   |
|        | SKY CONDITION CLEAR   |   | CEILING<br>UNLIM       | AT ACCIDENT SITE                    |   |
|        | VISIBILITY AT ACCIDENT 5 OR OVER  |   | NONE                   | TATION AT ACCIDENT SITE             | E '   |
|        | OBSTRUCTIONS TO VISION<br>NONE<br>TYPE OF FLIGHT PLAN<br>VFR                                  | DRIFT UNSEEN DUE FLAT LIGH                  | VFR                    | WEATHER CONDITIONS                  |   |

| FILE   | DATE                             | LOCATION                                     | AIRCRAFT DATA                                      | I N J U F      | RIES<br>S M/N | FLIGHT<br>N PURPOSE                                      | PILOT DATA   |
|--------|----------------------------------|--|--|----------------|---------------|--|--|
|        |                                  |  |  |                |               |  | COMMERCIAL, AGE 28, 3215 Y TOTAL HOURS, 219 IN TYPE, NOT INSTRUMENT RATED.           |
|        | DEPARTURE                        | POINT  | INTENDED DESTINATION                               |                |               |  | NOT INSTRUMENT NAVES.  |
|        | TYPE OF A                        | CCIDENT<br>D WITH OBJECT                     | LOCAL  | ı              |               | OF OPERATION<br>FLIGHT HOVERING                          |  |
|        | PROBABLE<br>PILOT I<br>FACTOR(S) | N COMMAND - FAILED                           | TO SEE AND AVOID OBJEC                             | TS OR O        | STRU          | CTIONS   |  |
|        | PILOT I<br>TERRAIN               | N COMMAND - DIVERT<br>- OTHER                | ED ATTENTION FROM OPERA<br>IONS - AIRCRAFT CAME TO |                |               |  |  |
|        |                                  |  |  |                |               | DUFFEL BAG FROM RIVER.                                   |  |
| 3-3268 | 7/18/72<br>TIME - 19             | DEADHORSE, ALAS                              | BELL 47G-2<br>N959<br>DAMAGE-SUBSTANTIAL           | CR- 0<br>PX- 0 | 0 2           | 1 COMMERCIAL<br>2 AIR TAXI-PASSG                         | COMMERCIAL, AGE 41, 2164<br>TOTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | DEPARTURE                        | IRPORT - DEADHORSE<br>POINT<br>Y POINT, ALAS | INTENDED DESTINATION                               |                |               |  | NATEO.   |
|        | TYPE OF A<br>COLLISI<br>ROLL OV  | ON WITH GROUND/WAT                           | ER CONTROLLED                                      | I              | IN I          | OF OPERATION<br>FLIGHT OTHER<br>DING LEVEL OFF/TOUCHDOWN |  |
|        | FACTOR(S)                        | N COMMAND - FAILED                           | TO MAINTAIN ADEQUATE                               | ROTOR R.       | P.M.          |  |  |
|        | WEATHER<br>WEATHER               | - LOW CEILING<br>- FOG                       |  |                |               |  |  |
|        |                                  | RIEFING - NO BRIEF<br>ORECAST - UNKNOWN/     |  |                |               |  |  |
|        | SKY CONDI                        |  |  | (              | E I L II      | NG AT ACCIDENT SITE                                      |  |
|        | VISIBILIT                        | Y AT ACCIDENT SITE<br>E OR LESS              |  | 1              |               | PITATION AT ACCIDENT SITE                                |  |
|        |                                  | ONS TO VISION AT A                           | CCIDENT SITE                                       | •              |               | RATURE-F   |  |
|        |                                  | EATHER CONDITIONS                            |  | -              |               | OF FLIGHT PLAN   |  |
|        |                                  | LOST NAV AIDS DUE                            | PWR OUTAGE ÅT DEST.HAD                             | TO FOLL        |               | AD IN POOR VIS.FLOATS HIT                                | GRND IN DWNWIND TRN  |

| FILE   | DATE                               | LOCATION  | AIRCRAFT DATA  | INJURIES<br>F S M  | /N                        | FLIGHT<br>PURPOSE                       | PILOT DATA  |
|--------|------------------------------------|---|--|--------------------|---------------------------|---|---|
| 3-3295 | 7/24/72 N<br>TIME - 164            | R.JUNEAU, ALAS<br>5<br>POINT<br>REEK, ALAS<br>CIDENT    |  | CR- 0 0<br>PX- 0 0 | 1 CON<br>4 AIF<br>E OF OF |   | COMMERCIAL, AGE 21, 1070<br>TOTAL HOURS, 120 IN TYPE,<br>NOT INSTRUMENT RATED.            |
|        | FACTOR(S)<br>TERRAIN<br>MISCELLA   | COMMAND - SELECT<br>- ROUGH WATER<br>NEOUS ACTS, CONDIT | ED UNSUITABLE TERRAIN<br>IONS - AIRCRAFT CAME TO<br>CHANNEL, HEAVY SWELLS.AC |                    |                           | ·                                       |   |
| 3-2781 | 7/24/72<br>TIME - 183              | MOOSE PASS, ALAS  | PIPER PA-18<br>N6177U<br>DAMAGE-SUBSTANTIAL                                  |                    | 1 NON                     | NCOMMERCIAL<br>EASURE/PERSONAL TRANSP   | COMMERCIAL, FL.INSTR.,<br>AGE 37, 5000 TOTAL HOURS,<br>1510 IN TYPE, INSTRUMENT<br>RATED. |
|        | TRAIL L<br>TYPE OF AC<br>OVERSHOO  | AKE,ALAS<br>CIDENT                                      | INTENDED DESTINATION LOCAL   | LA                 |                           | PERATION<br>LEVEL OFF/TOUCHDOWN<br>ROLL |   |
|        | FACTOR(S)<br>TERRAIN               | COMMAND - MISJUD  | GED DISTANCE AND SPEED  D IN WATER, HIT TREE STU                             | JMP ON SHORE       | a.                        |   |   |
| 3-2777 | 7/24/72<br>TIME - 001              |   | STINSON 108-2<br>N904D<br>DAMAGE-SUBSTANTIAL                                 |                    |                           |   | PRIVATE, AGE 54, 925 TOTAL HOURS, 837 IN TYPE, NOT INSTRUMENT RATED.                      |
|        | DEPARTURE<br>FAIRBAN<br>TYPE OF AC |   | INTENDED DESTINATION MT MCKINLEY, ALAS                                       |                    | E OF OF                   | PERATION<br>ROLL                        | No. 143 Konem Kares.  |
|        | FACTOR(S) PILOT IN AIRPORTS        | COMMAND - SELECTI<br>COMMAND - INADEQ                   | ED UNSUITABLE TERRAIN<br>JATE PREFLIGHT PREPARAT<br>ES - AIRPORT CONDITIONS  |                    |                           | NG                                      |   |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  | INJU<br>F      | RIES<br>S M/N            | FLIGHT<br>PURPOSE  | PILOT DATA  |
|--------|--|---|--|----------------|--------------------------|--|---|
| 3-2800 | 7/28/72<br>TIME - 14<br>DEPARTURE<br>KODIAK<br>TYPE OF A | LARSEN BAY,ALAS<br>30<br>POINT<br>,ALAS<br>CCIDENT                        | UNITED CONS UC-1<br>N77PP<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>LOCAL | CR- 0<br>PX- 0 | 0 1<br>0 1               | NONCOMMERCIAL PLEASURE/PERSONAL TR IF OPERATION  | COMMERCIAL, AGE 42, 6500<br>ANSP TOTAL HOURS, 125 IN TYPE,<br>INSTRUMENT RATED. |
|        | PROBABLE<br>MISCELL                                      |   |  |                | TAKE                     | FF INITIAL CLIMB   |   |
| 3-2848 | TIME - 07  |   | DAMAGE-SUBSTANTIAL   | PX- 0          | 0 1<br>0 1               | NONCOMMERCIAL<br>BUSINESS  | PRIVATE, AGE 60, 3375<br>TOTAL HOURS, 3300 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | DEPARTURE<br>MC GRAT<br>TYPE OF A                        | .IRPORT - STRIP NOT<br>POINT<br>H,ALAS<br>.CCIDENT<br>ON WITH GROUND/WATE | NAMED<br>INTENDED DESTINATION<br>WHITE MOUNTAIN MIN<br>R UNCONTROLLED          | E              |                          | OF OPERATION<br>OFF INITIAL CLIMB  |   |
|        | PILOT I<br>WEATHER                                       | N COMMAND - INADEQU   | ATE PREFLIGHT PREPARA'<br>R COMPENSATION FOR WI<br>TS                          |                |                          | INNING   |   |
|        | 5 OR OV<br>OBSTRUCTI                                     | Y AT ACCIDENT SITE  | CIDENT SITE  |                | UNLII<br>PRECIPI<br>NONE | S AT ACCIDENT SITE<br>HITED<br>TATION AT ACCIDENT SI<br>RECTION-DEGREES                | TE .  |
|        | 10<br>TYPE OF F<br>NONE                                  | CITY-KNOTS  |  |                |                          | WEATHER CONDITIONS   |   |
|        | FIRE AFTE<br>REMARKS-                                    |   | SM S OF WHITE MTN MI   | N. ACFT        | TOOKOF                   | : INTO LEEWARD SIDE OF   | HIGH HILL.  |
| 3-2849 |  |   | BELLANCA 7GCBC<br>N11669<br>DAMAGE-SUBSTANTIAL                                 |                |                          |  | COMMERCIAL, AGE 24, 390<br>TOTAL HOURS, 80 IN TYPE,<br>NOT INSTRUMENT RATED.    |
|        | TYPE OF A<br>UNDERSH                                     | CCIDENT<br>IOOT   | TINTENDED DESTINATION ANCHORAGE, ALAS  |                | PHASE (                  | ROUTE STOP<br>HALLEN,ALAS<br>HE OPERATION<br>NG FINAL APPROACH<br>NG LEVEL OFF/TOUCHDO | NWN   |
|        | PROBABLE<br>PILOT I                                      |   | ED DISTANCE AND ALTIT  | UDE            |                          |  |   |

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| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   | INJ        | JRIE                            | S      | FLIGHT<br>PURPOSE                         | PILOT DATA  |  |  |
|--------|--|---|---|------------|---------------------------------|--------|---|---|--|--|
|        | 8/7/72<br>TIME - 103   | DELTA JUNCT, ALAS   | CESSNA 172K<br>N46348<br>DAMAGE-SUBSTANTIAL                     | CR-<br>PX- | 0 0                             | 1<br>2 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 28, 245 TOTAL HOURS, 96 IN TYPE, NOT INSTRUMENT RATED. |  |  |
|        |  |   | NTENDED DESTINATION   |            |                                 |        |   | No. 140 Money Nation  |  |  |
|        | GULKANA<br>TYPE OF AC  |   | LOCAL   |            | рни                             | S.F.   | OF OPERATION                              |   |  |  |
|        | 1112 01 20   | JO 10 LIVI  | UNCONTROLLED  |            |                                 |        |   |   |  |  |
| ,      | WEATHER<br>FACTOR(S)<br>TERRAIN<br>WEATHER BF                          | N COMMAND - IMPROPER<br>- DOWNDRAFT, UPDRAFT<br>- OTHER<br>RIEFING - BRIEFED BY | IN-FLIGHT DECISIONS S FLIGHT SERVICE PERSO UBSTANTIALLY CORRECT |            |                                 |        | E   |   |  |  |
|        | SKY CONDIT   |   |   |            | CEI                             | LIN    | G AT ACCIDENT SITE                        |   |  |  |
|        | SCATTERE   |   | UNLIMITED PRECIPITATION AT ACCIDENT SITE                        |            |                                 |        |   |   |  |  |
|        | 5 OR OVE   | Y AT ACCIDENT SITE<br>ER  |   |            |                                 | ONE    | ITATION AT ACCIDENT SITE                  |   |  |  |
|        | OBSTRUCTIONS TO VISION AT ACCIDENT SITE<br>NONE<br>TYPE OF FLIGHT PLAN |   |   |            | TYPE OF WEATHER CONDITIONS  VFR |        |   |   |  |  |
|        | VFR<br>REMARKS- A  | AT 700FT AGL PASSED   | OVR SHALLOW DRAW.EXTR   | EME TU     | RBC,                            | RAP    | ID DESCENT TO GRND.                       |   |  |  |
| 3-3335 | 8/9/72<br>TIME - 093   |   | CESSNA U206C  | CR-        | 0 0                             | 1      | COMMERCIAL<br>AIR TAXI-PASSG              | COMMERCIAL, AGE 41, 9000  |  |  |
|        | 11ME - 093   | 30  | DAMAGE-SUBSTANTIAL  | P X -      | ) (                             | 1      | AIR TAXI-PASSG                            | TOTAL HOURS, 4000 IN TYPE, INSTRUMENT RATED.                        |  |  |
|        | DEPARTURE  |   | NTENDED DESTINATION   |            |                                 |        |   | THEY INSTRUMENT NATES!  |  |  |
|        | CHIGNIK<br>TYPE OF AC  | CIDENT  | CHIGNIK, ALAS   |            | рнΛ                             | SE     | OF OPERATION                              |   |  |  |
|        |  | NATER LOOP-SWERVE   |   |            | L                               | AND    | ING ROLL<br>ING ROLL                      |   |  |  |
|        | MISCELLA<br>MISCELLA   | E - LANDING GEAR NO<br>ANEOUS ACTS, CONDITION<br>ANEOUS ACTS, CONDITION         | NS - OVERLOAD FAILURE<br>NS - SHEARED                           |            | <b>ACT</b> U                    | RED    | BOLT.NOSE WHEEL COCKED ON                 | LDG.  |  |  |

| FILE   |   |  | AIRCRAFT DATA                                 | _              | C 44    | / h /                                       | DUDDOCE                                   | PILOT DATA  |  |  |  |
|--------|---|--|---|----------------|---------|---|---|---|--|--|--|
|        |   | CHITINA, ALAS  |   | CR- 0          | 0       | 1   | NONCOMMERCIAL                             |   |  |  |  |
|        | DEPARTURE<br>CHITINA  |  | INTENDED DESTINATION UNKNOWN/NOT REPORTED     |                |         |   |   |   |  |  |  |
|        | TYPE OF AC<br>ENGINE OF<br>COLLIDED   | TION   |   | TAH            | (EO     | F OPERATION<br>FF INITIAL CLIMB<br>NG OTHER |   |   |  |  |  |
|        | POWERPLA<br>TERRAIN<br>COMPLETE   | PROBABLE CAUSE(S)  POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS  TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. |   |                |         |   |   |   |  |  |  |
| 3-2874 | 8/10/72<br>TIME - 150   |  | BELLANCA 14-13<br>N69FB<br>DAMAGE-SUBSTANTIAL | CR- 0<br>PX- 0 | 0       | 1 2   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 43, 770<br>TOTAL HOURS, 24 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |
|        | DEPARTURE   | VOHN, ALAS   | INTENDED DESTINATION MCGRATH, ALAS            | ſ              | DH A CI | = 0   | F OPERATION                               |   |  |  |  |
|        | WHEELS-   |  |   | •              |         |   | NG LEVEL OFF/TOUCHDOWN                    |   |  |  |  |
|        | PILOT II  |  |   |                |         |   |   |   |  |  |  |
|        | PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT<br>FIRE AFTER IMPACT<br>REMARKS- PLT NOT AWARE OF VISUAL GEAR POSITION ON WINGS. |  |   |                |         |   |   |   |  |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA                                   | IN         | JUR | RIES  | ; | FLIGHT                                    |                       | PILOT DATA                                       |
|--------|--|---|---|------------|-----|-------|---|---|-----------------------|--|
|        |  | HEALY, ALAS   | PIPER PA-18                                     | CR-<br>PX- | 0   | 0     | 1 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 42, 280  |  |
|        | DEPARTURE  | CCIDENT   |   |            | P   |       |   | F OPERATION<br>NG ROLL                    |                       | KATEO.   |
|        | FACTOR(S)<br>AIRPORT<br>MISCELL  | N COMMAND - SELECT  |   | S WET      | RU  | JNW A | Υ |   |                       |  |
|        | SKY CONDI<br>UNKNOWN<br>VISIBILIT<br>5 OR OV   | CEILING AT ACCIDENT SITE<br>8000<br>PRECIPITATION AT ACCIDENT SITE<br>NONE  |   |            |     |       |   |   |                       |  |
|        | OBSTRUCTI<br>UNKNOWN<br>WIND DIRE<br>190   | TEMPERATURE-F<br>65<br>WIND VELOCITY-KNOTS<br>6   |   |            |     |       |   |   |                       |  |
|        | TYPE OF W  | ON RWY.LNDD DWNWND DUE  | TYPE OF FLIGHT PLAN VFR JE TURBC VCNTY OTR END. |            |     |       |   |   |                       |  |
| 3-3313 | 8/15/72<br>TIME - UN   | NR.WILLOW, ALAS<br>K/NR   | N9000A  | CR-<br>PX- | 1 2 | 0     | 0 | NONCOMMERCIAL<br>PLEASURE/PERSONAL        | TRANSP                | PRIVATE, AGE 29, 428<br>TOTAL HOURS, 317 IN TYPE |
|        | DAMAGE-DESTROYED  DEPARTURE POINT INTENDED DESTINATION  ANCHORAGE, ALAS LOCAL  TYPE OF ACCIDENT PHASE OF OPERATION  STALL SPIN IN FLIGHT OTHER |   |   |            |     |       |   |   | NOT INSTRUMENT RATED. |  |
|        | PILOT -<br>MISSING A   | PROBABLE CAUSE(S) PILOT - LOSS OF CTL FOR UNDETERMINED REASON. MISSING AIRCRAFT - LATER RECOVERED REMARKS- RECOVERED 8/17/72 IN BOTTOM OF SMALL VAL |   |            |     |       |   |   |                       |  |

| FILE    |  | AIRCRAFT DATA                               | INJURIES '               | FLIGHT<br>PURPOSE                         | PILOT DATA  |
|---------|--|---|--------------------------|---|---|
|         |  |   |                          |   | AIRLINE TRANSPORT, AGE 25, 4735 TOTAL HOURS, 470 IN TYPE, NOT INSTRUMENT RATED. |
|         | DEPARTURE POINT<br>LOST RIVER MINE<br>TYPE OF ACCIDENT<br>PROPELLER/ROTOR ACCIDENT             |   |                          | F OPERATION<br>C ENGINE RUNUP             | KATEU.  |
|         | PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOU REMARKS- PAX, FAMILIAR WITH                         |   | ROTOR BLADE.             |   |   |
| 3-3144. | 8/17/72 PALMER,ALAS<br>TIME - 1710   | PIPER PA-18<br>N7185D<br>DAMAGE-SUBSTANTIAL | PX- 0 0 0                | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF | PRIVATE, AGE 44, 900 P TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED.          |
|         | NAME OF AIRPORT - SHEEP MODERARTURE POINT PALMER,ALAS TYPE OF ACCIDENT COLLIDED WITH OBJECT    | INTENDED DESTINATION                        |                          | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN     |   |
|         | FACTOR(S) WEATHER - SUDDEN WINDSH  | OPER COMPENSATION FOR WIN                   |                          | ION                                       |   |
|         | SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SI 5 OR OVER                                    |   | UNLIM<br>PRECIPI<br>NONE | TATION AT ACCIDENT SITE                   |   |
|         | OBSTRUCTIONS TO VISION AT<br>NONE<br>TYPE OF FLIGHT PLAN<br>NONE<br>REMARKS- DRIFTED INTO BRU: |   | TYPE OF<br>VFR           | WEATHER CONDITIONS                        |   |

| FILE   | DATÉ   | LOCATION   | AIRCRAFT DATA  | IN         | JUR<br>F | RIES<br>S M | 5<br>1/N | FLIGHT<br>PURPOSE                             | PILOT DATA  |
|--------|--|--|--|------------|----------|-------------|----------|---|---|
|        | 8/18/72  |  |  | CR-<br>PX- |          |             |          | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP     |   |
|        | DEPARTURE<br>ANCHORA<br>TYPE OF AC             | GE,ALAS<br>CIDENT<br>AILURE OR MALFUNCT  | INTENDED DESTINATION LOCAL   |            |          | 11          | Į FL     | OF OPERATION<br>IGHT NORMAL CRUISE<br>NG ROLL |   |
|        | MISCELLA<br>TERRAIN<br>COMPLETE P<br>EMERGENCY | COMMAND - MISMANA<br>NEOUS ACTS, CONDITI<br>- ROUGH/UNEVEN<br>OWER LOSS - COMPLE<br>CIRCUMSTANCES - FO | GEMENT OF FUEL ONS - FUEL STARVATION TE ENGINE FAILURE/FLAM RCED LANDING ON AIRPOR ACCIDENT FUEL SELECTO                             | T/SEA      | PL#      | ANE         | BAS      |   |   |
| 3-3169 | TIME - 133                                     | HOLY CROSS, ALAS   | N2978A<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX- | 0        | 0           | 1 2      | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP        | COMMERCIAL, AGE 27, 464 TOTAL HOURS, 105 IN TYPE, NOT INSTRUMENT RATED.               |
|        | DEPARTURE KALSKAG TYPE OF AC NOSE OVE          | , ALAS<br>CIDENT   | INTENDED DESTINATION HOLY CROSS, ALAS  |            | Р        |             |          | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN         |   |
|        | PROBABLE C<br>PILOT IN                         |  | R OPERATION OF FLIGHT  | CONTRI     | DLS      | ;           |          |   |   |
| 3-3314 | 8/20/72<br>TIME - 163                          | HOLY CROSS,ALAS  | CESSNA 180<br>N7741A<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX- | 0        | 0           | 1 3      | COMMERCIAL<br>AIR TAXI-PASSG                  | COMMERCIAL, AGE UNK/NR,<br>1593 TOTAL HOURS, 133 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | DEPARTURE<br>ANIAK,A<br>TYPE OF AC             | LAS<br>CIDENT<br>ATER LOOP÷SWERVE  | INTENDED DESTINATION HOLY CROSS, ALAS  |            | Р        | L           | NDI      | F OPERATION<br>NG ROLL<br>NG ROLL             | KATEU.  |
|        | FACTOR(S) PILOT IN AIRFRAME MISCELLA AIRPORTS  | COMMAND - FAILED  COMMAND - SELECTE - LANDING GEAR T NEOUS ACTS, CONDITI /AIRWAYS/FACILITIE            | TO MAINTAIN DIRECTIONA D UNSUITABLE TERRAIN AILWHEEL ASSEMBLIES ONS — MATERIAL FAILURE S — AIRPORT CONDITIONS TAIL WHEEL STINGER BRO | POOI       |          | _           | INT      | AINED RUNWAY SURFACE                          |   |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA  | I NJUR<br>F                              | S M/        | N        | FLIGHT<br>PURPOSE                                 |          | PILOT DATA  |
|--------|---|---|--|--|-------------|----------|---|----------|---|
| 3-3156 | 8/21/72<br>TIME - 09<br>DEPARTURE                                   | SKWENTNA, ALAS<br>30<br>POINT   | PIPER PA-18A<br>N7386<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>ANCHORAGE,ALÁS  | CR- 0<br>PX- 0                           | 0           | 1<br>1   | NONCOMMERCIAL<br>PLEASURE/PERSONAL                | TRANSP   | PRIVATE, AGE 29, 225<br>TOTAL HOURS, 50 IN TYPE,<br>NOT INSTRUMENT RATED.   |
|        | ENGINE  | A,ALAS<br>CCIDENT<br>FAILURE OR MALFUNCT<br>D WITH TREES  |  |  | ΙN          | FLI      | OPERATION<br>GHT NORMAL CRUIS<br>G LEVEL OFF/TOUC |          |   |
|        | PILOT I<br>FACTOR(S)<br>TERRAIN<br>MISCELL<br>COMPLETE<br>EMERGENCY | ANT - MISCELLANEOUS<br>N COMMAND - MISJUDG<br>- HIGH OBSTRUCTION<br>ANEOUS ACTS, CONDITI<br>POWER LOSS - COMPLE<br>CIRCUMSTANCES - FO | POWERPLANT FAILURE F<br>ED DISTANCE AND ALTITU<br>S<br>DNS - AIRCRAFT CAME TO<br>TE ENGINE FAILURE/FLAM<br>RCED LANDING OFF AIRPO<br>RIOR TO INVEST.LDG GR | DE<br>DREST IN<br>DEOUT-1 E<br>DRT ON LA | NATENGIN    | ER<br>IE |   | TER.     |   |
| 3-3273 | 8/25/72<br>TIME - 18  | PRT ALSWORTH,ALAS   | PIPER PA-12<br>N2526M<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION  | CR- 0<br>PX- 0                           | 0           | 1 0      | NONCOMMERCIAL<br>PLEASURE/PERSONAL                | TRANSP   | PRIVATE, AGE 35, 1600<br>TOTAL HOURS, 300 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE<br>UNNAME<br>TYPE OF A<br>NOSE OV                         | CC IDENT  | INTENDED DESTINATION<br>NONDALTON  | F  |             |          | ÖPERATION<br>F RUN                                |          |   |
|        | FACTOR(S) WEATHER TERRAIN PILOT I WEATHER B                         | N COMMAND - IMPROPE<br>- UNFAVORABLE WIND<br>- OTHER  | ED OPERATION BEYOND EX   |  |             |          | Y LEVEL   |          |   |
|        | SKY CONDI<br>CLEAR  | TION Y AT ACCIDENT SITE   |  |  | UNL         | IMI      | AT ACCIDENT SITE<br>TED<br>ATION AT ACCIDENT      | SITE     |   |
|        | 5 OR OV   |   | CIDENT SITE  |  | NON         | I VE     | BEARING OF WIND CROSS WIND 068-11                 |          | s   |
|        | WIND DIRE<br>360<br>TYPE OF W                                       |   | WIND VELOCITY-KNOTS 12 TYPE OF FLIGHT PLAN   |  |             |          |   |          |   |
|        | VFR<br>REMARKS+   | GUSTY CROSS WIND.SH   | APE OF LAKE REQUIRED A   | A HIGH SE                                | NON<br>PEED |          | P TURN INTO WIND.                                 | NOT SEAF | LANE RATED.   |

| FILE   | DATE LOCATI   | ON AIRCRAFT DATA   | INJURIES F S M/N       | FLIGHT<br>PURPOSE                        | PILOT DATA   |
|--------|---|--|------------------------|--|--|
|        | 8/26/72 TYONEK, ALA<br>TIME - 1900  | NS PIPER PA-18 N7781D DAMAGE-SUBSTANTIA INTENDED DESTINATION LOCAL               | CR- 0 0 1<br>PX- 0 0 1 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS | PRIVATE, AGE 39, 1174 P TOTAL HOURS, 874 IN TYPE, NOT INSTRUMENT RATED.  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - FACTOR(S) TERRAIN - WET,SOFT TERRAIN - HIGH OBST |  |                        |  |  |
| 3-3226 | 8/27/72 NORTH POLE<br>TIME - 1210   | N79494   | DY - 0 0 1             | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS | COMMERCIAL, AGE 24, 478 P TOTAL HOURS, 12 IN TYPE, INSTRUMENT RATED.   |
|        | DEPARTURE POINT NORTH POLE, ALAS TYPE OF ACCIDENT GROUND-WATER LOOP-S NOSE OVER/DOWN  | INTENDED DESTINATION LOCAL   | PHASE C<br>LANDI       | OF OPERATION<br>NG ROLL<br>NG ROLL       | AND THE PROPERTY OF THE PROPER |
|        | PILOT IN COMMAND -<br>FACTOR(S)   |  | NAL CONTROL            |  |  |
| 3-3227 |   | AS PIPER PA-18 N6644Z DAMAGE-SUBSTANTIA  |                        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS | COMMERCIAL, AGE 27, 2500 P TOTAL HOURS, 6 IN TYPE, INSTRUMENT RATED.   |
|        | DEPARTURE POINT<br>SKWETNA, ALAS<br>TYPE OF ACCIDENT<br>NOSE OVER/DOWN                | DAMAGE-SUBSTANTIA<br>INTENDED DESTINATION<br>LOCAL                               | PHASE O                | OF OPERATION<br>NG LEVEL OFF/TOUCHDOWN   |  |
|        |   | IMPROPER LEVEL OFF<br>LACK OF FAMILIARITY WITH AI<br>R FLOAT DUG IN.LMTD SEAPLAN |                        |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  | INJUF<br>F                | RIES<br>S M. | /N   | FLIGHT<br>PURPOSE                                      | PILOT DATA   |
|--------|--|---|--|---------------------------|--------------|------|--|--|
| 3-3225 | 8/27/72<br>TIME - 091  | ANNETTE, ALAS   | HILLER 12E<br>N4415<br>DAMAGE-DESTROYED  | CR- 0<br>PX- 0            | 0            | 1    | COMMERCIAL<br>CONSTRUCTION                             | COMMERCIAL, FL.INSTR., AGE 27, 2545 TOTAL HOURS, 657. IN TYPE, INSTRUMENT RATED. |
|        | JOHNSON<br>TYPE OF AC  |   | NTENDED DESTINATION<br>LOCAL<br>UNCONTROLLED                                     |                           |              |      | - OPERATION  | NATED.   |
|        | MISCELLA<br>FIRE AFTER                                       | L - INADEQUATE SUPER<br>NEOUS - FOREIGN OBJI                          |  |                           |              |      |  |  |
| 3-3229 | 8/27/72<br>TIME - 151  | HOMER, ALAS   | CESSNA 150H<br>N22688<br>DAMAGE-SUBSTANTIAL                                      | CR- 0<br>PX- 0            | 0            | 1    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF              | PRIVATE, AGE 19, 46 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.              |
|        | TYPE OF AC   | POINT II<br>AS<br>CIDENT  | NTENDED DESTINATION LOCAL  | F                         |              |      | - OPERATION<br>IGHT OTHER                              |  |
|        | PROBABLE OF PILOT IN PILOT IN PILOT IN FACTOR(S)             | AUSE(S)   COMMAND - ATTEMPTE   COMMAND - MISJUDGE   COMMAND - MISUSED | O OPERATION BEYOND EX<br>D DISTANCE, SPEED, AND<br>DR FAILED TO USE FLAP         | PERIENCE<br>ALTITUDE<br>S | Ē            |      | ΓY LEVEL<br>,H∄T DRG TURN.FLAPS NOT F                  | RAISED.  |
| 3-3252 | 8/28/72 .<br>TIME - 160                                      | NONDALTON, ALAS<br>0  | CESSNA 180<br>N3176D<br>DAMAGE-SUBSTANTIAL                                       | CR- 0<br>PX- 0            | 0            | 1    | NONCOMMERCIAL PLEASURE/PERSONAL TRANSF                 | PRIVATE, AGE 24, 125 P TOTAL HOURS, 25 IN TYPE, NOT INSTRUMENT RATED.            |
|        | ENGINE F   | POINT II NA RIVER,ALAS CCIDENT CAILURE OR MALFUNCTII WITH DIRT BANK   |  | ,                         | TA           | KEOF | - OPERATION<br>INITIAL CLIMB<br>NG LEVEL OFF/TOUCHDOWN |  |
|        | PROBABLE O<br>POWERPLA<br>TERRAIN<br>PARTIAL PO<br>EMERGENCY | AUSE(S)<br>NT - MISCELLANEOUS<br>- OTHER<br>OWER LOSS - PARTIAL       | POWERPLANT FAILURE F<br>LOSS OF POWER - 1 ENG<br>CED LANDING OFF AIRPO<br>L BAR. | SINE                      | ΓERM         |      |  |  |

| FILE   |                                     | LOCATION                                   | AIRCRAFT DATA   |            | _ |     |        | FLIGHT<br>PURPOSE                         | PILOT DATA  |
|--------|-------------------------------------|--|---|------------|---|-----|--------|---|---|
|        | 8/29/72<br>TIME - 18:               | FAIRBANKS,ALAS<br>25<br>IRPORT — FAIRBANKS | PIPER PA-15<br>N4553H<br>Damage-Substantial           | CR-<br>PX- | 0 | 0   | 1<br>0 | INSTRUCTIONAL<br>TRAINING                 | STUDENT, AGE 33, 49 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.                   |
|        | FAIRBAN                             | (S+ALAS                                    | F OPERATION<br>NG ROLL                                |            |   |     |        |   |   |
|        | FACTOR(S)                           | EL - MISCELLANEOUS                         | -PERSONNEL PILOT OF OT<br>IONS - POORLY PLANNED A     |            |   | RAF | ·Τ     |   |   |
| 3-3321 | 8/29/72<br>TIME - 182               | FAIRBANKS,ALAS<br>25                       | CHAMPION 7ECA<br>N2644G<br>DAMAGE-SUBSTANTIAL         |            |   |     |        | INSTRUCTIONAL<br>DUAL                     | COMMERCIAL, FL.INSTR.,<br>AGE 55, 1523 TOTAL HOURS,<br>60 IN TYPE, NOT INSTRUMENT<br>RATED. |
|        | DEPARTURE<br>FAIRBANN<br>TYPE OF AC |  | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN                 |            |   |     |        |   |   |
|        |                                     | JDENT - FAILED TO                          | SEE AND AVOID OTHER AIR<br>UATE SUPERVISION OF FLI    |            |   |     |        |   |   |
| 3-3138 | TIME - 130                          |  | DAMAGE-SUBSTANTIAL                                    |            | 0 | 0   | 1      | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 33, 275<br>TOTAL HOURS, 28 IN TYPE,<br>INSTRUMENT RATED.                    |
|        | TALKEETI<br>TYPE OF AC<br>UNDERSHO  | CCIDENT                                    | F OPERATION<br>NG FINAL APPROACH<br>NG FINAL APPROACH |            |   |     |        |   |   |
|        | FACTOR(S)                           |  | GED DISTANCE AND ALTITU                               | IDE        |   |     |        |   |   |

| FILE   | DATE LOCATION   | AIRCRAFT DATA   | INJURIES<br>F S M/N    | FLIGHT<br>PURPOSE  | PILOT DATA   |
|--------|---|---|------------------------|--|--|
| 3-3594 | 8/30/72 JUNEAU,ALAS TIME - 0645  DEPARTURE POINT JUNEAU,ALAS TYPE OF ACCIDENT COLLIDED WITH TREES                               | HILLER ACFT FH1100<br>N5047F  | CR- 0 0 1<br>PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG  OF OPERATION IGHT HOVERING                | COMMERCIAL, AGE 29, 2398 TOTAL HOURS, 92 IN TYPE, NOT INSTRUMENT RATED.          |
|        | HARD LANDING  PROBABLE CAUSE(S)  PILOT IN COMMAND - SELE  TERRAIN - OTHER   | CTED UNSUITABLE TERRAIN<br>DISCHARGED PX,TR HIT BRUS  | L AND )                | NG POWER-OFF AUTOROTATI  |  |
| 3-3285 | 9/2/72 SKWENTNA,ALAS<br>TIME - 1000<br>DEPARTURE POINT<br>ANCHORAGE,ALAS<br>TYPE OF ACCIDENT<br>UNDERSHOOT                      | PIPER PA-18A<br>N2666P<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>SKWENTNA, ALAS                          | PX- 0 0 0              | NONCOMMERCIAL PLEASURE/PERSONAL TRANS OF OPERATION NG FINAL APPROACH | COMMERCIAL, AGE 48, 1007<br>P TOTAL HOURS, 459 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | PILOT IN COMMAND - MIS<br>FACTOR(S)<br>TERRAIN - OTHER  | CTED UNSUITABLE TERRAIN<br>UDGED DISTANCE AND ALTITU<br>DITIONS — AIRCRAFT CAME TO<br>ER SHORT OF GRAVEL SANDBO | UDE<br>D REST IN WATER |  |  |
| 3-3358 | 9/3/72 ANCHORAGE, ALAS TIME ~ 1000  NAME OF AIRPORT - ANCHOR DEPARTURE POINT ANCHORAGE, ALAS TYPE OF ACCIDENT CEPTION ANCHORAGE | N1486A<br>DAMAGE-SUBSTANTIAL<br>AGE INTL<br>INTENDED DESTINATION<br>LOCAL                                       | PX- 0 0 3              | OF OPERATION   | PRIVATE, AGE 38, 240 P TOTAL HOURS, 187 IN TYPE, NOT INSTRUMENT RATED.           |
|        | GROUND-WATER LOOP-SWERN PROBABLE CAUSE(S)   | 'E<br>.ED TO MAINTAIN DIRECTION:  | LAND                   | NG ROLL  |  |

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| FILE   | DATE LOCATION   | AIRCRAFT DATA  | INJURIES<br>F S M/N    | FLIGHT<br>PURPOSE                               | PILOT DATA   |
|--------|---|--|------------------------|---|--|
| 3-3357 | 9/4/72 GLENALLEN, ALA:<br>TIME - 1245   | S PIPER PA-18<br>N4302Z<br>DAMAGE-SUBSTANTIAL          | CR- 0 0 1<br>PX- 0 0 0 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP       | PRIVATE, AGE 30, 369 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.       |
|        | NAME OF AIRPORT - LAKE<br>DEPARTURE POINT<br>GLENALLEN, ALAS<br>TYPE OF ACCIDENT  |  |                        | OF OPERATION                                    |  |
|        |   | ERTED ATTENTION FROM OPER<br>ED BACK TOWARD NOISE AFTR | ATION OF AIRCRA        | OFF INITIAL CLIMB                               |  |
| 3-3356 | 9/4/72 PALMER,ALAS.<br>TIME - 1045  | DAMAGE-SUBSTANTIAL                                     |                        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP       | PRIVATE, AGE 41, 1100<br>TOTAL HOURS, 9 IN TYPE,<br>NOT INSTRUMENT RATED.  |
|        | NAME OF AIRPORT - PALMER DEPARTURE POINT PALMER, ALAS. TYPE OF ACCIDENT AIRFRAME FAILURE IN FI NOSE OVER/DOWN           | INTENDED DESTINATION<br>LOCAL                          |                        | OF OPERATION<br>LIGHT NORMAL CRUISE<br>ING ROLL |  |
|        | SYSTEMS - FLIGHT CONTRI<br>MISCELLANEOUS ACTS, CONI<br>MISCELLANEOUS ACTS, CONI<br>MISCELLANEOUS - EVASIVE<br>FACTOR(S) | DITIONS - MATERIAL FAILUR<br>E MANEUVER TO AVOID COLLI | ELEVATOR TAB CO        |   |  |
|        | PILOT IN COMMAND - MIS.<br>TERRAIN - HIGH OBSTRUC<br>EMERGENCY CIRCUMSTANCES -  |  |                        |   |  |
|        | REMARKS- CTL STICK TORQUI   | TUBE SUPPORT BRACKET FA                                | ILED.AVOIDING 1        | TREES AFTR FAST LDG.                            |  |
| 3-3399 | 9/4/72 FAIRBANKS, ALAS<br>TIME - 1715   | N7561D   | PY_ 0 1 0              | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP       | COMMERCIAL, AGE 26, 1104<br>TOTAL HOURS, 533 IN TYPE,<br>INSTRUMENT RATED. |
|        | DEPARTURE POINT<br>FAIRBANKS, ALAS<br>TYPE OF ACCIDENT<br>STALL SPIN  | INTENDED DESTINATION<br>LOCAL                          | PHASE (<br>IN FL       | OF OPERATION<br>.IGHT CLIMB TO CRUISE           | THE                                    |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - DIVE   | ERTED ATTENTION FROM OPER<br>LED TO OBTAIN/MAINTAIN FL | ATION OF AIRCRA        |   |  |

| FILE . | DATE LOCATION   | AIRCRAFT DATA  |      | RIES<br>S M |    | FLIGHT<br>PURPOSE                        | PILOT DATA   |
|--------|---|--|------|-------------|----|--|--|
| 3-3328 | 9/5/72 BARROW,ALAS<br>TIME - 0510                               | CESSNA 310<br>N5497A<br>DAMAGE-SUBSTANTIAL   |      |             |    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS | AIRLINE TRANSPORT, AGE P 41, 15325 TOTAL HOURS, 597 IN TYPE, INSTRUMENT RATED.       |
|        | DEPARTURE POINT   | INTENDED DESTINATION   |      |             |    |  | KATED.   |
|        | UMIAT, ALAS   | BARROW, ALAS   |      |             | _  |  |  |
|        | TYPE OF ACCIDENT GEAR COLLAPSED                                 |  | F    |             |    | OF OPERATION<br>OTHER                    |  |
|        | FACTOR(S) TERRAIN - OTHER MISCELLANEOUS ACTS, COI               | LECTED UNSUITABLE TERRAIN  NDITIONS — OVERLOAD FAILURE TO WASHOUT ON A GRAVEL BAR. |      |             |    | •  |  |
|        |   |  |      |             |    |  |  |
| 3-3462 | 9/7/72 PAXSON,ALAS<br>TIME - 1700                               | CESSNA 180C<br>N9333T<br>DAMAGE-SUBSTANTIAL  |      |             |    | NONCOMMERCIAL<br>BUSINESS                | COMMERCIAL, AGE 59,<br>16000 TOTAL HOURS, UNK/N<br>IN TYPE, NOT INSTRUMENT<br>RATED. |
|        | DEPARTURE POINT   | INTENDED DESTINATION   |      |             |    |  | KATED.   |
|        | UNNAMED LAKE, ALAS<br>TYPE OF ACCIDENT<br>COLLIDED WITH DIPT BA | MEIR LAKE,ALAS<br>ANK  | F    |             |    | DF OPERATION<br>DFF ABORTED              |  |
|        |   | ADEQUATE PREFLIGHT PREPARAT<br>AYED ACTION IN ABORTING TA                          | <br> | OR.         | PL | ANNING                                   | •  |
|        | FACTOR(S)   |  |      |             |    |  |  |
|        | TERRAIN - OTHER   | NOTITIONS DILOT FATIGUE  |      |             |    | •  | ·  |
|        | REMARKS- FLOAT EQPD, TKO  | NDITIONS - PILOT FATIGUE   |      |             |    |  |  |

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| FILE   | .DATE LOCATIO                        | N A IRCRAFT DATA  | INJURIES               | FLIGHT  | PILOT DATA   |
|--------|--------------------------------------|---|------------------------|---|--|
| 3-3463 | 9/8/72 GAKONA,ALAS<br>TIME - 0930    | PIPER PA-18   | CR- 0 1 0<br>PX- 0 0 0 | NONCOMMERCIAL                                 | COMMERCIAL, AGE 20, 460 TOTAL HOURS, 290 IN TYPE, NOT INSTRUMENT RATED.    |
|        | DEPARTURE POINT                      | INTENDED DESTINATION MANKOMEN LAKE, ALAS  |                        |   | NOT INSTROMENT RATED.  |
|        | TYPE OF ACCIDENT                     | D/WATER CONTROLLED  | PHASE (                |   |  |
|        |                                      |   |                        | CONDITIONS                                    |  |
|        | SKY CONDITION                        |   |                        | S AT ACCIDENT SITE                            |  |
|        | CLEAR VISIBILITY AT ACCIDENT         | SITE  |                        | DWN/NOT REPORTED<br>ITATION AT ACCIDENT SITE  |  |
|        | ZERO<br>OBSTRUCTIONS TO VISION       | AT ACCIDENT SITE  | NONE                   | ELOCITY-KNOTS                                 |  |
|        | FOG                                  |   | CALM                   |   |  |
|        | TYPE OF WEATHER CONDIT               |   | TYPE OI<br>NONE        | FLIGHT PLAN                                   | ·  |
|        | REMARKS- DSCNDD THRU H               | OLE IN FOG BANK IN MTN TRRN   | .HIT ROCKS FOLI        | OWING CREEK DOWNSLOPE.                        |  |
| 3-3392 | IIME ~ 0600                          | LAS CESSNA 180<br>N2870A<br>DAMAGE-SUBSTANTIAL  | PX- 0 0 2              | MISCELLANEOUS<br>OTHER                        | COMMERCIAL, AGE 46, 8000<br>TOTAL HOURS, 153 IN TYPE,<br>INSTRUMENT RATED. |
|        | DEPARTURE POINT                      | DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>SHIP CREEK, ALAS                            | •                      |   |  |
|        | TITE OF MCCIDENT                     |   |                        | OF OPERATION                                  |  |
|        | ENGINE FAILURE OR MA<br>HARD LANDING | LFUNCTION   |                        | IGHT NORMAL CRUISE<br>ING LEVEL OFF/TOUCHDOWN |  |
|        | PERSONNEL - MISCELLA                 | NADEQUATE SUPERVISION OF FL<br>NEOUS-PERSONNEL PASSENGER<br>ONDITIONS - FUEL STARVATION   |                        |   |  |
|        | EMERGENCY CIRCUMSTANCE               | COMPLETE ENGINE FAILURE/FLA<br>S - FORCED LANDING OFF AIRP<br>SION.PSGR INADVERTENTLY MOV | ORT ON LAND            | OR TO OFF PSN.LNDD IN DRY                     | RVR BED.   |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   | INJU<br>F | JRIES<br>S M/N            | FLIGHT<br>PURPOSE  |                      | PILOT DATA  |
|--------|--|---|---|-----------|---------------------------|--|----------------------|---|
| 3-3498 | 9/9/72<br>TIME - 110<br>NAME OF AI<br>DEPARTURE<br>ANCHORA<br>TYPE OF AC<br>ENGINE F | ANCHORAGE,ALAS<br>05<br>IRPORT - CAMPBELL A   | STINSON 108-2<br>N9824K<br>DAMAGE-SUBSTANTIAL<br>IRSTRIP<br>INTENDED DESTINATION<br>LOCAL | CR- C     | ) 1 0<br>) 0 1<br>PHASE ( | NONCOMMERCIAL PLEASURE/PERSONAL T  OF OPERATION OFF INITIAL CLIMB ING FINAL APPROACH | PR<br>RANSP HO<br>IN | RIVATE, AGE 37, 30 TOTAL<br>NURS, 40 IN TYPE, NOT<br>NSTRUMENT RATED. |
| •      | PILOT IN<br>MISCELLA<br>TERRAIN<br>COMPLETE A<br>EMERGENCY                           | N COMMAND - INADEQU<br>N COMMAND - MISMANA<br>ANEOUS ACTS, CONDITI<br>- HIGH OBSTRUCTION<br>POWER LOSS - COMPLE | ONS - FUEL STARVATION<br>S<br>TE ENGINE FAILURE/FLAM<br>RCED LANDING OFF AIRPO            | 1EGUT-1   | ENGINE                    | ANNING   |                      |   |
| 3-3342 | 9/11/72<br>TIME - 081  | HAINES, ALAS<br>15  | PIPER PA-18<br>N4473Z<br>DAMAGE-SUBSTANTIAL   | CR- C     | 0 0 1                     | NONCOMMERCIAL<br>PLEASURE/PERSONAL T   | TY                   | PE, NOT INSTRUMENT  |
|        | DEPARTURE HAINES,A TYPE OF AC UNDERSHO   | CCIDENT   | IN<br>INTENDED DESTINATION<br>UPPER TAKHIN AIRPOR   |           | LAND                      | OF OPERATION<br>ING LEVEL OFF/TOUCHD<br>ING LEVEL OFF/TOUCHD                         | DOWN                 | ATED.   |
|        | FACTOR(S) AIRPORTS   | N COMMAND - MISJUDG   | ED DISTANCE AND ALTITUSS - AIRPORT CONDITIONS OF STRIP.                                   |           | ₹                         |  |                      |   |
| 3-3570 | 9/14/72<br>TIME - 060  | GLENALLEN, ALAS<br>00   | PIPER PA-12<br>N1490C<br>DAMAGE-SUBSTANTIAL   |           | 0 0 1                     | NONCOMMERCIAL<br>BUSINESS  | T Y                  | OMMERCIAL, AGE 27, 1470<br>DTAL HOURS, 1100 IN<br>YPE, NOT INSTRUMENT |
|        | NAME OF AI<br>DEPARTURE<br>LWR HAL<br>TYPE OF AC<br>NOSE OVE                         | CCIDENT   | RVR STR<br>INTENDED DESTINATION<br>UPR HALLET RVR STRP                                    | )         |                           | OF OPERATION<br>ING ROLL   |                      |   |
|        |  |   | R OPERATION OF BRAKES<br>ON RIVER STRIP.  | AND/OR    | FLIGHT                    | CONTROLS   |                      |   |

| FILE            | DATE   | LOCATION   | AIRCRAFT DATA  | INJUR<br>F     | IES ·<br>S M/N | FLIGHT<br>PURPOSE  | ·            | PILOT DATA   |
|-----------------|--|--|--|----------------|----------------|--|--------------|--|
| 3-3597          | 9/15/72<br>TIME - 140                          | CHEFORNAK,ALAS<br>O  | CESSNA 180<br>N9077M<br>DAMAGE-SUBSTANTIAL   | CR- 0<br>PX- 0 | 0 1<br>0 2     | COMMERCIAL<br>AIR TAXI-PAS   | sg           | COMMERCIAL, FL.INSTR.,<br>AGE 50, 5050 TOTAL HOURS,<br>900 IN TYPE, INSTRUMENT<br>RATED. |
|                 | DEPARTURE<br>BETHEL,<br>TYPE OF AC<br>COLLIDED | RPORT - CHEFORNAK<br>POINT<br>ALAS<br>CIDENT<br>WITH AIRPORT HAZ<br>WITH DIRT BANK | INTENDED DESTINATION BETHEL, ALAS  |                | TAKE           | NROUTE STOP<br>DRNAK, ALAS<br>DF OPERATION<br>DFF RUN<br>DFF INITIAL C | LIMB ·       |  |
|                 | FACTOR(S)<br>AIRPORTS<br>AIRPORTS              | COMMAND - SELECTE /AIRWAYS/FACILITIE /AIRWAYS/FACILITIE                            | D UNSUITABLE TERRAIN  S - AIRPORT CONDITIONS S - AIRPORT CONDITIONS R, VEERED, HIT RIVER BAN | OTHER          |                |  |              |  |
|                 | NEMANKS- E                                     | OW TIDE WILL SANDOR  | MY VEEKED JIII KIVEK BAN   | IN AT IN E     | 11 1 -01       | •  |              |  |
| 3-3472          | 9/15/72<br>TIME - 180                          | GLENALLEN, ALAS<br>O   | PIPER PA-18S<br>N5982D<br>DAMAGE-SUBSTANTIAL   | CR- 0<br>PX- 0 | 0 1<br>0 0     | NONCOMMERCIA<br>PLEASURE/PER   | SONAL TRANSP | NO CERTIFICATE, AGE 30,<br>302 TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT<br>RATED.     |
|                 |  | CIDENI   | INTENDED DESTINATION ANCHORAGE, ALAS.  |                |                | DF OPERATION<br>DFF INITIAL C  | LI MB        |  |
|                 | MISCELLA                                       | COMMAND - INADEQU  | ATE PREFLIGHT PREPARAT<br>ONS - AIRFRAME ICE<br>E FROM WINGS.                                | ION AND/       | OR PL          | ANN ING  |              |  |
| 3 <b>-</b> 3514 | 9/16/72<br>TIME - 064                          | CHUGIAK,ALAS<br>5  | TAYLORCRAFT BC12-D<br>N96099<br>DAMAGE-SUBSTANTIAL   | CR- 0<br>PX- 0 | 0 1<br>0 1     | NONCOMMERCIA<br>PLEASURE/PERS  | SONAL TRANSP | PRIVATE, AGE 26, 182 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED.                     |
|                 | DEPARTURE<br>CHUGIAK,<br>TYPE OF AC<br>STALL M | CIDENT   |  |                | TAKE           | DF OPERATION<br>DFF INITIAL CO<br>DFF INITIAL CO                       |              | NUT INSTRUMENT RATED.  |
|                 | PILOT IN<br>MISCELLA                           | COMMAND - INADEQU<br>COMMAND - FAILED  | ATE PREFLIGHT PREPARAT<br>TO OBTAIN/MAINTAIN FLY<br>ONS - AIRFRAME ICE<br>FROST ON WINGS     |                |                | ANN ING  |              |  |

| FILE   | DATE       | LOCATION                                  | AIRCRAFT DATA                                       | E<br>I N J U F | RIES<br>S M/ | N     | FLIGHT<br>PURPOSE                |          | PILOT DATA                                      |
|--------|------------|---|---|----------------|--------------|-------|----------------------------------|----------|---|
|        | 9/30/72    |   | CESSNA 185E   | CR- 0<br>PX- 0 | 0            | 1 NC  | NCOMMERCIAL                      | TRANSP   |   |
|        | NAME OF AI | RPORT - KING SALMO                        |   |                |              |       | •                                |          | INSTRUMENT RATED.                               |
|        |            |   | INTENDED DESTINATION                                |                |              |       |                                  |          |   |
|        | KING SAL   | MON, ALAS                                 | ANCHORAGE, ALAS                                     |                |              |       |                                  |          |   |
|        |            | CIDENT<br>R/ROTOR FAILURE P<br>WITH TREES | ROPELLER  | į              | TΑΚ          | EOFF  | PERATION<br>RUN<br>INITIAL CLIMB |          |   |
|        |            |   | ED OPERATION W/KNOWN (<br>TO ABORT TAKEOFF          | DEFICIEN(      | CIES         | IN EG | UIPMENT                          |          |   |
|        | TERRAIN    | - HIGH OBSTRUCTION                        | ATE PREFLIGHT PREPARA<br>S<br>P ABNORMAL DURING RUN |                |              |       |                                  | DD OD CO | N SURCE AT CRUISE                               |
|        | KEMAKKS- F | LUAT EQUIPPED. PRO                        | P ABNORMAL DOKING KON                               | UP. ACF        | 320          | W DCC | OMING AIRBORNES                  | PROP GO  | V SUNGE AT CRUISE                               |
| 3-3001 | 10/6/72 N  | R.DEADHORSE,ALAS                          | HUGHES 369B<br>N9039F                               | CR- 0          | 1            | 0 CC  | MMERCIAL                         |          | COMMERCIAL, AGE 25, 2109                        |
|        |            |   | DAMAGE-DESTROYED                                    | PX- 1          | 0            | 0 A I | R TAXI-PASSG                     |          | TOTAL HOURS, 443 IN TYPE, NOT INSTRUMENT RATED. |
|        | DEPARTURE  | POINT                                     | INTENDED DESTINATION DEADHORSE, ALAS                |                |              |       |                                  |          |   |
|        | TYPE OF AC |   | DEADMONSEFALAS                                      | 1              | PHASE        | 0F 0  | PERATION                         |          |   |
|        | COLLISIO   | N WITH GROUND/WATE                        | R CONTROLLED  |                | IN           | FLIGH | IT NORMAL CRUIS                  | E        |   |
|        | PROBABLE C |   | VED 51 TOUT THEO 10                                 | V5055 45       |              | CONT  | NTTONS                           |          |   |
|        | FACTOR(S)  |   | ED VFR FLIGHT INTO AD                               | VERSE WE       | ATHER        | CONL  | DITIONS                          |          |   |
|        |            | - LOW CEILING                             |   |                |              |       |                                  |          |   |
|        |            | - OBSTRUCTIONS TO<br>NEOUS ACTS,CONDITI   |   |                |              |       |                                  |          |   |
|        |            | IEFING - NO BRIEFI                        |   |                |              |       |                                  |          |   |
|        | WEATHER FO | RECAST - FORECAST                         | SUBSTANTIALLY CORRECT                               |                |              |       |                                  |          |   |
|        | SKY CONDIT | ION                                       |   |                | CEILI        | NG AT | ACCIDENT SITE                    |          |   |
|        |            | NOT REPORTED                              |   |                | 100          |       |                                  |          |   |
|        | 1/4 MILE   | AT ACCIDENT SITE                          |   |                | NOV          |       | ION AT ACCIDENT                  | 2115     |   |
|        | OBSTRUCTIO | NS TO VISION AT AC                        | CIDENT SITE   |                | TEMPE        | RATUR | RE-F                             |          |   |
|        | BLOWING    |   |   |                | 10           | VEL C | TITY VNOTC                       |          |   |
|        | WIND DIREC | TION-DEGREES                              |   |                | 10           | VELU( | CITY-KNOTS                       |          |   |
|        |            | ATHER CONDITIONS                          |   |                |              | OF FL | IGHT PLAN                        |          |   |
|        | IFR        |   |   |                | NON          | F     |                                  |          |   |

|        | DATE LOCATION   | AIRCRAFT DATA  | INJURIES FLIGHT<br>F S M/N PURPOSE  | PILOT, DATA  |
|--------|---|--|---|--|
| 3-2917 | 10/6/72 KENAI,ALAS TIME - 1530  DEPARTURE POINT BETHEL,ALAS TYPE OF ACCIOENT ENGINE FAILURE OR MALF COLLIDED WITH WIRES/P   | CESSNA 172 N2857L DAMAGE-SUBSTANTIAL INTENDED DESTINATION ANCHORAGE,ALAS UNCTION                           | CR- 0 0 1 NONCOMMERCIAL PX- 0 0 1 BUSINESS  PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING FINAL APPROACH | PRIVATE, AGE 39, 285 TOTAL HOURS, 131 IN TYPE, NOT INSTRUMENT RATED. |
|        | PILOT IN COMMAND - IMP PILOT IN COMMAND - MIS MISCELLANEOUS ACTS, CON WEATHER - OTHER TERRAIN - HIGH OBSTRUC COMPLETE POWER LOSS - CO WEATHER BRIEFING - BRIEF WEATHER FORECAST - UNKNO | DITIONS - FUEL EXHAUSTION<br>TIONS<br>MPLETE ENGINE FAILURE/FLA<br>ED BY FLIGHT SERVICE PERS               | OR PLANNING  MEOUT-1 ENGINE  DNNEL, BY RADIO  |  |
|        | SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT S ZERO OBSTRUCTIONS TO VISION A NONE TYPE OF FLIGHT PLAN VFR REMARKS- RAPIDLY DETERIO   | T ACCIDENT SITE  | CEILING AT ACCIDENT SITE 1200 PRECIPITATION AT ACCIDENT SITE NONE TYPE OF WEATHER CONDITIONS VFR              |  |
| 3-3003 | 10/7/72 ILIAMNA, ALAS TIME - 1815  NAME OF AIRPORT - ILIAMN DEPARTURE POINT ILIAMNA, ALAS TYPE OF ACCIDENT COLLISION WITH GROUND/   | NZZOĐA<br>DAMAGE-DESTROYED<br>A ROADHOUSE<br>INTENDED DESTINATION<br>LOCAL                                 | CR- 1 0 0 NONCOMMERCIAL PX- 0 0 0 PLEASURE/PERSONAL TRANSF  PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCI  | NOT INSTRUMENT RATED.  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - ATT PILOT IN COMMAND - SPA FACTOR(S) PILOT IN COMMAND - IMP TERRAIN - OTHER MISCELLANEOUS ACTS, CON MISSING AIRCRAFT - LATER                       | EMPTED OPERATION W/KNOWN TIAL DISORIENTATION ROPER IN-FLIGHT DECISIONS DITIONS - AIRCRAFT CAME T RECOVERED | DEFICIENCIES IN EQUIPMENT   |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | INJURIES<br>. F S M/N             | FLIGHT<br>PURPOSE  | PILOT DATA  |
|--------|--|--|---|-----------------------------------|--|---|
| 3-3191 | 10/7/72<br>TIME - 081                                      | ANCHORAGE, ALAS  | PIPER PA-12<br>N4158M<br>DAMAGE-SUBSTANTIAL   | CR- 0 0 1<br>PX- 0 0 0            | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                         | PRIVATE, AGE 49, 349 SP TOTAL HOURS, 345 IN TYPE, NOT INSTRUMENT RATED.     |
|        | DEPARTURE  | RPORT - LAKE HOOD POINT I E,ALAS CIDENT AILURE OR MALFUNCTI R/DOWN   | NTENDED DESTINATION   | PHASE O<br>LANDI<br>LANDI         | F OPERATION<br>NG TRAFFIC PATTERN-CIR(<br>NG LEVEL OFF/TOUCHDOWN | CLING   |
|        | MISCELLA<br>MISCELLA<br>TERRAIN<br>COMPLETE P<br>EMERGENCY | NT - FUEL SYSTEM C<br>NEOUS ACTS, CONDITIO<br>NEOUS ACTS, CONDITIO<br>- WET, SOFT GROUND<br>OWER LOSS - COMPLET<br>CIRCUMSTANCES - FOR | NS - FUEL CONTAMINATI<br>NS - WATER IN FUEL<br>E ENGINE FAILURE/FLAM<br>CED LANDING ON AIRPOR | MEOUT-1 ENGINE<br>RT/SEAPLANE BAS |  | RWY.  |
| 3-2738 | NAME OF AI   | RPORT - BLAIR LAKE   | DAMAGE-DESTROYED ,  | •                                 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                         | STUDENT, AGE 27, 79 TOTAL<br>SP HOURS, 36 IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | DEPARTURE<br>FAIRBANK<br>TYPE OF AC<br>FIRE OR             | POINT I S,ALAS CIDENT EXPLOSION IN FLIGH   | NTENDED DESTINATION NORTH POLE AIRPORT  | PHASE O<br>TAKEO                  | F OPERATION<br>FF INITIAL CLIMB                                  |   |
|        | FACTOR(S)<br>MISCELLA                                      | NEOUS - UNDETERMINE NEOUS ACTS, CONDITIO CIRCUMSTANCES - FOR SMO   | D<br>NS - FIRE IN ENGINE<br>CED LANDING ON AIRPOR<br>KE IN COCKPIT                            | RT/SEAPLANE BAS                   | E/HELIPT.  |   |
| 3-2937 | 10/22/72<br>TIME - 143                                     | GRANITE MT, ALAS<br>O  | PIPER PA-16<br>N5205H   | CR- 0 0 1<br>PX- 0 0 0            | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                         |   |
|        | DEPARTURE<br>GRANITE                                       | RPORT - GRANITE MT<br>POINT I<br>MT, ALAS<br>CIDENT<br>R/ROTOR ACCIDENT TO   | DAMAGE-NONE  NTENDED DESTINATION LOCAL  PERSON  |                                   |  | TYPE, NOT INSTRUMENT RATED.   |
|        | PROBABLE C   | AUSE(S)  | ERSONNEL GROUND SIGN  |                                   |  |   |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA  | IN.                          | JUR I               | ES<br>M           | ′N             | FLIGHT<br>PURPOSE                             |           | PILOT DATA  |
|--------|--|--|--|------------------------------|---------------------|-------------------|----------------|---|-----------|---|
| 3-3234 | 10/28/72<br>TIME - 1345<br>NAME OF AIR   | CHUGIAK,ALAS  PORT - PRIVATE ST  | PIPER'J5<br>N38589<br>DAMAGE-SUBSTANTIAL<br>RIP  | CR-<br>PX-                   | 0                   | 0<br><b>0</b>     | 1<br>2         | NONCOMMERCIAL<br>PLEASURE/PERSONA             | L TRANSP  | PRIVATE, AGE 39, 198 TOTAL HOURS, 51 IN TYPE, NOT INSTRUMENT RATED.         |
|        | TYPE OF ACC  |  | INTENDED DESTINATION LOCAL   |                              |                     | T A               | EOF            | OPERATION F INITIAL CLIMB G OTHER             |           |   |
|        | MISCELLAN<br>MISCELLAN<br>TERRAIN -<br>FACTOR(S)<br>WEATHER -<br>COMPLETE PO       | COMMAND - IMPROPE<br>EOUS ACTS, CONDITI<br>EOUS ACTS, CONDITI<br>HIGH OBSTRUCTION<br>CONDITIONS CONDU<br>WER LOSS - COMPLE                     | R OPERATION OF POWERPL<br>ONS - ANTI-ICING/DEICI<br>ONS - ICE-CARBURETOR<br>S<br>CIVE TO CARB./INDUCTIC<br>TE ENGINE FAILURE/FLAM<br>RCED LANDING OFF AIRPO    | NG EQU<br>IN SYST<br>IEOUT-1 | JIPN<br>TEM<br>L EN | IC:               | [ <b>–</b> I M |   | OF/OR FA  | ILED TO USE   |
|        | SKY CONDITI  | ON   |  |                              |                     |                   |                | AT ACCIDENT SITE                              |           |   |
|        | OVERCAST VISIBILITY AT ACCIDENT SITE   |  |  |                              |                     | 250<br>: REC      |                | ATION AT ACCIDEN                              | T SITE    |   |
|        | 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE                             |  |  |                              |                     | NON<br>IPME<br>30 |                | URE-F   |           | •   |
|        | TYPE OF WEATHER CONDITIONS VFR REMARKS- PILOT STATED CARB ICE AS CAUSE OF ENG FAIL |  |  |                              |                     |                   |                | FLIGHT PLAN                                   |           |   |
|        | KEMAKKS- PI  | LUI STATED CARB I  | CE AS CAUSE OF ENG PAI   | LUKE                         |                     |                   |                |   |           |   |
| 3-3052 |  |  | DAMACE CURCTANTIAL   | CR-<br>PX-                   | 0                   | 0                 | 1<br>0         | NONCOMMERCIAL<br>PLEASURE/PERSONA             | L TRANSP  | COMMERCIAL, AGE 29, 4024<br>TOTAL HOURS, 1800 IN<br>TYPE, INSTRUMENT RATED. |
|        | DEPARTURE P  | OINT .   | INTENDED DESTINATION   |                              |                     |                   |                |   |           |   |
|        | TYPE OF ACC  |  | LOCAL<br>HT  |                              |                     | LAI               | 4D I N         | OPERATION<br>IG TRAFFIC PATTE<br>IG GO-AROUND | RN-CIRCLI | NG  |
|        | PILOT IN PILOT IN FACTOR(S) SYSTEMS - SYSTEMS - MISCELLAN                          | RE FROM UNDETERMI<br>COMMAND - MISJUDG<br>COMMAND - DELAYED<br>ELECTRICAL SYSTE<br>ELECTRICAL SYSTE<br>EOUS ACTS, CONDITI<br>IRCUMSTANCES - FO | NED SOURCE LED DISTANCE AND SPEED IN INITIATING GO-AROU M GENERATORS/ALTERNAT M PROTECTIVE DEVICES ONS - CIRCUIT BREAKER RCED LANDING OFF AIRPO OKE IN COCKPIT | ORS<br>POPPEI                |                     | <b>√</b> D        |                |   |           |   |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | INJ        | JUR<br>= | IES<br>S M | /N            | FLIGHT<br>PURPOSE   | PILOT DATA  |
|--------|--|--|---|------------|----------|------------|---------------|---|---|
| 3-3207 | 11/12/72 TYC<br>TIME - 1300  | ONEK, ALAS.  | PIPER PA-18<br>N2497A<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX- | 0        | 0          | 1 0           | NONCOMMERCIAL<br>BUSINESS                                       | COMMERCIAL, AGE 55, 5492<br>TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT<br>RATED.     |
|        | DEPARTURE POIN<br>TYONEK, ALAS.<br>TYPE OF ACCIDE<br>COLLIDED WIT            | ,<br>ENT   | NTENDED DESTINATION<br>LAKE HOOD, ALAS  |            |          |            |               | F OPERATION<br>FF ABORTED                                       | NATEU.  |
|        |  |  | D MAINTAIN DIRECTIONA   | L CONT     | rro      | L          |               |   |   |
| 3-3409 | TIME - 0835  |  | DEHAVILLAND DHC-2<br>N53011<br>DAMAGE-SUBSTANTIAL   | PX-        | 0        | 1 2        | 0             | NON COMMERCIAL<br>BUSINESS                                      | AIRLINE TRANSPORT, AGE<br>54, 19365 TOTAL HOURS,<br>983 IN TYPE, INSTRUMENT<br>RATED. |
|        | DEPARTURE POIN<br>KEMICK, ALAS<br>TYPE OF ACCIDE                             | RT - PVT STRIP<br>NT I!<br>S<br>ENT<br>ITH GROUND/WATER  | NTENDED DESTINATION<br>FIN CREEK, ALAS<br>CONTROLLED  |            | Р        | HAS<br>IN  | E O           | F OPERATION<br>IGHT EMERGENCY DESCENT                           |   |
|        | FACTOR(S) INSTRUMENTSA   | MMAND - FAILED TO  |   |            |          |            |               | IONS IGATION EQUIPMENT COMPAS                                   | S RECEIVERS   |
| 3-3558 | 12/14/72 NR.NE<br>TIME - 1330  |  | CESSNA 150G<br>N2882S<br>DAMAGE-SUBSTANTIAL   |            | 0        | 0          | <b>2</b><br>0 | INSTRUCTIONAL<br>DUAL   | COMMERCIAL, FL.INSTR.,<br>AGE 39, 6381 TOTAL HOURS<br>49 IN TYPE, INSTRUMENT          |
|        | THE OF ACCIDE  | JRE OR MALFUNCTION   | NTENDED DESTINATION<br>LOCAL<br>DN  |            | -        | IN         | FL            | IROUTE STOP<br>IA,ALAS<br>IF OPERATION<br>IGHT OTHER<br>NG ROLL | RATED.  |
|        | TERRAIN - RO FACTOR(S) MISCELLANEOU MISCELLANEOU MISCELLANEOU COMPLETE POWER | MMAND - IMPROPER DUGH/UNEVEN  JS ACTS, CONDITION JS ACTS, CONDITION JS ACTS, CONDITION JS LOSS - COMPLETI CUMSTANCES - FOR | OPERATION OF POWERPL<br>NS - ENGINE LOADED UP<br>NS - SIMULATED CONDIT<br>NS - OVERLOAD FAILURE<br>E ENGINE FAILURE/FLAM<br>CED LANDING OFF AIRPO | IONS       | 1 6      | NG I       |               | INT CONTROLS  |   |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA  | INJU<br>F      | RIE        | S<br>M/N | FLIGHT<br>PURPOSE   | PILOT DATA  |
|--------|---|---|--|----------------|------------|----------|---|---|
| 3-3017 | 4/26/72<br>TIME - 17  | PHOENIX, ARIZ.  | MCCULLOCH J-2<br>N4302G<br>DAMAGE-SUBSTANTIAL  | CR- 0<br>PX- 0 | 0          | 1<br>1   | NONCOMMERCIAL<br>CORP/EXEC                                    | PILOT DATA  COMMERCIAL, FL.INSTR., AGE 31, 4825 TOTAL HOURS, 450 IN TYPE, INSTRUMENT RATED. |
|        | NAME OF A<br>DEPARTURE<br>SCOTTSI<br>TYPE OF A  | IRPORT - SKY HARBOR<br>POINT<br>DALE,ARIZ<br>CCIDENT  | INTL INTENDED DESTINATION PHOENIX, ARIZ  |                | PHAS       | SE C     | F OPERATION<br>IGHT POWER-ON DESCENT<br>IGHT POWER-ON DESCENT | NATED.  |
|        | MISCELLA<br>MISCELLA<br>PILOT IN<br>POWERPLA<br>ROTORCRA<br>MISCELLA  | ANT - ENGINE CONTRO ANEOUS ACTS,CONDITI N COMMAND - SPONTAN ANT - PROPELLER AND AFT - ROTOR ASSEMBL ANEOUS - FOREIGN OB | ONS - FUEL STARVATION<br>EOUS-IMPROPER ACTION<br>ACCESSORIES BLADES<br>IES MAIN ROTOR BLADES | <b>.</b>       |            |          | EMBLIES   |   |
|        | EMERGENCY   | CIRCUMSTANCES - FO  | RCED LANDING OFF AIRPO<br>SPECTED OR KNOWN AIRCR   | ORT ON L       | AND<br>AGE |          | P.ROTOR BLADES DMGD.FUR                                       | THER DMG ON LDG.  |
| 3-2960 | TIME - 113  | 30  | PIPER PA-15<br>N4651H<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL                 | CR- 0<br>PX- 0 | 0          | 1        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAN                       | COMMERCIAL, AGE 27, 4000<br>SP TOTAL HOURS, 30 IN TYPE,<br>INSTRUMENT RATED.                |
|        | AIRFRAMI  | CANTON, ARIZ<br>CCIDENT<br>E FAILURE IN FLIGH<br>WITH OBJECT  |  |                | Ιt         | N FL     | F OPERATION<br>IGHT NORMAL CRUISE<br>NG ROLL ,                |   |
|        | PROBABLE CAUSE(S) MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE AIRRRAME - WINGS SKIN AND ATTACHMENTS TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SUSPECTED OR KNOWN AIRCRAFT DAMAGE REMARKS- FABRIC OVR WINDSHIELD FAILED, NECESSITATING LNDG ON UNPREPARED SURFACE. |   |  |                |            |          |   |   |

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|        | DATE   | LOCATION  | AIRCRAFT DATA   | IN.                          | JUR<br>F   | S M             | /N                   | FLIGHT<br>PURPOSE  | PILOT DATA   |
|--------|--|---|---|------------------------------|------------|-----------------|----------------------|--|--|
|        | 8/15/72<br>TIME - 2019<br>NAME OF AIF<br>DEPARTURE F<br>GLENDALE<br>TYPE OF ACC<br>OVERSHOOT | GLENDALE, ARIZ  RPORT - GLENDALE POINT , ARIZ CIDENT  | PIPER PA-28R<br>N4579J<br>DAMAGE-SUBSTANTIAL<br>AIRHAVEN<br>INTENDED DESTINATION        | CR-<br>PX-                   | 0          | O<br>O<br>PHAS  | 1<br>3<br>E O<br>NDI | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                              | PRIVATE, AGE 29, 156 TOTAL HOURS, 11 IN TYPE, NOT INSTRUMENT RATED.        |
|        | FACTOR(S)<br>PILOT IN  | COMMAND - MISJUD  COMMAND - EXERCI  | GED DISTANCE AND SPEED<br>SED POOR JUDGMENT<br>ED FLD.RAN OFF END OF RE                 | √Y,HIT                       | Hik        | ۷Y C            | UR B                 |  |  |
| 3-3590 | TIME - 224!  NAME OF AIR  DEPARTURE R  CHANDLER  TYPE OF ACC                                 | RPORT - TUCSON I<br>POINT<br>R,ARIZ   | DAMAGE-SUBSTANTIAL NTL INTENDED DESTINATION TUCSON, ARIZ                                |                              | P          | PHAS            | E O                  | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP  F OPERATION IGHT NORMAL CRUISE | PRIVATE, AGE 26, 403<br>TOTAL HOURS, 263 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | WHEELS-UI PROBABLE CA PILOT IN PILOT IN MISCELLAI MISCELLAI FACTOR(S) POWERPLAI MISCELLAI    | P AUSE(S) COMMAND - INADEQ COMMAND - MISMAN NEOUS ACTS,CONDIT NEOUS ACTS,CONDIT NT - POWERPLANT-I NEOUS ACTS,CONDIT | DUATE PREFLIGHT PREPARATINGEMENT OF FUEL TONS - FUEL EXHAUSTION TONS - INTENTIONAL WHEE | TION AI<br>ELS-UP<br>ITY GAI | ND/<br>UGE | L A<br>∕OR<br>≣ | ND I                 | NG LEVEL OFF/TOUCHDOWN   |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | INJUF   | RIES<br>S M/I             | FLIGHT<br>N PURPOSE             |            | PILOT DATA   |  |
|--------|---|--|---|---|---------------------------|---------------------------------|------------|--|--|
| 3-3133 | 8/29/72<br>TIME - 190<br>DEPARTURE<br>YUMA, ARI<br>TYPE OF AC<br>ENGINE F | YUMA,ARIZ<br>DO<br>POINT<br>IZ<br>CCIDENT<br>CAILURE OR MALFUNCT   | TAYLORCRAFT BC12-D<br>N5136M<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL                 | CR- O<br>PX- O  | O<br>O<br>PHASE<br>TAK    | OF OPERATION EOFF INITIAL CLIME | AL TRANSP  | STUDENT, AGE 25, 251<br>TOTAL HOURS, 159 IN TYPE,<br>NOT INSTRUMENT RATED.             |  |
|        | MISCELLA<br>MISCELLA<br>WEATHER<br>COMPLETE F<br>WEATHER BE<br>WEATHER FO | I COMMAND - IMPROPE<br>NACOUS ACTS, CONDITI<br>NACOUS ACTS, CONDITI<br>- CONDITIONS CONDU<br>POWER LOSS - COMPLE<br>TIEFING - NO BRIEFI<br>PRECAST - UNKNOWN/N |   | ING EQUIF<br>ON SYSTEM<br>MEOUT-1 F   | PMENT<br>M ICII<br>ENGINI | -IMPROPER OPERATION<br>NG       | N OF/OR F# | AILED TO USE   |  |
|        | VISIBILITY 5 OR OVE OBSTRUCTIO NONE WIND DIRECTO                          | NOT REPORTED AT ACCIDENT SITE  | CIDENT SITE   | CEILING AT ACCIDENT SITE 5000 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 80 WIND VELOCITY-KNOTS 5 TYPE OF FLIGHT PLAN NONE |                           |                                 |            |  |  |
| 3-3336 | DEPARTURE<br>PROVO,L  | POINT<br>JT  | BELL 47G3B1 N73991 DAMAGE-DESTROYED  INTENDED DESTINATION WILLCOX,ARIZ  AIL ROTOR R UNCONTROLLED    | ι   | AST I                     | ENROUTE STOP<br>FFORD,ARIZ      | ED DESCENT | COMMERCIAL, AGE 39,<br>UNK/NR TOTAL HOURS,<br>UNK/NR IN TYPE, NOT<br>INSTRUMENT RATED. |  |
|        | MISCELLA<br>FACTOR(S)<br>MISCELLA<br>FIRE AFTER                           | AFT - ROTOR ASSEMBLANEOUS ACTS, CONDITION  NEOUS ACTS, CONDITION  IMPACT   | IES 'TAIL ROTOR BLADES<br>ONS - FATIGUE FRACTUR<br>ONS - SEPARATION IN FL<br>RM INTERNAL BEARING SH | IGHT  | \CFT                      | BROKE UP PRIOR TO 1             | MPACT.FL1  | T PHASE UNK.   |  |

| FILE           | DATE  | LOCATION   | AIRCRAFT DATA                                 | IN.        | JUR<br>F | IES<br>S M | /N                             | PURPOSE   | PILOT DATA   |  |  |  |  |
|----------------|---|--|---|------------|----------|------------|--------------------------------|---|--|--|--|--|--|
| 3-3464         | 9/8//2<br>TIME - 17   | 30   | PIPER PA-22<br>N8628C<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX- | 0        | 0          | 1 0                            | INSTRUCTIONAL<br>TRAINING   | STUDENT, AGE 21, 73 TOTAL<br>HOURS, 43 IN TYPE, NOT<br>INSTRUMENT RATED.                 |  |  |  |  |
|                | NAME OF A<br>DEPARTURE<br>DUNCAN,<br>TYPE OF A  | IRPORT - HAY FIELD<br>POINT I                                      | NTENDED DESTINATION<br>LOCAL                  |            | ρ        | HAS        | E O                            | = OPERATION<br>=F RUN   |  |  |  |  |  |
|                | PILOT I<br>FACTOR(S)  | N COMMAND - ATTEMPTE<br>N COMMAND - SELECTED                       | ED OPERATION BEYOND E<br>O UNSUITABLE TERRAIN | (PERIE     | NC E     | / AB       | ILI                            | TY LEVEL  |  |  |  |  |  |
| <b>3-</b> 3511 | 9/16/72<br>TIME - 07  | YUMA, ARIZ<br>15   | CESSNA A188<br>N9960G<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX- | 0        | 0          | 1                              | COMMERCIAL<br>AERIAL APPLICATION  | COMMERCIAL, FL.INSTR.,<br>AGE 30, 2500 TOTAL HOURS,<br>600 IN TYPE, INSTRUMENT<br>RATED. |  |  |  |  |
|                |   | IRPORT - AG STRIP<br>POINT I                                       | INTENDED DESTINATION                          |            |          |            |                                |   |  |  |  |  |  |
|                | YUMA, AR  | IZ   | LOCAL   |            | _        |            |                                |   |  |  |  |  |  |
|                | ENG INE<br>COLL IDE   | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES |   |            |          |            |                                | PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND LANDING OTHER   |  |  |  |  |  |
|                | 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 |  |   |            |          |            |                                |   |  |  |  |  |  |
|                | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 2500 KIND OF CROP - FRUIT ORCHARDS GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM                          |  |   |            |          |            | OF<br>LES<br>PIT<br>/HO<br>ATI | OPERATION - DUSTING C<br>CHEMICAL USED - DRY C<br>- NOT USED<br>CRASHPAD - NOT INSTAL<br>PPER-LOCATION - FORWAR<br>DN-AREA BEING TREATED-<br>RE TURNAROUND - SECOND | HEMICAL-TOXIC<br>LED<br>D OF PILOT<br>FEET - 250   |  |  |  |  |

| FILE   |  | N AIRCRAFT DATA   | INJURIES<br>F S M/N   | PURPOSE   | PILOT DATA  |
|--------|--|---|---|---|---|
| 3-3515 | 9/17/72 CHANDLER, AR<br>TIME - 1245<br>NAME OF AIRPORT - STE   | IZ CESSNA 150<br>N33CF<br>DAMAGE-SUBSTANTIAL<br>LLAR CTY ARPK<br>INTENDED DESTINATION<br>LOCAL  | CR- 0 0 1<br>PX- 0 0 0<br>PHASE C<br>LANDI                                      | INSTRUCTIONAL TRAINING  F OPERATION NG ROLL NG ROLL   | STUDENT, AGE 25, 12 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - F WEATHER - UNFAVORABL  | AILED TO MAINTAIN DIRECTION<br>E WIND CONDITIONS  | AL CONTROL  |   |   |
|        | SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT 5 OR OVER OBSTRUCTIONS TO VISION NONE WIND DIRECTION-DEGREES 270 TYPE OF WEATHER CONDIT VFR REMARKS- PLT HAD NO PR | SITE  AT ACCIDENT SITE  | 2500C<br>PRECIPI<br>NONE<br>RELATIV<br>LEFT<br>WIND VE<br>10<br>TYPE OF<br>NONE | AT ACCIDENT SITE TATION AT ACCIDENT SIT E BEARING OF WIND CROSS WIND 248-292 DEG LOCITY-KNOTS FLIGHT PLAN |   |
| 3-2995 | DEPARTURE POINT<br>LANCASTER, CALIF  | DAMAGE-DESTROYED  | 12 0 0 0  | TECASORE TRA  | PRIVATE, AGE 45, 124 NSP TOTAL HOURS, 74 IN TYPE, NOT INSTRUMENT RATED.   |
|        | TYPE OF ACCIDENT COLLISION WITH GROUN  | ID/WATER UNCONTROLLED   |   | F OPERATION<br>IGHT UNCONTROLLED DES  | CENT  |
|        | PILOT IN COMMAND - S FACTOR(S) WEATHER - RAIN WEATHER - THUNDERSTO WEATHER - TURBULENCE WEATHER BRIEFING - BRI   | ONTINUED VFR FLIGHT INTO AD PATIAL DISORIENTATION  RM ACTIVITY , ASSOCIATED W/CLOUDS AND/O EFED BY FLIGHT SERVICE PERSECAST SUBSTANTIALLY CORRECT | R THUNDERSTORMS<br>ONNEL, BY PHONE  |   |   |
|        | SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT 3 MILES OR LESS OBSTRUCTIONS TO VISION NONE TYPE OF FLIGHT PLAN VFR REMARKS- FLEW INTO KNO                                     | AT ACCIDENT SITE  | 6000<br>PRECIPI<br>RAIN   | AT ACCIDENT SITE  TATION AT ACCIDENT SIT SHOWERS, THUNDERSTORM WEATHER CONDITIONS                         | <b>E</b>  |

| FILE   |  |  | AIRCRAFT DATA                                 | F      | =   | S M           | /N            | PURPOSE       | PILOT DATA  |
|--------|--|--|---|--------|-----|---------------|---------------|---------------|---|
|        | 10/6/72<br>TIME - 18<br>DEPARTURE  | KINGMAN, ARIZ<br>15<br>POINT I<br>W, CALIF<br>CCIDENT  | CESSNA 172<br>N7921B                          | CR-    | 0   | 0<br>0<br>HAS | 1<br>2<br>E O | NONCOMMERCIAL | PRIVATE, AGE 47, 140<br>TOTAL HOURS, 40 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | FACTOR(S)<br>TERRAIN<br>EMERGENCY  | N COMMAND - SELECTED<br>- OTHER<br>CIRCUMSTANCES - PRE | CAUTIONARY LANDING OF                         | F AIRF | o R | ΙT            |               |               |   |
| 3-3528 | 10/6/72<br>TIME - 19   |  | AERO COMDR 200D<br>N2906T<br>DAMAGE-DESTROYED |        |     |               |               |               | COMMERCIAL, AGE 52, 3500<br>TOTAL HOURS, 1287 IN<br>TYPE, NOT INSTRUMENT  |
|        | RATED.  DEPARTURE POINT INTENDED DESTINATION  SANTA ANA, CALIF PHOENIX, ARIZ  TYPE OF ACCIDENT PHASE OF OPERATION  COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT   |  |   |        |     |               |               |               |   |
|        | PROBABLE CAUSE(S) SYSTEMS - ELECTRICAL SYSTEM REGULATOR MISCELLANEOUS ACTS.CONDITIONS - ELECTRICAL FAILURE PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING TERRAIN - OTHER REMARKS- VOLTAGE REG FAILED ON DARK NITE OVER DESERT AREA. NO FLASHLIGHT ABD. |  |   |        |     |               |               |               |   |

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| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | IN.                         | JUR                   | RIES                            |  | FLIGHT  | PILOT DATA   |
|--------|--|--|---|-----------------------------|-----------------------|---------------------------------|--|---|--|
| 3-2701 | 10/8/72<br>TIME - 06   | MARANA, ARIZ<br>50   | PIPER PA-25<br>N4817Y<br>DAMAGE-SUBSTANTIAL                 | CR <b>-</b><br>P X <b>-</b> | 0                     | 0                               | 1  | COMMERCIAL<br>AERIAL APPLICATION  | COMMERCIAL, AGE 26, 785<br>TOTAL HOURS, 485 IN TYPE<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE  | IRPORT - MARSH STR<br>POINT<br>ARIZ  | IP INTENDED DESTINATION LOCAL                               |                             |                       |                                 |  |   |  |
|        | TYPE OF A<br>ENGINE<br>GEAR CO   |  |   | Р                           | TA                    | KEO                             | F OPERATION<br>FF INITIAL CLIMB<br>NG ROLL |   |  |
|        | MISCELL MISCELL WEATHER TERRAIN FACTOR(S) MISCELL COMPLETE WEATHER BI WEATHER FI | N COMMAND - IMPROP<br>ANEOUS ACTS, CONDIT<br>- CONDITIONS COND<br>- OTHER<br>ANEOUS ACTS, CONDIT<br>POWER LOSS - COMPL<br>RIEFING - NO BRIEF<br>ORECAST - UNKNOWN/ |   | NG EQU<br>N SYS             | JIP<br>TEM<br>L E     | MEN<br>I IC                     | T – I                                      | MPROPER OPERATION OF/   | DR FAILED TO USE   |
|        | CLEAR  |  |   |                             |                       |                                 | LIM  | AT ACCIDENT SITE  |  |
|        | 5 OR OVE   | Y AT ACCIDENT SITE<br>ER<br>ONS TO VISION AT A   |   |                             |                       | NO<br>EMP                       | NE<br>ERA                                  | TATION AT ACCIDENT SIT  | l E  |
|        | CALM   | CITY-KNOTS<br>LIGHT PLAN   |   |                             | Т                     | 65<br>YPE<br>VF                 | OF   | WEATHER CONDITIONS  |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HOD<br>ELEVATIO                 | ATA  OURS IN CROP CONTR  CROP - LETTUCE  SEAT BELT - UNKNO  - NOT USED  CRASHPAD - INSTAL  PPER-LOCATION - FOI  ON-AREA BEING TREA  LNDD IN A COTTON F             | WN/NOT REPORTED<br>LED<br>RWARD OF PILOT<br>TED-FEET - 2000 |                             | T<br>G<br>C<br>C<br>T | YPE<br>LOV<br>RAS<br>RAS<br>ERR | OF<br>ES H<br>H B<br>H B                   | OPERATION - DUSTING ( CHEMICAL USED - DRY ( - NOT USED ELMET - AVAILABLE-USED AR - INSTALLED -TYPE - LEVEL, FLAT UN-HOW FLOWN - UNKNOWN | CHEMICAL-TOXIC   |

| FILE           | DATE  | LOCATION  | AIRCRAFT DATA   | IN         | JUR I          | ES<br>M                   | 'N                    | FLIGHT<br>PURPOSE   | PILOT DATA  |  |
|----------------|---|---|---|------------|----------------|---------------------------|-----------------------|---|---|--|
| 3-2752         | 10/14/72 LK<br>TIME - 1130<br>NAME OF AIRPOI  | HVSU CTY,ARIZ  RT - LAKE HAVA                         | ERCO 415D<br>N3618H<br>DAMAGE-SUBSTANTIAL<br>SU CITY<br>INTENDED DESTINATION                        | CR-<br>PX- | 0              | 0                         | 1                     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAN   | PRIVATE, AGE 44, 600<br>SP TOTAL HOURS, 25 IN TYPE,<br>NOT INSTRUMENT RATED.    |  |
|                | TYPE UF ACCIDE  | ARIZ<br>ENT<br>TH AUTOMOBILE                          |   |            |                |                           |                       | F OPERATION<br>FROM LANDING   |   |  |
|                | AIRPORTS/AII<br>AIRPORTS/AII  | RWAYS/FACILITIE<br>RWAYS/FACILITIE<br>RWAYS/FACILITIE | S - AIRPORT FACILITIES<br>S - AIRPORT CONDITIONS<br>S - AIRPORT CONDITIONS<br>BS.NO CAUTION OR STOP | S HIGH     | H VE           | GE                        | ΔT                    | ION   |   |  |
| <b>3-</b> 2749 | 10/14/72 QU<br>TIME - 1615  | EEN CREEK, ARIZ                                       | AERONCA 7AC<br>N83769<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX- | 0              | 0                         |                       |   | PRIVATE, AGE 28, 78 TOTAL<br>SP HOURS, UNK/NR IN TYPE,<br>NOT INSTRUMENT RATED. |  |
|                | DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED.  DEPARTURE POINT INTENDED DESTINATION PHOENIX, ARIZ TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT TAKEOFF RUN |   |   |            |                |                           |                       |   |   |  |
|                | PILOT IN COM<br>PILOT IN COM<br>FACTOR(S)<br>TERRAIN - H  | MMAND - ATTEMPT                                       | S   | XPER I E I | NCE/           | 'AB                       | IL I                  | TY LEVEL  |   |  |
| 3-2747         | 10/14/72 QUI<br>TIME - 1030   | EEN CREEK, ARIZ                                       | GRUMMAN G-164A<br>N970X<br>Damage-substantial   | CR-<br>PX- | 0              | 0                         | 1                     | COMMERCIAL<br>AERIAL APPLICATION  | COMMERCIAL, FL.INSTR.,<br>AGE 30, 4400 TOTAL HOURS,<br>300 IN TYPE, INSTRUMENT  |  |
|                | DEPARTURE POIL QUEEN CREEK TYPE OF ACCIDE COLLIDED WIT  | ENT   | INTENDED DESTINATION LOCAL  PHASE OF OPERATION IN FLIGHT STARTING SWATH RUN                         |            |                |                           |                       |   |   |  |
|                | PROBABLE CAUSE<br>PILOT IN CO   | E(S)<br>MMAND - MISJUDG                               | ED CLEARANCE  |            |                |                           |                       |   |   |  |
|                | KIND OF CRO<br>GLOVES - NO<br>CRASH HELME<br>CRASH BAR -<br>TERRAIN-TYP   | T USED<br>T - AVAILABLE-U                             | SED   |            | GC<br>CC<br>TA | PE<br>IGGL<br>ICKI<br>INK | OF<br>ES<br>IT<br>'HO | OPERATION - DEFOLIATIO CHEMICAL USED - LIQUID - USED CRASHPAD - INSTALLED PPER-LOCATION - FORWARD ON-AREA BEING TREATED-F | CHEMICAL-TOXIC  OF PILOT  |  |

|                |   | AIRCRAFT DATA  | F S M/N                | PURPOSE  | PILOT DATA  |  |  |  |  |  |  |
|----------------|---|--|------------------------|--|---|--|--|--|--|--|--|
| <b>3-3</b> 245 | 10/28/72 PAGE,ARIZ<br>TIME - 1745   | CESSNA 305A<br>N5189G<br>DAMAGE-SUBSTANTIAL  | CR- 0 0 1<br>PX- 0 0 0 | MISCELLANEOUS<br>SEARCH AND RESCU                        | COMMERCIAL, FL.INSTR., E AGE 40, 2215 TOTAL HOURS, 74 IN TYPE, NOT INSTRUMENT |  |  |  |  |  |  |
|                | NAME OF AIRPORT - PAGE<br>DEPARTURE POINT<br>BLANDING, UT   | INTENDED DESTINATION PAGE, ARIZ  |                        |  |   |  |  |  |  |  |  |
|                | TYPE OF ACCIDENT GROUND-WATER LOOP-SWEF GEAR COLLAPSED  |  | PHASE<br>LAND<br>LAND  |  |   |  |  |  |  |  |  |
|                | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL<br>FACTOR(S)   |  |                        |  |   |  |  |  |  |  |  |
|                | AIRFRAME - LANDING GEAR WHEELS,TIRES,AXLES<br>MISCELLANEOUS ACTS,CONDITIONS - PRESSURE TOO LOW<br>MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE<br>REMARKS- PILOT EXPERIENCED A SOFT TIRE ON PREVIOUS TAKEOFF & LANDING. |  |                        |  |   |  |  |  |  |  |  |
|                |   |  |                        |  |   |  |  |  |  |  |  |
| 3-3196         | 11/3/72 SCOTTSDALE, AFTIME - 1210   | RIZ CESSNA 172<br>N38240<br>DAMAGE-DESTROYED   | CR- 0 0 1<br>PX- 0 0 3 | INSTRUCTIONAL<br>TRAINING                                | PRIVATE, AGE 31, 184<br>TOTAL HOURS, 65 IN TYPE,<br>NOT INSTRUMENT RATED.     |  |  |  |  |  |  |
|                | NAME OF AIRPORT - SCOTTS DEPARTURE POINT LAS VAGAS, NEV   | SDALE MUNI<br>INTENDED DESTINATION<br>TUCSON, ARIZ   |                        |  |   |  |  |  |  |  |  |
|                | TYPE OF ACCIDENT<br>UNDERSHOOT<br>STALL   |  | LAND                   | OF OPERATION<br>ING FINAL APPROACI<br>ING FINAL APPROACI |   |  |  |  |  |  |  |
|                | PILOT IN COMMAND - FA   |  |                        |  |   |  |  |  |  |  |  |
|                | FACTCR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH MISCELLANEOUS ACTS, CONDITIONS - ELECTRICAL FAILURE  |  |                        |  |   |  |  |  |  |  |  |
|                | REMARKS- FUEL GAGES INDO  | EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT. SUSPECTED MECHANICAL DISCREPANCY REMARKS- FUEL GAGES INDCD EMPTY DUE ELECT FAILURE, CAUSE UNK. DVERSHOT 1ST APCH, MADE 360 ON FNL WITHOUT PWR. |                        |  |   |  |  |  |  |  |  |

|  |   |                                     | AIRCRAFT DATA  |            | F         | S M  | 'N | PURPOSE       | PILOT DATA  |  |
|--|---|-------------------------------------|--|------------|-----------|--|----|---------------|---|--|
|  | 11/11/72<br>TIME - 110<br>NAME OF AI  | CAREFREE, ARIZ  O  RPORT - CAREFREE | N2244Y<br>DAMAGE-SUBSTANTIAL   | CR-        | 0         | 0  | 1  | NONCOMMERCIAL | PRIVATE, AGE 67, 590<br>TOTAL HOURS, 515 IN TYPE<br>NOT INSTRUMENT RATED. |  |
|  | DEPARTURE POINT INTENDED DESTINATION  SELLS, ARIZ CAREFREE, ARIZ  TYPE OF ACCIDENT PHASE OF OPERATION  COLLISION WITH GROUND/WATER UNCONTROLLED LANDING GO-AROUND |                                     |  |            |           |  |    |               |   |  |
|  | PILOT IN<br>FACTOR(S)<br>WEATHER  | COMMAND - SELECT                    |  |            |           | STI  | 1G | WIND          |   |  |
|  | SKY CONDIT<br>UNKNOWN/<br>VISIBILITY  |                                     | _  | UNI<br>REC | NO<br>P I | AT ACCIDENT SITE<br>WN/NOT REPORTED<br>TATION AT ACCIDENT SI | TE |               |   |  |
|  | NONE  | CCIDENT SITE                        | NONE<br>RELATIVE BEARING OF WIND<br>RIGHT QUARTERING TAIL WIND 113-157 DEGREES |            |           | 113-157 DEGREES  |    |               |   |  |
|  | WIND DIREC<br>180<br>TYPE OF WE<br>VFR  |                                     |  | 15         | OF        | LOCITY-KNOTS<br>FLIGHT PLAN                                  |    |               |   |  |
|  |   | NDD RWY6,WIND GUS                   | TING 20MPH,LOST CTL.   |            |           | 14 01  |    |               |   |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | IN  | JURIES<br>F S M                              | /N                     | FLIGHT<br>PURPOSE  | PILOT DATA   |  |  |  |
|--------|---|--|---|---|--|------------------------|--|--|--|--|--|
| 3-3045 | 11/11/72<br>TIME - 19   | SENECA, ARIZ 51 POINT  | CESSNA 3100<br>N77220<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION | CR-<br>PX-  | 0 0  | 1 2                    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAN                            | COMMERCIAL, AGE 40, 6162<br>ISP TOTAL HOURS, 305 IN TYPE,<br>INSTRUMENT RATED. |  |  |  |
|        |   |  | MESA, ARIZ TION ER CONTROLLED                                     | CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 40, 6 PX- 0 0 2 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 305 IN T INSTRUMENT RATED.  PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING FINAL APPROACH |  |                        |  |  |  |  |  |
|        | PILOT I<br>POWERPL<br>WEATHER<br>FACTOR(S)<br>WEATHER<br>COMPLETE<br>WEATHER B<br>WEATHER F   | N COMMAND - ATTEMP<br>N COMMAND - IMPROP<br>ANT - ENGINE CONTR<br>- CONDITIONS COND<br>- ICING CONDITION<br>POWER LOSS - COMPL<br>RIEFING - BRIEFED<br>ORECAST - FORECAST<br>CIRCUMSTANCES - F |   | ION SYSTEM ICING ZING RAIN,ETC. AMEDUT-1 ENGINE SONNEL, BY RADIO T PORT ON LAND   |  |                        |  |  |  |  |  |
|        | VISIBILIT<br>ZERO<br>OBSTRUCTI<br>BLOWING   | /NOT REPORTED Y AT ACCIDENT SITE ONS TO VISION AT A  | CCIDENT SITE  |   | 20<br>PREC<br>RA<br>TEMP<br>30               | O<br>IPI<br>IN,<br>ERA | AT ACCIDENT SITE  TATION AT ACCIDENT SITE SNOW TURE-F  FLIGHT PLAN | ·  |  |  |  |
|        | IFR<br>FIRE AFTE  | R IMPACT   | G EQUIP INSTALLED.  |   | IF   |                        | - CLIGHT PLAN  |  |  |  |  |
| 3-2773 |   | ALMYRA,ARK<br>30<br>IRPORT - ALMYRA MU   | DAMAGE-SUBSTANTIAL  | CR-<br>PX-  | 0 0<br>0 0                                   | 1 0                    | COMMERCIAL<br>ASSOC CROP CTL ACTIVIT                               | COMMERCIAL, AGE 34, 310 Y TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED.       |  |  |  |
|        |   | POINT<br>ARK   | INTENDED DESTINATION LOCAL  |   |  |                        | F OPERATION<br>IGHT CLIMB TO CRUISE                                |  |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS |  |   |   |  |                        |  |  |  |  |  |
|        | SPECIAL D<br>TOTAL H<br>KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO   | ATA OURS IN CROP CONTR CROP - MOSQUITO C SEAT BELT - FASTE - NOT USED CRASHPAD - INSTAL PPER-LOCATION - FO   | OL - UNKNOWN/NOT REPORT<br>ONTROL                                 | ED  | KIND<br>TYPE<br>GLOV<br>CRAS<br>CRAS<br>TERR | OF<br>OF<br>ES         | OPERATION - SPRAYING T<br>CHEMICAL USED - LIQUID<br>- NOT USED     | OWNS<br>CHEMICAL-NONTOXIC  |  |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   | I N J<br>F | URIES<br>S M,  | /N                 | FLIGHT<br>PURPOSE  |                  | PILOT DATA   |  |  |  |  |
|--------|--|---|---|------------|--|--------------------|--|------------------|--|--|--|--|--|
|        |  |   |   | CR-<br>PX- |  |                    |  |                  | COMMERCIAL, AGE 40, 4000<br>TOTAL HOURS, 6 IN TYPE,<br>NOT INSTRUMENT RATED.   |  |  |  |  |
|        | DEPARTURE<br>WEINER,<br>TYPE OF A<br>ENGINE                      | ,ARK<br>ACCIDENT<br>FAILURE OR MALFUNC  | INTENDED DESTINATION LOCAL  |            | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN |                    |  |                  |  |  |  |  |  |
|        | POWERPL<br>POWERPL<br>MISCELL<br>MISCELL<br>PERSONN<br>PARTIAL F | PROBABLE CAUSE(S)  POWERPLANT - ENGINE STRUCTURE OTHER POWERPLANT - FUEL SYSTEM FILTERS, STRAINERS, SCREENS MISCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. |   |            |  |                    |  |                  |  |  |  |  |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>TANK/HO                         | HOURS IN CROP CONTR<br>- CROP - RICE<br>S SEAT BELT - UNKNO<br>S - NOT USED<br>DPPER-LOCATION - FO  | DL - UNKNOWN/NOT REPORT<br>WN/NOT REPORTED<br>WWARD OF PILOT<br>E OF EXCESSIVE OIL CONS |            | TYPE<br>GLOVI<br>CRASI   | OF<br>ES -<br>H H€ | OPERATION - FER<br>CHEMICAL USED -<br>- NOT USED<br>ELMET - AVAIALAB<br>IR FILTER CLOGGE | DRY CHEMI        | CAL-NONTOXIC   |  |  |  |  |
| 3-2866 | TIME - 06  | VAN,ARK<br>645  | DAMAGE-SURSTANTIAL  | CR-<br>PX- | 0 0<br>0 0   | 1 0                | COMMERCIAL<br>AERIAL APPLICAT  | ION              | COMMERCIAL, AGE 28, 1100<br>TOTAL HOURS, 270 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |  |
|        | DEPARTURE<br>VAN, ARK  | <   | INTENDED DESTINATION<br>LOCAL   |            |  |                    |  |                  |  |  |  |  |  |
|        | TYPE OF A  | ACCIDENT<br>ED WITH WIRES/POLE:   | 5   |            |  |                    | F OPERATION<br>IGHT OTHER  |                  |  |  |  |  |  |
|        | PILOT I  |   | TO SEE AND AVOID OBJEC  | TS OR      | OBSTRI   | JC T               | IONS   |                  |  |  |  |  |  |
|        | KIND OF<br>GLOVES<br>COCKPIT<br>TERRAIN<br>SWATH F               | DATA HOURS IN CROP CONTRI CROP - RICE - NOT USED CRASHPAD - INSTAL N-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIN CHASING BIRDS FM A   | LED<br>D CALM   |            | PILO<br>GOGGI<br>CRASH   | r•s<br>.es<br>+ B, | OPERATION - CHA<br>SEAT BELT - FAS<br>- NOT USED<br>AR - NOT INSTALL<br>DN-AREA BEING TR | TENED-PROF<br>ED | PERLY  |  |  |  |  |

| FILE   | DATE LOCATION   | AIRCRAFT DATA  | INJURIES<br>F S M/N                                  | FLIGHT<br>PURPOSE  | PILOT DATA   |  |  |  |  |  |
|--------|---|--|--|--|--|--|--|--|--|--|
|        | 8/8/72 BOYDELL, ARK<br>TIME - 1230  | AERO COMDR A-9A  | CR- 0 0 1<br>PX- 0 0 0                               | COMMERCIAL   | COMMERCIAL, AGE 37, 3500 Y TOTAL HOURS, 750 IN TYPE, NOT INSTRUMENT RATED.         |  |  |  |  |  |
|        | NAME OF AIRPORT - BOYDEL<br>DEPARTURE POINT<br>BOYDELL, ARK<br>TYPE OF ACCIDENT<br>COLLISION WITH GROUND/   | L<br>INTENDED DESTINATION<br>LOCAL                     | PHASE O  | F OPERATION<br>IGHT UNCONTROLLED DESC  |  |  |  |  |  |  |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - INC   | APACITATION  |  |  |  |  |  |  |  |  |
|        | SPECIAL DATA TOTAL HOURS IN CROP CO KIND OF CROP - COTTON GLOVES - NOT USED CRASH HELMET - AVAIALA CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,F REMARKS- PLT PASSED OUT | BLE-NOT USED   | TYPE OF<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>SWATH RI | OPERATION - SPRAYING C<br>CHEMICAL USED - LIQUID<br>- NOT USED<br>CRASHPAD - INSTALLED<br>PPER-LOCATION - FORWARD<br>JN-HOW FLOWN - CROSSWIN | CHEMICAL-TOXIC   |  |  |  |  |  |
| 3-3115 | 8/9/72 WYNNE, ARK<br>TIME - 1530  | GRUMMAN G-164<br>N612U<br>DAMAGE-SUBSTANTIAL           | CR- 0 0 1<br>PX- 0 0 0                               | COMMERCIAL<br>AERIAL APPLICATION   | COMMERCIAL, AGE 35, 3200<br>TOTAL HOURS, 1800 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |  |  |  |  |  |
|        | NAME OF AIRPORT - HAMLIN<br>DEPARTURE POINT   |  |  |  | NATED .  |  |  |  |  |  |
|        | WYNNE, ARK TYPE OF ACCIDENT ENGINE FAILURE OR MALF NOSE OVER/DOWN   | LOCAL  | TAKEO  | F OPERATION<br>FF INITIAL CLIMB<br>NG ROLL   |  |  |  |  |  |  |
|        | PROBABLE CAUSE(S)  POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS  TERRAIN - ROUGH/UNEVEN   |  |  |  |  |  |  |  |  |  |
|        |   | MPLETE ENGINE FAILURE/FLA<br>- FORCED LANDING OFF AIRP |  |  |  |  |  |  |  |  |
|        | SPECIAL DATA TOTAL HOURS IN CROP CO KIND OF CROP - RICE PILOT'S SEAT BELT - FA GOGGLES - NOT USED COCKPIT CRASHPAD - INS TANK/HOPPER-LOCATION -                         | STENED-PROPERLY TALLED                                 | TYPE OF<br>GLOVES -<br>CRASH HI                      | OPERATION — FERTILIZIN<br>CHEMICAL USED — DRY CH<br>- NOT USED<br>ELMET — AVAILABLE-USED<br>AR — INSTALLED                                   |  |  |  |  |  |  |

|        |  |   | AIRCRAFT DATA   | F          | 9      | 5 M.           | 'N     | PURPOSE   | PILOT DATA   |
|--------|--|---|---|------------|--------|----------------|--------|---|--|
|        | 8/13/72<br>TIME - 12<br>NAME OF A<br>DEPARTURE<br>BOONEVI<br>TYPE OF A<br>GROUND-  | BOONEVILLE, ARK<br>30<br>IRPORT - BOONEVILLE<br>POINT<br>LLE, ARK | PIPER PA-20<br>N6988K<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION |            | 0<br>0 | O<br>O<br>HASI | 1<br>3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP  F OPERATION FF RUN FF RUN | PRIVATE, AGE 43, 140<br>TOTAL HOURS, 61 IN TYPE,<br>NOT INSTRUMENT RATED.            |
|        |  | N COMMAND - FAILED  | TO MAINTAIN DIRECTIONA<br>F RWY AND HIT GRAVEL F                    |            | ROI    | -              |        |   |  |
| 3-3170 | 8/20/72<br>TIME - 12   | SCRANTON, ARK   | CESSNA 182F<br>N3582U<br>DAMAGE-SUBSTANTIAL                         | CR-<br>PX- | 0<br>0 | 0              | 1      | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                         | ATR, FLIGHT INSTR., AGE<br>36, 7149 TOTAL HOURS, 88<br>IN TYPE, INSTRUMENT<br>RATED. |
|        | NAME OF AIRPORT - WALT LOONEY STRIP DEPARTURE POINT INTENDED DESTINATION LITTLE ROCK, ARK SCRANTON, ARK TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH |   |   |            |        |                |        |   | NATED.   |
|        | FACTOR(S)<br>TERRAIN<br>TERRAIN  | N COMMAND - MISJUDG<br>I - HIGH OBSTRUCTION<br>I - ROUGH/UNEVEN   |   |            | INI    | ≣S•∣           | ніт    | FENCE THEN DITCH FOLDING  | NOSE GR.   |

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| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   | ΙN                                    | JUR<br>F                     | IES<br>S M/  | N   | FLIGHT<br>PURPOSE                    |   | PILOT DATA   |
|--------|--|---|---|---------------------------------------|------------------------------|--|---|--------------------------------------|---|--|
| 3-3028 | 8/26/72<br>TIME - 1635<br>DEPARTURE PO<br>ELAINE, AN<br>TYPE OF ACC<br>ENGINE FA<br>COLLIDED N   | CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 46, E PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 2500 IN TYPE, INSTRUMENT RATE  PHASE OF OPERATION IN FLIGHT LOW PASS IN FLIGHT UNCONTROLLED DESCENT |   |                                       |                              |  |   |                                      |   |  |
|        | PILOT IN (<br>TERRAIN -<br>PARTIAL POWI  | T - MISCELLANEOU<br>COMMAND - FAILEO<br>HIGH OBSTRUCTIO<br>EK LOSS - PARTIA   | US POWERPLANT FAILURE<br>O TO OBTAIN/MAINTAIN FL<br>DNS<br>NL LOSS OF POWER - 1 EN<br>FORCED LANDING OFF AIRF | YING S                                | PEE                          | D  | NED   | REASONS                              |   |  |
|        | SPECIAL DAT<br>TOTAL HOUI<br>KIND OF CI<br>GLOVES - I<br>CRASH HELL<br>CRASH BAR<br>TERRAIN-T<br>SWATH RUN<br>REMARKS- PL  | ETTLED  | T<br>G<br>C<br>T<br>E   | YPE<br>OGGL<br>OCKP<br>ANK /<br>LEV 4 | OF<br>ES<br>IT<br>HOP<br>TIO | CHEMICAL U<br>- USED<br>CRASHPAD -<br>PER-LOCATI<br>N-AREA BEI | NOT INSTALLE<br>ON - FORWARD<br>NG TREATED-FE | ČHÉMICAL-TOXIC<br>:D<br>OF PILOT     |   |  |
| 3-3136 | 8/29/72  <br>TIME - 1610   | ELAINE, ARK   | CESSNA 188<br>N8014V<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-                            | 0                            | 0  | 1 0   | COMMERCIAL<br>ASSOC CROP             | CTL ACTIVITY  | COMMERCIAL, AGE 49, 15500 TOTAL HOURS, 2000 IN TYPE, NOT INSTRUMENT RATED. |
|        | TYPE OF ACC  | PORT - WILLIAMS<br>IDENT<br>WITH CROP   | STRIP   |                                       |                              |  |   | OPERATION<br>F RUN                   | 1   |  |
|        | PILOT IN (<br>FACTOR(S)  | COMMAND - INADEG<br>COMMAND - MISJUD  |   | TION A                                | ND/                          | OR P   | LANI  | N ING                                |   |  |
|        | TERRAIN - HIGH VEGETATION  SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9999 KIND OF CROP - BEANS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED CRASH BAR - INSTALLED SWATH RUN-HOW FLOWN - CROSSWIND |   |   |                                       |                              | YPE<br>LOVE<br>RASH  | OF I<br>S -<br>HEI                            | CHEMICAL U<br>NOT USED<br>_MET - AVA | - SPRAYING CR<br>ISED - LIQUID<br>IALABLE-NOT U<br>ON - FORWARD | CHEMICAL-TOXIC<br>SED  |

| FILE   | DATE LOCATION   | AIRCRAFT DATA   | INJU           | RIES<br>S M/N  | FLIGHT<br>PURPOSE   | PILOT DATA  |  |  |  |  |
|--------|---|---|----------------|--|---|---|--|--|--|--|
| 3-3287 | 9/2/72 · CARAWAY,ARK<br>TIME - 1330   | AMER AVCO AA1-A   | CR- 0<br>PX- 0 | 0 1  | NONCOMMERCIAL   | PRIVATE, AGE 21, 160 P TOTAL HOURS, 67 IN TYPE, NOT INSTRUMENT RATED.     |  |  |  |  |
|        | NAME OF AIRPORT - PRIVA' DEPARTURE POINT CARAWAY,ARK TYPE OF ACCIDENT STALL MUSH NOSE OVER/DOWN   |   |                | PHASE OF OPERATION TAKEOFF INITIAL CLIMB TAKEOFF ABORTED |   |   |  |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - FA PILOT IN COMMAND - FA PILOT IN COMMAND - FA FACTOR(S) . WEATHER - HIGH TEMPER WEATHER BRIEFING - NO B WEATHER FORECAST - UNKN | ILED TO ABORT TAKEOFF<br>ATURE<br>RIEFING RECEIVED                                | YING SPE       | ED   | ·   |   |  |  |  |  |
|        | SKY CONDITION CLEAR VISIBILITY AT ACCIDENT 5 OR OVER OBSTRUCTIONS TO VISION NONE WIND VELOCITY-KNOTS CALM TYPE OF FLIGHT PLAN NONE                                    |   |                | UNLI<br>PRECIP<br>NONE<br>TEMPER<br>90                   | G AT ACCIDENT SITE<br>MITED<br>ITATION AT ACCIDENT SITE<br>ATURE-F<br>IF WEATHER CONDITIONS |   |  |  |  |  |
|        | NONE  |   |                |  |   |   |  |  |  |  |
| 3-3338 | 9/3/72 TEXARKANA,AR<br>TIME - 1230  | K CESSNA 150F<br>N6639F<br>DAMAGE-SUBSTANTIAL                                     | CR- 0<br>PX- 0 |  |   | STUDENT, AGE 23, 24 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |  |  |  |  |
|        | NAME OF AIRPORT - MACK<br>DEPARTURE POINT<br>TEXARKANA, ARK<br>TYPE OF ACCIDENT<br>GEAR COLLAPSED   | S<br>INTENDED DESTINATION<br>LOCAL  |                |  | OF OPERATION<br>ING ROLL  | •   |  |  |  |  |
|        | MISCELLANEOUS ACTS, CO FACTOR(S)  | AR NOSEWHEEL STEERING<br>NDITIONS - MATERIAL FAILUR<br>NDITIONS - PREVIOUS DAMAGE |                |  |   |   |  |  |  |  |

|        | DATE LOCATION   | AIRCRAFT DATA  | INJURIES<br>F S M/N                                 | FLIGHT<br>PURPOSE   | PILOT DATA  |
|--------|---|--|---|---|---|
|        | 9/11/72 ELAINE, ARK<br>TIME - 1030  |  | CR- 0 0 1<br>PX- 0 0 0                              |   | COMMERCIAL, AGE 48, 9000<br>TOTAL HOURS, 3295 IN<br>TYPE, INSTRUMENT RATED. |
|        | PROBABLE CAUSE(S)   | LED TO SEE AND AVOID OBJE  |   |   | JUND  |
|        | SPECIAL DATA TOTAL HOURS IN CROP CO KIND OF CROP - COTTON GLOVES - NOT USED CRASH HELMET - AVAILAB CRASH BAR - NOT INSTAL TERRAIN-TYPE - LEVEL,F PROCEDURE TURNAROUND - | LE-USED<br>LED<br>LAT<br>SECOND 1/3 OF TURN                                  | TYPE OF<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>ELEVATI | OPERATION - SPRAYING ( CHEMICAL USED - LIQUIE - USED CRASHPAD - NOT INSTALE PPER-LOCATION - FORWARE ON-AREA BEING TREATED-F | CHEMICAL-TOXIC<br>LED<br>OF PILOT<br>FEET - 215                             |
| 3-3345 | 9/12/72 MARVELL, ARK  | TOP OF A 70FT TREE IN AN   |   |   | COMMERCIAL, AGE 46, 9730  |
|        | TIME - 1145   | N21626<br>DAMAGE-SUBSTANTIAL   |   |   | TY TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT<br>RATED.                    |
|        | NAME OF AIRPORT - FARM S<br>DEPARTURE POINT<br>MARVELL, ARK<br>TYPE OF ACCIDENT<br>COLLIDED WITH DIRT BA  | INTENDED DESTINATION LOCAL   | PHASE C   | F OPERATION<br>FF RUN   |   |
|        |   | DEQUATE PREFLIGHT PREPARA<br>ECTED WRONG RUNWAY RELATI<br>DITIONS — DOWNWIND |   |   |   |
|        | SPECIAL DATA  |  |   |   |   |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | I٨               | JUR                             | IES  |   | FLIGHT                          |        |                        | PILOT DATA  |
|--------|--|--|---|------------------|---------------------------------|--|---|---------------------------------|--------|------------------------|---|
| 3-3592 | 9/18/72<br>TIME - 08   | SCOTT, ARK   | CESSNA 188<br>N5609J<br>DAMAGE-SURSTANTIAL                                | CR-<br>PX-       | 0                               | 0  | 1   | COMMERCIAL<br>ASSOC CROP        | ĊŢĽ    | VCTIVITY               | COMMERCIAL, AGE 24, 950<br>TOTAL HOURS, 250 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE<br>SCOTT, A<br>TYPE OF A<br>COLLIDE  | POINT  | INTENDED DESTINATION LOCAL  |                  | Р                               | HASI<br>TAI                                      | = 0<br>KED  | F OPERATION<br>FF RUN<br>FF RUN |        |                        |   |
|        | PILOT I<br>PILOT I<br>FACTOR(S)<br>MISCELL   | N COMMAND - INADEQU<br>N COMMAND - FAILED<br>N COMMAND - SELECTE<br>ANEOUS ACTS+CONDITI  | D WRONG RUNWAY RELATIV  | /E TO            | E×I                             | STI  | NG  |                                 |        |                        |   |
|        | SPECIAL D<br>TOTAL H<br>KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>ELEVATI | ATA OURS IN CROP CONTRO CROP — COTTON SEAT BELT — FASTEN — NOT USED CRASHPAD — NOT INS PPER-LOCATION — FOR ON-AREA BEING TREAT                     | DL - 650<br>ED-PROPERLY  TALLED WARD OF PILOT ED-FEET - 250               |                  | K<br>T<br>G<br>C<br>C<br>T<br>S | IND<br>YPE<br>LOV<br>RASI<br>RASI<br>FRR<br>WATI | OF<br>OF<br>ES<br>H H<br>H R<br>AIN<br>H R              | HEMICAL-TOXIC                   |        |                        |   |
| 3-2833 | 9/20/72<br>TIME - 15   | PLUMERVILLE, ARK   | BELL 47D<br>N925V<br>DAMAGE-SUBSTANTIAL                                   | CR-<br>PX-       |                                 |  |   |                                 |        |                        | COMMERCIAL, AGE 45, 500<br>TOTAL HOURS, 86 IN T PE,<br>NOT INSTRUMENT RATED.  |
|        | NAME OF A<br>DEPARTURE<br>PLUMERV  | IRPORT - PASSMORE A<br>POINT<br>ILLE,ARK   | G STRIP<br>INTENDED DESTINATION<br>LOCAL                                  |                  |                                 |  |   |                                 |        |                        |   |
|        | TYPE OF A<br>HARD LA   | CCIDENT  |   |                  | Ρ                               |  |   | F OPERATION<br>NG POWER-0       |        | DING                   |   |
|        | PILOT I  | N COMMAND - IMPROPE<br>N COMMAND - IMPROPE   | R LEVEL OFF<br>R OPERATION OF FLIGHT                                      | CONTE            | OLS                             |  |   |                                 |        |                        |   |
|        |  | N COMMAND - SPONTAN<br>CIRCUMSTANCES - PR  | BOUS-IMPROPER ACTION<br>ECAUTIONARY LANDING OF<br>USPECTED MECHANICAL DIS |                  |                                 |  |   |                                 |        |                        |   |
|        | PILOT'S<br>GUGGLES<br>COCKPIT<br>TANK/HO<br>ELEVATI                                    | ATA HOURS IN CROP CONTRO CROP - BEANS SEAT BELT - UNKNOW - NOT USED CRASHPAD - NOT INS PPER-LOCATION - SIGN ON-AREA BFING TREAT LOST HYD ROOST CON |   | 6<br>C<br>C<br>T | LOV<br>RAS<br>RAS<br>FRR        | FS<br>H H<br>H R<br>AIN                          | - NOT USED<br>ELMET - AVA<br>AR - NOT IN<br>-TYPF - HIL | AILABL<br>USTALL                | E-USED | PS<br>HEMICAL-NONTOXIC |   |

| FILE   | DATE  | LOCATION             | AIRCRAFT DATA        | F      | = S            | M / N               | N          | PURPOSE   | PILOT DATA   |  |
|--------|---|----------------------|----------------------|--------|----------------|---------------------|------------|---|--|--|
| 3-2990 | 9/25/72<br>TIME - 183   | PEACH ORCHARD, ARK   |                      | CR-    | 1              | 0 (                 | 0          | NONCOMMERCIAL<br>BUSINESS   | PRIVATE, AGE 42, 156<br>TOTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT |  |
|        | DEPARTURE POINT INTENDED DESTINATION  POCAHONTAS, ARK KENNETT, MO  TYPE OF ACCIDENT PHASE OF OPERATION  COLLIDED WITH TREES IN FLIGHT NORMAL CRUISE   |                      |                      |        |                |                     |            |   |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER - THUNDERSTORM ACTIVITY TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - OTHER WEATHER BRIEFING - OTHER WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST MISSING AIRCRAFT - LATER RECOVERED |                      |                      |        |                |                     |            |   |  |  |
|        | 1 MILE O  | AT ACCIDENT SITE     | IDENT SITE           |        | PR<br>I<br>TE: | 400<br>ECIF<br>RAIN | PIT<br>V S | AT ACCIDENT SITE<br>ATION AT ACCIDENT SI<br>HOWERS, THUNDERSTORN<br>URE-F |  |  |
|        | TYPE OF WE  | ATHER CONDITIONS     |                      |        |                | PE C                |            | FLIGHT PLAN   |  |  |
|        | REMARKS- R  | ECOVERY DATE 9/26/7: | 2.PLT WAS TRAILING A | NOTHER | ACF            | T WE                | 10         | RECD WEA BRIEF FOR E  | BOTH PLTS.   |  |

| FILE   | DATE LOCA  | TION AIRCRAFT DATA  | INJURIES                                 | FLIGHT   | PILOT DATA   |  |  |  |  |  |
|--------|--|---|--|--|--|--|--|--|--|--|
|        | 9/27/72 RUDY,ARK<br>TIME - 1445  | CALLAIR A-9<br>N8237H<br>DAMAGE-SUBSTANTIA  | CR- 0 0 1<br>PX- 0 0 0                   | COMMERCIAL   | COMMERCIAL, FL.INSTR.,<br>AGE 44, 8000 TOTAL HOURS,<br>270 IN TYPE, INSTRUMENT<br>RATED. |  |  |  |  |  |
|        | DEPARTURE POINT  | INTENDED DESTINATION<br>LOCAL   | I  |  |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT<br>ENGINE FAILURE OR<br>COLLIDED WITH TR  | MALFUNCTION   | TAKED                                    | F OPERATION<br>FF INITIAL CLIMB<br>NG FINAL APPROACH   |  |  |  |  |  |  |
|        | PERSONNEL - MAINT<br>POWERPLANT - IGNI<br>TERRAIN - HIGH OB<br>PARTIAL POWER LOSS  | - ATTEMPTED OPERATION W/KNOWN<br>ENANCE,SERVICING,INSPECTION<br>TION SYSTEM OTHER<br>STRUCTIONS<br>- PARTIAL LOSS OF POWER - 1 E<br>NCES - FORCED LANDING OFF AIR | INADEQÜATE MAINT<br>:NGINE               |  |  |  |  |  |  |  |
|        | KIND OF CROP - PA<br>GLOVES - NOT USED<br>CRASH HELMET - AV<br>CRASH BAR - INSTA   | AILABLE-USED  | PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO | KIND OF OPERATION - SEEDING CROPS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT |  |  |  |  |  |  |
| 3-2760 | 9/30/72 LONOKE, A  | RK CESSNA 337B<br>N5453S<br>DAMAGE-SUBSTANTIA   | PX- 0 0 4                                | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS   | PRIVATE, AGE 48, 500 P TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.                   |  |  |  |  |  |
|        | NAME OF AIRPORT - BENNETT  DEPARTURE POINT INTENDED DESTINATION  LONDKE,ARK FAYETTEVILLE,ARK  TYPE OF ACCIDENT PHASE OF OPERATION  COLLIDED WITH DIRT BANK TAKEOFF ABORTED |   |  |  |  |  |  |  |  |  |
|        | PILOT IN COMMAND FACTOR(S) AIRPORTS/AIRWAYS/   | - MISJUDGED DISTANCE AND SPEE<br>- DELAYED ACTION IN ABORTING<br>FACILITIES - AIRPORT CONDITION<br>FF END OF RNWY,COLLIDED WITH                                   | TAKEOFF<br>ONS WET RUNWAY                |  |  |  |  |  |  |  |

1

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA                              | INJ<br>F   | JUR<br>:          | IES<br>S M       | /N         | FLIGHT<br>PURPOSE  |         | PILOT DATA   |  |
|--------|---|--|--|--|-------------------|------------------|------------|--|---------|--|--|
| 3-2761 | 10/1/72<br>TIME - 194   | N.LITTLE ROCK,ARK<br>O   | CESSNA 172<br>N5473R<br>DAMAGE-SUBSTANTIAL | CR-<br>PX-   | 0                 | 0                | 1<br>1     | NONCOMMERCIAL<br>PLEASURE/PERSONAL   | TRANSP  | PRIVATE, AGE 19, 213 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED.     |  |
|        | DEPARTURE<br>LUFKIN,<br>TYPE OF AC<br>ENGINE F                        | RPORT — ADAMS FIEL<br>POINT<br>TEX<br>CIDENT<br>AILURE OR MALFUNCT<br>WITH WIRES/POLES   | INTENDED DESTINATION MCCORDSVILLE, IND.    |  |                   | 1 A              | ND I       | ROUTE STOP<br>TLE ROCK,ARK<br>F OPERATION<br>NG TRAFFIC PATTERN<br>NG FINAL APPROACH | -CIRCLI | NG   |  |
|        | WEATHER MISCELLAN MISCELLAN TERRAIN COMPLETE PO WEATHER BR WEATHER FO | COMMAND - IMPROPE<br>- CONDITIONS CONDU<br>NEOUS ACTS, CONDITI<br>NEOUS ACTS, CONDITI<br>- HIGH ORSTRUCTION<br>OWER LOSS - COMPE<br>IFFING - NO BRIEFI<br>RECAST - UNKNOWN/N | ETE ENGINE FAILURE/FLAM<br>NG RECEIVED     | DN SYST<br>ING EQU<br>1EOUT-1  | TEM<br>JIP<br>L E | IC<br>MEN<br>NGI | ING<br>T-I |  | F/OR FA | ILED TO USE  |  |
|        | SKY CONDIT  |  |  |  |                   | UNI              | LIM        | AT ACCIDENT SITE   |         |  |  |
|        | VISIBILITY 5 OR DVE   | PRECIPITATION AT ACCIDENT SITE  NONE  TEMPERATURE-F  |  |  |                   |                  |            |  |         |  |  |
|        | NONE<br>TYPE OF WE<br>VFR   | ATHER CONDITIONS   |  |  |                   | 53<br>YPE<br>NDI | 0F         | FLIGHT PLAN  |         |  |  |
| 3-2765 | TIME - 1600   |  | PIPER J4A<br>N29640<br>DAMAGE-SURSTANTIAL  | CR-<br>PX-   | 0                 | 0                | 1          | NONCOMMERCIAL<br>PLEASURE/PERSONAL   | TRANSP  | PRIVATE, AGE 44, 58 TOTAL<br>HOURS, 47 IN TYPE, NOT<br>INSTRUMENT RATED. |  |
|        |   | RPORT - MACKS<br>POINT<br>A,ARK  | INTENDED DESTINATION LOCAL                 |  |                   |                  |            |  |         |  |  |
|        | TYPE OF ACC<br>HARD LANG<br>GEAR COLI                                 | CIDENT<br>DING   | •  | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN |                   |                  |            |  |         |  |  |
|        | PILOT IN  | CAUSE(S)<br> IN COMMAND - IMPROPER LEVEL OFF<br> IN COMMAND - MISJUDGED SPEED AND ALTITUDE   |  |  |                   |                  |            |  |         |  |  |
|        |   | MEDUS ACTS, CONDITI<br>GR COLLAPSED.   | ONS - OVERLOAD FAILURE                     |  |                   |                  |            |  |         |  |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA  | IN         | JUF<br>F      | RIES<br>S M                  | /N                     | FLIGHT<br>PURPOSE  | PILOT DATA  |
|--------|--|--|--|------------|---------------|------------------------------|------------------------|--|---|
| 3-2762 | 10/3/72<br>TIME - 17   | CHATFIELD, ARK   | SNOW S2A<br>N9405R<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION                     | CR-<br>PX- | 1<br>0        | 0                            | 0                      | COMMERCIAL<br>AERIAL APPLICATION   | COMMERCIAL, AGE 35, 7500<br>TOTAL HOURS, 50 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | TYPE OF A  | ACCIDENT   | LUCAL  |            | F             | HAS                          | F 0                    | F OPERATION<br>IGHT PROCEDURE TURNAR   |   |
|        |  | CAUSE(S)<br>IN COMMAND - FAILED  | TO OBTAIN/MAINTAIN FLY   | YING S     | SPEE          | ĒD                           |                        |  |   |
|        | KIND OF<br>PILOT!!<br>GOGGLE!<br>COCKPITANK/HO<br>ELEVAT!<br>PROCEDU | HOURS IN CROP CONTRI<br>TOROP - COTTON<br>S SEAT BELT - FASTEI<br>S - NOT USED<br>TOCRASHPAD - INSTALI | NED-PROPERLY<br>LED<br>T OF PILOT<br>TED-FEET - 210                                |            | 1<br>()<br>() | TYPE<br>GLOV<br>CRAS<br>CRAS | OF<br>ES<br>H H<br>H B | OPERATION - DEFOLIATI CHEMICAL USED - LIQUI - USED ELMET - AVAILABLE-USED AT - INSTALLED -TYPE - LEVEL,FLAT UN-HOW FLOWN - CROSSWI | D CHEMICAL-NONTOXIC   |
| 3-2944 | DEPARTURE  | 930<br>E POINT<br>IA,ARK   | PIPER PA-28<br>N3664K<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>SEARCY, ARK | PX-        | 0             | 0                            | 0                      | NONCOMMERCIAL PLEASURE/PERSONAL TRA  | COMMERCIAL, AGE 24, 1200 NSP TOTAL HOURS, 25 IN TYPE, NOT INSTRUMENT RATED.   |
|        | PROBABLE<br>PILOT<br>PILOT<br>MISCELI                                | ANEOUS ACTS, CONDIT  |  | OD OPE     | RAT           | TING                         | KEO<br>PR              | ACTICE   |   |
| 3-2803 | 10/12/72<br>TIME - 1   |  |  | PX-        |               |                              |                        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA   | STUDENT, AGE 30, 53 TOTAL NSP HOURS, 51 IN TYPE, NOT INSTRUMENT RATED.        |
|        | DEPARTURE<br>STUTTO<br>TYPE OF A<br>GROUND                           | GART, ARK  | UNI<br>INTENDED DESTINATION<br>CORNING,ARK   |            | F             | LA                           | ND I                   | IF OPERATION<br>NG ROLL<br>NG ROLL   |   |
|        | PILOT<br>PILOT<br>FACTOR(S   | IN COMMAND - FAILED  | ER OPERATION OF BRAKES<br>TO MAINTAIN DIRECTION,<br>IONS — OVERLOAD FAILURI        | AL CON     |               |                              | нт                     | CONTROLS   |   |

|        |   |   | AIRCRAFT DATA  | 1   | F S M | N   | PURPOSE                                | PILOT DATA   |  |  |  |  |
|--------|---|---|--|---|-------|---|--|--|--|--|--|--|
|        |   | MORO, ARK   | BOEING A75   | CR-   | 0 1   | 0   |  | COMMERCIAL, FL.INSTR.,   |  |  |  |  |
|        | DEPARTURE<br>MORO AR  |   | INTENDED DESTINATION LOCAL   |   |       |   |  | THE TOTAL OF THE PARTY OF THE P |  |  |  |  |
|        | TYPE OF A   |   |  | PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND |       |   |  |  |  |  |  |  |
|        |   | COMMAND - FAILED  | TO OBTAIN/MAINTAIN FLY<br>GED SPEED AND ALTITUDE   | ING SI  | PEED  |   |  |  |  |  |  |  |
|        | SPECIAL DATA  TOTAL HOURS IN CROP CONTROL - 8500  KIND OF CROP - GRAIN FIELDS  GLOVES - USED  CRASH HELMET - AVAILABLE-USED  CRASH RAR - NOT INSTALLED  TERRAIN-TYPE - LEVEL, FLAT  SWATH RUN-HOW FLOWN - WIND CALM |   |  |   |       | KIND OF OPERATION - SFEDING CROPS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 200 PROCEDURE TURNAROUND - SECOND 1/3 OF TURN |  |  |  |  |  |  |
| 3-2838 | TIME - 114  |   | RANTAM BURTON<br>N3920<br>DAMAGE-SURSTANTIAL   |   |       |   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA | COMMERCIAL, AGE 58, 3000<br>NSP TOTAL HOURS, 4 IN TYPE,<br>INSTRUMENT RATED.   |  |  |  |  |
|        | DEPARTURE   |   | INTENDED DESTINATION   |   |       |   |  |  |  |  |  |  |
|        | EL DORAL  | CCIDENT   | LOCAL  |   |       |   | F. OPERATION                           |  |  |  |  |  |
|        | GROUND-1<br>NOSE OVI  | WATER LOOP-SWERVE<br>ER/DOWN  |  |   | _     | _   | NG ROLL<br>NG ROLL                     |  |  |  |  |  |
|        | PILOT II<br>ARPT COM<br>FACTOR(S)<br>MISCELL  | N COMMAND - FAILED<br>N COMMAND - SELECT<br>ND - MUD HOLE<br>ANEOUS ACTS,CONDIT | TO MAINTAIN DIRECTIONA ED WRONG RUNWAY RELATIV  IONS - DOWNWIND  HOLE,ACFT FLIPPED ON BA | /E TO (   |       | ۱G  | MIND                                   |  |  |  |  |  |

| FILE   | DATE  | LOCATION                                      | AIRCRAFT DATA  | IW   | JURIE<br>F S         | S<br>M/N                              | FLIGHT<br>PURPOSE  | PILOT DATA   |  |  |
|--------|---|---|--|--|----------------------|---------------------------------------|--|--|--|--|
|        | 10/20/72 GOUL<br>TIME - 1400<br>DEPARTURE POINT<br>GOULD, ARK<br>TYPE OF ACCIDEN<br>ENGINE FAILUR | D,ARK<br>T                                    | AERO COMDR A-98<br>N7948V<br>DAMAGE-DESTROYED<br>INTENDED PESTINATION<br>LOCAL | CR-  | 0 1<br>0 0           | o<br>o<br>s e                         | COMMERCIAL AERIAL APPLICATION  OF OPERATION LIGHT PROCEDURE TURNS  | COMMERCIAL, AGE 30, 7000<br>TOTAL HOURS, 300 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |
|        | COLLISION WIT  PROBABLE CAUSE( POWERPLANT -   | H GROUND/WATE<br>S)<br>MISCELLANFOUS          | ER CONTROLLED  | IN FLIGHT PROCEDURE TURNAROUND  FOR UNDETERMINED REASONS |                      |                                       |  |  |  |  |
|        | SWATH RUN-HOW   | - BEANS<br>OCATION - FOR<br>FLOWN - CROS      | RWARD OF PILOT   | ۰۵۰  | T Y P<br>CRA<br>T FR | KVI<br>SH                             | F OPERATION - SPRAYIM<br>F CHEMICAL USFO - LIQU<br>HELMFT - AVAILARLF-USF<br>N-TYPF - LFVFL,FLAT<br>URF TURNAKOUND - THIRG | DID CHEMICAL-TOXIC   |  |  |
| 3-3199 | 11/5/72 BEEB<br>TIME - 1700   | F,ARK   | CESSNA 120<br>N76602<br>DAMAGE-SUBSTANTIAL                                     | P X  |                      |                                       | NONCOMMERCIAL<br>PLEASURE/PERSONAL TH  | PRIVATE, AGE 36, 60 TOTAL RANSP HOURS, ALL IM TYPE, NOT INSTRUMENT RATED.      |  |  |
|        | NAME OF AIRPORT<br>DEPARTURE POINT<br>BEEB, ARK<br>TYPE OF ACCIDEN<br>UNDERSHOOT<br>COLLIDED WITH | T   | INTENDED DESTINATION<br>LOCAL  | •  | L                    | ٥M٥                                   | ING FIMAL APPROACH<br>OF OPERATION   |  |  |  |
|        | PILOT IN COMM<br>FACTOR(S)  | AND - FAILED<br>AND - MISJUDO<br>ACTS, CONDIT | TO SEE AND AVOID OBJE<br>GED DISTANCE AND ALTIT<br>TONS - SUNGLARE             |  | AR S T               | RHC                                   | TINNS  |  |  |  |
| 3-3062 | 3/12/72 PINE<br>TIME - 1830<br>DEPARTURE POINT  | DALE,CALIE                                    | CESSNA 182<br>M9196G<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION             | P X  |                      |                                       | NONCOMMERCIAL<br>PLEASURE/PERSONAL TE  | PRIVATE, AGE 21, 163 RANSP TOTAL HOURS, 48 IN TYPE, NOT INSTRUMENT RATED.      |  |  |
|        | SCOTTSDALE, A<br>TYPE OF ACCIDEN<br>HARD LANDING<br>GFAR COLLAPSE                                 | RIZ<br>T                                      | FRESNO, CALIF  | 1.   | AMD                  | OF OPEKATION<br>ING LEVEL OFF/TOUCHDO |  |  |  |  |
|        |   | AND - IMPROPE<br>ER<br>ACTS,CONDIT            | FR LEVEL OFF<br>TONS - OVERLOAD FAILUR<br>R LDG ON DIRT ROAD.                  | F  |                      |                                       |  | •  |  |  |

| FILE   | DATE LOCATION   |                                     |  |            |     |    |     |   | PILOT DATA  |  |  |
|--------|---|-------------------------------------|--|------------|-----|----|-----|---|---|--|--|
| 3-3067 | TIME - 0957  NAME OF AIR DEPARTURE P  | PORT - HAYWARD AI<br>OINT<br>JCALIF | INTENDED DESTINATION                     | CR-<br>PX- | 0   | 0  | 0   | INSTRUCTIONAL SOLO                      | STUDENT, AGE 29, 20 TOTAL<br>HOURS, 14 IN TYPE, NOT<br>INSTRUMENT RATED.  |  |  |
|        | GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH DITCHES LANDING ROLL  |                                     |  |            |     |    |     |   |   |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL MISCELLANEOUS ACTS, CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA FACTOR(S) MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING REMARKS- ACFT ALIGNED WITH LEFT EDGE OF RWY, SWERVED RIGHT TO AVOID HITTING RWY LIGHT. |                                     |  |            |     |    |     |   |   |  |  |
| 3-3068 | 5/13/72<br>TIME - 1735  | ELSINORE, CALIF                     | CESSNA 170<br>N2618V<br>DAMAGE-DESTROYED | CR-<br>PX- | 0   | 0  | 1   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAN | COMMERCIAL, AGE 37, 235 SP TOTAL HOURS, 75 IN TYPE, NOT INSTRUMENT RATED. |  |  |
|        | NAME OF AIRPORT - SKYLARK  DEPARTURE POINT INTENDED DESTINATION  TORRANCE, CALIF  TYPE OF ACCIDENT PHASE OF OPERATION   |                                     |  |            |     |    |     |   |   |  |  |
|        | STALL   | W6546)                              |  |            |     | LA | NDI | NG OTHER                                |   |  |  |
|        |   |                                     | TO OBTAIN/MAINTAIN FL                    | YING S     | PEE | D  |     |   |   |  |  |
|        | FACTOR(S)  PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT  MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION FIRE AFTER IMPACT   |                                     |  |            |     |    |     |   |   |  |  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA  | ΙN     | JUR         | IES         |             |               | PILOT DATA   |  |  |
|--------|---|---|--|--------|-------------|-------------|-------------|---------------|--|--|--|
|        | 5/16/72<br>TIME - 162<br>NAME OF A:<br>DEPARTURE<br>RIALTO:<br>TYPE OF AG   | RFDLANDS,CALIF<br>20<br>IRPORT - REDLANDS<br>POINT<br>CALIF   | CESSNA 182J<br>N3467F<br>DAMAGE-MINOR<br>INTENDED DESTINATION<br>LOCAL | CR-    | 0<br>0<br>1 | 0<br>0<br>0 | 1<br>0<br>0 | NONCOMMERCIAL | COMMERCIAL, AGE 54, 1458 P TOTAL HOURS, 400 IN TYPE, INSTRUMENT RATED. |  |  |
|        | PROBABLE (<br>PERSONNI<br>FACTOR(S)   | CAUSE(S)<br>EL - MISCELLANEOUS-   | PERSONNEL PILOT OF O   |        | IRC         | RAFI        | r           |               |  |  |  |
|        | SEGMENT:<br>CONTROLI<br>TRAFFIC<br>CONTROL<br>ANTI-COI  | SPECIAL DATA  SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVSMALL US GEN.AV.  CONTROLLING AGENCY - UNICOM  TRAFFIC ADVISORY ISSUED - NONE  CONTROL ZONE/AREA - NO  ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN  REMARKS - UNCONTROLLED ARPT. C-182 CONTACTED UNICOM PRIOR TO COLLISION. LND OK. |  |        |             |             |             |               |  |  |  |
| 3-2821 | 5/16/72<br>TIME - 16  | REDLANDS,CALIF  | PIPER PA-24<br>N5753P<br>DAMAGE-DESTROYED                              |        |             |             |             |               | 64 IN TYPE, INSTRUMENT   |  |  |
|        | NAME OF AIRPORT - REDLANDS  DEPARTURE POINT INTENDED DESTINATION  RIALTO,CALIF REDLANDS,CALIF  TYPE OF ACCIDENT PHASE OF OPERATION  COLLISION WITH AIRCRAFT BOTH IN FLIGHT LANDING TRAFFIC PATTERN-CIRCLII  |   |  | RATED. |             |             |             |               |  |  |  |
|        | PILOT I   | PROBABLE CÁUSE(S)  PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT   |  |        |             |             |             |               |  |  |  |
|        | SPECIAL DATA  SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVSMALL US GEN.AV.  CONTROLLING AGENCY - NO CONTROL  TRAFFIC ADVISORY ISSUED - NONE  CONTROL ZONE/AREA - NO  ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN  FIRE AFTER IMPACT  REMARKS- FORMATION FLT.PA-24 ON R WG BROKE SHARP R APRX 90 DEG THEN L INTO C-182 WHICH HAD MADE R BREAK. |   |  |        |             |             |             |               |  |  |  |

| FILE   | DATE  | LOCATION                             | AIRCRAFT DATA   | INJI<br>F | IRIES<br>S M | /N           | FLIGHT<br>PURPOSE  |         | PILOT DATA   |  |  |
|--------|---|--------------------------------------|---|-----------|--------------|--------------|--|---------|--|--|--|
| 3-2892 | 6/1/72<br>TIME - 081<br>DEPARTURE<br>MADERA<br>TYPE OF AC<br>ENGINE F   | GOSHEN, CALIF<br>O<br>POINT<br>CALIF | AEROSTAR 601<br>N74175<br>DAMAGE-SURSTANTIAL<br>INTENDED DESTINATION<br>HAWTHORNE CALIF | CR- (     | 0 0<br>0 0   | 1<br>0<br>FL | NONCOMMERCIAL PLEASURE/PERSONAL  F OPERATION IGHT CLIMB TO CRUI: IGHT CLIMB TO CRUI: | TR ANSP | PRIVATE, AGE 19, 250 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED.            |  |  |
|        | PROBABLE CAUSE(S)  POWERPLANT - EXHAUST SYSTEM CLAMPS  MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED POWERPLANT - FUEL SYSTEM OTHER  FACTOR(S)  MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - FIRE OF UNDETERMINED ORIGIN MISCELLANEOUS ACTS, CONDITIONS - FIRE IN ENGINE MISCELLANEOUS ACTS, CONDITIONS - FIRE IN ENGINE MISCELLANEOUS ACTS, CONDITIONS - FAILURE OF TWO OR MORE ENGINES TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT  REMARKS- L ENG SEPN AUGMENTOR TUBE & EXHAUST TURRINE, FIREINFLIGHT. R ENG RUPTURE DIAPHRAGM FUEL DIVIDER |                                      |   |           |              |              |  |         |  |  |  |
| 3-3072 | TIME - 093  | RPORT - MERCED                       | CESSNA 172<br>N5361R<br>DAMAGE-SURSTANTIAL  | P X- (    | 0 0          | 0            | NONCOMMERCIAL<br>PLEASURE/PERSONAL 1   |         | COMMERCIAL, AGE 24, 280<br>TOTAL HOURS, 230 IN TYPE,<br>INSTRUMENT RATED.      |  |  |
|        | TYPE OF AC  | ER, CALIF                            | INTENDED DESTINATION MERCED, CALIF BOTH ON GROUND                                       |           |              |              | F OPERATION<br>FROM LANDING  |         |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT REMARKS- HIT PIPER N3637N   |                                      |   |           |              |              |  |         |  |  |  |
| 3-3072 | 6/4/72<br>TIME - 093  | MERCED, CALIF                        | PIPER J3C<br>N3637N<br>DAMAGE-SURSTANTIAL   | P X (     | ) ()         | 0            |  |         | COMMERCIAL, FL.IMSTR.,<br>4GE 22, 669 TOTAL HOURS,<br>565 IN TYPE, MOT INSTRU- |  |  |
|        | DEPARTURE<br>MERCED, C<br>TYPE OF AC  | ALIF                                 | INTENDED DESTINATION UNKNOWN/NOT REPORTED BOTH ON GROUND                                |           |              |              | F OPERATION<br>TO TAKEOFF  |         | MENT RATED.  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT REMARKS- HIT CESSNA N5361R  |                                      |   |           |              |              |  |         |  |  |  |

|        |   |  | BRIEFS   |                                     |           |            |                   |  |   |  |  |  |
|--------|---|--|--|-------------------------------------|-----------|------------|-------------------|--|---|--|--|--|
| FILE   | DATE  | LOCATION   | AIRCRAFT DATA                                    | IN                                  | JUR<br>F  | IES<br>S M | /N                |  | PILOT DATA  |  |  |  |
|        |   | SAN DIEGO, CALIF   | CESSNA 150                                       | CR-                                 | 2         | 0          | 0                 | INSTRUCTIONAL  | COMMERCIAL, FL.INSTR.,<br>AGE 41, 558 TOTAL HOURS,<br>100 IN TYPE, NOT INSTRU-<br>MENT RATED. |  |  |  |
|        | DEPARTURE<br>SAN DIEG<br>TYPE OF AC   | O,CALIF  | INTENDED DESTINATION LOCAL                       |                                     |           |            |                   | OF OPERATION<br>IGHT NORMAL CRUISE   |   |  |  |  |
|        |   | COMMAND - FAILED   | TO SEE AND AVOID OTHER<br>-PERSONNEL PILOT OF OT |                                     |           |            | т                 |  |   |  |  |  |
|        | SEGMENTS<br>CONTROLL<br>TRAFFIC<br>CONTROL<br>ANTI-COL  | PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT  PECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVSMALL US GEN.AV. CONTROLLING AGENCY - TOWER TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT CONTROL ZONE/AREA - YES ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN EMARKS- BOTH ACFT HAD CTCD TWR FOR LDG INSTRUCTIONS. COLLIDED ON APCH TO DOWNWIND LEG.C-150 HIT APT BLDG. |  |                                     |           |            |                   |  |   |  |  |  |
| 3-2822 | 6/17/72<br>TIME - 115   | SAN DIEGO,CALIF<br>7   |  | CR-<br>PX-<br>OT-                   |           |            |                   |  | COMMERCIAL, AGE 46, 5321<br>P TOTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT<br>RATED.        |  |  |  |
|        |   | RPORT - MONTGOMER' POINT   | Y<br>INTENDED DESTINATION                        |                                     |           |            |                   |  |   |  |  |  |
|        | SANTA A<br>TYPE OF AC   | NA,CALIF   | SAN DIEGO, CALIF                                 | OF OPERATION<br>.IGHT NORMAL CRUISE |           |            |                   |  |   |  |  |  |
|        | PILOT IN  | PROBABLE CAUSE(S)  PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT  PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT  |  |                                     |           |            |                   |  |   |  |  |  |
|        | SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVSMAL CONTROLLING AGENCY - TOWER TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - YES ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN FIRE AFTER IMPACT |  |  |                                     |           |            | R C<br>ROL<br>IVE | .AV.<br>CTL/SURVEILLANCE - UNKNOW<br>LED/UNCONTROLLED AIRPORT<br>E ACTION TAKEN - NO |   |  |  |  |
|        | REMARKS- C  | -182 HAD RADIO CO  | MM PROBLEM. CRASHED IN                           | VACAN                               | CANT LOT. |            |                   |  |   |  |  |  |

| TZZ LIVERMORE, CALIF - 1130  RTURE POINT IN JOSE, CALIF OF ACCIDENT LLIDED WITH TREES  ABLE CAUSE(S) OT IN COMMAND - IMPROPE OT IN COMMAND - EXERCIS RRAIN - OTHER KKS- FLEW UP CANYON THAT | CESSNA 150 N50350 DAMAGE-DESTROYED INTENDED DESTINATION SAN JOSE, CALIF  ER IN-FLIGHT DECISIONS SED POOR JUDGMENT T WAS BEYOND THE ACFT (  | CR-<br>PX-   | 0<br>0<br>P  | 1<br>0<br>HAS<br>IN   | 0<br>1<br>E OF   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP<br>OPERATION<br>GHT OTHER   | PRIVATE, AGE 42, 105 TOTAL HOURS, 57 IN TYPE, NOT INSTRUMENT RATED.  |
|---|--|--|--|---|--|---|--|
| OF ACCIDENT LIDED WITH TREES  ABLE CAUSE(S) LOT IN COMMAND - IMPROPE LOT IN COMMAND - EXERCIS RRAIN - OTHER KKS- FLEW UP CANYON THAT  | ER IN-FLIGHT DECISIONS<br>SED POOR JUDGMENT<br>F WAS BEYOND THE ACFT (   |  | ANN  | IN  | FL]  | GHT OTHER   | 'URNAROUND.  |
| OT IN COMMAND - IMPROPE<br>OT IN COMMAND - EXERCIS<br>RRAIN - OTHER<br>KKS- FLEW UP CANYON THAT   | SED POOR JUDGMENT  |  |  |   | _ ITY  | AND WAS TOO NARROW FOR I  | 'URNAROUND •   |
|   |  |  |  |   |  |   |  |
| - 1650  | SCHWEIZER SGS2-3<br>N2495W<br>DAMAGE-SUBSTANTIAL   | P X -  |  |   |  |   | COMMERCIAL, FL.INSTR.,<br>AGE 44, 465 TOTAL HOURS,<br>73 IN TYPE, NOT INSTRUMEN<br>RATED.  |
| OF ACCIDENT   | INTENDED DESTINATION LOCAL   |  | Р  |   |  |   |  |
| SONNEL - MISCELLANEOUS-<br>RAIN - HIGH OBSTRUCTION<br>SENCY CIRCUMSTANCES - FO  | NS<br>DRCED LANDING DEF AIRPO  | ORT ON   | LA   | ND  |  | CLEAR TREES,GLDR ATMT EM  | 1ERG LDG HIT WIRES   |
| - 1030  | N8186J<br>DAMAGE-SUBSTANTIAL   | PX-  | 0  | 0   | 1  | MISCELLANEOUS<br>OTHER PUBLIC   | COMMERCIAL, AGE 37, 1876<br>TOTAL HOURS, 139 IN TYPE,<br>NOT INSTRUMENT RATED.   |
| DEPARTURE POINT INTENDED DESTINATION MONTE RIO CALIF LOCAL TYPE OF ACCIDENT HARD LANDING  |  |  |  |   |  |   |  |
|   | OF ACCIDENT LLIDED WITH WIRES/POLES  ABLE CAUSE(S) RSONNEL - MISCELLANEOUS- RRAIN - HIGH OBSTRUCTION GENCY CIRCUMSTANCES - F RKS- TOW ACFT FAIRING CA  72 MONTE RIO, CALIF - 1030 RTURE POINT OF ACCIDENT RD LANDING  ABLE CAUSE(S) LOT IN COMMAND - MISJUDG | OF ACCIDENT LLIDED WITH WIRES/POLES  ABLE CAUSE(S) RSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OT RRAIN - HIGH OBSTRUCTIONS RENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPO RRS- TOW ACFT FAIRING CAME LOOSE, PWR RDC, GLDR  72 MONTE RIO, CALIF BELL 47 - 1030 N8186J DAMAGE-SUBSTANTIAL RTURE POINT INTENDED DESTINATION ONTE RIO CALIF OF ACCIDENT RD LANDING  ABLE CAUSE(S) LOT IN COMMAND - MISJUDGED DISTANCE AND ALTITU | OF ACCIDENT LLIDED WITH WIRES/POLES  ABLE CAUSE(S) RSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER A RRAIN - HIGH OBSTRUCTIONS RENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON RKS- TOW ACFT FAIRING CAME LOOSE, PWR RDC, GLDR RLS S  72 MONTE RIO, CALIF BELL 47 CR- 1030 N8186J PX- TURE POINT INTENDED DESTINATION DAMAGE-SUBSTANTIAL RTURE POINT INTENDED DESTINATION DF ACCIDENT RD LANDING  ABLE CAUSE(S) OF IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | OF ACCIDENT  OF ACCIDENT  RESERVENCE OF ACCIDENT  ABLE CAUSE(S)  RESONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRC  REALIN - HIGH OBSTRUCTIONS  GENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LA  REALIN - TOW ACFT FAIRING CAME LODSE, PWR RDC, GLDR RLS SO A  72 MONTE RIO, CALIF BELL 47 CR- O  N8186J PX- O  DAMAGE-SUBSTANTIAL  RTURE POINT INTENDED DESTINATION  OFF ACCIDENT  OF ACCIDENT  RD LANDING  ABLE CAUSE(S)  OT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | OF ACCIDENT  ABLE CAUSE(S) RSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT RRAIN - HIGH OBSTRUCTIONS RENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND RKS- TOW ACFT FAIRING CAME LOOSE, PWR RDC, GLDR RLS SO ACFT  72 MONTE RIO, CALIF BELL 47 CR- 0 0  N8186J PX- 0 0  DAMAGE-SUBSTANTIAL RTURE POINT INTENDED DESTINATION ONTE RIO CALIF OF ACCIDENT RD LANDING  ABLE CAUSE(S) OT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | OF ACCIDENT  OF ACCIDENT  ABLE CAUSE(S) RSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT RRAIN - HIGH OBSTRUCTIONS RENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND RKS- TOW ACFT FAIRING CAME LOOSE, PWR RDC, GLDR RLS SO ACFT CAN  72 MONTE RIO, CALIF BELL 47 CR- 0 0 1  - 1030 N8186J PX- 0 0 1  DAMAGE-SUBSTANTIAL RTURE POINT INTENDED DESTINATION ONTE RIO CALIF LOCAL OF ACCIDENT RD LANDING PHASE OF LANDING  ABLE CAUSE(S) OF IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | OF ACCIDENT  OF ACCIDENT  LLIDED WITH WIRES/POLES  RESONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT RRAIN - HIGH OBSTRUCTIONS RESCHCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND RKS- TOW ACFT FAIRING CAME LOOSE, PWR RDC, GLDR RLS SO ACFT CAN CLEAR TREES, GLDR ATMT EM  TOWN ACFT FAIRING CAME LOOSE, PWR RDC, GLDR RLS SO ACFT CAN CLEAR TREES, GLDR ATMT EM  TOWN ACFT FAIRING CAME LOOSE, PWR RDC, GLDR RLS SO ACFT CAN CLEAR TREES, GLDR ATMT EM  TOWN ACFT FAIRING CAME LOOSE, PWR RDC, GLDR RLS SO ACFT CAN CLEAR TREES, GLDR ATMT EM  TOWN ACFT FAIRING CAME LOOSE, PWR RDC, GLDR RLS SO ACFT CAN CLEAR TREES, GLDR ATMT EM  TOWN ACFT FAIRING CAME LOOSE, PWR RDC, GLDR RLS SO ACFT CAN CLEAR TREES, GLDR ATMT EM  TOWN ACFT FAIRING CAME LOOSE, PWR RDC, GLDR RLS SO ACFT CAN CLEAR TREES, GLDR ATMT EM  TOWN ACFT FAIRING CAME LOOSE, PWR RDC, GLDR RLS SO ACFT CAN CLEAR TREES, GLDR ATMT EM  TOWN ACCIDENT SHOW ACFT CAN CLEAR TREES, GLDR ATMT EM  TOWN ACCIDENT SHOW |

| FILE   |  |  | AIRCRAFT DATA   |            |   |                   |                |   | PILOT DATA  |  |
|--------|--|--|---|------------|---|-------------------|----------------|---|---|--|
| 3-3382 | 7/4/72<br>TIME - 15  | PALM SPRNGS, CALIF                             | PIPER PA-28<br>N9426N<br>DAMAGE-SUBSTANTIAL                             | CR-<br>PX- | 0 | 0                 | 1              | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP           | PRIVATE, AGE 49, 1502 TOTAL HOURS, 400 IN TYPE,                     |  |
|        | NAME OF A<br>DEPARTURE<br>CALEXI<br>TYPE OF A<br>GROUND-   | - OPERATION<br>v6 RULL                         | MULTIVATE OFFICE ASSETS   |            |   |                   |                |   |   |  |
|        | FACTOR(S)<br>MISCELL   | IN COMMAND - FAILED T<br>ANEOUS ACTS, CONDITIO | O MAINTAIN DIRECTIONA<br>NS - OVERLOAD FAILURE<br>UPPER TRUNION SUPPORT |            |   |                   |                |   |   |  |
| 3-3381 | 7/5/72<br>TIME - 15  |  | BOLKOW PHOEBS<br>N196J<br>DAMAGE-SUBSTANTIAL                            |            |   |                   |                |   | PRIVATE, AGE 33, 232 TOTAL HOURS, 56 IN TYPE, NOT INSTRUMENT RATED. |  |
|        | NAME OF AIRPORT - CRYSTAL  DEPARTURE POINT INTENDED DESTINATION  PEARBLOSSOM; CALIF LOCAL  TYPE OF ACCIDENT PHASE OF OPERATION  COLLIDED WITH OBJECT LAMPING LEVEL OFF / TOUCHDOWN |  |   |            |   |                   |                |   |   |  |
|        |  | CAUSE(S)<br>R - UMFAVORABLE WIND<br>N - OTHER  | CONDITIONS  |            |   |                   |                |   |   |  |
|        | WEATHER F  | ORECAST - FORECAST S                           | FLIGHT SERVICE PERSO<br>URSTANTIALLY CORRECT<br>CED LANDING OFF AIRPO   |            |   |                   | ОЛE            |   |   |  |
|        |  | N/NOT REPORTED TY AT ACCIDENT SITE             |   |            |   | [JN]              | L I M<br>I P I | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDENT SITE |   |  |
|        | OBSTRUCTI<br>NONE  | IONS TO VISION AT ACC                          | TURF-F<br>LOCITY-KNOTS  |            |   |                   |                |   |   |  |
|        | TYPE OF N  | WEATHER COMDITIONS                             | HANGED LATERAL DIRECT   | T TON      | - | 24<br>TYPF<br>N:0 | ΠF             | FLIGHT PLAN   |   |  |

| FILE       | DATE   | LOCATION   | AIRCRAFT DATA  | INJU<br>F                     | IRIES<br>S M | /N  | FLIGHT<br>PURPOSE                               | PILOT DATA  |  |  |
|------------|--|--|--|-------------------------------|--------------|-----|---|---|--|--|
| <br>3-2888 | 7/8/72<br>TIME - 15  | SAN RAMON,CALIF<br>30  | CHAMPION 7KCAB<br>N5136X<br>DAMAGE-DESTROYED   | CR- 2<br>PX- 0                | 0 0          | 0   | INSTRUCTIONAL<br>DUAL                           | COMMERCIAL, FL.INSTR.,<br>AGE 30, 974 TOTAL HOURS,<br>185 IN TYPE, INSTRUMENT<br>RATED. |  |  |
|            | DEPARTURE  | POINT 1<br>D,CALIF<br>CCIDENT  | NTENDED DESTINATION LOCAL  |                               | PHAS         | EΛ  | F OPERATION<br>IGHT ACROBATICS                  | RATED.  |  |  |
|            | MISCELL<br>MISCELL<br>FACTOR(S)<br>MISCELL   | N COMMAND — INADEQUA<br>ANEOUS ACTS,CONDITIO<br>ANEOUS ACTS,CONDITIO<br>ANEOUS ACTS,CONDITIO | TE PREFLIGHT PREPARA  ONS - INTERFERENCE WI  ONS - UNWARRANTED LOW  ONS - SEAT BELT NOT F. | TH FLIGH<br>FLYING<br>ASTENED | нт со        | NTR | OLS   |   |  |  |
|            |  |  |  |                               |              |     | UT 150 LBS. AFT CG. LO                          | W LEVEL AEROBATICS.   |  |  |
| 3-3293     | 7/20/72<br>TIME - 104  | ANGELS CAMP, CALIF   | CESSNA T337D<br>N85899<br>DAMAGE-SUBSTANTIAL   |                               | 0 0          | 1 4 | COMMERCIAL<br>AIR TAXI-PASSG                    | COMMERCIAL, FL.INSTR.,<br>AGE 27, 2310 TOTAL HOURS<br>35 IN TYPE, INSTRUMENT<br>RATED.  |  |  |
|            | DEPARTURE<br>MEDFORI<br>TYPE OF AI<br>OVERSHU  | CCIDENT  | NTENDED DESTINATION<br>ANGELS CAMP, CALIF  |                               | LΑ           | NDI | F OPERATION<br>NG LEVEL OFF/TOUCHDOW<br>NG ROLL |   |  |  |
|            | FACTOR(S)  | N COMMAND - MISJUDGE   | ED DISTANCE AND SPEED O INITIATE GO-AROUND   |                               |              |     |   |   |  |  |
| 3-3427     | 7/22/72 N<br>TIME - 113  | NR.LONE PINE, CALIF<br>30  | CESSNA TU206R<br>N3821G<br>DAMAGE-DESTROYED  | CR- (                         | 0 0          | 2   | COMMERCIAL<br>AIR TAXI-PASSG                    | COMMERCIAL, AGE 45, 1030<br>TOTAL HOURS, 50 IN TYPE,<br>NOT INSTRUMENT RATED.           |  |  |
|            | DEPARTURE  | CCIDENT<br>NDING   | OUS<br>NTENDED DESTINATION<br>RETURN   |                               | LA           | NDI | F OPERATION<br>NG LEVEL OFF/TOUCHOOW<br>NG ROLL | N   |  |  |
|            | PROBABLE CAUSE(S) COPILOT - IMPROPER LEVEL OFF PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) AIRFRAME - LANDING GEAR NOSEWHEEL STEERING MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- NOSE GR STEERING COLLAR FAILED. HAD PRIOR PARTIAL FRACTURE. ACFT TYPICALLY USED IN ROUGH FLD OPNS. |  |  |                               |              |     |   |   |  |  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA   | INJUR<br>F        | RIFS<br>S M/N       | 1          | FLIGHT<br>PURPOSE                                 | PILOT DATA   |  |  |  |
|--------|---|---|---|-------------------|---------------------|------------|---|--|--|--|--|
| 3-2787 | 7/25/72<br>TIME - 1200  | OROVILLE, CALIF   | LUSCOMBE 8A<br>N28498<br>DAMAGE-SUBSTANTIAL   | CR- 0<br>PX- 0    | 0 1                 | L M        | ISCELLANEOUS<br>EARCH AND RESCUE                  | PRIVATE, AGE 41, 750<br>TOTAL HOURS, 355 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |
|        | DEPARTURE F<br>OROVILLE<br>TYPE OF ACC<br>ENGINE FA   | RPORT - OROVILLE<br>POINT<br>CALIF  | INTENDED DESTINATION LOCAL  |                   | PHASE<br>LANE       | OF<br>DING | OPERATION<br>FINAL APPROACH<br>LEVEL OFF/TOUCHDOW |  |  |  |  |
|        | MISCELLAN<br>TERRAIN -<br>PARTIAL POW<br>EMERGENCY (  | NT - ENGINE CONTRO<br>NEOUS ACTS, CONDITI<br>- ROUGH/UNEVEN<br>NER LOSS - PARTIAL<br>CIRCUMSTANCES - FO | LS-COCKPIT THROTTLE-I<br>ONS - DISCONNECTED<br>LOSS OF POWER - 1 EN<br>RCED LANDING OFF AIRPI<br>HOKE-TYPE CONTROL SEP, | GINE<br>ORT ON LA | AND                 |            |   |  |  |  |  |
| 3-2823 |   |   | CESSNA 150 N8285S DAMAGE-SUBSTANTIAL INTENDED DESTINATION   |                   | 0 0                 | l I        | NSTRUCTIONAL<br>OLO                               | STUDENT, AGE 36, 53 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.        |  |  |  |
|        | PALO ALTO,CALIF HOLLISTER,CALIF  TYPE OF ACCIDENT PHASE OF OPERATION  ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE  COLLIDED WITH FENCE,FENCEPOSTS LANDING ROLL  |   |   |                   |                     |            |   |  |  |  |  |
|        | PROBABLE CAUSE(S) 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 - ROUGH/JUNEVEN  COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND |   |   |                   |                     |            |   |  |  |  |  |
|        | SKY CONDITION CEILING AT ACCIDENT SITE  CLEAR  VISIBILITY AT ACCIDENT SITE  PRECIPITATION AT ACCIDENT SITE  |   |   |                   |                     |            |   |  |  |  |  |
|        | HAZE  | vs to vision at ac<br>tion-degrees  | CIDENT SITE   |                   | NONE<br>EMPER<br>85 | RATU       | RE-F<br>CITY-KNOTS                                |  |  |  |  |
|        | 310   | ATHER CONDITIONS  |   |                   | 15                  | OF F       | LIGHT PLAN  |  |  |  |  |
|        | REMARKS- LN   | REMARKS- LND DOWNSLOPE ON HILL.   |   |                   |                     |            |   |  |  |  |  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA  | INJU                            | RIES<br>S M         | /N                   | FLIGHT<br>PURPOSE   | PILOT DATA  |  |  |
|--------|---|---|--|---------------------------------|---------------------|----------------------|---|---|--|--|
| 3-2790 | 7/26/72<br>TIME - 141<br>DEPARTURE<br>SANTA B<br>TYPE OF AC   | LOMPOC, CALIF  5  POINT IARBARA, CALIF ICIDENT AILURE OR MALFUNCT   | AMER AVCO AA-1<br>N9433L<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>LOCAL                                | CR- 0<br>PX- 0                  | PHASI               | 1<br>1<br>E OI<br>FL | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP  - OPERATION IGHT NORMAL CRUISE NG LEVEL OFF/TOUCHDOWN | PRIVATE, AGE 48, 426<br>TOTAL HOURS, 21 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |
|        | PROBABLE C<br>POWERPLA<br>. TERRAIN<br>FACTOR(S)<br>MISCELLA<br>COMPLETE P<br>EMERGENCY   | AUSE(S) NT - MISCELLANEOUS - SANDY NEOUS ACTS, COMPITI OWER LOSS - COMPLE CIRCUMSTANCES - FO                                      | POWERPLANT FAILURE  ONS - AIRCRAFT CAME T TE ENGINE FAILURE/FLA RCED LANDING OFF AIRP TO RECOVERY TIME (6-DA | O REST I<br>MEDUT-1<br>ORT ON L | TERM:<br>N WATENGIN | INEI<br>FER<br>VE    | ) REASONS   |   |  |  |
| 3-2807 | 7/28/72<br>TIME - 151   | SAN JOSE, CALIF   | BEECH D-17S<br>N44561<br>DAMAGE-SUBSTANTIAL  | CR- 0<br>PX- 0                  | 0 0                 | 1 3                  | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP   | 500 IN TYPE, INSTRUMENT   |  |  |
|        | RATED.  NAME OF AIRPORT - SAN JOSE MUNI  DEPARTURE POINT INTENDED DESTINATION  SEATTLE, WASH SAN JOSE, CALIF  TYPE OF ACCIDENT PHASE OF OPERATION  ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE  COLLIDED WITH TREES LANDING OTHER |   |  |                                 |                     |                      |   |   |  |  |
|        | PILOT IN<br>MISCELLA<br>MISCELLA<br>TERRAIN<br>COMPLETE P   | COMMAND - INADEQUE<br>COMMAND - MISMANA<br>NEOUS ACTS, CONDITI<br>NEOUS ACTS, CONDITI<br>- HIGH OBSTRUCTION<br>OWER LOSS - COMPLE | ONS - MISCALCULATED F<br>ONS - FUEL EXHAUSTION   | UEL CONS                        | UMPT:               | ION                  | NN ING  |   |  |  |
| 3-2811 | NAME OF AI<br>DEPARTURE<br>PALO ALT   | RPORT - PALO ALTO<br>POINT<br>O,CALIF   | N8099L<br>DAMAGE-SUBSTANTIAL   | PX- n                           | 0                   | 1                    | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP  OPERATION   | PRIVATE, AGE 29, 82 TOTAL<br>HOURS, 45 IN TYPE, NOT<br>INSTRUMENT RATED.  |  |  |
|        | PROBABLE C PILOT IN PILOT IN REMARKS- N   |   |  |                                 |                     |                      |   |   |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  | INJ<br>F                                 | URIE<br>S   | S<br>M/N           | FLIGHT<br>PURPOSE                | PILOT DATA   |  |  |  |
|--------|--|---|--|--|---|--------------------|----------------------------------|--|--|--|--|
| 3-2723 | 8/2/72<br>TIME - 15  | COALINGA, CALIF   | CESSNA 150G<br>N3700J<br>DAMAGE-SUBSTANTIAL                              | C R –<br>P X –                           | 0 0   | 1 0                | INSTRUCTIONAL<br>TRAINING        | STUDENT, AGE 22, 41 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.      |  |  |  |
|        | DEPARTURE<br>S.L.OF<br>TYPE OF A<br>GROUND-  | AIRPORT - COALINGA MU<br>E POINT I<br>BISPO,CALIF<br>ACCIDENT<br>-WATER LOOP-SWERVE<br>DLLAPSED | NTENDED DESTINATION S.L.OBISPO, CALIF                                    |  | LAST ENROUTE STOP  COALINGA, CALIF PHASE OF OPERATION  LANDING ROLL LANDING ROLL                  |                    |                                  |  |  |  |  |
|        | PILOT<br>FACTOR(S)<br>WEATHER  | )<br>R - LOCAL WHIRLWIND  | O MAINTAIN DIRECTIONA  |  | ROL   |                    |                                  |  |  |  |  |
|        | SKY COND   | ITION   |  |  |   |                    | G AT ACCIDENT SITE               |  |  |  |  |
|        | CLEAR<br>VISIBILI  | TY AT ACCIDENT SITE   |  | UNLIMITED PRECIPITATION AT ACCIDENT SITE |   |                    |                                  |  |  |  |  |
|        | 5 DR DV OBSTRUCT: NONE WIND DIRE   |   | R E L  | IGH                                      | VE BEARING OF WIND<br>T QUARTERING HEAD WIN<br>ELOCITY-KNOTS                                      | D 023-067 DEGREES  |                                  |  |  |  |  |
|        | 40<br>TYPE OF N<br>VFR   | WEATHER CONDITIONS  |  |  |   |                    | F FLIGHT PLAN                    |  |  |  |  |
| 3-2859 | 8/5/72<br>T1ME - 06  | COLUSA, CALIF<br>515  | AERO COMDR A-98<br>N7293V<br>DAMAGE-SURSTANTIAL                          | CR-<br>PX-                               | 0 0   | 1                  | COMMERCIAL<br>AERIAL APPLICATION | COMMERCIAL, AGE 47, 5141<br>TOTAL HOURS, 248 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |
|        | NAME OF A  | AIRPORT - COLUSA COUN   | ITY  |  |   |                    |                                  |  |  |  |  |
|        | 00,2007  |   | LOUAL  |  |   |                    |                                  |  |  |  |  |
|        |  | ACCIDENT<br>FAILURE OR MALFUNCTI<br>ION WITH GROUND/WATER                                       | NO   |  | PHASE OF OPERATION IN FLIGHT PULLUP FROM SWATH RUN LANDING LEVEL OFF/TOUCHDOWN                    |                    |                                  |  |  |  |  |
|        | PROBABLE CAUSE(S)  MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE  POWERPLANT - ENGINE STRUCTURE CRANKSHAFT  TERRAIN - ROUGH/UNEVEN  |   |  |  |   |                    |                                  |  |  |  |  |
|        | COMPLETE   | ANEOUS ACTS, CONDITIC   | NS - WINDSHIELD, DIRTY<br>E ENGINE FAILURE/FLAM<br>CED LANDING OFF AIRPO | 4EOUT-1                                  | ENG   |                    |                                  |  |  |  |  |
|        | SPECIAL I<br>TOTAL H<br>KIND OF<br>PILOT!!<br>GOGGLES<br>COCKPIT   |   | T Y P<br>GL C<br>C R A   | E O<br>VES<br>SH                         | F OPERATION - SPRAYIN F CHEMICAL USED - LIQ<br>- USED<br>HELMET - AVAILABLE-US<br>BAR - INSTALLED | UID CHEMICAL-TOXIC |                                  |  |  |  |  |
|        | TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL, FLAT SWATH RUM-HOW FLOWN - WIND CALM REMARKS- CRASH LANDED IN FIELD. VISIBILITY RESTRICTED BY OIL ON WINDSHIELD. |   |  |  |   |                    |                                  |  |  |  |  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA   | IN              | JUF<br>F | RIES<br>S M          | /N        | FLIGHT<br>PURPOSE   | PILOT DATA  |  |
|--------|---|---|---|-----------------|----------|----------------------|-----------|---|---|--|
| 3-2857 | 8/5/72<br>TIME - 16   | REDLANDS, CALIF<br>30   | PIPER PA-24<br>N5902P<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX-      | 0        | 0                    | 1 0       | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS  | COMMERCIAL, AGE 53, 1316 P TOTAL HOURS, 1039 IN TYPE, INSTRUMENT RATED. |  |
|        | DEPARTURE<br>SANTEE<br>TYPE OF A<br>PROPELL   | IRPORT - REDLANDS POINT CCALIF CCIDENT ER/ROTOR FAILURE D WITH TREES                                      | INTENDED DESTINATION REDLANDS, CALIF  |                 |          | I١                   | Fl        | OF OPERATION<br>IGHT NORMAL CRUISE<br>NG LEVEL OFF/TOUCHDOWN  |   |  |
|        | POWERPL<br>MISCELL<br>TERRAIN<br>EMERGENCY  | EL - MAINTENANCE,S<br>ANT - PROPELLER AN<br>ANEOUS ACTS,CONDIT<br>- HIGH OBSTRUCTIO<br>CIRCUMSTANCES - FI | ERVICING, INSPECTION IN<br>D ACCESSORIES OTHER<br>IONS - IMPROPERLY INSTA<br>NS<br>DRCED LANDING OFF AIRPO<br>PINS NOT INSTLD DURG PR | ALLED<br>DRT ON | L        | AND                  |           | ENANCE AND INSPECTION   |   |  |
| 3-2868 | 8/7/72<br>TIME - 10   | RAMONA, CALIF<br>00   | PIPER PA-28<br>N8168N<br>DAMAGE-SUBSTANTIAL   |                 | 0        | 0                    | 1 0       | INSTRUCTIONAL<br>TRAINING   | PRIVATE, AGE 49, 140 TOTAL HOURS, 81 IN TYPE, NOT INSTRUMENT RATED.     |  |
|        | DEPARTURE<br>SAN DI<br>TYPE OF A<br>GROUND-   |   | P<br>INTENDED DESTINATION<br>LOCAL  |                 |          | LA                   | ND I      | OF OPERATION<br>NG ROLL<br>NG ROLL  | NO. INSTRUMENT RATED  |  |
|        |   |   | TO MAINTAIN DIRECTIONA  | AL CON          | TRO      | DL                   |           |   |   |  |
| 3-2863 | 8/7/72<br>TIME - 07   | LEMOORE, CALIF  | PIPER PA-25<br>N6524Z<br>DAMAGE-SUBSTANTIAL   |                 | 0        | 0                    | 1         | COMMERCIAL<br>ASSOC CROP CTL ACTIVITY   | COMMERCIAL, AGE 25, 1325 TOTAL HOURS, 55 IN TYPE, NOT INSTRUMENT RATED. |  |
|        | DEPARTURE<br>LEMOORE<br>TYPE OF A<br>GROUND-  | ,CALIF  | INTENDED DESTINATION LOCAL  |                 | ſ        | L                    | ND :      | OF OPERATION<br>ING ROLL<br>ING ROLL  |   |  |
|        | PROBABLE CAUSE(S)  AIRFRAME - LANDING GEAR TAILWHEEL ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED                             |   |   |                 |          |                      |           |   |   |  |
|        | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 55 KIND OF CROP - COTTON GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED |   |   |                 | (        | TYPE<br>GOGG<br>COCK | OF<br>LES | OPERATION - SPRAYING CR<br>CHEMICAL USED - LIQUID<br>NOT USED<br>CRASHPAD - INSTALLED<br>OPPER-LOCATION - FORWARD | CHEMICAL-NONTOXIC   |  |

|        | DATE LOCATION  | AIRCRAFT DATA   | E C M/N  | FLIGHT<br>PURPOSE                                       | PILOT DATA  |
|--------|--|---|--|---|---|
|        | 8/9/72 CONCORD, CALIF TIME - 1815  NAME OF AIRPORT - BUCHANAN DEPARTURE POINT CONCORD, CALIF TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNC COLLISION WITH GROUND/WAT  | BEECH C23<br>N7695R<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>LOCAL  | CR- 0 0 1 NON PX- 0 0 4 PLE.  PHASE OF OP                    | COMMERCIAL ASURE/PERSONAL TRANSP PERATION INITIAL CLIMB | PRIVATE, AGE 30, 230<br>TOTAL HOURS, 57 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - MISMAN PILOT IN COMMAND - INADEO MISCELLANEOUS ACTS, CONDIT MISCELLANEOUS ACTS, CONDIT COMPLETE POWER LOSS - COMPL EMERGENCY CIRCUMSTANCES - F REMARKS- FUEL SEL PSND BTN | UATE PREFLIGHT PREPARA<br>IONS - FUEL SELECTOR P<br>IONS - FUEL STAVATION<br>ETE ENGINE FAILURE/FLA<br>ORCED LANDING ON AIRPO | OSITIONED BETWEEN T<br>MEOUT-1 ENGINE<br>RT/SEAPLANE BASE/HE | TÄNKS   |   |
| 3-2875 | B/10/72 MARIPOSA, CALIF<br>TIME - 1805<br>NAME OF AIRPORT - MARIPOSA<br>DEPARTURE POINT<br>FALLBROOK, CALIF<br>TYPE OF ACCIDENT<br>COLLIDED WITH OBJECT<br>GEAR COLLAPSED                                      | PIPER PA-22<br>N3611P<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>VANCOUVER, WASH  | PX- 0 0 0 PLE  | PERATION<br>ROLL  | PRIVATE, AGE 19, 110 TOTAL HOURS, 16 IN TYPE, NOT INSTRUMENT RATED.       |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - SELECT AIRPORTS/AIRWAYS/FACILITI FACTOR(S) MISCELLANEOUS ACTS, CONDIT MISCELLANEOUS ACTS, CONDIT EMERGENCY CIRCUMSTANCES - P L REMARKS- HIT FURROW, NOSED O               | ES - AIRPORT CONDITION  IONS - RUNWAY CLOSED  IONS - OVERLOAD FAILUR RECAUTIONARY LANDING O  OW ON FUEL                       | E  | ED RUNWAY SURFACE                                       |   |

| FILE   | DATE                             | LOCATION  | AIRCRAFT DATA   | IN.                | JUR | IES<br>S M.        | /N                    | FLIGHT<br>PURPOSE                         | PILOT DATA   |  |  |  |
|--------|----------------------------------|---|---|--------------------|-----|--------------------|-----------------------|---|--|--|--|--|
|        | 8/12/72<br>TIME - 12             | ADELANTO, CALIF<br>42   |   | CR-<br>PX-         |     |                    |                       | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF | COMMERCIAL, AGE 43, 3274 TOTAL HOURS, 241 IN TYPE, NOT INSTRUMENT RATED. |  |  |  |
|        |                                  | IRPORT - EL MIRAGE<br>POINT :   | INTENDED DESTINATION  |                    |     |                    |                       |   | •  |  |  |  |
|        | ADELANT                          | D,CALIF   | LOCAL   | PHASE OF OPERATION |     |                    |                       |   |  |  |  |  |
|        | TYPE OF A                        | D WITH WIRES/POLES  |   |                    |     |                    |                       | IGHT OTHER                                |  |  |  |  |
|        | PILOT II<br>FACTOR(S)<br>TERRAIN | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND |   |                    |     |                    |                       |   |  |  |  |  |
|        | EMERGENCY                        |   | CED LANDING OFF AIRP<br>SPECTED OR KNOWN AIRC                 |                    |     |                    |                       |   |  |  |  |  |
|        | REMARKS-                         |   |   |                    |     |                    | ELI                   | DER(N5718S) AND A AUTOMOB                 | BILE.  |  |  |  |
|        |                                  |   |   |                    |     |                    |                       |   |  |  |  |  |
| 3-3035 |                                  | OXNARD, CALIF   | BELL 47G5   | CR-                | 0   | 0                  | 1                     | COMMERCIAL                                | COMMERCIAL, AGE 35, 4300   |  |  |  |
|        | TIME - 04                        | 50  | N 7915S<br>DAMAGE-DESTROYED                                   | PX-                | 0   | 0                  | 0                     | AERIAL APPLICATION                        | TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.                          |  |  |  |
|        | DEPARTURE                        | PO INT I  | NTENDED DESTINATION LOCAL                                     |                    |     |                    |                       |   |  |  |  |  |
|        | VENTURA<br>TYPE OF AC            | A, CALIF  | LOCAL   |                    | DL  | 446                | : 0                   | OPERATION .                               |  |  |  |  |
|        |                                  | WITH WIRES/POLES  | . •   |                    |     |                    |                       | IGHT SWATH RUN                            |  |  |  |  |
|        | PROBABLE (                       | CALLCE (C)  |   |                    |     |                    |                       |   | •  |  |  |  |
|        |                                  |   | O SEE AND AVOID OBJE  | CTS OR             | 085 | STRU               | JC T                  | IONS                                      |  |  |  |  |
|        | PILOT I                          | N COMMAND - EXERCISE<br>- HIGH OBSTRUCTIONS   |   |                    |     |                    |                       |   |  |  |  |  |
|        | SPECIAL DA                       |   | - 550   |                    | K 1 | חות                | ΩE                    | OPERATION - DEFOLIATION                   | (LIQUID)   |  |  |  |
|        | KIND OF<br>PILOT'S               | TOTAL HOURS IN CROP CONTROL - 550 KIND OF CROP - FRUIT ORCHARDS PILOT'S SEAT BELT - FASTENED-PROPERLY   |   |                    |     |                    | OF                    | CHEMICAL USED - LIQUID C                  | CHEMICAL-TOXIC   |  |  |  |
|        | GOGGLES                          |   |   |                    |     |                    | LMET - AVAILABLE-USED |   |  |  |  |  |
|        | COCKPIT<br>TANK/HOR              |   |   |                    |     | AR - NOT INSTALLED |                       |   |  |  |  |  |
|        | ELEVATIO                         |   | TERRAIN-TYPE - LEVEL, FLAT<br>SWATH RUN-HOW FLOWN - WIND CALM |                    |     |                    |                       |   |  |  |  |  |
|        | REMARKS- \                       | ISIBILITY RESTRICTE   | D, DAWN.  |                    |     |                    |                       |   |  |  |  |  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA  | INJU                                       | JRIE<br>S              | S<br>M/N            | FLIGHT<br>PURPOSE  | PILOT DATA   |  |  |  |
|--------|---|---|--|--|------------------------|---------------------|--|--|--|--|--|
| 3-3097 | 8/19/72<br>TIME - 13<br>NAME OF A<br>DEPARTURE<br>TORRAN<br>TYPE OF A<br>ENGINE   | CARSON, CALIF<br>15<br>IRPORT - TORRENCE<br>PUINT I<br>ICE, CALIF                                       | PIPER PA-28<br>N7485R<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION<br>LOCAL  | CR- (                                      | 0 0<br>0 0<br>PHA<br>I | 1<br>0<br>SE<br>N F | INSTRUCTIONAL SOLO  OF OPERATION LIGHT NORMAL CRUISE ING OTHER | STUDENT, AGE 33, 20 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.        |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PLT DID NOT SWITCH TO RIGHT TANK(FULL). |   |  |  |                        |                     |  |  |  |  |  |
| 3-3094 | 8/19/72<br>TIME - 15  | RIO LINDA,CALIF<br>500  | AERONCA 7AC<br>N1624E<br>DAMAGE-DESTROYED  | CR- (                                      | 0 1<br>0 1             | 0                   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                      | PRIVATE, AGE 48, 2000<br>TOTAL HOURS, 64 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |
|        | DEPARTURE<br>RIO LIN<br>TYPE OF A<br>ENGINE   | FAILURE OR MALFUNCTI  | NTENDED DESTINATION LOCAL  |  | Т                      | AKE                 | OF OPERATION<br>OFF INITIAL CLIMB<br>ING LEVEL OFF/TOUCHDOWN   | nor individual taribus   |  |  |  |
|        | PILOT I<br>MISCELL<br>COMPLETE<br>EMERGENCY   | ANT - MISCELLANEOUS N COMMAND - IMPROPER ANEOUS ACTS, CONDITIC POWER LOSS - COMPLET CIRCUMSTANCES - FOR | POWERPLANT FAILURE S<br>IN-FLIGHT DECISIONS<br>INS - IMPROPER EMERGES<br>E ENGINE FAILURE/FLAN<br>CED LANDING OFF AIRP<br>PEN FLD STRAIGHT AHE | OR PLAI<br>NCY PROI<br>MEOUT-1<br>DRT ON I | NN IN<br>CEDU<br>ENG   | G<br>RES<br>INE     |  |  |  |  |  |
| 3-3096 | 8/19/72<br>TIME - 12  |   | CESSNA 140<br>N4164N<br>DAMAGE-SUBSTANTIAL   | CR-  |                        |                     |  | PRIVATE, AGE 32, 125 TOTAL HOURS, 14 IN TYPE, NOT INSTRUMENT RATED.        |  |  |  |
|        | NAME OF AIRPORT - HEMET-RYAN  DEPARTURE POINT INTENDED DESTINATION  UNKNOWN/NOT REPORTED HEMET, CALIF  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   |   |  |  |                        |                     |  |  |  |  |  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA  | I N J<br>F      | UR I E<br>S   | S<br>M/N            | FLIGHT<br>PURPOSE   |             | PILOT DATA  |
|--------|---|---|--|-----------------|---------------|---------------------|---|-------------|---|
| 3-3131 | 8/20/72<br>TIME - 12<br>NAME OF A<br>DEPARTURE<br>LANCAST:<br>TYPE OF A<br>ENGINE OF A<br>GEAR CO<br>PROBABLE OF PILOT II | LANCASTER, CALIF 15  IRPORT - FOX FIELD POINT I ER, CALIF CCIDENT FAILURE OR MALFUNCTI LLAPSED  CAUSE(S) N COMMAND - LACK OF N COMMAND - MISMANAG | VULTEE BT13A N67208 DAMAGE-SUBSTANTIAL NTENDED DESTINATION LOCAL DN FAMILIARITY WITH AIRC                              | CR-<br>PX-      | 0 0<br>0 0    | SE I                | NONCOMMERCIAL PLEASURE/PERSO  OF OPERATION  OFF INITIAL CLI  ING ROLL | NAL TRANSP  | COMMERCIAL, AGE 36, 716 TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED.             |
|        | TERRAIN<br>FACTOR(S)<br>MISCELL<br>COMPLETE   | - ROUGH/UNEVEN<br>ANEOUS ACTS, CONDITION<br>POWER LOSS - COMPLET  | NS - OVERLOAD FAILURE<br>E ENGINE FAILURE/FLAM<br>CED LANDING ON AIRPOR  | EOUT-1          |               |                     | SE/HELIPT.  |             |   |
| 3-3157 |   |   | DAMAGE-SUBSTANTIAL   | CR-<br>PX-      | 0 0           | 0                   | NONCOMMERCIAL<br>PLEASURE/PERSO                                       | NAL TRANSP  | PRIVATE, AGE 20, 300 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.              |
|        | ENGINE I  | POINT I<br>BLES,CALIF<br>CCIDENT<br>FAILURE OR MALFUNCTI<br>D WITH TREES  |  |                 | PHA<br>I<br>L | SE (<br>N FI<br>AND | OF OPERATION<br>IGHT LOW PASS<br>ING FINAL APPRO                      | АСН         |   |
|        | MISCELL<br>TERRAIN<br>COMPLETE<br>EMERGENCY   | N COMMAND - INADEQUA'<br>ANEOUS ACTS,CONDITIO<br>- HIGH OBSTRUCTIONS<br>POWER LOSS - COMPLET<br>CIRCUMSTANCES - FOR                               | TE PREFLIGHT PREPARAT<br>NS - WATER IN FUEL<br>E ENGINE FAILURE/FLAM<br>DED LANDING OFF AIRPO<br>FUEL STRAINER PRIOR T | EOUT-1<br>RT ON | EN G<br>L AND | INE                 |   | UDE AND COI | LLIDED WITH TREES.  |
| 3-3175 | 8/23/72<br>TIME - 074   | BAKERSFIELD CALIF<br>45   | BEECH V-35<br>N5707V<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX-      | 0 0<br>0 0    | 1 0                 | NONCOMMERCIAL<br>BUSINESS   |             | PRIVATE, AGE 72, 12000<br>TOTAL HOURS, 10000 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | DEPARTURE<br>SHADOW<br>TYPE OF AG   | IRPORT - MEADOWS FLD<br>POINT II<br>VALLEY RANCH<br>CCIDENT<br>ON WITH GROUND/WATER   | NTENDED DESTINATION<br>BAKERSFIELD CALIF   |                 |               |                     | OF OPERATION<br>NG FINAL APPRO  | ACH         | NATED.  |
|        | PROBABLE (  | CAUSE(S)<br>ANEOUS - VORTEX TURBI   | JLENCE   |                 |               |                     |   |             |   |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA  | I          | JU<br>F | R I E<br>S                 | S<br>M/N | FLIGHT<br>PURPOSE  | PILOT DATA   |
|--------|--|--|--|------------|---------|----------------------------|----------|--|--|
| 3-3124 | 8/23/72<br>TIME - 1130<br>NAME OF AIR<br>DEPARTURE P<br>SANTA MA<br>TYPE OF ACC<br>GROUND-WA<br>NOSE OVER<br>PROBABLE CA | SACRAMENTO, CALIF  PORT - EXECUTIVE DINT RIA, CALIF IDENT IER LOOP-SWERVE /DOWN USE(S) | CESSNA 170B<br>N2268D<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX- | 0       | O<br>L AS<br>S<br>PHA<br>L | T E ACR  | NONCOMMERCIAL  | PRIVATE, AGE 44, 208 TOTAL HOURS, 75 IN TYPE, NOT INSTRUMENT RATED.    |
| 3-3182 | NAME OF AIR<br>DEPARTURE P<br>ONTARIO<br>TYPE OF ACC   | PORT - STRIP<br>DINT<br>CALIF  | AERO-COMDR 100<br>N5550M<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>BLYTHE, CALIF            | CR-<br>PX- | U       | РНД                        | . Z      | L NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS<br>OF OPERATION<br>DING LEVEL OFF/TOUCHDOWN | PRIVATE, AGE 48, 851 P TOTAL HOURS, 119 IN TYPE, NOT INSTRUMENT RATED. |
|        | MISCELLAN<br>AIRPORTS/   | COMMAND - EXERCIS<br>EOUS ACTS,CONDIT<br>AIRWAYS/FACILITIS                             | SED POOR JUDGMENT<br>IONS - NOT ALIGNED WITH<br>ES - AIRPORT CONDITIONS<br>T BLINDED BY AUTO HEADL | SOTI       | 1ER     |                            | TEN      | NDED LANDING AREA  |  |
| 3-3104 | NAME OF AIR<br>DEPARTURE P<br>YUBA COU<br>TYPE OF ACC<br>STALL   | PORT - LOMO<br>DINT<br>NTY AIRPORT<br>IDENT  | CESSNA 150<br>N16059<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>LOCAL                          |            |         | РНА                        | SE       | L INSTRUCTIONAL ) SOLO  OF OPERATION FLIGHT LOW PASS                                   | STUDENT, AGE 28, 32 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.    |
|        |  |  | TO OBTAIN/MAINTAIN FLY<br>HS.  | ING :      | SPE     | ED                         |          |  |  |

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| FILE |  |   | AIRCRAFT DATA  |                           | F | S M | /N | PURPOSE               | PILOT DATA   |  |  |
|------|--|---|--|---------------------------|---|-----|----|-----------------------|--|--|--|
|      | 8/20,72<br>TIME - 14   | OJAI, CALIF   | BELL 205A1<br>N8119J<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION | CR-                       | 1 | 1   | 0  | COMMERCIAL            | COMMERCIAL, AGE 38, 3347 TOTAL HOURS, 718 IN TYPE, NOT INSTRUMENT RATED. |  |  |
|      | LION C   | AMP, CALIF  |  |                           |   |     |    |                       |  |  |  |
|      | ENGINE<br>COLLISI  |   |  |                           |   |     |    |                       |  |  |  |
|      | MISCELL MISCELL POWERPL TERRAIN FACTOR(S) WEATHER PARTIAL WEATHER WEATHER WEATHER  | ANEOUS ACTS, CONDI<br>ANEOUS ACTS, CONDI<br>ANT - MISCELLANEO<br>- HIGH OBSTRUCTI<br>CHIGH TEMPERATU<br>OWER LOSS - PARTI<br>RIEFING - BRIEFIN<br>ORECAST - FORECAS |  | RATURE<br>E<br>GINE<br>WN |   |     |    |                       |  |  |  |
|      | SKY CONDI<br>CLEAR   |   |  |                           | ( |     |    | AT ACCIDENT SITE      | •  |  |  |
|      | VISIBILIT<br>5 OR OV   | Y AT ACCIDENT SIT   | E  |                           | F | REC |    | TATION AT ACCIDENT SI | TE   |  |  |
|      |  | ONS TO VISION AT  |  |                           |   |     |    |                       |  |  |  |
|      | TYPE OF WEATHER CONDITIONS  TYPE OF FLIGHT PLAN  VER  NONE   |   |  |                           |   |     |    |                       |  |  |  |
|      | FIRE AFTER IMPACT REMARKS- ENG MALFUNCTION RESULTED IN COMPRESSOR STALL. CRASHED ON STEEP CANYON WALL. FLT TO FIRE LINE. |   |  |                           |   |     |    |                       |  |  |  |

| FILE   |   | AIRCRAFT DATA   | INJURIES<br>F S M/N  | FLIGHT<br>PURPOSE  | PILOT DATA  |
|--------|---|---|--|--|---|
| 3-3305 | 8/26/72 RED BLUFF, CALIF<br>TIME - 1410  NAME OF AIRPORT - RED BLUF<br>DEPARTURE POINT<br>RED BLUFF, CALIF<br>TYPE OF ACCIDENT<br>HARD LANDING  PROBABLE CAUSE(S)                             | BUNKER RLU-1 N3K DAMAGE-SUBSTANTIAL F MUNI INTENDED DESTINATION LOCAL             | CR- 0 0 1<br>PX- 0 0 0                                     | NONCOMMERCIAL  | COMMERCIAL, AGE 45, 2700<br>TOTAL HOURS, 100 IN TYPE,<br>NOT INSTRUMENT RATED.          |
|        | PILOT IN COMMAND - IMPROFACTOR(S) WEATHER - OTHER WEATHER - HIGH TEMPERATOR   |   |  |  |   |
|        | SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITS OR OVER OBSTRUCTIONS TO VISION AT NONE WIND DIRECTION-DEGREES 360 TYPE OF WEATHER CONDITION VFR FIRE AFTER IMPACT REMARKS- TURBC AND GUSTS IN | ACCIDENT SITE   | UNLIM<br>PRECIPI<br>NONE<br>TEMPERA<br>105<br>WIND VE<br>5 | G AT-ACCIDENT SITE HITED TATION AT ACCIDENT SITE ATURE-F ELOCITY-KNOTS FLIGHT PLAN |   |
| 3-3304 | 8/26/72 REDDING, CALIF<br>TIME - 1000   | PIPER PA-22<br>N8825D<br>DAMAGE-SUBSTANTIAL                                       | CR- 0 0 1<br>PX- 0 0 0                                     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP  | AIRLINE TRANSPORT, AGE<br>34, 6709 TOTAL HOURS, 12<br>IN TYPE, NOT INSTRUMENT<br>RATED. |
|        | NAME OF AIRPORT - BENTON DEPARTURE POINT VACAVILLE, CALIF TYPE OF ACCIDENT OVERSHOOT GROUND-WATER LOOP-SWERV  | MEDFORD, OREG   | REDO<br>PHASE O<br>LANDI                                   | ROUTE STOP DING,CALIF DE OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL                  |   |
|        | PILOT IN COMMAND - FAIL   | JDGED DISTANCE AND SPEED<br>ED TO INITIATE GO-AROUND<br>ITIONS - INTENTIONAL GROU | JND-WATER-LOOP-  | -SWERVE  |   |

|        | DATE  |  | AIRCRAFT DATA  |     | F | S M            | /N            | PURPOSE   | PILOT DATA  |  |  |  |
|--------|---|--|--|-----|---|----------------|---------------|---|---|--|--|--|
|        | 8/27/72<br>TIME - 13<br>NAME OF A                       | TRUCKEE,CALIF<br>300<br>AIRPORT - TRUCKEE-<br>E POINT<br>ARLOS,CALIF<br>ACCIDENT | CESSNA 182<br>N3134Q<br>DAMAGE-SUBSTANTIAL<br>TAHOE<br>INTENDED DESTINATION        | CR- | 0 | O<br>O<br>HAS  | 1<br>1<br>E 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSF F OPERATION NG LEVEL OFF/TOUCHOOWN | •   |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF |  |  |     |   |                |               |   |   |  |  |  |
| 3-3228 | NAME OF ADEPARTURE SANTA TYPE OF A GROUND-              | 023<br>AIRPORT - CHINO<br>E POINT<br>ANA,CALIF                                   | CESSNA 150J<br>N61348<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>CHINO,CALIF |     | 0 | O<br>HAS<br>LA | 0<br>ND I     | INSTRUCTIONAL SOLO  F OPERATION NG ROLL NG ROLL                           | STUDENT, AGE 32, 15 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |  |  |  |
|        | PERSON  | IN COMMAND - FAILED  | TO MAINTAIN DIRECTIONA<br>CTOR INADEQUATE TRAINI                                   |     |   | _              | ΝT            |   |   |  |  |  |

| FILE   |  | LOCATION  | AIRCRAFT DATA                                 |            | _   |                 |                |                                    |        | PILOT DATA   |
|--------|--|---|---|------------|-----|-----------------|----------------|------------------------------------|--------|--|
|        | 8/31/72<br>TIME - 203  | PETALUMA,CALIF<br>30<br>IRPORT - PETALUMA<br>POINT<br>4,CALIF             | PIPER PA-28<br>N4233T<br>DAMAGE-DESTROYED     | CR-        | 0   | 0               | 0              | NONCOMMERCIAL                      |        | PRIVATE, AGE 36, 84 TOTAL<br>HOURS, 78 IN TYPE, NOT<br>INSTRUMENT RATED.       |
|        |  | ON WITH GROUND/WAT  | ER UNCONTROLLED                               |            |     |                 |                | NG GO-AROUND                       |        |  |
|        | FACTOR(S)<br>PILOT II<br>WEATHER   | N COMMAND - SPATIA<br>N COMMAND - FAILED<br>- FOG                         | L DISORIENTATION TO USE OR INCORRECTLY        | USED       | MIS | SC • E          | ı ua           | PMENT                              |        | ,  |
|        | WEATHER BI   | - OTHER<br>RIEFING - NO BRIEF<br>DRECAST - UNKNOWN/<br>IRCRAFT - LATER RE | NOT REPORTED                                  |            |     |                 |                |                                    |        |  |
|        | SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE |   |   |            | F   | 30<br>REC<br>NO | O<br>IPI<br>NE | TATION AT ACCIDENT                 |        |  |
|        | FOG  |   | CCIDENT SITE                                  |            |     | CA              | LM             | LOCITY-KNOTS                       |        |  |
|        | VFR  | EATHER CONDITIONS   | G BEACON ON∙UNLIGHTED 1                       | ERRÁI      |     | NC              | NE             | FLIGHT PLAN                        |        |  |
| 3-3311 | 9/3/72<br>TIME - 14  | ZENIA, CALIF<br>30  | CESSNA 180<br>N1582C<br>DAMAGE-SUBSTANTIAL    | CR-<br>PX- | 0   | 0               | 1 2            | NONCOMMERCIAL<br>PLEASURE/PERSONAL | TRANSP | COMMERCIAL, AGE 34, 1454<br>TOTAL HOURS, 500 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        |  | CCIDENT   | INTENDED DESTINATION<br>ZENIA, CALIF          |            | F   |                 |                | F OPERATION<br>NG ROLL ·           |        |  |
|        |  | E - LANDING GEAR  | WHEELS,TIRES,AXLES<br>IONS - MATERIAL FAILURE | ŧ          |     |                 |                |                                    |        |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   | INJU<br>F                 | JRIES<br>S M                   | /N               | FLIGHT<br>PURPOSE                                      | PILOT DATA   |
|--------|--|---|---|---------------------------|--------------------------------|------------------|--|--|
| 3-3402 | 9/4/72<br>TIME - 09<br>NAME OF A<br>DEPARTURE<br>SAN JOS<br>TYPE OF A<br>GROUND- | SAN JOSE,CALIF<br>15<br>IRPORT - REID-HILL'   | CHAMPION 7ECA<br>N2549F<br>DAMAGE-SUBSTANTIAL<br>VIEW<br>INTENDED DESTINATION<br>LOCAL  | CR- C                     | PHAS                           | 1<br>0<br>E O    | INSTRUCTIONAL TRAINING  F OPERATION NG ROLL NG ROLL    | STUDENT, AGE 20, 26 TOTAL<br>HOURS, 2 IN TYPE, NOT<br>INSTRUMENT RATED.          |
|        | PROBABLE PILOT II PILOT I FACTOR(S)  | CAUSE(S)<br>N COMMAND - IMPROPE<br>N COMMAND - FAILED   | R OPERATION OF BRAKES<br>TO MAINTAIN DIRECTION,<br>FAMILIARITY WITH AIR(  | AL CONTR                  | FLIG                           |                  |  |  |
| 3-3398 | 9/4/72<br>TIME - 13  | COMPTON, CALIF  | MOONEY M20B<br>N74703<br>DAMAGE-DESTROYED   | CR- C                     | ). O                           | 1<br>1,          | NONCOMMERCIAL<br>PLEASURE/PERSONAL, TRAN               | PRIVATE, AGE 43, 250<br>SP TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | DEPARTURE  | IRPORT - COMPTON POINT RNE,CALIF CCIDENT FAILURE OR MALFUNCT: D WITH TREES                                  | NTENDED DESTINATION LOCAL   |                           | PHAS<br>IN<br>LA               | E O<br>FL<br>NDI | F OPERATION<br>IGHT NORMAL CRUISE<br>NG FINAL APPROACH | KATED.   |
|        | PILOT II   | ANT - MISCELLANEOUS<br>N COMMAND - MISJUDGE<br>POWER LOSS - COMPLET   | POWERPLANT FAILURE F<br>ED SPEED AND ALTITUDE<br>EE ENGINE FAILURE/FLAN<br>CCED LANDING OFF AIRPO   | MEOUT-1                   | ENGI                           |                  | D REASONS  |  |
| 3-3366 | NAME OF A<br>DEPARTURE<br>MEXICAL<br>TYPE OF AC<br>GROUND-N                      | IRPORT - CALEXICO IN<br>POINT I<br>LI,MEXICO  | DAMAGE-SUBSTANTIAL<br>ITL<br>INTENDED DESTINATION<br>HEMET, CALIF   |                           | L A S T<br>C A<br>PHA S<br>L A | EN<br>LEX<br>E O |  | PRIVATE, AGE 47, 145 SP TOTAL HOURS, 20 IN TYPE, NOT INSTRUMENT RATED.           |
|        | AIRFRAME<br>MISCELLA<br>MISCELLA<br>AIRFRAME                                     | ANEOUS ACTS, CONDITION  - LANDING GEAR BR ANEOUS ACTS, CONDITION ANEOUS ACTS, CONDITION E - LANDING GEAR MA | ONS - INTENTIONAL GROU<br>AKING SYSTEM (NORMAL<br>INS - HYDRAULIC FAILUF<br>BYD - LEAK/LEAKAGE<br>IN GEAR-SHOCK ABSORB)<br>INS - OVERLOAD FAILURE | SYSTEM)<br>RE<br>ING ASSY |                                |                  |  |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA                           | IN.        | IUR<br>: | IES<br>S M | /N       |   | PILOT DATA   |
|--------|---|--|---|------------|----------|------------|----------|---|--|
|        | 9/9/72<br>TIME - 16<br>NAME OF A<br>DEPARTURE     | MORGAN HILL, CALIF<br>10<br>IRPORT - MORGAN HILL<br>POINT IN<br>ILLVIEW ARPT             | CHAMPION 7ECA N5119T DAMAGE-SUBSTANTIAL | CR-<br>PX- | 0        | 0          | 0        | NONCOMMERCIAL   | STUDENT, AGE 42, 53 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.  |
|        |   | WATER LOOP-SWERVE  | ٠                                       |            |          | LA         | NDIN     | G ROLL<br>G ROLL  |  |
|        |   | N COMMAND - SELECTED<br>N COMMAND - FAILED TO  |   |            |          |            | VG ∙W    | IND   |  |
|        | MISCELL   | ANEOUS ACTS, CONDITION ANEOUS ACTS, CONDITION 10K TAIL WIND.                             |   | AIRPOR     | ₹T       |            |          | 1   |  |
| 3-3500 |   |  | DAMAGE-SUBSTANTIAL                      | CR-<br>PX- | 0        | 0          | 1        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                | STUDENT, AGE 23, 19 TOTAL<br>P HOURS, 15 IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | TYPE OF A<br>UNDERSH                              | LE,CALIF<br>CCIDENT  | TENDED DESTINATION LOCAL CONTROLLED     |            |          | LA         | NDIN     | OPERATION:<br>G FINAL APPROACH<br>G LEVEL OFF/TOUCHDOWN |  |
|        | PILOT I<br>FACTOR(S)                              | N COMMAND - LACK OF F<br>N COMMAND - MISJUDGED   | DISTANCE AND ALTITU                     |            |          |            |          |   |  |
|        | SKY CONDI<br>CLEAR                                |  |   |            |          | UN         | _IMI     |   |  |
|        | 5 OR OV<br>OBSTRUCTI<br>NONE<br>TYPE OF F<br>NONE | Y AT ACCIDENT SITE<br>ER<br>ONS TO VISION AT ACCI<br>LIGHT PLAN<br>LONGERON,FABRIC DMGD, | 1                                       |            |          | NO         | VE<br>OF | ATION AT ACCIDENT SITE                                  |  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA   | II         | JUR<br>F    | IES<br>S M                   | 1/N                    | FLIGHT<br>PURPOSE  | PILOT DATA  |
|--------|---|---|---|------------|-------------|------------------------------|------------------------|--|---|
|        | 9/10/72 FRE<br>TIME - 1040  NAME OF AIRPOR<br>DEPARTURE POIN<br>HAYWARD AIR<br>TYPE OF ACCIOE<br>GROUND-WATER<br>COLLIDED WIT<br>PROBABLE CAUSE<br>PILOT IN COM | MONT, CALIF  T - FREMONT  T TERMINAL  NT LOOP-SWERVE H FENCE, FENCE | N4330C DAMAGE-SUBSTANTIAL NTENDED DESTINATION FREMONT  OSTS                       | CR-PX-     | O<br>O<br>F | O<br>O<br>PHAS<br>L A<br>L A | 1<br>0<br>SE O         | NONCOMMERCIAL  | COMMERCIAL, AGE 51, 220<br>TOTAL HOURS, 4 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | FACTOR(S) PILOT IN COM  | MAND - LACK OF  | O MAINTAIN DIRECTIONA<br>FAMILIARITY WITH AIRC<br>ITROL DURING LNDNG ROL          | RAFT       |             |                              | G <b>o-</b>            | AROUND.OVER-CORRECTED.FEN  | CE PARALLEL RNWY .  |
| 3-3362 | TIME - 1645   | T - ORANGE COUNT<br>T 1   | N9728Y<br>DAMAGE-SUBSTANTIAL  | PX-        | 0<br>L      | O<br>. AST<br>C              | 2<br>EN<br>EDA<br>SE O |  | PRIVATE, AGE 36, 237 TOTAL HOURS, 163 IN TYPE, NOT INSTRUMENT RATED.        |
|        | MISCELLANEOU  | AND ING GEAR NO<br>S ACTS, CONDITION                                | ORMAL RETRACTION/EXTEN<br>INS - MATERIAL FAILURE<br>'UBE FAILED.UP LOCK RO        |            |             |                              |                        | ROTATE.MISLEADING GEAR D   | OWN INDICATION  |
| 3-3343 | 9/10/72 RUT<br>TIME - 1015<br>NAME DF AIRPOR<br>DEPARTURE POIN<br>YUBA+CALIF<br>TYPE OF ACCIDE<br>WHEELS-UP   | T - RUTH  | PIPER PA-24<br>N7163P<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION<br>RUTH, CALIF | CR-<br>PX- |             | ·HAS                         | SE 0                   | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP  F OPERATION NG LEVEL OFF/TOUCHDOWN | PRIVATE, AGE 44, 532<br>TOTAL HOURS, 63 IN TYPE,<br>NOT INSTRUMENT RATED.   |
|        | FACTOR(S)   | MAND - FAILED 1   | O EXTEND LANDING GEAR   |            | JSE         |                              |                        |  |   |

| FILE   | DATE   | LOCATION                  | AIRCRAFT DATA   | IN         | JUR<br>F | IES<br>S M      | /N  | FLIGHT<br>PURPOSE                                     | PILOT DATA  |
|--------|--|---------------------------|---|------------|----------|-----------------|---|---|---|
| 3-3504 | 9/12/72  | ALTURAS, CALIF            | BEECH 56TC<br>N91940<br>DAMAGE-SUBSTANTIAL                              | CR-<br>PX- | 0        | 0               | 1 0   | .NONCOMMERCIAL<br>BUSINESS                            | COMMERCIAL, FL.INSTR.,<br>AGE 43, 13100 TOTAL<br>HOURS, 206 IN TYPE,<br>INSTRUMENT RATED. |
|        | DEPARTURE  | V CREEK RANCH<br>ACCIDENT | INTENDED DESTINATION<br>ALTURAS AIRPORT                                 |            |          |                 | ASE OF OPERATION<br>.ANDING LEVEL OFF/TOUCHDOWN |   |   |
|        | MISCELL  | ME - LANDING GEAR M       | MAIN GEAR-SHOCK ABSORB<br>CONS - MATERIAL FAILURE<br>PISTON SHOCK ASSY. |            | SY,      | STF             | UTS   | ,ATTACHMENTS,ETC.                                     |   |
| 3-3505 |  | POPLAR, CALIF             | LUSCOMB 8E<br>N71936<br>DAMAGE-SUBSTANTIAL                              | - A        | 0        | 0               | 1   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP             | ATR,FLIGHT INSTR., AGE<br>33, 5100 TOTAL HOURS, 87<br>IN TYPE, INSTRUMENT<br>RATED.       |
|        | PORTER<br>TYPE OF A<br>UNDERSH   | RVILLE, CALIF<br>ACCIDENT | INTENDED DESTINATION WHITE RIVER FARMS                                  |            | Р        | L               | ND I  | F OPERATION<br>NG FINAL APPROACH<br>NG FINAL APPROACH | NATED.  |
|        | PILOT 1<br>FACTOR(S)<br>TERRAIN<br>MISCELL                                 |                           |   | ANCE       |          |                 |   |   |   |
| 3-3565 | TIME - 08  |                           | CESSNA A185E<br>N3371L<br>DAMAGE-SUBSTANTIAL                            | F A        | 0        | 0               | . 0   | NONCOMMERCIAL<br>BUSINESS                             | PRIVATE, AGE 53, 2600<br>TOTAL HOURS, 210 IN TYPE<br>NOT INSTRUMENT RATED.                |
|        | DEPARTURE<br>KERMAN,<br>TYPE OF A  |                           | INTENDED DESTINATION<br>LOCAL   |            | Р        |                 |   | F OPERATION<br>FROM LANDING                           |   |
|        | PROBABLE<br>WEATHER  |                           |   |            |          |                 |   |   |   |
|        |  | Y AT ACCIDENT SITE        |   |            |          | UN<br>REC       | L IM  | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDENT SITE   |   |
|        | 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF FLIGHT PLAN |                           |   |            | Т        | NO<br>YPE<br>VF | OF  | WEATHER CONDITIONS                                    |   |
|        | NONE<br>REMARKS-   | DUST DEVIL                | •   |            |          |                 |   | 4 - 4   | <b>\</b>  |

|        | DATE   | LOCATION   | AIRCRAFT DATA  | IN         | JUF<br>F | RIES<br>S M                    | /N                            | FLIGHT<br>PURPOSE                         | PILOT DATA  |
|--------|--|--|--|------------|----------|--------------------------------|-------------------------------|---|---|
| 3-3564 | 9/13/72  | TRACEY, CALIF  | PITTS SPEC S-1C  | CR-<br>PX- | 0        | 0                              | 1                             | NONCOMMERCIAL                             | PRIVATE, AGE 36, 1015 TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED.       |
|        | DEPARTURE<br>TRACEY<br>TYPE OF A<br>GROUND   |  |  |            |          |                                |                               |   |   |
|        | PILOT<br>FACTOR(S  | )  | TO MAINTAIN DIRECTIONA   |            | TRO      | )L                             |                               |   |   |
| 3-3572 |  |  | F TAYLORCRAFT RC12D<br>N43850<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>LOCAL |            |          |                                |                               | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF | PRIVATE, AGE 43, 500<br>TOTAL HOURS, 175 IN TYPE<br>NOT INSTRUMENT RATED. |
|        | STRATE<br>TYPE OF A<br>STALL   | HMORE, CALIF<br>ACCIDENT   | LOCAL  |            | Р        |                                |                               | F OPERATION<br>IGHT NORMAL CRUISE         |   |
|        | PILOT :  |  | ED ATTENTION FROM OPERA<br>TO OBTAIN/MAINTAIN FLY                                  |            |          |                                | CRA                           | FT  |   |
| 3-3571 |  |  | DAMAGE-SUBSTANTIAL   |            | 0        | 0                              | 1                             | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF | PRIVATE, AGE 38, 270 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED.        |
|        | DEPARTURE  | : PUIN1<br>_LE,CALIF   | INTENDED DESTINATION LOCAL   |            |          |                                |                               |   |   |
|        | TYPE OF A  |  |  |            | Р        |                                |                               | F OPERATION<br>NG OTHER                   |   |
|        | PROBABLE PILOT 1 FACTOR(S) WEATHER   | ACCIDENT ED WITH TREES  CAUSE(S) IN COMMAND - LACK (IN COMMAND - EXERCI IN COMMAND - EXERCI  | F FAMILIARITY WITH AIRC<br>SED POOR JUDGMENT                                       |            |          | LA                             |                               |   |   |
|        | TYPE OF A COLLIDE  PROBABLE PILOT : PROTOR (S) WEATHER EMERGENCY  SKY CONDICTED  | ACCIDENT ED WITH TREES  CAUSE(S) IN COMMAND - LACK OF TREES  N COMMAND - EXERCI COMMAND - EXERC | F FAMILIARITY WITH AIRC<br>SED POOR JUDGMENT<br>FTS<br>ORCED LANDING OFF AIRPO     |            | LΔ       | LAI<br>ND<br>EIL<br>UNI        | ING<br>LIM                    | NG OTHER  AT ACCIDENT SITE  ITED          |   |
|        | TYPE OF A COLLIDE  PROBABLE PILOT : PILOT : PACTOR(S) WEATHER EMERGENC'  SKY CONDI CLEAR VISIBILIT 5 OR ON OBSTRUCT NONE | ACCIDENT ED WITH TREES  CAUSE(S) IN COMMAND - LACK O IN COMMAND - EXERCI R - DOWNDRAFT, UPDRA C CIRCUMSTANCES - F ITION  TY AT ACCIDENT SITE   | F FAMILIARITY WITH AIRC<br>SED POOR JUDGMENT<br>FTS<br>ORCED LANDING OFF AIRPO     |            | L A<br>C | ND<br>EIL<br>UNI<br>REC<br>NOI | ING<br>ING<br>IPI<br>NE<br>OF | NG OTHER  AT ACCIDENT SITE                |   |

| FILE | DATE   | LOCATION   | AIRCRAFT DATA   | INJ<br>F                                     | URI<br>S  | ES<br>M/            | N    | PURPOSE               | PILOT DATA  |  |  |  |  |
|------|--|--|---|--|-----------|---------------------|------|-----------------------|---|--|--|--|--|
|      | 9/17/72<br>TIME - 16<br>NAME OF A  | SNTA MONICA, CALIF   | PIPER PA-2'8<br>N3974R<br>DAMAGE-SUBSTANTIAL<br>CA MUN  | CR-<br>PX-                                   | 0         | 0                   | 1    |                       | PRIVATE, AGE 39, 72 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.   |  |  |  |  |
|      | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH DITCHES PHASE OF OPERATION LANDING ROLL LANDING ROLL |  |   |  |           |                     |      |                       |   |  |  |  |  |
|      | PROBABLE<br>PILOT I  | CAUSE(S)<br>N COMMAND - IMPROPER   | OPERATION OF BRAKES   | AND/OR                                       | FL        | .IGH                | IT ( | CONTROLS              |   |  |  |  |  |
|      |  | SANTA PAULA, CALIF   |   | PX-  |           |                     |      |                       | PRIVATE, AGE 48, 6560<br>TOTAL HOURS, 312 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |  |
|      | DEPARTURE  | NAME OF AIRPORT - SANTA PAULA DEPARTURE POINT INTENDED DESTINATION SANTA PAULA, CALIF LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT CLIMB TO CRUISE COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN |   |  |           |                     |      |                       |   |  |  |  |  |
|      | PROBABLE PERSONN POWERPL MISCELL MISCELL COMPLETE EMERGENCY  | CAUSE(S)   | VICING, INSPECTION INSENTS, DRAINS, TANK CAPNS — OBSTRUCTED ERIAL AFFECTING NORM.  SS — FUEL STARVATION E ENGINE FAILURE/FLAICED LANDING OFF AIRP | NADEQUA<br>S<br>AL OPER<br>MEOUT-1<br>DRT ON | TE<br>AT] | MAI<br>IONS<br>IGIN | NT   | ENANCE AND INSPECTION |   |  |  |  |  |

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| FILE   |   |  | AIRCRAFT DATA  | F      | : :  | s M/             | N   | FLIGHT<br>PURPOSE                                | PILOT DATA   |
|--------|---|--|--|--------|------|------------------|-----|--|--|
|        |   | VAN NUYS, CALIF  |  | CR-    | 0    | 0                | 1   | INSTRUCTIONAL                                    | STUDENT, AGE 33, 89 TOTAL<br>HOURS, 86 IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | DEPARTURE<br>VAN NUYS<br>TYPE OF AC           | ,CALIF<br>CIDENT<br>ATER LOOP-SWERVE                             | NTENDED DESTINATION<br>LOCAL   |        | Pł   | LAN              | DIN | OPERATION<br>G GO-AROUND<br>G GO-AROUND          |  |
|        | PILOT IN<br>FACTOR(S)<br>PILOT IN             | COMMAND - DELAYED<br>COMMAND - FAILED T                          | IN INITIATING GO-AROU<br>O MAINTAIN DIRECTIONA<br>COMPENSATION FOR WIN<br>CONDITIONS           | L CONT | -    |                  |     |  |  |
|        | SKY CONDIT                                    | ION  |  |        | C E  |                  |     | AT ACCIDENT SITE                                 |  |
|        | VISIBILITY AT ACCIDENT SITE 5 OR OVER         |  |  |        |      |                  | PIT | ATION AT ACCIDENT SITE                           |  |
|        | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE  |  |  |        |      |                  | ΙVΕ | BEARING OF WIND                                  |  |
|        | WIND DIREC                                    | TION-DEGREES   |  |        |      | IND              |     | ROSS WIND 248-292 DEGRE<br>OCITY-KNOTS           | £5   |
|        | 270<br>TYPE OF WE<br>VFR                      | ATHER CONDITIONS   |  |        |      | 10<br>YPE<br>NON |     | FLIGHT PLAN                                      |  |
|        | REMARKS- D                                    | RIFTED OFF CNTRLINE  | ,SETTLED ONTO RWY DRG  | GOARN  | ID . |                  |     |  |  |
| 3-2710 | 10/2/72                                       | COSTA MESA , CALIF   | HUGHES 269B  | CR-    | 0    | 0                | 1   | MISCELLANEOUS                                    | PRIVATE, AGE 44, 85 TOTAL  |
|        | TIME - 084                                    |  | N9555F<br>DAMAGE-SUBSTANTIAL   | PX-    | 0    | 0                | 1   | POLICE PATROL                                    | HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.                             |
|        | DEPARTURE<br>SANTA A                          | POINT I<br>NA, CALIF   | NTENDED DESTINATION LOCAL  |        |      |                  |     |  |  |
|        | TYPE OF AC                                    | CIDENT   |  |        | PH   |                  |     | OPERATION  | WE   |
|        | HARD LAN<br>GEAR COL                          |  |  |        |      |                  |     | G POWER-OFF AUTOROTATI<br>G POWER-OFF AUTOROTATI |  |
|        | PILOT IN<br>FACTOR(S)<br>MISCELLA<br>MISCELLA | COMMAND - IMPROPER<br>COMMAND - MISJUDGE<br>NEOUS ACTS, CONDITIO | OPERATION OF FLIGHT<br>D DISTANCE AND ALTITU<br>NS - SIMULATED CONDIT<br>NS - OVERLOAD FAILURE | DE /   | LS   |                  |     |  |  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA                                   | 11         | JUF<br>F | RIE            | S<br>M/N       | FLIGHT<br>PURPOSE                     |      | PILOT DATA   |
|--------|---|---|---|------------|----------|----------------|----------------|---------------------------------------|------|--|
|        | 10/6/72<br>TIME - 131<br>NAME OF AL<br>DEPARTURE<br>PETALUM<br>TYPE OF AL<br>GROUND-W | POPE VALLEY,CALIF<br>15<br>IRPORT - USIBELLI<br>POINT<br>14,CALIF | BELLANCA 7KCAB<br>N11706<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX- | 0        | 0<br>0<br>PHA: | 1<br>0<br>SE O |                                       |      | PRIVATE, AGE 21, 270<br>TOTAL HOURS, 3 IN TYPE,<br>NOT INSTRUMENT RATED.           |
| ,      |   | COMMAND - LACK OF   | FAMILIARITY WITH AIRC<br>TO MAINTAIN DIRECTIONA |            |          | )L             |                |                                       |      |  |
| 3-2919 | 10/7/72<br>TIME - 18  | SACRAMENTO,CALIF  | PIPER PA-24<br>N6758P<br>DAMAGE-SUBSTANTIAL     | PX-        | 0        | 0              | 1 2            | NONCOMMERCIAL<br>PLEASURE/PERSONAL TR | ANSP | COMMERCIAL, AGE 52,<br>12155 TOTAL HOURS, 428 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | NAME OF ADDEPARTURE PHOENIX TYPE OF ACTIVATED SHEELS—                                 | CCIDENI   | INTENDED DESTINATION SACRAMENTO, CALIF          |            | ŧ        |                |                | F OPERATION<br>NG LEVEL OFF/TOUCHDO   | wn'  | NATES.   |
|        | PROBABLE (<br>PILOT I   |   | TO EXTEND LANDING GEAR                          | l          |          |                |                |                                       |      |  |
| 3-2921 | TIME -, 14  | TORRANCE, CALIF<br>53<br>IRPORT - TORRANCE                        | CESSNA 150H<br>N7184S<br>DAMAGE-SUBSTANTIAL     | CR-<br>PX- | 0        | 0              | 1              | NONCOMMERCIAL<br>PLEASURE/PERSONAL TR | ANSP | PRIVATE, AGE 37, 66 TOTAL<br>HOURS, 58 IN TYPE, NOT<br>INSTRUMENT RATED.           |
|        | DEPARTURE<br>TORRANCE<br>TYPE.OF AC   | POINT<br>E,CALIF<br>CCIDENT<br>WATER LOOP-SWERVE                  | INTENDED DESTINATION LOCAL .                    |            | t        | PHA:<br>L.     | SE O<br>AND I  | F OPERATION<br>NG ROLL<br>NG ROLL     |      |  |
|        | PROBABLE (  |   | TO MAINTAIN DIRECTIONA                          | L CO       | NTRO     | DL             |                |                                       |      |  |

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| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | INJUF                          | RIES          |        | FLIGHT  | PILOT DATA  |  |  |  |
|--------|--|--|---|--------------------------------|---------------|--------|---|---|--|--|--|
| 3-3002 | 10/7/72<br>TIME - 08   | SAN JOSE, CALIF  | MIDGET MSTG CUPP<br>N93177<br>DAMAGE-DESTROYED  | CR- 0<br>PX- 0                 | 1<br>0        | 0<br>0 | NONCOMMERCIAL   | PRIVATE, AGE 46, 800 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED.      |  |  |  |
|        | DEPARTURE<br>SAN JOS<br>TYPE OF A<br>ENGINE                        | NAME OF AIRPORT - REID-HILLVIEW  DEPARTURE POINT INTENDED DESTINATION  SAN JOSE CALIF  TYPE OF ACCIDENT  ENGINE FAILURE OR MALFUNCTION  COLLIDED WITH OBJECT  PHASE OF OPERATION  LANDING TRAFFIC PATTERN-CIRCLING  LANDING ROLL   |   |                                |               |        |   |   |  |  |  |
|        | MISCELL<br>MISCELL<br>PERSONN<br>TERRAIN<br>PARTIAL P<br>EMERGENCY | ANT - ENGINE CONTRO<br>ANEOUS ACTS,CONDITI<br>BL - MAINTENANCE,SE<br>- OTHER<br>OWER LOSS - PARTIAL<br>CIRCUMSTANCES - FO  | ONS - FUEL STARVATION RVICING, INSPECTION IN LOSS OF POWER - 1 ENG RCED LANDING OFF AIRPO | MPROPER M<br>GINE<br>DRT ON LA | MAIN'         | TENA   | S  NCE (MAINTENANCE PERSONN  . LND IN PARKING LOT, HIT      |   |  |  |  |
| 3-3055 | •  | PALO ALTO CALIF<br>48<br>IRPORT - SANTA CLAR   | DAMAGE-SUBSTANTIAL  |                                | 0<br><b>0</b> | 1      | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                   | STUDENT, AGE 23, 16 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |  |  |  |
|        |  | POINT<br>TO CALIF<br>CCIDENT<br>NDING  | INTENDED DESTINATION LOCAL  | ı                              | LA            | NDIN   | OPERATION<br>G LEVEL OFF/TOUCHDOWN<br>G LEVEL OFF/TOUCHDOWN |   |  |  |  |
|        | PILOT I<br>PILOT I<br>PILOT I<br>PILOT I<br>FACTOR(S)<br>MISCELL   | PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - MISJUDGED ALTITUDE PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- FLT NOT AUZD BY IP. |   |                                |               |        |   |   |  |  |  |

|        | DATE   | LOCATION   | AIRCRAFT DATA  | INJURIES<br>F S M/N  | FLIGHT<br>PURPOSE                     | PILOT DATA  |  |  |  |
|--------|--|--|--|--|---------------------------------------|---|--|--|--|
| 3-2705 | 10/7/72<br>TIME - 133:<br>NAME OF AIR<br>DEPARTURE I                 | SAN JOSE, CALIF  RPORT - SAN JOSE POINT I TO, CALIF CIDENT DING  | PIPER PA-28 N1352T DAMAGE-SUBSTANTIAL NTENDED DESTINATION LAKE TAHDE CALIF | CR- 0 0 1<br>PX- 0 0 4<br>PHASE 0<br>LANDI   | NONCOMMERCIAL                         | PRIVATE, AGE 51, 100 P TOTAL HOURS, 13 IN TYPE, NOT INSTRUMENT RATED. |  |  |  |
|        | FACTOR(S) WEATHER - MISCELLAN WEATHER BR                             | COMMAND - IMPROPER<br>- UNFAVORABLE WIND<br>NEOUS ACTS, CONDITIO | NS - OVERLOAD FAILURE<br>FLIGHT SERVICE PERSO                              |  |                                       |   |  |  |  |
|        | VISIBILITY 5 OR OVER OBSTRUCTION NONE WIND DIRECTION 180 TYPE OF WE. | NOT REPORTED<br>AT ACCIDENT SITE                                 | IDENT SITE   | CEILING AT ACCIDENT SITE 5000  PRECIPITATION AT ACCIDENT SITE NONE, DRIZZLE  RELATIVE BEARING OF WIND RIGHT QUARTERING HEAD WIND 023-067 DEGREES WIND VELOCITY-KNOTS 12  TYPE OF FLIGHT PLAN VFR |                                       |   |  |  |  |
| 3-3188 | NAME OF AIR<br>DEPARTURE I<br>SANTA PAIR<br>TYPE OF ACI              | O<br>RPORT - SANTA PAULA<br>POINT I<br>ULA,CALIF                 | DAMAGE-DESTROYED  NTENDED DESTINATION                                      | PX- 0 1 0  | PLEASURE/PERSONAL TRANS  OF OPERATION | PRIVATE, AGE 19, 251 P TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED,  |  |  |  |
|        | FACTOR(S)<br>MISCELLA  | COMMAND - FAILED T   | O OBTAIN/MAINTAIN FL<br>NS - UNWARRANTED LOW                               | YING SPEED   | IGHT OTHER                            |   |  |  |  |

| FILE   |   | AIRCRAFT DATA   | INJURIES<br>F S M/N                 | FLIGHT<br>PURPOSE  | PILOT DATA  |
|--------|---|---|-------------------------------------|--|---|
| 3-3187 | 10/8/72 ACTON, CALIF<br>TIME - 1745   | CESSNA 172I<br>N35803<br>DAMAGE-DESTROYED   | CR- 1 0 0<br>PX- 3 0 0              | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA   | PRIVATE, AGE 19, 80 TOTAL<br>NSP HOURS, 15 IN TYPE, NOT<br>INSTRUMENT RATED.  |
|        | NAME OF AIRPORT - AGUA D DEPARTURE POINT LAS VEGAS, NEV TYPE OF ACCIDENT COLLIDED WITH TREES  | ULCE<br>INTENDED DESTINATION<br>VAN NUYS,CALIF  | LAST EN<br>LANC<br>PHASE C<br>IN FL | IROUTE STOP<br>LASTER, CALIF<br>OF OPERATION<br>LIGHT NORMAL CRUISE                |   |
|        | FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - POG WEATHER BRIEFING - BRIEF   | TINUED VFR FLIGHT INTO ADV<br>ED BY FLIGHT SERVICE PERSO<br>AST SUBSTANTIALLY CORRECT |                                     |  |   |
|        | SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT S 1/2 MILE OR LESS OBSTRUCTIONS TO VISION A FOG TYPE OF FLIGHT PLAN                  |   | UNKNO<br>PRECIPI<br>DRIZZ           | G AT ACCIDENT SITE UN/NOT REPORTED LITATION AT ACCIDENT SIT LE UNEATHER CONDITIONS | E   |
|        | VFR<br>REMARKS- OBS IN LOW FLT  | OVER FREEWAY.THEN TURNED (  | _ INTO CLDS. HI                     | T SMALL TREE AND SLID  | INTO HOUSE.   |
| 3-3183 | 10/8/72 HAWTHORNE, CAL<br>TIME - 1500   | IF CESSNA 150<br>N6979S<br>DAMAGE-SUBSTANTIAL   |                                     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA   | STUDENT, AGE 46, 31 TOTAL<br>NSP HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | NAME OF AIRPORT - HAWTHO<br>DEPARTURE POINT<br>HAWTHORNE, CALIF<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALF<br>COLLIDED WITH OBJECT | RNE<br>INTENDED DESTINATION<br>LOCAL  | PHASE C<br>In Fl                    | OF OPERATION<br>IGHT NORMAL CRUISE<br>NG ROLL                                      | ,   |
|        | MISCELLANEOUS ACTS, CON<br>PILOT IN COMMAND - MIS<br>FACTOR(S)  |   | APPROACH                            |  |   |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | INJURIES<br>F S M/N                       | FLIGHT<br>PURPOSE  | PILOT DATA   |
|--------|--|--|---|---|--|--|
| 3-2899 | 10/9/72<br>TIME - 130<br>DEPARTURE                               | SAN JOSE, CALIF<br>DO<br>PDINT   | CESSNA 172I<br>N46259<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION                  | CR- 0 0 1<br>PX- 0 0 2                    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                        | COMMERCIAL, AGE 33, 2000<br>TOTAL HOURS, 250 IN TYPE,<br>INSTRUMENT RATED.     |
|        | SAN CAI<br>TYPE OF AI<br>STALL                                   |  | PASO ROBLES, CALIF  |   | F OPERATION<br>IGHT OTHER  |  |
|        | FACTOR(S) PILOT II WEATHER WEATHER TERRAIN WEATHER BI WEATHER FI | N COMMAND - FAILED T<br>N COMMAND - CONTINUE<br>- LOW CEILING<br>- DOWNDRAFT, UPDRAFT<br>- OTHER | / FLIGHT SERVICE PERSO<br>OT REPORTED   | /ERSE WEATHER C                           |  |  |
|        | 5 OR OVI<br>OBSTRUCTION<br>NONE<br>TYPE OF FOUR                  | T<br>Y AT ACCIDENT SITE<br>ER<br>DNS TO VISION AT ACC<br>LIGHT PLAN                              | CIDENT SITE<br>.ED CLIMBING OVR MTN F   | 4500<br>PRECIPI<br>RAIN<br>TYPE OF<br>VFR | TATION AT ACCIDENT SITE WEATHER CONDITIONS                       |  |
| 3-2897 | NAME OF A DEPARTURE SAN ANDI TYPE OF A                           | 30<br>IRPORT - CALAVERAS (<br>POINT<br>REAS,CALIF  | HILLER UH12L4 N90487 DAMAGE-SUBSTANTIAL COUNTY INTENDED DESTINATION KENNEDY MEADOWS | PX- 0 0 1                                 | COMMERCIAL AIR TAXI-PASSG  OF OPERATION AERIAL TAXI TO/FROM LAND | COMMERCIAL, AGE 29, 3800<br>TOTAL HOURS, 120 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | FIRE AFTE  | N COMMAND - FÁILED   |   |   |  |  |

| FILE   | DATE LOCATION   | AIRCRAFT DATA   | IN                                       | JUR<br>F    | IES<br>S M      | /N              | FLIGHT<br>PURPOSE  | PILOT DATA  |  |  |  |
|--------|---|---|--|-------------|-----------------|-----------------|--|---|--|--|--|
| 3-2923 | 10/10/72 HAVASU LDG,CALII<br>TIME - 1430<br>NAME OF AIRPORT - HAVASU L/<br>DEPARTURE POINT<br>HAVASU LDG,CALIF  | PIPER PA-28 N5983U DAMAGE-SUBSTANTIAL   | CR-<br>PX-                               | 0           | 0<br>0          | 1<br>3          | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAN                      | PRIVATE, AGE 19, 71 TOTAL<br>SP HOURS, 45 IN TYPE, NOT<br>INSTRUMENT RATED. |  |  |  |
|        | HAVASU LDG,CALIF<br>TYPE OF ACCIDENT<br>STALL MUSH  | LOCAL   | PHASE OF OPERATION TAKEOFF INITIAL CLIMB |             |                 |                 |  |   |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - PREMA PILOT IN COMMAND - FAILET FACTOR(S) AIRPORTS/AIRWAYS/FACILIT         | O TO OBTAIN/MAINTAIN FL   |  |             |                 | ΔY              |  |   |  |  |  |
| 3-2922 | 10/10/72 LONG BEACH, CALID  | CESSNA 150<br>N2294U<br>DAMAGE-SUBSTANTIAL                                      | CR-<br>PX-                               | 0           | 0               | 1               | INSTRUCTIONAL<br>SOLO  | STUDENT, AGE 27, 32 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.   |  |  |  |
|        | NAME OF AIRPORT - LONG BEAG<br>DEPARTURE POINT<br>LONG BEACH, CALIF   |   |  |             |                 |                 |  |   |  |  |  |
|        | YPE OF ACCIDENT  HARD LANDING  PHASE OF OPERATION  LANDING LEVEL OFF/TOUCHDOWN                                  |   |  |             |                 |                 |  |   |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROF<br>FACTOR(S) PERSONNEL - FLIGHT INSTRI<br>WEATHER - UNFAVORABLE WIF | JCTOR INADEQUATE TRAIN  | ING OF                                   |             |                 | NT              |  |   |  |  |  |
|        | SKY CONDITION<br>UNKNOWN/NOT REPORTED<br>VISIBILITY AT ACCIDENT SIT   | ≣   |  | Р           | 10<br>REC       | 000<br>IPI      | AT ACCIDENT SITE   |   |  |  |  |
|        | 5 OR OVER OBSTRUCTIONS TO VISION AT A NONE WIND DIRECTION-DEGREES   | ACCIDENT SITE   |  | R<br>W      | LE<br>IND       | TIV<br>FT<br>VE | E BEARING OF WIND<br>QUARTERING HEAD WIND 29<br>LOCITY-KNOTS | 3-337 DEGREES   |  |  |  |
|        | 210<br>TYPE OF WEATHER CONDITIONS<br>VFR  |   |  |             | 13<br>YPE<br>NO | ٥F              | FLIGHT PLAN  |   |  |  |  |
| 3-2901 | 10/11/72 FRESNO, CALIF<br>TIME - 1613   | AMER AVCO AA-1A<br>N6417L<br>DAMAGE-SUBSTANTIAL                                 | CR-<br>PX-<br>OT-                        | 0<br>0<br>0 | 0<br>0<br>0     | 2<br>0<br>1     |  | 50 IN TYPE, INSTRUMENT  |  |  |  |
|        | NAME OF AIRPORT - FRESNO /<br>DEPARTURE POINT<br>FRESNO, CALIF  |   |  | D           |                 |                 |  | RATED.  |  |  |  |
|        | TYPE OF ACCIDENT COLLISION WITH AIRCRAFT  |   |  |             |                 |                 | F OPERATION<br>C ENGINE RUNUP                                |   |  |  |  |
|        | PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS   | ROBABLE CAUSE(S)<br>PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT |  |             |                 |                 |  |   |  |  |  |

|        | DATE                                 | LOCATION                               | AIRCRAFT DATA                        | IN | JUR<br>F | S M  | /N   | PURPOSE   | PILOT DATA  |
|--------|--------------------------------------|--|--------------------------------------|----|----------|------|------|---|---|
| 3-2901 | 10/11/72<br>TIME - 161               |  | CESSNA 180<br>N9264C<br>DAMAGE-MINDR |    |          |      |      | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                       |   |
|        | DEPARTURE<br>FRESNO, C<br>TYPE OF AC | CALIF                                  | INTENDED DESTINATION LOCAL           |    | P        | PHAS | E C  | F OPERATION   |   |
|        | COLLISIO                             | ON WITH AIRCRAFT B                     | OTH ON GROUND                        |    |          | TΔ   | ΧI   | TO TAKEOFF  |   |
|        | FACTOR(S)                            | N COMMAND - FAILED                     | TO SEE AND AVOID OTHER               |    | RAF      | т    |      |   |   |
| 3-3277 | 10/13/72<br>TIME - 074               |  | CESSNA 185<br>N4014Y                 |    |          |      |      | NONCOMMERCIAL<br>BUSINESS                                       | PRIVATE, AGE 44, 834<br>TOTAL HOURS, 399 IN TYPE, |
|        | DEPARTURE                            | RPORT - TEHACHAPI-<br>POINT<br>S CALIF | INTENDED DESTINATION                 |    |          |      |      |   | NOT INSTRUMENT RATED.                             |
|        | TYPE OF AC<br>HARD LAM<br>GEAR COL   | CCIDENT<br>IDING                       | TEMACIAI IYOALII                     |    | P        | LA   | ND I | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG LEVEL OFF/TOUCHDOWN |   |
| •      | PILOT IN                             | COMMAND - IMPROPE                      | R LEVEL OFF<br>D UNSUITABLE TERRAIN  |    |          |      |      |   |   |
|        |                                      | - ROUGH/UNEVEN<br>ANEOUS ACTS, CONDITI | ONS - OVERLOAD FAILURE               |    |          |      |      |   |   |

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|   | 10/14/72                             |  |   |   | ۲.  | S M/ | N                | FLIGHT<br>PURPOSE                                    |          | PILOT DATA  |
|---|--------------------------------------|--|---|---|-----|------|------------------|--|----------|---|
|   |                                      | ONE PINE, CALIF  |   |   |     |      |                  | NONCOMMERCIAL<br>PLEASURE/PERSONA                    | L TRANSP | PRIVATE, AGE 41, 280 TOTAL HOURS, 75 IN TYPE, NOT INSTRUMENT RATED. |
|   |                                      |  | INTENDED DESTINATION                          |   |     |      |                  |  |          |   |
|   | TYPE OF ACC                          | CALIF  | TEMPLETON, CALIF                              |   | D   | HASE | O E              | OPERATION  |          |   |
|   | STALL SPI                            |  |   |   |     |      |                  | F INITIAL CLIMB                                      |          |   |
| ı | MISCELLANE<br>FACTOR(S)<br>WEATHER - |  |   |   | NCE | /ABI | LIT              | Y LEVEL  |          |   |
| : | SKY CONDITION UNKNOWN/NO             |  | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED |   |     |      |                  |  |          |   |
| , | VISIBILITY A                         |  |   | Ρ |     |      | ATION AT ACCIDEN | T SITE   |          |   |
|   | OBSTRUCTIONS                         | OT REPORTED<br>S TO VISION AT ACC<br>OT REPORTED<br>GHT PLAN | CIDENT SITE                                   |   | Т   | YPE  | OF               | N/NOT REPORTED<br>WEATHER CONDITIO<br>N/NOT REPORTED | NS       |   |
|   | NONE                                 | OFT STRIP.8800FT   |   |   |     |      |                  |  |          |   |

| FILE   | DATE LOCATION  | AIRCRAFT DATA                                  | INJURIES FLIGHT<br>F S M/N PURPOSE   | PILOT DATA   |
|--------|--|--|--|--|
| 3-2712 | 10/15/72 GRASS VALLY,CALIF<br>TIME - 1620  | CESSNA 150<br>N3562L<br>DAMAGE-SUBSTANTIAL     |  | STUDENT, AGE 76, 153<br>TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT    |
|        | NAME OF AIRPORT - NEVADA COU<br>DEPARTURE POINT<br>GRASS VALLY, CALIF<br>TYPE OF ACCIDENT<br>HARD LANDING<br>GEAR COLLAPSED  |  | PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCHDOWN<br>LANDING LEVEL OFF/TOŬCHDOWN   | RATED.   |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPE<br>FACTOR(S) WEATHER - UNFAVORABLE WIND<br>MISCELLANEOUS ACTS, CONDITION  | CONDITIONS                                     | <b>≣</b>   |  |
|        | SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE 5 DR OVER OBSTRUCTIONS TO VISION AT ACCUMENTED WIND DIRECTION-DEGREES 150 TYPE OF WEATHER CONDITIONS VFR FIRE AFTER IMPACT REMARKS- WIND GUSTING 20K.NO |  | CEILING AT ACCIDENT SITE 5500 PRECIPITATION AT ACCIDENT SITE RAIN RELATIVE BEARING OF WIND LEFT CROSS WIND 248-292 DEGREES WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN NONE |  |
| 3-2709 | TIME - 1100  NAME OF AIRPORT - SANTA PAU DEPARTURE POINT SANTA PAULA, CALIF  | N44075<br>DAMAGE-SUBSTANTIAL<br>LA             | CR- 0 0 1 NONCOMMERCIAL<br>PX- 0 0 1 PLEASURE/PERSONAL TRANSP  | COMMERCIAL, AGE 23, 317 TOTAL HOURS, 83 IN TYPE, NOT INSTRUMENT RATED. |
|        | TYPE OF ACCIDENT COLLIDED WITH TREES  PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCIS, MISCELLANEOUS ACTS, CONDITION FACTOR(S) PILOT IN COMMAND - INADEQUAREMARKS - INITIATED TROF 500F                                   | DNS - FAILED TO USE A<br>ATE PREFLIGHT PREPARA | •  |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | INJURIES<br>F S M  | /N                   | FLIGHT<br>PURPOSE                                 |  |
|--------|--|--|---|--|----------------------|---|--|
| 3-2928 | 10/18/72<br>TIME - 13                                    | VACAVILLE, CALIF   | CESSNA 195<br>N4324N<br>DAMAGE-SUBSTANTIAL  | CR- 0 0<br>PX- 0 0   | 1                    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA            | PRIVATE, AGE 45, 181 ANSP TOTAL HOURS, 38 IN TYPE, NOT INSTRUMENT RATED.       |
|        | NAME OF A<br>DEPARTURE<br>KING C<br>TYPE OF A<br>GROUND- | TRPORT - VACAVILLE   | NTENDED DESTINATION VACAVILLE, CALIF  |  |                      |   |  |
|        | FACTOR(S)<br>AIRPORT                                     | N COMMAND - FAILED T<br>S/AIRWAYS/FACILITIES   | O MAINTAIN DIRECTIONA  - AIRPORT CONDITIONS THRU PUDDLE.PIPER N3  | WET RUNWA  |                      |   | FANTIAL DAMAGE   |
| 3-2813 | 10/21/72<br>TIME - 12                                    | VICTORVILLE,CALIF<br>40  | BELLANCA 14-19<br>N7679J<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION   | CR- 0 0<br>PX- 0 0   | 1 2                  | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA            | PRIVATE, AGE 32, 604 ANSP TOTAL HOURS, 238 IN TYPE, NOT INSTRUMENT RATED.      |
|        | TYPE OF A COLLIDE  | POINT I ILLE, CALIF CCIDENT D WITH WIRES/POLES D WITH TREES  | SANTA ANA, CALIF  | PHAS<br>TA   | KEOF                 | OPERATION<br>F RUN<br>F ABORTED                   | ·  |
| ·      | PILOT I<br>FACTOR(S)                                     | N COMMAND - SELECTED<br>N COMMAND - MISJUDGE   | D CLEARANCE   |  |                      |   |  |
| 3-2814 | NAME OF A  | IRPORT - TORRANCE  | DAMAGE-SUBSTANTIAL  | CR- 0 0<br>PX- 0 0   | 1 0                  | NONCOMMERCIAĹ<br>Pleasure/Personal tr/            | PRIVATE, AGE 37, 125<br>ANSP TOTAL HOURS, 20 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | LOMITA,<br>TYPE OF A<br>ENGINE<br>COLLIDE                | POINT I CALIF, CCIDENT FAILURE OR MALFUNCTI D WITH WIRES/POLES   | LOCAL ON  | PHAS<br>LA<br>LA   | E OF<br>NDIN<br>NDIN | OPERATION<br>G FINAL APPROACH<br>G FINAL APPROACH |  |
|        | POWERPL<br>MISCELL<br>MISCELL<br>TERRAIN<br>COMPLETE     | N COMMAND - ATTEMPTE ANT - ENGINE CONTROL ANEOUS ACTS, CONDITIO ANEOUS ACTS, CONDITIO - HIGH OBSTRUCTIONS POWER LOSS - COMPLET CIRCUMSTANCES - FOR | D OPERATION W/KNOWN D S-COCKPIT MIXTURE CO NS - IMPROPER ALIGNME NS - FUEL STARVATION E ENGINE FAILURE/FLAM CED LANDING OFF AIRPO PECTED MECHANICAL DIS | NTROL ASSEMI<br>NT/ADJUSTMEI<br>EOUT-1 ENGII<br>RT ON LAND | BLIE<br>NT           |   |  |

| FILE   | DATE LOCATION  | AIRCRAFT DATA  | INJURIES  | FLIGHT   | PILOT DATA  |  |  |  |
|--------|--|--|---|--|---|--|--|--|
|        | 10/21/72 WINTERHAVEN, CA<br>TIME - 1545<br>DEPARTURE POINT<br>SOMERTON, ARIZ   | LIF NAVAL FCTY N3N-3<br>N44951'<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>LOCAL | CR- 0 1 0<br>PX- 0 0 0  | COMMERCIAL<br>AERIAL APPLICATION   | COMMERCIAL, AGE 41, 8000<br>TOTAL HOURS, 1000 IN<br>TYPE, INSTRUMENT RATED. |  |  |  |
|        | PROBABLE CAUSE(S)  | DL SYSTEMS RUDDER AND RUI  |   | PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND  TAB CONTROL SYSTEM  |   |  |  |  |
|        | KIND OF CROP - LETTUCE<br>PILOT'S SEAT BELT - UNI<br>GOGGLES - USED<br>COCKPIT CRASHPAD - NOT<br>TANK/HOPPER-LOCATION -                      | NOWN/NOT REPORTED  INSTALLED FORWARD OF PILOT REATED-FEET - 350 THIRD 1/3 OF TURN    | TYPE OF<br>GLOVES<br>CRASH H<br>CRASH B<br>TERRAIN<br>SWATH R | CHEMICAL USED - LIQUID<br>- NOT USED<br>BLMET - AVAILABLE-USED<br>AR - NOT INSTALLED<br>-TYPE - LEVEL, FLAT<br>UN-HOW FLOWN - WIND CAL | CHEMICAL-TOXIC  |  |  |  |
| 3-2904 | 10/22/72 FRESNO, CALIF<br>TIME - 1554<br>NAME OF AIRPORT - FRESN<br>DEPARTURE POINT<br>DESERT CENTER, CALIF<br>TYPE OF ACCIDENT<br>WHEELS-UP | N7647Y DAMAGE-SUBSTANTIAL AIR TERM INTENDED DESTINATION                              | PX- 0 0 3   | NONCOMMERCIAL PLEASURE/PERSONAL TRAN  OF OPERATION NG LEVEL OFF/TOUCHOOWN  | COMMERCIAL, AGE 33, 3427 SP TOTAL HOURS, 18 IN TYPE, INSTRUMENT RATED.      |  |  |  |
|        |  | ED TO EXTEND LANDING GEALERTED ATTENTION FROM OPER                                   |   | FT   |   |  |  |  |

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| FILE   | DATE  | LOCATION                | AIRCRAFT DATA                              |     |   |   |   | FLIGHT<br>PURPOSE                         | PILOT DATA  |  |  |
|--------|---|-------------------------|--|-----|---|---|---|---|---|--|--|
| 3-2906 | NAME OF AIR   | )<br>RPORT - ORANGE COU | CESSNA 195<br>N3074B<br>DAMAGE-SUBSTANTIAL | CR- | 0 | 0 | 1 | NONCOMMERCIAL                             |   |  |  |
|        | DEPARTURE POINT INTENDED DESTINATION  WATSONVILLE, CALIF  TYPE OF ACCIDENT  GROUND-WATER LOOP-SWERVE  GEAR COLLAPSED  INTENDED DESTINATION  PHASE OF OPERATION  LANDING ROLL  LANDING ROLL  |                         |  |     |   |   |   |   |   |  |  |
|        | PROBABLE CAUSE(S)  PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S)  MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE REMARKS- EVID OF FATIGUE PRIOR TO BREAK. |                         |  |     |   |   |   |   |   |  |  |
| -2903  | NAME OF AIR   | )<br>RPORT - NELSON AIR | N2523<br>DAMAGE-SUBSTANTIAL<br>STRIP       |     |   |   |   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 38, 658<br>TOTAL HOURS, 2 IN TYPE,<br>INSTRUMENT RATED. |  |  |
|        | DEPARTURE POINT INTENDED DESTINATION  BRENTWOOD, CALIF LAS VEGAS, NEV  TYPE OF ACCIDENT PHASE OF OPERATION  COLLIDED WITH OBJECT TAKEOFF RUN  COLLIDED WITH TREES TAKEOFF ABORTED   |                         |  |     |   |   |   |   |   |  |  |
|        | PROBABLE CAUSE(S)  PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISJUDGED CLEARANCE  TERRAIN - HIGH OBSTRUCTIONS REMARKS- WING HIT MIRROR OF TRUCK PARKED ADJ TO RWY.                         |                         |  |     |   |   |   |   |   |  |  |

| FILE   | DATE                                 | LOCATION  | AIRCRAFT DATA                               | INJ(    | JRIES<br>S M/    | 'n.                           | FLIGHT<br>PURPOSE                                 | PILOT DATA  |
|--------|--------------------------------------|---|---|---------|------------------|-------------------------------|---|---|
|        | .10/28/72<br>TIME - 1810             | INYOKERN,CALIF<br>)<br>RPORT - KERN COUNT                       | CESSNA 172K<br>N78595<br>DAMAGE-SUBSTANTIAL | CR- (   | 0 0              | 1 NONCOMMERCIAL<br>0 BUSINESS |   | PRIVATE, AGE 47, 139<br>TOTAL HOURS, 12 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        |                                      | CALIF<br>CIDENT   | VAN NUYS, CALIF                             |         |                  |                               | OPERATION<br>TO TAKEOFF                           |   |
|        |                                      | AUSE(S)<br>COMMAND - EXERCIS<br>- UNFAVORABLE WIND              |   |         |                  |                               |   |   |
|        | SKY CONDIT                           | AT ACCIDENT SITE  |   |         | UNL              | IMI<br>PIT                    | AT ACCIDENT SITE<br>TED<br>ATION AT ACCIDENT SITE |   |
|        |                                      | NS TO VISION AT AC  | CIDENT SITE                                 |         | WIND<br>270      | DIR                           | ECTION-DEGREES WEATHER CONDITIONS                 |   |
|        | 25<br>TYPE OF FL                     |   |   |         | VFR              |                               | WEATHER CONDITIONS                                |   |
|        | REMARKS- P                           | ILOT REPORTED WIND .  | S GUSTING TO 45 KNOTS.                      | •       |                  |                               |   |   |
| 3-3233 | 10/28/72<br>TIME - 1200              | HAYWARD,CALIF   | CESSNA 170B<br>N3068A<br>DAMAGE-SUBSTANTIAL | F A     | 0 0              | 1                             | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS          | PRIVATE, AGE 25, 472 P TOTAL HOURS, 15 IN TYPE, NOT INSTRUMENT RATED.     |
|        |                                      | RPORT - HAYWARD MU  | NI<br>INTENDED DESTINATION<br>LOCAL         |         |                  |                               |   |   |
|        | TYPE OF ACC                          | CIDENT<br>ATER LOOP-SWERVE                                      | LUCAL                                       |         |                  |                               | OPERATION<br>G ROLL                               |   |
|        | PROBABLE CA<br>PILOT IN<br>FACTOR(S) |   | TO MAINTAIN DIRECTIONA                      | AL CONT | ROL              | ,                             |   |   |
|        | WEATHER PERSONNEL                    | - UNFAVORABLE WIND<br>L - MISCELLANEOUS-<br>NEOUS ACTS, CONDITI | PERSONNEL OTHER                             |         |                  |                               |   |   |
|        | SKY CONDIT                           |   |   |         | UNL              | IMI                           |   |   |
|        | 5 OR OVE                             | AT ACCIDENT SITE<br>R<br>NS TO VISION AT AC                     | CIDENT SITE                                 |         | NON              | ΙE                            | ATION AT ACCIDENT SITE  BEARING OF WIND           |   |
|        | NONE<br>WIND DIRECT                  | TION-DEGREES  |   |         | TAI<br>WIND      | L W                           | IND 158-202 DEGREES<br>OCITY-KNOTS                |   |
|        | 280<br>TYPE OF WEA                   | ATHER CONDITIONS  |   |         | 8<br>TYPE<br>NON |                               | FLIGHT PLAN                                       |   |
|        | REMARKS- U                           | NICOM GAVE WINDS A  | S 190 WHEN ACTUALLY 28                      | 30.     |                  |                               |   |   |

| FILE   | DATE  | LOCATION                                     | AIRCRAFT DATA  |  |   |            | 'N  |                                     |          | PILOT DATA   |  |  |  |  |
|--------|---|--|--|--|---|------------|---|-------------------------------------|----------|--|--|--|--|--|
| 3-3246 | 10/29/72<br>TIME - 15   | SANTA ANA, CALIF<br>57                       | LUSCOMBE 8A<br>N45521<br>DAMAGE-SUBSTANTIAL                            |  | - |            |   | ONCOMMERCIAL<br>LEASURE/PERSONAL TR | RANSP TO | COMMERCIAL, AGE 22, 401<br>TOTAL HOURS, 200 IN TYPE<br>NOT INSTRUMENT RATED. |  |  |  |  |
|        | NAME OF A   |  |  |  |   |            |   |                                     |          |  |  |  |  |  |
|        | DEPARTURE POINT INTENDED DESTINATION  SANTA ANA, CALIF LOCAL  TYPE OF ACCIDENT PHASE OF OPERATION  GROUND-WATER LOOP-SWERVE LANDING ROLL  NOSE OVER/DOWN LANDING ROLL |  |  |  |   |            |   |                                     |          |  |  |  |  |  |
|        | PILOT I<br>FACTOR(S)  | N COMMAND - IMPROPER<br>N COMMAND - IMPROPER | R COMPENSATION FOR WIN<br>R OPERATION OF BRAKES<br>CONDITIONS          |  |   |            |   | NTROLS                              |          |  |  |  |  |  |
|        | SKY CONDI CLEAR VISIBILIT OR OV   |  | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE |  |   |            |   |                                     |          |  |  |  |  |  |
|        | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE  |  |  |  |   |            | RELATIVE BEARING OF WIND RIGHT QUARTERING HEAD WIND 023-067 DEGREES |                                     |          |  |  |  |  |  |
|        | WIND DIRE<br>250  |  | W  |  |   | CITY-KNOTS |   |                                     |          |  |  |  |  |  |
|        | VFR   | EATHER CONDITIONS                            |  |  | Т | YPE<br>NOI |   | LIGHT PLAN                          |          |  |  |  |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  | INJU<br>F      | RIES<br>S M. | 'N | FLIGHT<br>PURPOSE | PILOT DATA |  |  |  |
|--------|--|---|--|----------------|--------------|----|-------------------|------------|--|--|--|
| 3-3479 | 10/29/72 TIME - 1030 NAME OF AIR DEPARTURE PI TORRANCE TYPE OF ACC GROUND-WA NOSE OVER PROBABLE CAI PILOT IN WEATHER - WEATHER - WEATHER FOR WEATHER BRI WEATHER FOR SKY CONDITII  | LOMITA, CALIF  PORT - TORRANCE  DINT  IDENT  TER LOOP-SWERVE  /DOWN  JSE(S)  COMMAND - EXERCIS  UNFAVORABLE WIND  SUDDEN WINDSHIFT  COMMAND - 'INADEGU  EFING - BRIEFED B  ECAST - FORECAST | DAMAGE-SUBSTANTIAL  INTENDED DESTINATION LOCAL  ED POOR JUDGMENT CONDITIONS  | CR- 0<br>PX- 0 |              |    |                   |            |  |  |  |
|        | 5 OR OVER OBSTRUCTION NONE WIND DIRECT 340 TYPE OF WEA' VFR  | CIDENT SITE . GH WINDS FCSTD.   | NONE RELATIVE BEARING OF WIND RIGHT QUARTERING HEAD WIND 023-067 DEGREES WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN NONE |                |              |    |                   |            |  |  |  |
| 3-2908 | 11/2/72 LONG BEACH, CALIF BEECH G33 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 54, 1640 TIME - 0530 N1523W PX- 0 0 0 PLEASURE/PERSONAL TRANSP INSTRUMENT RATED.  NAME OF AIRPORT - LONG BEACH DEPARTURE POINT INTENDED DESTINATION SANTA ANA, CALIF LONG BEACH, CALIF TYPE OF ACCIDENT WHEELS-UP  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR |   |  |                |              |    |                   |            |  |  |  |
|        |  |   | D ATTENTION FROM OPERA<br>RRUPTED LANDING PATTER   |                |              |    | TENTION           |            |  |  |  |

|       |   |   | AIRCRAFT DATA           | I          | F  | SM  | /N  | PURPOSE                                   | PILOT DATA   |  |  |  |
|-------|---|---|-------------------------|------------|----|-----|-----|---|--|--|--|--|
|       | 11/3/72   |   | CESSNA 150              | CR-<br>PX- | 0  | 0   | 1   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF | PRIVATE, AGE 44, 255 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |  |  |  |
|       | DEPARTURE<br>LAKE W<br>TYPE OF A<br>ENGINE  | NAME OF AIRPORT - BORREGO SPRINGS  DEPARTURE POINT INTENDED DESTINATION LAKE WOHLFORD, CALIF OCOTILLO WELLS, CALIF  TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT OTHER NOSE OVER/DOWN LANDING ROLL |                         |            |    |     |     |   |  |  |  |  |
|       |   | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS   |                         |            |    |     |     |   |  |  |  |  |
|       | TERRAIN   | - SANDY   | K UPEKATION OF POWERPE  | ANI G      | PU | WEK | PLA | INT CUNTRUES                              |  |  |  |  |
|       | FACTOR(S)   | AMERICA ACTS COMPLETE   | ONS - SIMULATED CONDIT  | TONC       |    |     |     |   |  |  |  |  |
|       |   |   | LOSS OF POWER - 1 ENG   |            |    |     |     |   |  |  |  |  |
|       |   | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND  |                         |            |    |     |     |   |  |  |  |  |
|       | REMARKS-  | PILOT FAILED TO CLE   | AR ENG OR USE CARBHEAT  | DURI       | ٧Ġ | PWR | 0F  | F GLIDE.                                  |  |  |  |  |
| -3205 | 11/5/72<br>TIME - 11  | TORRANCE, CALIF   | AERONCA 0-58B<br>N48716 | CR-<br>PX- | 0  | 0   | 1   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 38, 91 TOTAL  |  |  |  |
|       |   |   | DAMAGE-SUBSTANTIAL      |            |    |     |     |   | INSTRUMENT RATED.  |  |  |  |
|       |   | IRPORT - TORRANCE   |                         |            |    |     |     |   | F.   |  |  |  |
|       |   |   | INTENDED DESTINATION    |            |    |     |     |   |  |  |  |  |
|       | TORRANC<br>TYPE OF A  |   | LUCAL                   |            | 0  | нис | - 0 | F OPERATION                               |  |  |  |  |
|       |   | WATER LOOP-SWERVE   |                         |            |    |     |     | NG ROLL                                   |  |  |  |  |
|       | NOSE OVER/DOWN LANDING ROLL   |   |                         |            |    |     |     |   |  |  |  |  |
|       | PROBABLÉ  | CAUSE(S)  |                         |            |    |     |     |   |  |  |  |  |
|       | PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL TERRAIN - WET-SOFT GROUND |   |                         |            |    |     |     |   |  |  |  |  |
|       | FACTOR(\$)  |   |                         |            |    |     |     |   |  |  |  |  |
|       | MISCELL   | ANEOUS ACTS CONDITI   | ONS - TOUCH AND GO LAN  | IDING      |    |     |     |   |  |  |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   | INJ                                   | URIES                 | 5         | FLIGHT<br>PURPOSE                                | PILOT DATA  |  |  |
|--------|--|---|---|---------------------------------------|-----------------------|-----------|--|---|--|--|
| 3-3201 | 11/5/72<br>TIME - 19   | SANTA YNEZ, CALIF<br>30   | CESSNA 172<br>N6211E<br>DAMAGE-SUBSTANTIAL                | CR-<br>PX-                            | 0 0<br>0 0            | 1<br>1    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP        | PRIVATE, AGE 35, 500 TOTAL HOURS, 40 IN TYPE, NOT INSTRUMENT RATED.       |  |  |
|        | DEPARTURE<br>MONTER<br>TYPE OF A<br>ENGINE   | IRPORT - SANTA YNEZ POINT  EY,CALIF CCIDENT FAILURE OR MALFUNCTI D WITH FENCE,FENCEP  | SANTA BARBARA, CALII<br>ON                                |                                       | L                     | ANDI      | F OPERATION<br>NG GO-AROUND<br>NG FINAL APPROACH |   |  |  |
|        | PILOT I PILOT I MISCELL MISCELL PILOT I TERRAIN COMPLETE EMERGENCY   | N COMMAND - INADEQUA<br>N COMMAND - LACK OF<br>N COMMAND - MISMANAG<br>ANEOUS ACTS, CONDITIO<br>ANEOUS ACTS, CONDITIO<br>N COMMAND - EXERCISE<br>- HIGH OBSTRUCTIONS<br>POWER LOSS - COMPLET<br>CIRCUMSTANCES - FOR | NS - MISCALCULATED FUNS - FUEL EXHAUSTION D POOR JUDGMENT | CRAFT<br>JEL CON<br>MEOUT-1<br>DRT ON | SUMP1<br>ENG:<br>LAND | ION       |  |   |  |  |
| -3410  | NAME OF A<br>DEPARTURE<br>LANCAST<br>TYPE OF A   | 32 IRPORT - GEN WM J FO POINT I ER,CALIF CCIDENT  | N6151 DAMAGE-DESTROYED X NTENDED DESTINATION MOJAVE,CALIF | PX-                                   | 1. 0<br>PHAS          | 0<br>SE 0 | PLEASURE/PERSONAL TRANSP  F OPERATION            | PRIVATE, AGE 58, 421<br>TOTAL HOURS, 76 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |
|        | ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH TREES LANDING OTHER  PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE OTHER MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT TERRAIN - HIGH OBSTRUCTIONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- CRANKSHAFT PROP FLANGE FAILED. PROP NOT RCVRD. |   |   |                                       |                       |           |  |   |  |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA  | INJURIES<br>F S M/N   | FLIGHT<br>PURPOSE                       | PILOT DATA   |  |  |  |  |
|--------|---|--|--|-----------------------|---|--|--|--|--|--|
|        |   | BIG BEAR, CALIF  |  |                       |   | PRIVATE, AGE 31, 50 TOTAL SP HOURS, 6 IN TYPE, NOT INSTRUMENT RATED. |  |  |  |  |
|        | DEDARTURE D   | CALIF  | ITY<br>INTENDED DESTINATION<br>RIALTO,CALIF                              |                       | F OPERATION<br>IGHT CLIMB TO CRUISE     |  |  |  |  |  |
|        | PILOT IN FACTOR(S) TERRAIN - WEATHER - WEATHER BRI                          | COMMAND - MISJUDG<br>COMMAND - FAILED<br>HIGH OBSTRUCTION:<br>HIGH DENSITY ALT<br>EFING - NO BRIEFIN | TTUDE  |                       |   |  |  |  |  |  |
|        | SKY CONDITI   | ON   |  |                       | AT ACCIDENT SITE                        |  |  |  |  |  |
|        |   | AT ACCIDENT SITE   |  |                       | TATION AT ACCIDENT SITE                 |  |  |  |  |  |
|        | 5 OR OVER<br>OBSTRUCTION<br>NONE  | S TO VISION AT ACC   | CIDENT SITE  | NONE<br>TEMPERA<br>60 | TURE-F                                  |  |  |  |  |  |
|        |   | ION-DEGREES  |  |                       | LOCITY-KNOTS                            |  |  |  |  |  |
|        |   | THER CONDITIONS  |  |                       | FLIGHT PLAN                             |  |  |  |  |  |
|        | FIRE AFTER IMPACT REMARKS- TRIED TO OUTCLIMB RISING TERRAIN.DENS ALT 9000FT |  |  |                       |   |  |  |  |  |  |
| 3-3053 |   | SAN ANDREAS, CALIF   | N3388V   | PX- 0 0 0             | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAN | SP TOTAL HOURS, 60 IN TYPE,  |  |  |  |  |
|        | DEPARTURE P   | PORT - CALAVERAS   | DAMAGE-SUBSTANTIAL<br>CNTY<br>INTENDED DESTINATION<br>SAN ANDREAS, CALIF |                       |   | INSTRUMENT RATED.  |  |  |  |  |
|        | TYPE OF ACC   | IDENT  | SAN ANDREAS, CALIF   |                       | F OPERATION<br>NG ROLL                  |  |  |  |  |  |
|        | MISCELLAN<br>PERSONNEL<br>FACTOR(S)   | - LANDING GEAR BE<br>EOUS ACTS, CONDITIO<br>- MAINTENANCE, SEE                                       |  |                       |   |  |  |  |  |  |
|        | AIRPORTS/<br>REMARKS- LE  |  |  |                       |   |  |  |  |  |  |

| FILE.           | DATE  | LOCATION                                  | AIRCRAFT DATA                               | IN         | JUR<br>F | RIES<br>S M    | /N            |   | PILOT DATA   |
|-----------------|---|---|---|------------|----------|----------------|---------------|---|--|
|                 | 11/8/72<br>TIME - 13<br>DEPARTURE   | NILAND, CALIF<br>00<br>POINT<br>AL, CALIF | CESSNA 170B                                 | CR-        | 0        | O<br>O<br>PHAS | 1<br>1<br>E O | NONCOMMERCIAL                             | PRIVATE, AGE 46, 1728<br>TOTAL HOURS, 90 IN TYPE,<br>NOT INSTRUMENT RATED. |
|                 | FACTOR(S)<br>PIŁOT I  | N COMMAND - FAILED                        |   |            |          |                |               |   |  |
| 3 <b>-</b> 3056 |   |   | DAMAGE SUBSTANTIAL                          | CR-<br>PX- | 0        | 0              | 1             | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 27, 204 TOTAL HOURS, 38 IN TYPE, NOT INSTRUMENT RATED.        |
|                 | SAN JO<br>TYPE OF A   | SE,CALIF                                  | INTENDED DESTINATION                        |            | p        |                |               | F OPERATION<br>NG ROLL                    | NOT INCINCILLY KATES   |
|                 | PROBABLE<br>PILOT I<br>FACTOR(S)<br>TERRAIN   |   |   |            |          |                |               |   |  |
| 3-3043          | 11/10/72<br>TIME - 11   |   | CESSNA 150G<br>N3225J<br>DAMAGE-SUBSTANTIAL | CR-<br>PX- | 0        | 0              | 1             | INSTRUCTIONAL<br>SOLO                     | STUDENT, AGE 24, 18 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.  |
|                 | DEPARTURE<br>SANTA A<br>TYPE OF A   | NA,CALIF                                  | OUNTY INTENDED DESTINATION                  |            |          |                |               | F OPERATION<br>NG ROLL                    | INSTRUMENT RATED.  |
|                 | PROBABLE CAUSE(S)  PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL |   |   |            |          |                |               |   |  |

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| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | IN         | JUI<br>F      | RIES<br>S M | ;<br> /N | FLIGHT<br>PURPOSE                        | PILOT DATA   |
|--------|---|--|---|------------|---------------|-------------|----------|--|--|
| 3-3042 | 11/10/72<br>TIME - 16                                 | HEMET, CALIF   | SCHWEIZER 2-22<br>N2410W<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX- | 0             | 1<br>0      | 0        | INSTRUCTIONAL<br>TRAINING                | COMMERCIAL, AGE 21, 290<br>TOTAL HOURS, 2 IN TYPE,<br>INSTRUMENT RATED.      |
|        | DEPARTURE<br>HEMET,C                                  | CCIDENT  |   |            | F             |             |          | OF OPERATION<br>NG LEVEL OFF/TOUCHDOWN   |  |
|        | PILOT I<br>PILOT I<br>FACTOR(S)<br>PILOT I            | N COMMAND - IMPROPER<br>N COMMAND - IMPROPER<br>N COMMAND - IMPROPER   | R OPERATION OF FLIGHT<br>R LEVEL OFF<br>R RECOVERY FROM BOUNCE<br>FAMILIARITY WITH AIRC | D LAN      |               |             |          |  |  |
| 3-3046 | 11/11/72<br>TIME - 09                                 | CALISTOGA, CALIF   | CESSNA 210<br>N7371E<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX- | 0             | 0           | 1 0      | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS | NO CERTIFICATE, AGE 28,<br>P 277 TOTAL HOURS, 111 IN<br>TYPE, NOT INSTRUMENT |
|        | DEPARTURE<br>HAYWAR                                   | CCIDENT  | S VLY<br>INTENDED DESTINATION<br>CLEAR LAKE CALIF                                       |            | ſ             |             |          | OF OPERATION<br>OFF INITIAL CLIMB        | RATED.   |
|        | PILOT I<br>PILOT I<br>FACTOR(S)<br>TERRAIN<br>TERRAIN | N COMMAND - PREMATUR<br>N COMMAND - FAILED T<br>N COMMAND - SELECTE<br>I - WET, SOFT GROUND<br>I - HIGH VEGETATION | TO OBTAIN/MAINTAIN FLY  |            |               | ED          |          |  |  |
| 3-3374 | 11/11/72<br>TIME - 16                                 | RIALTO,CALIF   | CESSNA 182<br>N9127G<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX- | 0<br><b>0</b> | 1 0         | 0        | INSTRUCTIONAL<br>SOLO                    | PRIVATE, AGE 38, 398 TOTAL HOURS, 50 IN TYPE NOT INSTRUMENT RATED.           |
|        | DEPARTURE<br>SANTA<br>TYPE OF A                       | IRPORT - COLTON AIF<br>POINT<br>MONICA, CALIF<br>CCIDENT<br>D WITH WIRES/POLES                                     | RPARK<br>INTENDED DESTINATION<br>LOCAL  |            | ţ             |             |          | OF OPERATION<br>NG GO-AROUND             | no. Institution (ATES)   |
|        | FACTOR(S)<br>AIRPORT<br>MISCELL<br>TERRAIN            | N COMMAND - DELAYED  | 5   |            | RU            | ₩N.         | ίΥ       | ·  |  |

| FILE   |  |  |            | _   | _  |   |        | 01100000                                  | PILOT DATA   |
|--------|--|--|------------|-----|----|---|--------|---|--|
|        | 11/17/72 CHINO, CALIF<br>TIME - 1115   |  | CR-<br>PX- | . 0 |    | 0 | 1      | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 43, 53 TOTAL  |
|        | NAME OF AIRPORT — CHINO DEPARTURE POINT CHINO, CALIF TYPE OF ACCIDENT COLLIDED WITH PARKED       | INTENDED DESTINATION . LOCAL AIRCRAFT          |            |     |    |   |        | F OPERATION<br>OTHER'                     |  |
|        |  | RTED ENGINE WITHOUT PROPE                      |            |     |    |   |        | UIPMENT<br>-DOWN WHILE PLT HAND-PROP      | PED,HIT CESSNA 172   |
| 3-3048 | 11/18/72 SANTA ANA,CAL<br>TIME - 1217  | IF CESSNA 170B<br>N3534C<br>DAMAGE-SUBSTANTIAL | PX-        |     |    |   |        | NONCOMMERCIAL<br>PLEASURE/PERSONAL*TRANSP | COMMERCIAL, FL.INSTR.,<br>AGE 28, 1346 TOTAL HOURS,<br>533 IN TYPE, INSTRUMENT<br>RATED. |
|        | NAME OF AIRPORT - ORANG<br>DEPARTURE POINT<br>SANTA ANA, CALIF<br>TYPE OF ACCIDENT<br>STALL MUSH | INTENDED DESTINATION NEEDLES,CALIF             |            |     |    |   |        | F OPERATION<br>FF INITIAL CLIMB           |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - PRE PILOT IN COMMAND - FAI                                  | MATURE LIFT-OFF<br>LED TO OBTAIN/MAINTAIN FL   | YING       | SPE | ED |   |        |   |  |
| 3-3580 | 11/24/72 GOLETA, CALIF<br>TIME - 1015  | PIPER PA-28<br>N403FL<br>DAMAGE-DESTROYED      | CR-<br>PX- | . 0 |    | 0 | 1<br>1 | NONCOMMERCIAL<br>BUSINESS                 | PRIVATE, AGE 32, 62 TOTAL<br>HOURS, 18 IN TYPE, NOT<br>INSTRUMENT RATED.                 |
|        | DEPARTURE POINT SANTA BARBARA TYPE OF ACCIDENT COLLISION WITH GROUND/                            | INTENDED DESTINATION LOCAL WATER CONTROLLED    |            |     |    |   |        | ,<br>F OPERATION<br>IGHT LOW PASS         |  |
|        | PROBABLE CAUSE(S)  | ERTED ATTENTION FROM OPER                      | ATION      |     |    |   |        |   | ,  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA  | INJURIES<br>F S M                 | N                                    | FLIGHT<br>PURPOSE                                   | PILOT DATA  |
|--------|---|---|--|-----------------------------------|--------------------------------------|---|---|
| 3-3581 | 11/24/72<br>TIME - 08<br>DEPARTURE<br>EL MONT<br>TYPE OF A<br>ENGINE                                  | EL MONTE,CALIF<br>558<br>POINT<br>E,CALIF   | CESSNA 206 N8756Z DAMAGE-SUBSTANTIAL INTENDED DESTINATION CALEXICO, CALIF TION | CR- 0 0<br>PX- 0 0<br>PHASE<br>IN | 1 NON<br>1 BUS<br>OF OP<br>FLIGHT    | ICOMMERCIAL<br>SINESS                               | PRIVATE, AGE 53, 1305<br>TOTAL HOURS, 600 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | POWERPL<br>MISCELL<br>MISCELL<br>TERRAIN<br>COMPLETE<br>EMERGENCY                                     | CAUSE(S) IEL - MAINTENANCE,S ANT - FUEL SYSTEM ANEOUS ACTS,CONDIT ANEOUS ACTS,CONDIT OTHER OWER LOSS - COMPL CIRCUMSTANCES - F B NUT BACKED OFF F | ICE AND INSPECTION   |                                   |                                      |   |   |
| 3-3484 | 11/26/72<br>TIME - 20   | AUBURN, CALIF   | BELLANCA 17-30<br>N4717V<br>DAMAGE-DESTROYED                                   | CR- 0 1<br>PX- 0 3                | O NON<br>O PLE                       | COMMERCIAL<br>SASURE/PERSONAL TRANSP                | STUDENT, AGE 34, 300 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.     |
|        | DEPARTURE<br>YUMA,A<br>TYPE OF A<br>UNDERSH   | CCIDENT   | INTENDED DESTINATION<br>SACRAMENTO, CALIF                                      | LAN                               | DING                                 | ERATION<br>FINAL APPROACH<br>FINAL APPROACH         | NATES:  |
|        | PILOT I<br>FACTOR(S)<br>PILOT I<br>PILOT I<br>WEATHER<br>HEATHER<br>TERRAIN<br>WEATHER B<br>WEATHER F | N COMMAND - CONTIN<br>N COMMAND - MISJUD<br>N COMMAND - INADEQ<br>N COMMAND - IMPROP<br>- LOW CEILING   |  |                                   |                                      |   |   |
|        | ZERO<br>OBSTRUCTI<br>FOG<br>TYPE OF W<br>IFR  |   | CCIDENT SITE   | O<br>PRECI<br>NON<br>WIND<br>CAL  | PITATI<br>E<br>VELOCI<br>M<br>OF FLI | ACCIDENT SITE ON AT ACCIDENT SITE TY-KNOTS GHT PLAN |   |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | I NJ<br>F          | IUR I E<br>S   | S<br>M/N                  | FLIGHT<br>PURPOSE  | PILOT DATA   |  |  |  |
|--------|--|--|---|--------------------|--|---------------------------|--|--|--|--|--|
| 3-3556 | 12/14/72<br>TIME - 0835<br>DEPARTURE F<br>SACRAMEN<br>TYPE OF ACC                              | BAKERSFIELD,CALIF  POINT  ITO,CALIF CIDENT ATLURE OR MALFUNCTI   | CESSNA 150J<br>N61337<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION<br>PACOIMA,CALIF | CR-<br>PX-         | 0 0<br>0 0   | ) 1<br>) 1<br>(SE (       | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAI                            | PRIVATE, AGE 35, 129 NSP TOTAL HOURS, 63 IN TYPE, NOT INSTRUMENT RATED.        |  |  |  |
|        | PERSONNEI POWERPLAI MISCELLAI TERRAIN TERRAIN FACTOR(S) MISCELLAI COMPLETE PO                  | PROBABLE CAUSE(S)  PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION  POWERPLANT - LUBRICATING SYSTEM OTHER  MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED  MISCELLANEOUS ACTS, CONDITIONS - OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM  TERRAIN - ROUGH/JUNEVEN  TERRAIN - HIGH VEGETATION |   |                    |  |                           |  |  |  |  |  |
| 3-3549 | SALINAS,<br>TYPE OF AC   | POINT I  | NTENDED DESTINATION LOCAL   |                    | PH   | ASE (                     | COMMERCIAL AERIAL APPLICATION  DF OPERATION LIGHT STARTING SWATH R | COMMERCIAL, AGE 49, 9678<br>TOTAL HOURS, 770 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS |  |   |                    |  |                           |  |  |  |  |  |
|        | CRASH HEI<br>CRASH BAI<br>TERRAIN—<br>SWATH RUI  |  | COC<br>TAR<br>ELI   | KPI<br>K/HI<br>VAT | F OPERATION - DEFOLIATI S SEAT BELT - UNKNOWN/N S - NOT USED T CRASHPAD - NOT INSTAL DPPER-LOCATION - AFT OF ION-AREA BEING TREATED- SPRAYBOOM AROUND STANDP | LED<br>PILOT<br>FEET - 80 |  |  |  |  |  |

|        |   |  |   |                   |            |              |  | PILOT DATA   |  |  |
|--------|---|--|---|-------------------|------------|--------------|--|--|--|--|
| 3-3553 | 12/17/72<br>TIME - 09   | TAFT, CALIF  | CESSNA 150<br>N7729E<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-        | 0<br>0     | 0 1<br>0 1   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA   | PRIVATE, AGE 50, 83 TOTAL<br>ANSP HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |  |  |
|        | NAME OF A<br>DEPARTURE<br>SANTA<br>TYPE OF A  | POINT - TAFT MARIA, CALIF  | INTENDED DESTINATION TAFT, CALIF  |                   | РН         | ASE          | OF OPERATION<br>FROM LANDING   |  |  |  |
|        | PROBABLE<br>PILOT I   |  | D TO SEE AND AVOID OBJEC  | TS OR             | OBS        | TRUC         | TIONS  |  |  |  |
| 3-3413 |   |  |   |                   | 0<br>0     | 0 1<br>0 0   | MISCELLANEOUS<br>FERRY   | COMMERCIAL, AGE 34, 2083<br>TOTAL HOURS, 135 IN TYPE,<br>INSTRUMENT RATED.     |  |  |
|        | DAMAGE-SUBSTANTIAL INSTRUMENT RATED.  DEPARTURE POINT INTENDED DESTINATION ANTON, COLO EADS, COLO  TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE NOSE OVER/DOWN LANDING LEVEL OFF/TOUCHDOWN |  |   |                   |            |              |  |  |  |  |
|        | MISCELL<br>PILOT I<br>COMPLETE<br>EMERGENCY   | N COMMAND - IMPROI<br>ANEOUS ACTS, CONDI'<br>N COMMAND - IMPROI<br>POWER LOSS - COMPI<br>CIRCUMSTANCES - I | PER OPERATION OF POWERPL<br>TIONS - ENGINE LOADED UP<br>PER LEVEL OFF<br>LETE ENGINE FAILURE/FLAM<br>FORCED LANDING OFF AIRPO<br>FLT ATTITUDE PROP DID NO | MEOUT-1<br>DRT ON | EN<br>L AN | G I N E<br>D |  |  |  |  |
| 3-3078 | TIME - 08   | MEAD, COLO   | PIPER PA-25<br>N4999Y<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION   | PX-               | 0<br>0     | 0 1<br>0 0   | COMMERCIAL<br>AERIAL APPLICATION   | COMMERCIAL, AGE 27, 2145<br>TOTAL HOURS, 350 IN TYPE,<br>INSTRUMENT RATED.     |  |  |
|        | MEAD, CO<br>TYPE OF A   | POINI<br>LO<br>CCIDENT<br>D WITH TREES   | LOCAL   |                   |            |              | OF OPERATION<br>LIGHT SWATH RUN  |  |  |  |
|        | FACTOR(S)   | N COMMAND - MISJU  |   |                   |            |              |  |  |  |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT  | OURS IN CROP CONT<br>CROP - GRAIN FIEL<br>SEAT BELT - FASTE<br>- NOT USED<br>CRASHPAD - NOT IN             | LDS<br>ENED—PROPERLY  |                   | T Y<br>GL  | PE O         | F OPERATION - SPRAYING F CHEMICAL USED - LIQUI - NOT USED HELMET - AVAILABLE-USED BAR - INSTALLED N-TYPE - LEVEL; FLAT RUN-HOW FLOWN - CROSSW: | ID CHEMICAL-TOXIC  |  |  |

| FILE            | DATE  | LOCATION.  | AIRCRAFT DATA   | INJU<br>F | JR I E<br>S | S<br>M/N    | FLIGHT<br>PURPOSE                        | PILOT DATA  |  |  |  |
|-----------------|---|--|---|-----------|-------------|-------------|--|---|--|--|--|
|                 | 7/11/72<br>TIME - 09<br>NAME OF A<br>DEPARTURE  | LITTLETON,COLO 05  IRPORT - ARAPAHOE CI POINT OLFAX,COLO | LUSCOMBE 8E<br>N45827<br>DAMAGE-SUBSTANTIAL<br>DUNTY<br>INTENDED DESTINATION                                  | CR- C     | 0 0         | 0           | NONCOMMERCIAL<br>PRACTICE                |   |  |  |  |
|                 | GROUND-   | WATER LOOP-SWERVE<br>ER/DOWN                             | PHASE OF OPERATION LANDING ROLL LANDING ROLL  |           |             |             |  |   |  |  |  |
|                 |   |  | R OPERATION OF BRAKES   | AND/OR    | FLI         | SHT         | CONTROLS                                 |   |  |  |  |
| 3 <b>-</b> 2846 | 8/3/72<br>TIME - 14   | EAGLEWOOD, COLO<br>30                                    | CESSNA 182<br>N71754<br>DAMAGE-SUBSTANTIAL  | CR- C     | 0 0         | 1<br>0      | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS | STUDENT, AGE 43, 79 TOTAL<br>P HOURS, 9 IN TYPE, NOT<br>INSTRUMENT RATED. |  |  |  |
|                 |   | IRPORT - ARAPAHOE CI<br>POINT<br>SON CNTY, COLO          | - ARAPAHOE COUNTY INTENDED DESTINATION  ',COLO EAGLEWOOD,COLO  PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN |           |             |             |  |   |  |  |  |
|                 | HARD LA   |  |   |           |             |             |  |   |  |  |  |
|                 | PROBABLE CAUSE(S)  PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND  PILOT IN COMMAND - IMPROPER LEVEL OFF  PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING  FACTOR(S)  PERSONNEL - MISCELLANEOUS-PERSONNEL OTHER  WEATHER - UNFAVORABLE WIND CONDITIONS  MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND |  |   |           |             |             |  |   |  |  |  |
|                 | SKY CONDITION  CEILING AT ACCIDENT SITE  UNLIMITED  VISIBILITY AT ACCIDENT SITE  PRECIPITATION AT ACCIDENT SITE   |  |   |           |             |             |  |   |  |  |  |
|                 | HAZE  | ONS TO VISION AT ACC                                     | CIDENT SITE   |           | REL<br>T    | AIL         | E BEARING OF WIND WIND 158-202 DEGREES   |   |  |  |  |
|                 | WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 140 20 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN  |  |   |           |             |             |  |   |  |  |  |
|                 | VFR<br>REMARKS-   | UNICOM ADZD RWY34.D                                      | ID NOT CK WINDSOCK.WI   | ND GUSTI  |             | DNE<br>25K. | NOSE TIRE BLEW OUT, PROP (               | DMGD.   |  |  |  |

| FILE   | DATE LO  | CATION   | AIRCRAFT DATA  |       |      |                    | PURPOSE  | PILOT DATA               |  |  |  |
|--------|--|--|--|-------|------|--------------------|--|--------------------------|--|--|--|
| 3-2862 | B/6/72 STEAM! TIME - 1920  NAME OF AIRPORT - DEPARTURE POINT PROVO,UT TYPE OF ACCIDENT OVERSHOOT NOSE OVER/DOWN  | - STEAMBOAT S                                  | N1279T<br>DAMAGE-SUBSTANTIAL                                 | PX- ( | PHAS | 3<br>SE 0<br>AND 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP  OF OPERATION NG LEVEL OFF/TOUCHDOWN NG GO-AROUND |                          |  |  |  |
| 3-2873 | PILOT IN COMMAN<br>REMARKS- LNDD LAS<br>   | ID - MISJUDGE<br>ND - DELAYED<br>ST 3RD OF RWY | D DISTANCE AND SPEED IN INITIATING GO-AROU, EXCESSIVE SPEED. | CR- ( | 0 0  | 1                  | NONCO MMERCI A L   | COMMERCIAL, AGE 28, 2472 |  |  |  |
|        | TIME - 1415  N79529  DAMAGE-SUBSTANTIAL  DEPARTURE POINT  GLENWOOD SPG,COLO  TYPE OF ACCIDENT  COLLIDED WITH TREES  N79529  PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOUSE INSTRUMENT  ON 1 PLEASURE/PERSONAL TRANSP TOTAL HOUSE  INSTRUMENT  PHASE OF OPERATION  LANDING ROLL |  |  |       |      |                    |  |                          |  |  |  |
|        | PROBABLE CAUSE(S)  PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE  MISCELLANEOUS ACTS, CONDITIONS - FLEW INTO BLIND CANYON  FACTOR(S)  TERRAIN - HIGH OBSTRUCTIONS  EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND  REMARKS- UN OUTCLIMB TERRAIN.    |  |  |       |      |                    |  |                          |  |  |  |

| . E | DATE LOCATION  |                         | F S M/N         | FLIGHT<br>PURPOSE          | PILOT DATA              |  |  |  |  |  |  |  |
|-----|--|-------------------------|-----------------|----------------------------|-------------------------|--|--|--|--|--|--|--|
| +21 | 8/14/72 MAYBELL, COLO<br>TIME - 1615   | BELL 205A1              | CR- 0 0 1       | COMMERCIAL<br>FIRE CONTROL |                         |  |  |  |  |  |  |  |
|     | NAME OF AIRPORT - HELIPORT 2   |                         |                 |                            |                         |  |  |  |  |  |  |  |
|     | DEPARTURE POINT<br>MAYBELL, COLO   |                         |                 |                            |                         |  |  |  |  |  |  |  |
|     | TYPE OF ACCIDENT   |                         | PHASE O         | F OPERATION                |                         |  |  |  |  |  |  |  |
|     | COLLISION WITH GROUND/WATER CONTROLLED TAKEOFF OTHER   |                         |                 |                            |                         |  |  |  |  |  |  |  |
|     | PROBABLE CAUSE(S)  |                         |                 |                            |                         |  |  |  |  |  |  |  |
|     | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING  |                         |                 |                            |                         |  |  |  |  |  |  |  |
|     | PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. |                         |                 |                            |                         |  |  |  |  |  |  |  |
|     | MISCELLANEOUS ACTS, CONDI  | TIONS - IMPROPERLY LOAD | ED AIRCRAFT-WEI | GHT-AND/OR C.G.            |                         |  |  |  |  |  |  |  |
|     | FACTOR(S)  |                         |                 |                            |                         |  |  |  |  |  |  |  |
|     | PERSONNEL - OPERATIONAL PERSONNEL - OPERATIONAL WEATHER - HIGH DENSITY A   | SUPERVISORY PERSONNEL   |                 |                            |                         |  |  |  |  |  |  |  |
|     | TERRAIN - HIGH OBSTRUCTIONS  |                         |                 |                            |                         |  |  |  |  |  |  |  |
|     | WEATHER BRIEFING - NO BRIEFING RECEIVED  |                         |                 |                            |                         |  |  |  |  |  |  |  |
|     | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT  |                         |                 |                            |                         |  |  |  |  |  |  |  |
|     | SKY CONDITION  |                         |                 | AT ACCIDENT SITE           |                         |  |  |  |  |  |  |  |
|     | CLEAR -  |                         | UNLIM           |                            |                         |  |  |  |  |  |  |  |
|     | VISIBILITY AT ACCIDENT SIT 5 OR OVER   | E                       | PRECIPI<br>NONE | TATION AT ACCIDENT SI      | TE                      |  |  |  |  |  |  |  |
|     | OBSTRUCTIONS TO VISION AT  | ACCIDENT SITE           | TEMPERA<br>70   | TURE-F                     |                         |  |  |  |  |  |  |  |
|     | WIND DIRECTION-DEGREES   |                         |                 | LOCITY-KNOTS               |                         |  |  |  |  |  |  |  |
|     | 225  |                         | 10              | 2001.1070                  |                         |  |  |  |  |  |  |  |
|     | TYPE OF WEATHER CONDITIONS   |                         |                 | FLIGHT PLAN                |                         |  |  |  |  |  |  |  |
|     | FIRE AFTER IMPACT  |                         |                 |                            |                         |  |  |  |  |  |  |  |
|     | REMARKS- UN MAINTAIN FLT D   | UE ABOUT 1295 LBS OVER  | MAX GROSS WT FO | R 11000 FT D/A.USED W      | RONG CHARTS, LMTD EXPER |  |  |  |  |  |  |  |

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|                  |  | AIRCRAFT DATA               |              |      |             |      |               |                | PILOT DATA   |
|------------------|--|-----------------------------|--------------|------|-------------|------|---------------|----------------|--|
| 8/22/72          |  | PIPER PA-25                 | CR- (        | )    | 0           | 1    | COMMERCIAL    | CTL ACTIVITY   | COMMERCIAL, AGE 35, 3462<br>TOTAL HOURS, 2800 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|                  | AIRPORT - AG.STRIP,<br>F POINT             | ECKLEY INTENDED DESTINATION |              |      |             |      |               |                |  |
| AG.ST            |  |                             |              |      |             |      |               |                |  |
| TYPE OF          |  |                             |              | _    | OPERATION   |      |               |                |  |
| COLLID           |  |                             | IAKI         | - UF | F RUN       |      |               |                |  |
| PROBABLE         |  |                             |              |      |             |      |               |                |  |
|                  | IN COMMAND - FAILED<br>IN COMMAND - PHYSIC |                             |              |      |             |      |               |                |  |
| FACTOR(S         |  | AL IMPAIRMENT               |              |      |             |      |               |                |  |
|                  | Ř – HIGH DENSITY AL                        | TITUDE                      |              |      |             |      |               |                |  |
| SKY COND         |  |                             |              |      | AT ACCIDENT | SITE |               |                |  |
| CLEAR            | TV AT ACCIDENT CITE                        |                             |              |      |             |      | TED           | CIDENT CITE    |  |
|                  | TY AT ACCIDENT SITE                        |                             |              |      | NON         |      | ATION AT AC   | CIDENI SITE    |  |
|                  | IONS TO VISION AT A                        | CCIDENT SITE                |              |      |             | RAT  | URE-F         |                |  |
| NONE<br>WIND DIR | ECTION-DEGREES                             |                             |              |      | 80<br>10 N  | /FI  | OCITY-KNOTS   |                |  |
| 310              | LOTTON BEOMEES                             |                             |              |      | 8           |      | .50111 (11615 |                |  |
| TYPE OF I        |  |                             | PE (<br>NONI |      | FLIGHT PLAN |      |               |                |  |
| SPECIAL          | DATA                                       |                             |              |      |             |      |               |                |  |
| _                | HOURS IN CROP CONTR                        | OL - 2900                   |              |      |             |      |               | SEEDING CROPS  | ;  |
|                  | F CROP - OTHER<br>S - NOT USED             |                             |              |      |             | _    | NOT USED      | ALABLE-NOT USE | in.  |
|                  | T CRASHPAD - INSTAL                        | LED                         |              |      |             |      | R - INSTALL   |                | .0   |
| TANK/H           | OPPER-LOCATION - FO                        | RWARD OF PILOT              |              |      |             |      |               |                |  |
| REMARKS-         | BLOOD CHOLINESTERA                         | SE COUNT OF 19              |              |      |             |      |               |                |  |

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|                |  | ON AIRCRAFT DATA                                | F S M/N                                  | FLIGHT<br>PURPOSE  | PILOT DATA   |
|----------------|--|---|--|--|--|
|                | 8/22/72 ECKLEY,COL<br>TIME - 0800  | O PIPER PA-25<br>N77562<br>DAMAGE-SUBSTANTIAL   | CR- 0 0 1<br>PX- 0 0 0                   | COMMERCIAL<br>AERIAL APPLICATION   | COMMERCIAL, AGE 35, 3463<br>TOTAL HOURS, 2800 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|                | NAME OF AIRPORT - STR<br>DEPARTURE POINT<br>ECKLEY,COLO<br>TYPE OF ACCIDENT<br>DRAGGED WINGTIP,POD | INTENDED DESTINATION<br>LOCAL                   |  | OF OPERATION<br>NG LEVEL OFF/TOUCHDOW  | N  |
|                | PROBABLE CAUSE(S)<br>PILOT IN COMMAND -  |   |  |  |  |
|                | GOGGLES - NOT USED<br>COCKPIT CRASHPAD -<br>TANK/HOPPER-LOCATIO<br>ELEVATION-AREA BEIN             |   | CRASH F<br>CRASH E<br>TERRAIN<br>SWATH R | F OPERATION - SEEDING C<br>CHEMICAL USED - UNKNO<br>- NOT USED<br>HELMET - AVAIALABLE-NOT<br>SAR - INSTALLED<br>N-TYPE - LEVEL,FLAT<br>RUN-HOW FLOWN - DOWNWIN<br>D CONSIDERED NORMAL. | ROPS<br>WN/NOT REPORTED<br>USED  |
| 3-3106         | 8/26/72 COLO SPRGS<br>TIME - 1000<br>NAME OF AIRPORT - PET<br>DEPARTURE POINT                      | N2511Q<br>DAMAGE-SUBSTANTIAL<br>ERSON FIELD     | PX- 0 0 1                                | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA   | PRIVATE, AGE 43, 80 TOTAL<br>NSP HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.      |
|                | COLO SPRGS, COLO TYPE OF ACCIDENT HARD LANDING   | INTENDED DESTINATION<br>LOCAL                   |  | OF OPERATION<br>ING LEVEL OFF/TOUCHDOW   | N  |
|                | PROBABLE CAUSE(S) PILOT IN COMMAND -   | IMPROPER LEVEL OFF                              |  |  |  |
| <b>3-330</b> 8 | 8/26/72 AURURA, COL<br>TIME - 1240   | DAMAGE-SUBSTANTIAL                              | PA- 0 0 3                                | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA   | PRIVATE, AGE 31, 1400<br>NSP TOTAL HOURS, 14 IN TYPE,<br>NOT INSTRUMENT RATED.     |
|                | NAME OF AIRPORT - SK<br>DEPARTURE POINT<br>AURURA, COLO<br>TYPE OF ACCIDENT<br>HARD LANDING        | Y RANCH INTENDED DESTINATION LOCAL              |  | OF OPERATION<br>ING LEVEL OFF/TOUCHDOW   | ·<br>IN  |
|                | PROBABLE CAUSE(S) PILOT IN COMMAND - PILOT IN COMMAND -  | IMPROPER LEVEL OFF IMPROPER RECOVERY FROM BOUNC | ED LANDING                               |  |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | IN               | F<br>F    | IR I E<br>S | S<br>M/ | N     | FLIGHT<br>PURPOSE                    |        | PILOT DATA  |
|--------|--|--|---|------------------|-----------|-------------|---------|-------|--------------------------------------|--------|---|
| 3-3230 | 8/27/72<br>TIME - 085  | FT.CARSON,COLO<br>50<br>IRPORT - BUTTS AAF   | BEECH C23<br>N9758L<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX-       | 0         | ) (         | )       | 1     | INSTRUCTIONAL<br>SOĹO                |        | STUDEMIL AGE 22, 50 TOTAL MUUKS, ALL IN TYPE, NOT INSTRUMENT RATED.       |
|        | IYPE UF A  | CCIDENT<br>WATER LOOP-SWERVE   | COCAL   |                  |           |             |         |       | OPERATION<br>IG ROLL                 |        |   |
|        | FACTOR(S)<br>MISCELLA  | N COMMAND - FAILED T   | O MAINTAIN DIRECTIONA   |                  | NTR       | OL          |         |       |                                      |        |   |
| 3-3365 |  |  | DAMAGE-DESTROYED  | CR-<br>PX-       | 0         | ) (         | ) ;     | 1     | NONCOMMERCIAL<br>PLEASURE/PERSONAL T | R ANSP | PRIVATE, AGE 19, 79 TOTAL<br>HOURS, 27 IN TYPE, NOT<br>INSTRUMENT RATED.  |
|        | DEPARTURE<br>ENGLEWOO<br>TYPE OF AC<br>GROUND-W  | NAME OF AIRPORT - ARAPAHOE COUNTY DEPARTURE POINT INTENDED DESTINATION ENGLEWOOD, COLO LOCAL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH PARKED AIRCRAFT |   |                  |           |             |         | EOF   | OPERATION INTIAL CLIMB OR ROLL       |        |   |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) |  |   |                  |           |             |         |       |                                      |        |   |
|        | PILOT IN<br>PILOT IN   | N COMMAND - ATTEMPTE<br>N COMMAND - FAILED T   | WRONG RUNWAY RELATIV<br>D OPERATION BEYOND EX<br>O SEE AND AVOID OTHER<br>EY, N57680, CAUSED SUBS | KPERIE<br>R AIRC | NC<br>R A | E//<br>FT   | BI      | L I 7 | Y LEVEL                              | SED MI | NOR DMG.  |
| 3-3339 |  | LITTLETON,COLO<br>15   | PIPER PA-28<br>N5821U<br>DAMAGE-DESTROYED   | CR-<br>PX-       | 0         |             | ) (     | 1     | INSTRUCTIONAL<br>TRAINING            |        | STUDENT, AGE 21, 42 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED, |
|        | DEPARTURE  | CCIDENT  | NTENDED DESTINATION<br>LOCAL  |                  |           |             | -       |       | OPERATION<br>F INITIAL CLIMB         |        |   |
|        | PILOT IN<br>PILOT IN   | N COMMAND + IMPROPER<br>N COMMAND - FAILED T<br>N COMMAND - ATTEMPTE   | OPERATION OF FLIGHT<br>O OBTAIN/MAINTAIN FLY<br>D OPERATION BEYOND EX<br>LD TAKEOFF WITH FLAPS    | ING S            | PE<br>NC  | ED<br>E/A   |         |       |                                      | D      |   |

| FILE                 |   |  | AIRCRAFT DATA   | INJUR<br>· F     | IES<br>S M/N                   |   | PILOT DATA   |  |  |  |  |  |  |
|----------------------|---|--|---|------------------|--------------------------------|---|--|--|--|--|--|--|--|
| 3-3521               |   | R.HAYDEN,COLO  | BELL 47G3B1<br>N1397X<br>DAMAGE-SUBSTANTIAL   | CR- 0<br>PX- 0   | 0 1<br>0 1                     | COMMERCIAL<br>AIR TAXI-PASSG  | COMMERCIAL, AGE 34, 6800<br>TOTAL HOURS, 3500 IN<br>TYPE, NOT INSTRUMENT<br>RATEDA |  |  |  |  |  |  |
|                      | TYPE OF ACC   | JLU  |   |                  | IN F                           | OF OPERATION<br>LIGHT NORMAL CRUISE<br>LIGHT UNCONTROLLED DE  |  |  |  |  |  |  |  |
|                      | ROTORCRAF<br>MISCELLAN<br>FACTOR(S)<br>MISCELLAN              | PROBABLE CAUSE(S)  ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM MAIN ROTOR DRIVE SHAFT MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT |   |                  |                                |   |  |  |  |  |  |  |  |
|                      |   |  | FORCED LANDING OFF AIRPO<br>MAST THRUST BEARING FAIL  |                  |                                | REASON.MAST AND M/R SE  | PARATED BFOR IMPACT.   |  |  |  |  |  |  |
| ,<br>3 <b>–</b> 2926 | 10/10/72<br>TIME - 1330                                       |  | GRUMMAN G-164<br>N520Y<br>DAMAGE-SUBSTANTIAL  | PX- 0            | 0 1<br>0 0                     | COMMERCIAL<br>AERIAL APPLICATION  | COMMERCIAL, AGE 47, 7500<br>TOTAL HOURS, 3500 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |  |  |  |  |  |  |
|                      | DEPARTURE F   |  | INTENDED DESTINATION LOCAL  | •                |                                |   | KATED.   |  |  |  |  |  |  |
|                      | TYPE OF ACC<br>ENGINE FA<br>NOSE OVER                         | AILURE OR MALFUN   | CTION   |                  | IN F                           | OF OPERATION<br>LIGHT PROCEDURE TURNA<br>ING LEVEL OFF/TOUCHDO  |  |  |  |  |  |  |  |
|                      | MISCELLAN<br>TERRAIN -<br>COMPLETE PO                         | COMMAND - INADEG<br>NEOUS ACTS, CONDI-<br>- ROUGH/UNEVEN<br>OWER LOSS - COMPI  | QUATE PREFLIGHT PREPARAT<br>FIONS - WATER IN FUEL<br>LETE ENGINE FAILURE/FLAM<br>FORCED LANDING OFF AIRPO | 1EOUT-1 E        | NGINE                          |   | ·  |  |  |  |  |  |  |
|                      | KIND OF C<br>GOGGLES -<br>COCKPIT C<br>TANK/HOPP<br>ELEVATION | IRS IN CROP CONTE<br>CROP - OTHER<br>- NOT USED<br>CRASHPAD - INSTAL<br>PER-LOCATION - FO  | LED<br>DRWARD OF PILOT<br>ATED-FEET - 3600  | G<br>C<br>C<br>T | LOVES<br>RASH<br>RASH<br>ERRAI | F OPERATION - SEEDING<br>- NOT USED<br>HELMET - AVAILABLE-USE<br>BAR - INSTALLED<br>N-TYPE - LEVEL,FLAT<br>RUN-HOW FLOWN - UPWING | ED .   |  |  |  |  |  |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | F          | S               | M/N                                   | PURPOSE -   |   |
|--------|---|--|---|------------|-----------------|---------------------------------------|---|---|
| 3-2729 | DEPARTURE PO<br>RANGLEY,CO<br>TYPE OF ACCI<br>GROUND-WAT<br>NOSE OVER/I<br>PROBABLE CAU<br>PILOT IN CI  | ORT - RANGLEY INT LO DENT ER LOOP-SWERVE DOWN SE(S) OMMAND - DIVERTE                   |   | CR-<br>PX- | O (             | O 1<br>O 1<br>ASE<br>LAND<br>LAND     | DF OPERATION<br>ING ROLL<br>ING ROLL  |   |
| 3-3276 | DEPARTURE PO<br>MONTROSE, I<br>TYPE OF ACCI<br>AIRFRAME F<br>STALL MUS<br>PROBABLE CAU<br>AIRFRAME -<br>MISCELLANE<br>PILOT IN C<br>FACTOR(S) | ORT - HOPKINS-M INT COLO DENT AILURE IN FLIGH H SE(S) LANDING GEAR N OUS ACTS, CONDITI | INTENDED DESTINATION NUCLA, COLO  IT  OSEWHEEL STEERING ONS - MATERIAL FAILURE TO OBTAIN/MAINTAIN FLY | PX-        | 0 :<br>PH:<br>I | ASE                                   | NONCOMMERCIAL BUSINESS  DF OPERATION ING FINAL APPROACH ING GO-AROUND             | PRIVATE, AGE 40, 136 TOTAL HOURS, 65 IN TYPE, NOT INSTRUMENT RATED. |
|        | 5 OR OVER OBSTRUCTIONS NONE TYPE OF FLIG NONE   | T ACCIDENT SITE  TO VISION AT ACH  | CIDENT SITE<br>G DIRECTIONAL CTL PROB   | SLEM.DE    | PRI<br>I<br>TYI | UNLII<br>ECIP<br>NONE<br>PE OI<br>VFR | G AT ACCIDENT SITE MITED ITATION AT ACCIDENT SI  WEATHER CONDITIONS  APRX 6200FT. | TE  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA  | IN                              | JUF<br>F    | RIES                                    | /N   | FLIGHT<br>PURPOSE  | PILOT DATA .   |  |  |
|--------|---|---|--|---------------------------------|-------------|---|--|--|--|--|--|
|        | 10/14/72<br>TIME - 101!   | SALIDA,COLO<br>5<br>RPORT - HARIET .                    | CHAMPION 7KCAB<br>N5270X<br>DAMAGE-SUBSTANTIAL<br>ALXNDR FD            | CR-<br>PX-                      | 0           | 0                                       | 1  |  | PRIVATE, AGE 22, 78 TOTAL  |  |  |
|        | TYPE OF ACC   |   | INTENDED DESTINATION<br>LOCAL  | PHASE OF OPERATION LANDING ROLL |             |   |  |  |  |  |  |
|        | WEATHER · FACTOR(S)   | COMMAND - SELEC<br>- UNFAVORABLE WI                     | TED WRONG RUNWAY RELATIV<br>ND CONDITIONS<br>TIONS - DOWNWIND          | /E TO                           | EXI         | ISTI                                    | NG   | WIND   |  |  |  |
|        | SKY CONDIT<br>SCATTERE<br>VISIBILITY  | E   | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE |                                 |             |   |  |  |  |  |  |
|        | 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES         |   |  |                                 |             | RELA<br>LE<br>WINC                      | TIV<br>FT<br>VE  | E'BEARING OF WIND<br>QUARTERING TAIL WIND 203-<br>LOCITY-KNOTS | -247 DEGREES   |  |  |
|        | 100 TYPE OF WEATHER CONDITIONS VFR REMARKS- WIND GUSTING TO 25 KNOTS.PLT LANDED RWY 2 |   |  |                                 |             | 15<br>TYPE OF FLIGHT PLAN<br>NONE<br>24 |  |  |  |  |  |
|        |   |   |  |                                 |             |   |  |  |  |  |  |
| 3-3527 | TIME - 115  |   | DAMAGE-DESTROYED   | CR-<br>PX-<br>OT-               |             |   |  |  | COMMERCIAL, AGE 26, 367 P TOTAL HOURS, 19 IN TYPE, INSTRUMENT RATED. |  |  |
|        | NAME OF AI<br>DEPARTURE<br>DENVER,C<br>TYPE OF AC<br>TURBULEN<br>COLLIDED             | INTENDED DESTINATION DENVER,COLO                        |  | - 1                             | PHAS<br>L A | E O                                     | ROUTE STOP<br>LEY,COLO<br>F OPERATION<br>NG FINAL APPROACH<br>IGHT UNCONTROLLED DESCEN | ıT   |  |  |  |
|        | PILOT IN<br>FACTOR(S)<br>MISCELLA   | NEOUS - VORTEX T<br>COMMAND - MISJU<br>NEOUS ACTS,CONDI | DGED ALTITUDE AND CLEAR<br>TIONS - PILOT FATIGUE                       |                                 | HI.         | т мс                                    | IV IN  | G CAR WHICH THEN STRUCK 2                                      | 2 OTHER CARS.  |  |  |

| FILE   | DATE   | LOCATION          | AIRCRAFT DATA              | F                           | S M/N                           | PURPOSE                            | PILOT DATA              |  |  |  |  |  |
|--------|--|-------------------|----------------------------|-----------------------------|---------------------------------|------------------------------------|-------------------------|--|--|--|--|--|
| 3-3481 | 10/29/72<br>TIME - 1430  | WOODROW, COLO     | CESSNA 170B                | CR- 0<br>PX- 0              | 0 1                             | NONCOMMERCIAL<br>PLEASURE/PERSONAL |                         |  |  |  |  |  |
|        | NAME OF AIR  | PORT - HARDEN STR |                            |                             |                                 |                                    | INSTRUMENT KATED.       |  |  |  |  |  |
|        | DEPARTURE P  | OINT              | INTENDED DESTINATION       |                             |                                 |                                    |                         |  |  |  |  |  |
|        | HARDEN F   | ARM STRIP         | LOCAL                      | _                           |                                 | 05 005047104                       |                         |  |  |  |  |  |
|        | TYPE OF ACC  | TER LOOP-SWERVE   |                            | ,                           | PHASE OF OPERATION LANDING ROLL |                                    |                         |  |  |  |  |  |
|        | NOSE OVER  |                   |                            |                             |                                 | ING ROLL                           |                         |  |  |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS |                   |                            |                             |                                 |                                    |                         |  |  |  |  |  |
|        |  |                   | FAMILIARITY WITH AIR       | CRAFT                       |                                 |                                    |                         |  |  |  |  |  |
|        | SKY CONDITI  | ON                |                            | CEILING AT ACCIDENT SITE    |                                 |                                    |                         |  |  |  |  |  |
|        | CLEAR  |                   |                            | _                           |                                 | MITED                              |                         |  |  |  |  |  |
|        | 5 OR OVER  | AT ACCIDENT SITE  |                            | ۲                           | NONE                            | ITATION AT ACCIDENT                | 1 S11E                  |  |  |  |  |  |
|        | OBSTRUCTION  | S TO VISION AT AC | CIDENT SITE                | F                           | RELATI                          | VE BEARING OF WIND                 | IND 293-337 DEGREES     |  |  |  |  |  |
|        | NONE<br>WIND DIRECT  | ION-DEGREES       |                            | <b>h</b>                    |                                 | ELOCITY-KNOTS                      | INU 293-331 DEGREES     |  |  |  |  |  |
|        | 10   |                   |                            | 25 .                        |                                 |                                    |                         |  |  |  |  |  |
|        | TYPE OF WEA  | THER CONDITIONS   |                            | TYPE OF FLIGHT PLAN<br>NONE |                                 |                                    |                         |  |  |  |  |  |
|        |  | ND GUSTING 30K.   |                            |                             |                                 |                                    |                         |  |  |  |  |  |
|        |  |                   |                            |                             |                                 |                                    |                         |  |  |  |  |  |
| 3-3371 | 11/10/72   |                   | CESSNA 172                 |                             |                                 |                                    | COMMERCIAL, AGE 31, 279 |  |  |  |  |  |
|        | TIME - 1045  |                   | N6611A<br>DAMAGE-DESTROYED | PX- 2                       | 0 0                             | CORP/EXEC                          | TOTAL HOURS, 18 IN TYPE |  |  |  |  |  |
|        | NAME OF AIR  | PORT - NORTH FOL  |                            |                             |                                 |                                    | NOT INSTRUMENT RATED.   |  |  |  |  |  |
|        |  |                   | INTENDED DESTINATION       |                             |                                 |                                    |                         |  |  |  |  |  |
|        | PAONIA, CO   |                   | DELTA, UTAH                |                             |                                 |                                    |                         |  |  |  |  |  |
|        | TYPE OF ACC  |                   |                            | P                           |                                 | OF OPERATION                       |                         |  |  |  |  |  |
|        | STALL SP   | 1 N               |                            |                             | IN F                            | LIGHT NORMAL CRUIS                 | SE                      |  |  |  |  |  |
|        | PROBABLE CA  |                   | S                          |                             |                                 |                                    |                         |  |  |  |  |  |
|        | PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S)  |                   |                            |                             |                                 |                                    |                         |  |  |  |  |  |
|        | PILOTIN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE TERRAIN - OTHER  |                   |                            |                             |                                 |                                    |                         |  |  |  |  |  |
|        | TERRAIN - OTHER REMARKS- RTE OF FLT TWD RISING MOUNTAINOUS TERRAIN.  |                   |                            |                             |                                 |                                    |                         |  |  |  |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA                               | INJ        | JRIE                        | S<br>M /N   | FLIGHT   | PILOT DATA   |  |  |
|--------|--|---|---|------------|-----------------------------|---|--|--|--|--|
| 3-3039 | 11/10/72<br>TIME - 202<br>NAME OF AI<br>DEPARTURE<br>DENVER,<br>TYPE OF AC<br>OVERSHOO   | SPRINGFIELD, COLO<br>2<br>RPORT - SPRINGFIEL<br>POINT<br>COLO<br>CIDENT | CESSNA 310L<br>N33550<br>DAMAGE-SUBSTANTIAL | CR-<br>PX- | PHA                         | SE C  | NONCOMMERCIAL CORP/EXEC  OF OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL | COMMERCIAL, AGE 31, 5064<br>TOTAL HOURS, 464 IN TYPE,<br>INSTRUMENT RATED. |  |  |
|        | FACTOR(S)<br>WEATHER   |   |   | /E TO E    | KIST                        | ING   | WIND   |  |  |  |
|        | 5 OR OVE OBSTRUCTIO NONE WIND DIREC 170 TYPE OF WE VFR   | AT ACCIDENT SITE  | CIDENT SITE                                 |            | PRE<br>N<br>REL<br>T<br>WIN | LING<br>INLIM<br>IONE<br>ATIV<br>AIL<br>D VE<br>5<br>E OF | E  |  |  |  |
| 3-3543 | NAME OF AI<br>DEPARTURE<br>BROOMFIE<br>TYPE OF AC<br>GROUND-W  | RPORT - JEFFERSON (<br>POINT<br>LD,COLO                                 | INTENDED DESTINATION                        | CR-<br>PX- | PHA<br>L                    | SE (  | INSTRUCTIONAL SOLO  OF OPERATION NG ROLL NG ROLL                     | STUDENT, AGE 19, 21 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.        |  |  |
|        | PROBABLE CAUSE(S)  PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION  PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL  PILOT IN COMMAND - MISJUDGED SPEED  FACTOR(S)  AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER  REMARKS- SNOWBANKS RESTRICTED VIEW OF TAXIWAY/TURNOFFS.SOLO PLT THOUGHT 90DEG TWY WAS HI-SPEED TURNOFF. |   |   |            |                             |   |  |  |  |  |

| FILE   | DATE LOCATION  | AIRCRAFT DATA   | INJURIES<br>F S M/N    | FLIGHT<br>PURPOSE                                   | PILOT DATA  |  |  |  |  |  |
|--------|--|---|------------------------|---|---|--|--|--|--|--|
|        | 2/21/72 STRATFORD, CONN<br>TIME - 1115   | PIPER PA-28<br>N5315L<br>DAMAGE-SUBSTANTIAL   | CR- 0 0 1<br>PX- 0 0 3 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP           | PRIVATE, AGE 35, 128 TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED.        |  |  |  |  |  |
|        | NAME OF AIRPORT - BRIDGEPOR<br>DEPARTURE POINT<br>FARMINGDALE,NY<br>TYPE OF ACCIDENT<br>COLLIDED WITH ORJECT   | DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP FARMINGDALE,NY FARMINGDALE,NY STRATFORD,CONN TYPE OF ACCIDENT PHASE OF OPERATION |                        |   |   |  |  |  |  |  |
|        | PROBABLE CAUSE(S) PERSONNEL - AIRPORT SUPER AIRPORTS/AIRWAYS/FACILITI REMARKS- AIRCRAFT STRUCK SN  | ES - AIRPORT CONDITION  | S OTHER                |   | ,   |  |  |  |  |  |
| 3-3436 | 5/23/72 NEW MILFORD, CONN<br>TIME - 1500   | N1361A  | CR- 0 0 1<br>PX- 0 0 0 | INSTRUCTIONAL<br>TRAINING                           | STUDENT, AGE 32, 38 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |  |  |  |  |  |
|        | DAMAGE-DESTROYED INSTRUMENT RATED.  NAME OF AIRPORT - CANDLELIGHT FARMS  DEPARTURE POINT INTENDED DESTINATION NEW MILFORD, CONN LOCAL  TYPE OF ACCIDENT PHASE OF OPERATION FIRE OR EXPLOSION IN FLIGHT , LANDING GO-AROUND |   |                        |   |   |  |  |  |  |  |
|        |  | TIONS — FIRE IN CABIN,C<br>FORCED LANDING ON AIRPO<br>MOKE IN COCKPIT<br>TUMES IN CABIN   | RT/SEAPLANE BAS        | E/HELIPT.   |   |  |  |  |  |  |
| 3-3388 | 7/5/72 HARTFORD, CONN<br>TIME - 0845   | CESSNA 150J<br>N51343<br>DAMAGE-SUBSTANTIAL   | 1 / 0 0 0              | INSTRUCTIONAL<br>SOLO                               | STUDENT, AGE 41, 9 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.  |  |  |  |  |  |
|        | NAME OF AIRPORT - BRAINARD DEPARTURE POINT HARTFORD, CONN TYPE OF ACCIDENT TURBULENCE COLLISION WITH GROUND/WAT  | INTENDED DESTINATION<br>LOCAL   | TAKEO                  | F OPERATION<br>FF INITIAL CLIMB<br>FF INITIAL CLIMB |   |  |  |  |  |  |
|        | PROBABLE CAUSE(S) PERSONNEL - FLIGHT INSTRU MISCELLANEOUS - VORTEX TU REMARKS- HELICOPTER HOVERED  | RBULENCE  |                        |   | F AND CLIMBED 20FT  |  |  |  |  |  |

|   | LOCATION  | AIRCRAFT DATA   | INJURIES<br>F S M.  | FLIGHT<br>'N PURPOSE   |  | PILOT DAȚA   |
|---|---|---|---|--|--|--|
| 7/27/72 TIME - 1855 NAME OF AIRI DEPARTURE PO WATERFORD TYPE OF ACC. GROUND-WATERFORD | VATERFORD, CONN  PORT - NEW LONDON  DINT  CONN IDENT  TER LOOP-SWERVE   | CESSNA 140 N3572V DAMAGE-SUBSTANTIAL -WATERF INTENDED DESTINATION LOCAL   | CR- 0 0<br>PX- 0 0<br>PHASI   | 1 NONCOMMERCIAL 0 PLEASURE/PERSON E OF OPERATION NDING ROLL  |  |  |
| PILOT IN (<br>PILOT IN (<br>PILOT IN (  | COMMAND - IMPROPE<br>COMMAND - IMPROPE<br>COMMAND - LACK OF   | R RECOVERY FROM BOUNC<br>FAMILIARITY WITH AIR   |   |  |  |  |
| TIME - 1245   |   | N3O45J<br>DAMAGE-DESTROYED  | CR- 0 1<br>PX- 0 0  | O NONCOMMERCIAL<br>1 PLEASURE/PERSON   | AL TRANSP  | PRIVATE, AGE 37, 358 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.  |
| TYPE OF ACC   | IDENT   |   |   |  |  |  |
| PILOT IN (<br>WEATHER<br>WEATHER<br>FACTOR(S)   | COMMAND - CONTINU<br>FOG<br>LOW CEILING   |   | VERSE WEATHE  | R CONDITIONS   |  |  |
| OVERCAST<br>VISIBILITY<br>3 MILES OF<br>OBSTRUCTION<br>FOG<br>TYPE OF WEATIFR         | AT ACCIDENT SITE<br>R LESS<br>S TO VISION AT AC<br>THER CONDITIONS  | CIDENT SITE   | UNI<br>PREC<br>NOI<br>TEMPI<br>73<br>TYPE   | KNOWN/NOT REPORTED<br>IPITATION AT ACCIDE<br>NE<br>ERATURE-F<br>OF FLIGHT PLAN   |  |  |
|   | 7/27/72 TIME - 1855 NAME OF AIRI DEPARTURE PO WATERFORD. TYPE OF ACCI GROUND-WA COLLIDED W PROBABLE CAL PILOT IN ( BEDFORD, TYPE OF ACCI COLLIDED W PROBABLE CAL PILOT IN ( WEATHER - WEATHER - FACTOR(S) TERRAIN - SKY CONDITION FOR TYPE OF WEAT IFR | 7/27/72 WATERFORD, CONN TIME - 1855  NAME OF AIRPORT - NEW LONDON DEPARTURE POINT WATERFORD, CONN TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH PARKED AIRC  PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPE PILOT IN COMMAND - IMPROPE PILOT IN COMMAND - LACK OF REMARKS- NO DUAL CK-OUT.HIT  8/25/72 WATERFORD, CONN TIME - 1245  DEPARTURE POINT BEDFORD, MASS TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINU WEATHER - FOG WEATHER - FOG SET CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS OBSTRUCTIONS TO VISION AT ACF FOG TYPE OF WEATHER CONDITIONS | T/27/72 WATERFORD, CONN CESSNA 140 TIME - 1855 DAMAGE-SUBSTANTIAL  NAME OF AIRPORT - NEW LONDON-WATERF  DEPARTURE POINT INTENDED DESTINATION WATERFORD, CONN LOCAL  TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH PARKED AIRCRAFT  PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNC PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT  REMARKS- NO DUAL CK-OUT.HIT N6110Y, SUBST DMG.  8/25/72 WATERFORD, CONN CESSNA 150J N3045J DAMAGE-DESTROYED  DEPARTURE POINT INTENDED DESTINATION BEDFORD, MASS E HAMPTON, LI  COLLIDED WITH WIRES/POLES  PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO AD WEATHER - FOG WEATHER - LOW CEILING FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS  SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF WEATHER CONDITIONS | 7/27/72 WATERFORD, CONN CESSNA 140 CR- 0 0 TIME - 1855 N3572V PX- 0 0  NAME OF AIRPORT - NEW LONDON-WATERF  DEPARTURE POINT INTENDED DESTINATION WATERFORD, CONN LOCAL  TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH PARKED AIRCRAFT  PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- NO DUAL CK-OUT.HIT N6110Y, SUBST DMG.  8/25/72 WATERFORD, CONN CESSNA 150J CR- 0 1 TIME - 1245 N3045J PX- 0 0  DEPARTURE POINT INTENDED DESTINATION BEDFORD, MASS E HAMPTON, LI BEDFORD, MASS E HAMPTON, LI COLLIDED WITH WIRES/POLES IN  PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER WEATHER - FOG WEATHER - LOW CEILING FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS  SKY CONDITION CEILING FACTOR(S) TO STRUCTIONS TO VISION AT ACCIDENT SITE PREC. 3 MILES OR LESS 005TRUCTIONS TO VISION AT ACCIDENT SITE TEMPS FOG TYPE OF WEATHER CONDITIONS TYPE IFR | T72772 HATERFORD, CONN CESSNA 140 CR 0 0 1 NONCOMMERCIAL TIME - 1855 NAMAGE-SUBSTANTIAL NAME OF AIRPORT - NEW LONDON-HATERF DEPARTURE POINT INTENDED DESTINATION HATERFORD, CONN LOCAL TYPE OF ACCIDENT GROUND-MATER LOOP-SWERVE COLLIDED WITH PARKED AIRCRAFT LANDING ROLL LANDING RO | 7/27/72 WATERFORD,CONN CESSNA 140 CR- 0 0 1 NONCOMMERCIAL TIME - 1855 N3572V PX- 0 0 0 PLEASURE/PERSONAL TRANSP  DAMAGE—SUBSTANTIAL  NAME OF AIRPORT - NEW LONDON-WATERF  DEPARTURE POINT INTENDED DESTINATION WATERFORD,CONN LOCAL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH PARKED AIRCRAFT LANDING ROLL  PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT  REMARKS- NO DUAL CK-OUT.HIT N6110Y, SUBST DMG.  8/25/72 WATERFORD,CONN CESSNA 150J CR- 0 1 0 NONCOMMERCIAL TIME - 1245 N3045J PX- 0 0 1 PLEASURE/PERSONAL TRANSP  DEPARTURE POINT INTENDED DESTINATION BEDFORD,MASS E HAMPTON,LI BEDFORD,MASS E HAMPTON,LI BEDFORD,MASS E HAMPTON,LI PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT INTO ADVERSE WEATHER CONDITIONS WEATHER - FOG WEATHER - LOW CEILING FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS  SKY CONDITION  OVERCAST VISIBILITY AT ACCIDENT SITE SITE ON THE CONDITION AND CEILING TRANSP TO CEILING AT ACCIDENT SITE NONCE TEMPERATURE-F T3 TYPE OF FLIGHT PLAN NONCE |

| FILE   | DATE LOCA  | ATION   | AIRCRAFT DATA  | IN             | JUR     | IES                  | /M        | FLIGHT  | PILOT DATA  |  |  |
|--------|--|---|--|----------------|---------|----------------------|-----------|---|---|--|--|
| 3-3377 | NAME OF AIRPORT - :  | SERKING AIK   | PIPER PA-30<br>N7324Y<br>DAMAGE-SUBSTANTIAL<br>TERMO<br>NTENDED DESTINATION<br>SEBRING,FLA       |                |         |                      |           |   | PRIVATE, AGE 65, 637<br>TOTAL HOURS, 25 IN TYPE<br>NOT INSTRUMENT RATED.    |  |  |
|        | WHEELS-UP  | DENT PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN |  |                |         |                      |           |   |   |  |  |
|        | PILOT IN COMMAND<br>FACTOR(S)<br>MISCELLANEOUS AC  | - DIVERTED  | O ASSURE THE GEAR WAS<br>ATTENTION FROM OPER,<br>INS - CIRCUIT BREAKER<br>ITION TO RADIO AND OTF | ATION<br>POPPE | OF<br>D | AIR                  | CRA       |   | 90 DAYS.  |  |  |
| -3379  | NAME OF AIRPORT -  | TALLAHASSEE   | DAMAGE-SUBSTANTIAL MUN   |                | 0       |                      | 1         | NONCOMMERCIAL<br>PRACTICE   | COMMERCIAL, AGE 28, 215<br>TOTAL HOURS, 7 IN TYPE,<br>INSTRUMENT RATED.     |  |  |
|        | DEPARTURE POINT INTENDED DESTINATION  DESTIN,FLA TALLAHASSEE,FLA  TYPE OF ACCIDENT PHASE OF OPERATION  GEAR COLLAPSED LANDING ROLL   |   |  |                |         |                      |           |   |   |  |  |
|        |  |   | D  | COLLA          | PSE     | E <b>D .</b> E       | от⊦       | INBOARD GR DOORS GROU   | ND DOWN BY RWY CTC.   |  |  |
| -3332  | 5/26/72 OBRIEN,<br>TIME - 0830<br>NAME OF AIRPORT -  | SUWANNEE B  | ELLE   | CR-<br>PX-     | 0       | 0                    | 1         | COMMERCIAL<br>AERIAL APPLICATION  | COMMERCIAL, AGE 34, 427<br>TOTAL HOURS, 85 IN TYPE<br>NOT INSTRUMENT RATED. |  |  |
|        | DEPARTURE POINT  | I   | NTENDED DESTINATION<br>LOCAL   |                |         |                      |           |   |   |  |  |
|        | TYPE OF ACCIDENT<br>ENGINE FAILURE OF<br>NOSE OVER/DOWN  | R MALFUNCTI   | ON   |                |         | I١                   | FL        | F OPERATION<br>IGHT SWATH RUN<br>NG LEVEL OFF/TOUCHDOW  | N .   |  |  |
|        | PROBABLE CAUSE(S)  POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS  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 C KIND OF CROP - O PILOT'S SEAT BEL GOGGLES - USED COCKPIT CRASHPAD TANK/HOPPER-LOCA SWATH RUN-HOW FL  | - NOT INST  | ARD OF PILOT   |                | 0       | TYPE<br>SLOV<br>CRAS | ES<br>H F | OPERATION - SPRAYING CHEMICAL USED - LIQUI - NOT USED ELMET - AVAILABLE-USED AR - NOT INSTALLED -TYPE - LEVEL, FLAT | D CHEMICAL-TOXIC  |  |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA                                       | I٨                     | ijus | RIES | <b>/k</b> ! | חווחחחכר                                  | PILOT DATA           |  |
|--------|--|--|---|------------------------|------|------|-------------|---|----------------------|--|
|        | 7/1/72<br>TIME - 09  | TALLAHASSEE, FLA   | CESSNA 175R<br>N8082T<br>DAMAGE-SUBSTANTIAL<br>MUNI | CR-<br>PX-             | 0    | 0    | 1           | NONCOMMERCIAL                             |                      |  |
|        | TYPE OF A  | ACCIDENT   | F OPERATION NG TRAFFIC PATTERN-CIRCL NG ROLL        | ING                    |      |      |             |   |                      |  |
|        | MISCELL<br>MISCELL<br>TERRAIN<br>COMPLETE<br>EMERGENCY   | ANT - FUEL SYSTEM L<br>ANEOUS ACTS, CONDITIO<br>ANEOUS ACTS, CONDITIO<br>1 - HIDDEN OBSTRUCTIO<br>POWER LOSS - COMPLET<br>( CIRCUMSTANCES - FOR                  | INS - FUEL STARVATION<br>INS - OBSTRUCTED           | MEOUT-<br>ORT ON       |      |      | NE          |   |                      |  |
| 3-2795 | 7/27/72<br>TIME - 13   | PORT CHARLOTE,FLA  | CESSNA 175<br>N9325B<br>DAMAGE-DESTROYED            | CR <del>-</del><br>PX- | 0    | 1    | 0           | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | TYPE, NOT INSTRUMENT |  |
|        | DEPARTURE<br>PUNTA   | NAME OF AIRPORT - CHARLOTTE COUNTY  DEPARTURE POINT INTENDED DESTINATION PUNTA GORDA, FLA LOCAL  TYPE OF ACCIDENT PHASE OF OPERATION STALL  IN FLIGHT ACROBATICS |   |                        |      |      |             |   |                      |  |
| `~     | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST I |  |   |                        |      |      | TEF         |   |                      |  |

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| FILE   | DATE  | LOCATION  | AIRCRAFT DATA  | INJURIES  | FLIGHT  | PILOT DATA  |
|--------|---|---|--|---|---|---|
| 3-2799 | 7/28/72<br>TIME - 14  | COTTONDALE, FLA   | AERO COMDR A-9B<br>N7679V<br>DAMAGE-DESTROYED                      | CR- 1 0 0<br>PX- 0 0 0  | COMMERCIAL<br>AERIAL APPLICATION  | COMMERCIAL, FL.INSTR., AGE 29, 1696 TOTAL HOURS, 341 IN TYPE, INSTRUMENT RATED. |
|        |   | IRPORT - COTTONDALE POINT ALE,FLA CCIDENT   | NTENDED DESTINATION<br>LOCAL                                       | PHASE OF  | OPERATION   | AROUND  |
|        | PROBABLE CAUS<br>PILOT IN CO  | CAUSE(S)<br>N COMMAND - FAILED T  | O OBTAIN/MAINTAIN FI   | _YING SPEED   |   |   |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>ELEVATI            | ATA OURS IN CROP CONTROL CROP — OTHER SEAT BELT — FASTENE — NOT USED CRASHPAD — INSTALLE PPER-LOCATION — FORM ON-AREA BEING TREATE RE TURNAROUND — THIR | D-PROPERLY<br>D<br>ARD OF PILOT<br>D-FEET - 140                    | TYPE OF<br>GLOVES -<br>CRASH HE                                     | OPERATION - SPRAYING CHEMICAL USED - LIOU - NOT USED ELMET - AVAILABLE-USE RR - INSTALLED -TYPE - LEVEL, FLAT NN-HOW FLOWN - CROSSE | JID CHEMICAL-TOXIC  |
| 3-3163 | 8/10/72   | GREEN COVE SP.FLA   | BOEING E75   | CR- 0 0 1   | COMMERCIAL  | COMMERCIAL, FL.INSTR.,  |
| 3 3103 |   |   | DAMAGE-SUBSTANT I A  | L   | COMMERCIAL<br>AERIAL APPLICATION  | AGE 25, 2966 TOTAL HOURS,<br>1567 IN TYPE, INSTRUMENT<br>RATED.                 |
|        | TYPE OF A ENGINE  | POINT I<br>GS,FLA<br>CCIDENT<br>FAILURE OR MALFUNCTI<br>D WITH TREES  |  | PHASE OF<br>IN FL1  | OPERATION CHT PULLUP FROM SWA   | ATH RUN   |
|        | MISCELL<br>TERRAIN<br>COMPLETE  |   | NS - WATER IN FUEL<br>E ENGINE FAILURE/FLA                         | AMEOUT-1 ENGINE   | NY MAINTAINED EQPMT,  | SERVICES, REGULATION  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>ELEVATI<br>PROCEDU | OURS IN CROP CONTROL CROP - BEANS SEAT BELT - FASTENE - NOT USED CRASHPAD - NOT INST PPER-LOCATION - FORW ON-AREA BEING TREATE RE TURNAROUND - FIRS     | D-PROPERLY<br>ALLED<br>ARD OF PILOT<br>D-FEET - 5<br>T 1/3 OF TURN | TYPE OF<br>GLOVES -<br>CRASH HE<br>CRASH BA<br>TERRAIN-<br>SWATH RU |   | JID CHEMICAL-NONTOXIC ED CALM   |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  | I          | NJU<br>F | R I E<br>S             | S<br>M/N | ٧.         | FLIGHT<br>PURPOSE                  |        | PILOT DATA   |
|--------|--|---|--|------------|----------|------------------------|----------|------------|------------------------------------|--------|--|
| 3-2970 | 8/14/72 TIME - 100  NAME OF AI DEPARTURE LIVE OA TYPE OF AC GROUND-W GEAR COL  PROBABLE O AIRFRAME MISCELLA FACTOR(S) MISCELLA   | JACKSONVILLE, FLA  O  RPORT - CRAIG POINT IK FLA ICIDENT JATER LOOP-SWERVE LAPSED  CAUSE(S) - LANDING GEAR W INEOUS ACTS, CONDITI | CESSNA 310H N11350 DAMAGE-SUBSTANTIAL INTENDED DESTINATION JACKSONVILLE,FLA                | CR-<br>PX- | 0 0      | <br>0<br>0<br>PHA<br>L | SE       | OF<br>OING |                                    |        | COMMERCIAL, AGE 57, 2000<br>TOTAL HOURS, 900 IN TYPE,<br>INSTRUMENT RATED.         |
|        |  |   |  |            |          |                        |          |            |                                    |        |  |
| 3-3165 | 8/20/72<br>TIME - 160  | WINTER HAVEN, FLA   | CESSNA 305A<br>N24W<br>DAMAGE-SUBSTANTIAL  | PX-        |          |                        |          |            |                                    |        | COMMERCIAL, AGE 44, 4675<br>TOTAL HOURS, 129 IN TYPE,<br>INSTRUMENT RATED.         |
|        | DEPARTURE<br>WINTER H<br>TYPE OF AC  | HAVEN, FLA<br>CCIDENT   | ELD<br>INTENDED DESTINATION  |            |          |                        |          |            | OPERATION<br>G ROLL                |        | INSTRUMENT NATED.  |
|        | PILOT IN<br>FACTOR(S)<br>AIRPORTS  | N COMMAND - IMPROPE<br>N COMMAND - FAILED<br>S/AIRWAYS/FACILITIE  | R LEVEL OFF<br>TO MAINTAIN DIRECTIONA<br>S - AIRPORT CONDITIONS<br>ID HORIZONTAL STABILIZE | S SC       | FT       | SHO                    | ÚUL (    | DERS       | 5                                  |        |  |
|        | in the second se |   |  |            |          |                        |          |            |                                    |        |  |
| 3-3168 | 8/20/72  | TAMPA,FLA<br>40   | CESSNA 140<br>N2652N<br>DAMAGE-SUBSTANTIAL   | F / -      | - 0      | 0                      | ) [      | 1 M        | NONCOMMERCIAL<br>PLEASURE/PERSONAL | TRANSP | COMMERCIAL, AGE 53,<br>13700 TOTAL HOURS, 100 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | DEPARTURE OCALA, F TYPE OF AC GROUND-H NOSE OVE  | CCIDENT<br>WATER LOOP-SWERVE<br>ER/DOWN   | IIGHT<br>INTENDED DESTINATION<br>TAMPA,FLA   |            |          | L                      | . ANI    | DIN        | OPERATION<br>G ROLL<br>G ROLL      |        | NATED 8  |
|        | PROBABLE (   |   | TO MAINTAIN DIRECTIONA   | AL C       | NTR      | OL                     |          |            |                                    |        |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA                                     | INJURIES<br>F S M/ | FLIGHT<br>N PURPOSE                         | PILOT DATA   |  |  |  |  |
|--------|---|--|---|--------------------|---|--|--|--|--|--|
|        |   | LANDO, FLA   | STINSON 108                                       | CR- 0 0<br>PX- 0 0 | 1 NONCOMMERCIAL<br>0 PLEASURE/PERSONAL TRAN | PRIVATE, AGE 36, 160   |  |  |  |  |
|        |   |  | NTENDED DESTINATION<br>LOCAL                      | NATES.             |   |  |  |  |  |  |
|        | PROBABLE CAUS<br>PILOT IN CO  |  | D MAINTAIN DIRECTIONA                             | L CONTROL          |   |  |  |  |  |  |
| 3-3159 | 8/24/72 FT<br>TIME - 0745   | LAUDERDALE, FLA  | PIPER PA-24<br>N6934P<br>DAMAGE-SUBSTANTIAL       |                    | 1 NONCOMMERCIAL<br>D PLEASURE/PERSONAL TRAN | 300 IN TYPE, INSTRUMENT  |  |  |  |  |
|        |   |  | LE<br>NTENDED DESTINATION<br>FT LAUDERDALE,FLA    |                    | OF OPERATION<br>DING LEVEL OFF/TOUCHDOWN    | RATED.   |  |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR          |  |   |                    |   |  |  |  |  |  |
| 3-3319 | 8/25/72 FT<br>TIME - 1238   | ·LAUDERDALE,FLA  | MARTIN 404<br>N469M<br>DAMAGE-SUBSTANTIAL         | CR- 0 0 PX- 0 0    | 2 MISCELLANEOUS<br>2 FERRY                  | AIRLINE TRANSPORT, AGE<br>59, 24740 TOTAL HOURS,<br>1360 IN TYPE, INSTRUMENT |  |  |  |  |
|        | NAME OF AIRPO<br>DEPARTURE POI<br>FT.LAUDERDA<br>TYPE OF ACCID<br>WHEELS-UP | RT - HOLLYWOOD II<br>NT II<br>LE,FLA<br>ENT                                    | NTL<br>NTENDED DESTINATION<br>WEST PALM BEACH,FLA | PHASE              | OF OPERATION<br>EOFF ABORTED                | RATED.   |  |  |  |  |
|        | FACTOR(S) PILOT IN CO COPILOT - L MISCELLANEO                               | PONTANEOUS-IMPROF<br>MMAND - INADEQUA<br>ACK OF FAMILIARI<br>US ACTS,CONDITION | TE SUPERVISION OF FLI                             | LS-UP              |   |  |  |  |  |  |

| DATE   |  | AIRCRAFT DATA  |   | F  | SI   | 4/N  |   | PILOT DATA   |
|--|--|--|---|--|--|--|---|--|
| 8/29/72 TIME - 003 NAME OF A: DEPARTURE ORLANDO TYPE OF AC PROPELLI PROBABLE ( PILOT IN PERSONNI   | PANAMA CITY, FLA 30  IRPORT - BAY CO POINT D, FLA ECIDENT ER/ROTOR ACCIDENT T CAUSE(S) N COMMAND - INADEQUEL EL - MISCELLANEOUS-   | PIPER PA-32 N7717J DAMAGE-NONE  INTENDED DESTINATION PANAMA CITY, FLA  O PERSON  ATE SUPERVISION OF FLI PERSONNEL PASSENGER  | CR-<br>PX-  | 0<br>0   | 0<br>1<br>2<br>2<br>1  | 1<br>0   | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP  OF OPERATION  | COMMERCIAL, AGE 42, 2822   |
| NAME OF A<br>DEPARTURE<br>VENICE<br>TYPE OF AC<br>GEAR RET   | IO  IRPORT - ST.PETERSB POINT FLA CCIDENT IRACTED  CAUSE(S)  | N18W<br>DAMAGE-SUBSTANTIAL<br>URG<br>INTENDED DESTINATION<br>ST.PETERSBURG,FLA   |   | 0<br>P   | O<br>HAS   | O<br>SE C  | BUSINESS<br>OF OPERATION  | PRIVATE, AGE 36, 544 TOTAL HOURS, 116 IN TYPE, NOT INSTRUMENT RATED.   |
| NAME OF ALL DEPARTURE PENSACION TYPE OF ACCUMDAGE COLUMN FROM A COLUMN F | IFPORT - DEFUNIAK S POINT DLA,FLA CCIDENT NATER LOOP-SWERVE LLAPSED CAUSE(S)   | N4421T<br>DAMAGE-SUBSTANTIAL<br>PRINGS<br>INTENDED DESTINATION<br>DEFUNIAK SPGS,FLA  | PX-   | O<br>P   | O<br>PHAS<br>L/  | 0 SE 0   | PLEASURE/PERSONAL TRANSP  OF OPERATION ING ROLL   | PRIVATE, AGE 45, 67 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.  |
|  | 8/29/72 TIME - 003 NAME OF AS DEPARTURE ORLAND TYPE OF AG PROPELLI  PROBABLE ( PILOT IN PERSONNI REMARKS - F  9/11/72 TIME - 193 NAME OF AS DEPARTURE VENICE TYPE OF AG GEAR RES PROBABLE ( 9/13/72 TIME - 083 NAME OF AS DEPARTURE PROBABLE ( 7/13/72 TIME - 083 NAME OF AS DEPARTURE OF AG GROUND - 06 GROUND - 06 GROUND - 06 GROUND - 06 PROBABLE ( PROBABLE | 8/29/72 PANAMA CITY, FLA TIME - 0030  NAME OF AIRPORT - BAY CO DEPARTURE POINT ORLANDO, FLA TYPE OF ACCIDENT PROPELLER/ROTOR ACCIDENT T  PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQU PERSONNEL - MISCELLANEOUS- REMARKS- PAX WALKED INTO BAC  9/11/72 ST.PETERSBURG, FLA TIME - 1910  NAME OF AIRPORT - ST.PETERSB DEPARTURE POINT VENICE, FLA TYPE OF ACCIDENT GEAR RETRACTED  PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMIN  9/13/72 DEFUNIAK SPGS, FLA TIME - 0815  NAME OF AIRPORT - DEFUNIAK S DEPARTURE POINT PENSACOLA, FLA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED | 8/29/72 PANAMA CITY, FLA NT17J TIME - 0030 N7717J DAMAGE-NONE  NAME OF AIRPORT - BAY CO DEPARTURE POINT INTENDED DESTINATION ORLANDO, FLA PANAMA CITY, FLA TYPE OF ACCIDENT PROPELLER/ROTOR ACCIDENT TO PERSON  PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLI PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER REMARKS- PAX WALKED INTO BACK OF ROTATING PROP.  9/11/72 ST.PETERSBURG, FLA BEECH D35 N18W DAMAGE-SUBSTANTIAL  NAME OF AIRPORT - ST.PETERSBURG DEPARTURE POINT INTENDED DESTINATION VENICE, FLA ST.PETERSBURG, FLA TYPE OF ACCIDENT GEAR RETRACTED  PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED  9/13/72 DEFUNIAK SPGS, FLA PIPER PA-28 TIME - 0815 N4421T DAMAGE-SUBSTANTIAL  NAME OF AIRPORT - DEFUNIAK SPRINGS DEPARTURE POINT INTENDED DESTINATION PENSACOLA, FLA DEFUNIAK SPRINGS DEPARTURE POINT INTENDED DESTINATION PENSACOLA, FLA DEFUNIAK SPGS, FLA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL | B/29/72 PANAMA CITY, FLA PIPER PA-32 CR- TIME - 0030 N7717J PX-  NAME OF AIRPORT - BAY CO DEPARTURE POINT INTENDED DESTINATION ORLANDO, FLA PANAMA CITY, FLA TYPE OF ACCIDENT PROPELLER/ROTOR ACCIDENT TO PERSON  PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER REMARKS- PAX WALKED INTO BACK OF ROTATING PROP.  9/11/72 ST.PETERSBURG, FLA BEECH D35 CR- TIME - 1910 N18W DAMAGE-SUBSTANTIAL  NAME OF AIRPORT - ST.PETERSBURG DEPARTURE POINT INTENDED DESTINATION VENICE, FLA ST.PETERSBURG, FLA ST.PETERSBURG, FLA TYPE OF ACCIDENT GEAR RETRACTED  PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED  9/13/72 DEFUNIAK SPGS, FLA PIPER PA-28 CR- TIME - 0815 N4421T PX- DAMAGE-SUBSTANTIAL  NAME OF AIRPORT - DEFUNIAK SPRINGS DEPARTURE POINT INTENDED DESTINATION PENSACOLA, FLA DEFUNIAK SPGS, FLA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CON | B/29/72 PANAMA CITY, FLA PIPER PA-32 CR- O TIME - 0030 N7717J PX- O DAMAGE-NONE  NAME OF AIRPORT - BAY CO DEPARTURE POINT INTENDED DESTINATION ORLANDO, FLA PANAMA CITY, FLA  TYPE OF ACCIDENT PROPELLER/ROTOR ACCIDENT TO PERSON  PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER REMARKS- PAX WALKED INTO BACK OF ROTATING PROP.  9/11/72 ST.PETERSBURG, FLA BEECH D35 CR- O TIME - 1910 N18W PX- O DAMAGE-SUBSTANTIAL  NAME OF AIRPORT - ST.PETERSBURG DEPARTURE POINT INTENDED DESTINATION VENICE, FLA ST.PETERSBURG, FLA TYPE OF ACCIDENT GEAR RETRACTED  PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED  9/13/72 DEFUNIAK SPGS, FLA PIPER PA-28 CR- O TIME - 0815 N4421T PX- O DAMAGE-SUBSTANTIAL  NAME OF AIRPORT - DEFUNIAK SPRINGS DEPARTURE POINT INTENDED DESTINATION PENSACOLA, FLA DEFUNIAK SPRINGS DEPARTURE POINT INTENDED DESTINATION PENSACOLA, FLA DEFUNIAK SPGS, FLA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | B/29/72 PANAMA CITY, FLA PIPER PA-32 CR- 0 0 TIME - 0030 N7717J PX- 0 1 DAMAGE-NONE  NAME OF AIRPORT - BAY CO DEPARTURE POINT INTENDED DESTINATION ORLANDO, FLA PANAMA CITY, FLA  TYPE OF ACCIDENT PROPELLER/ROTOR ACCIDENT TO PERSON ST  PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER REMARKS- PAX WALKED INTO BACK OF ROTATING PROP.  9/11/72 ST.PETERSBURG, FLA BEECH D35 CR- 0 0 TIME - 1910 N18W PX- 0 0 DAMAGE-SUBSTANTIAL NAME OF AIRPORT - ST.PETERSBURG DEPARTURE POINT INTENDED DESTINATION VENICE, FLA ST.PETERSBURG GEAR RETRACTED PHAS  PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED  9/13/72 DEFUNIAK SPGS, FLA PIPER PA-28 CR- 0 0 TIME - 0815 N4421T PX- 0 0 DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DEFUNIAK SPRINGS DEPARTURE POINT INTENDED DESTINATION PENSACOLA, FLA DEFUNIAK SPRINGS DEPARTURE POINT INTENDED DESTINATION PENSACOLA, FLA DEFUNIAK SPGS, FLA TYPE OF ACCIDENT OF MASSENGES DEPARTURE POINT INTENDED DESTINATION PENSACOLA, FLA DEFUNIAK SPGS, FLA TYPE OF ACCIDENT OF MASSENGES DEPARTURE POINT OF MASSENGES DEPARTURE | B/29/72 PANAMA CITY, FLA PIPER PA-32 CR- 0 0 1 TIME - 0030 N7717J PX- 0 1 0 DAMAGE-NONE  NAME OF AIRPORT - BAY CO DEPARTURE POINT INTENDED DESTINATION ORLANDO, FLA PANAMA CITY, FLA TYPE OF ACCIDENT PROPELLER/ROTOR ACCIDENT TO PERSON STATI  PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER REMARKS- PAX WALKED INTO BACK OF ROTATING PROP.  9/11/72 ST.PETERSBURG, FLA BEECH D35 CR- 0 0 1 TIME - 1910 N18W PX- 0 0 0 DAMAGE-SUBSTANTIAL  NAME OF AIRPORT - ST.PETERSBURG DEPARTURE POINT INTENDED DESTINATION VENICE, FLA TYPE OF ACCIDENT ST.PETERSBURG GEAR RETRACTED PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED  9/13/72 DEFUNIAK SPGS, FLA PIPER PA-28 CR- 0 0 1 TAXI  PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED  9/13/72 DEFUNIAK SPGS, FLA PIPER PA-28 CR- 0 0 0 DAMAGE-SUBSTANTIAL  NAME OF AIRPORT - DEFUNIAK SPRINGS DEPARTURE POINT INTENDED DESTINATION PENSACOLA, FLA DEFUNIAK SPRINGS DEPARTURE POINT INTENDED DESTINATION PENSACOLA, FLA DEFUNIAK SPGS, FLA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED LANDI PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | B/29/72 PANAMA CITY, FLA PIPER PA-32 CR- 0 0 1 NONCOMMERCIAL TIME - 0030 N7717J PX- 0 1 0 PLEASURE/PERSONAL TRANSP DAMAGE-NONE  NAME OF AIRPORT - BAY CO DEPARTURE POINT ORLANDO, FLA PANAMA CITY, FLA PHASE OF OPERATION STATIC IDLING ENGINE(S)  PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER REMARKS- PAX WALKED INTO BACK OF ROTATING PROP.  9/11/72 ST.PETERSBURG, FLA BEECH D35 CR- 0 0 1 NONCOMMERCIAL PX- 0 0 0 BUSINESS DAMAGE-SUBSTANTIAL NAME OF AIRPORT - ST.PETERSBURG DEPARTURE POINT VENICE, FLA ST.PETERSBURG FLA ST.PETERSBURG, FLA ST.PETERSBURG, FLA PASE OF OPERATION TAXI FROM LANDING  9/13/72 DEFUNIAK SPGS, FLA PIPER PA-28 CR- 0 0 1 NONCOMMERCIAL PX- 0 0 0 PLEASURE/PERSONAL TRANSP DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DEFUNIAK SPRINGS DEPARTURE POINT DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DEFUNIAK SPRINGS DEPARTURE POINT DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DEFUNIAK SPRINGS DEPARTURE POINT DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DEFUNIAK SPRINGS DEPARTURE POINT DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DEFUNIAK SPRINGS DEPARTURE POINT DEFUNIAK SPRINGS DEPARTURE POINT DEFUNIAK SPRINGS GEAR COLLAPSED PROBABLE CAUSE(S) PHASE OF OPERATION LANDING ROLL LANDING RO |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA                               | INJ<br>F | UR I<br>S      | S<br>M/N             | FLIGHT<br>PURPOSE                   | PILOT DATA  |  |  |  |
|--------|---|---|---|----------|----------------|----------------------|-------------------------------------|---|--|--|--|
|        | 10/1/72<br>TIME - 124   |   | CESSNA 150J<br>N60572<br>Damage-Substantial |          |                |                      |                                     | STUDENT, AGE 34, 65 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |  |  |  |
|        | DEPARTURE POINT INTENDED DESTINATION PENSACOLA; FLA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT LANDING FINAL APPROACH |   |   |          |                |                      |                                     |   |  |  |  |
|        |   | PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT |   |          |                |                      |                                     |   |  |  |  |
|        | CONTROLI<br>CONTROLI<br>CONVERGI  | OF AVIATION INVO  | IRPORT - UNCONTROLLED A - 0                 | IRPORT   | TR<br>CO<br>VE | AFFI<br>NTRO<br>RTIC | C ADVISORY ISSUED - NONE            |   |  |  |  |
| 3-3015 |   | PENSACOLA, FLA  |   | PX-      | 0              | 0 0                  | PLEASURE/PERSONAL TRANS             | COMMERCIAL, AGE 25, 430 P TOTAL HOURS, 7 IN TYPE, INSTRUMENT RATED.       |  |  |  |
|        | DEPARTURE<br>PENSACOI<br>TYPE OF AC   | _A,FLA<br>CCIDENT   | INTENDED DESTINATION LOCAL BOTH IN FLIGHT   |          |                |                      | DF OPERATION<br>ING. FINAL APPROACH |   |  |  |  |
|        | PROBABLE (  |   | TO SEE AND AVOID OTHER                      | AIRCR    | AFT            |                      |                                     |   |  |  |  |
|        | CONTROLI<br>CONTROLI<br>CONVERGE  | S OF AVIATION INVO  | IRPORT - UNCONTROLLED A - 0                 |          | TR<br>CO<br>VE | AFFI<br>NTRO<br>RTIC | C ADVISORY ISSUED - NONE            |   |  |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  | INJU<br>F                                      | IR I E<br>S | S<br>M/N   | FLIGHT<br>. PURPOSE  | PILOT DATA   |
|--------|--|---|--|--|-------------|------------|--|--|
| 3-2997 | 10/5/72<br>TIME - 1310<br>DEPARTURE<br>FT.CLAU<br>TYPE OF AC | DEERFIELD BCH,FLA<br>O<br>POINT I<br>DERDALE,FLA  | CESSNA 172L<br>N9890G<br>DAMAGE-DESTROYED<br>NTENDED DESTINATION | CR- 1<br>PX- 0                                 | PH          | L 0<br>. 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSI  OF OPERATION LIGHT BUZZING | COMMERCIAL, AGE 28, 463 P TOTAL HOURS, 77 IN TYPE, NOT INSTRUMENT RATED. |
|        | PILOT IN<br>MISCELLA<br>FACTOR(S)<br>TERRAIN<br>FIRE AFTER   | COMMAND - EXERCISE<br>COMMAND - MISJUDGE<br>NEOUS ACTS, CONDITIO<br>- HIGH OBSTRUCTIONS<br>IMPACT | HOUSE AND PWR POLE.  |  |             |            |  |  |
| 3-2915 | NAME OF AI<br>DEPARTURE                                      | RPORT - TAMPA INTL<br>POINT I   | NTENDED DESTINATION  | CR- (  | ) (         | 0 1        | NONCOMMERCIAL<br>BUSINESS  | PRIVATE, AGE 20, 298 TOTAL HOURS, 36 IN TYPE, NOT INSTRUMENT RATED.      |
|        | GROUND-W   | TER,FLA<br>CIDENT<br>ATER LOOP-SWERVE<br>WITH WIRES/POLES   |  |  |             | ΓΑΧΙ       | OF OPERATION FROM LANDING FROM LANDING                             |  |
|        | AIRFRAME<br>MISCELLA   | L - MAINTENANCE,SER<br>- LANDING GEAR BR  | AKING SYSTEM (NORMAL<br>NS - MATERIAL FAILURI                    | SYSTEM   |             | MAIN       | TENANCE AND INSPECTION   |  |
| 3-2925 | NAME OF AI   | -<br>RPORT - HERLONG FI   | DAMAGE-SUBSTANTIAL ELD   |  | ) (         | ) 1<br>) 1 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                           | PRIVATE, AGE 34, 147 P TOTAL HOURS, 12 IN TYPE, NOT INSTRUMENT RATED.    |
|        | JACKSONV<br>TYPE OF AC<br>HARD LAN                           | ILLE,FLA<br>CIDENT  | NTENDED DESTINATION<br>LOCAL                                     | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN |             |            |  |  |
|        |  | AUSE(S)<br>COMMAND - IMPROPER<br>DSE GR DMGD.   | LEVEL OFF  |  |             |            |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA                                | INJ<br>F   | UR I<br>S | ES<br>M/N   | ı         | FLIGHT<br>PURPOSE                               |        | PILOT DATA  |
|--------|--|---|--|------------|-----------|-------------|-----------|---|--------|---|
| 3-3491 | 10/16/72<br>TIME - 051   | OCALA,FLA<br>LO   | STINSON 108-1<br>N8529K<br>DAMAGE-DESTROYED  | CR-<br>PX- | 1         | 0 0         | N(        | ONCOMMERCIAL<br>LEASURE/PERSONAL                | TRANSÉ | PRIVATE, AGE 29, 46 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.         |
|        | DEPARTURE<br>OCALA,FL<br>TYPE OF AC  | IRPORT - JIM TAYLOR<br>POINT I<br>LA<br>CCIDENT<br>IN WITH GROUND/WATER                       | NTENDED DESTINATION<br>MILWAUKEE, WIS        |            | PH.       | ASE<br>IN F | OF (      | DPERATION<br>HT UNCONTROLLED                    |        | • '   |
|        | PILOT IN<br>FACTOR(S)<br>WEATHER<br>WEATHER<br>WEATHER BE  | N COMMAND - INITIATE<br>N COMMAND - SPATIAL<br>- LOW CEILING<br>- FOG<br>RIEFING - NO BRIEFIN |  | ₩EATHER    | COI       | NDIT        | IONS      | 5   |        |   |
|        | SKY CONDIT   |   |  |            |           | ILIN        | G A1      | ACCIDENT SITE                                   |        |   |
|        |  | AT ACCIDENT SITE  |  |            | PRI       | -           |           | TION AT ACCIDENT                                | SITE   |   |
|        |  | ONS TO VISION AT ACC<br>IGHT PLAN   | IDENT SITE                                   |            | TY        | PE O        | F WE      | ATHER CONDITIONS<br>NIMUMS                      |        |   |
|        | FIRE AFTER<br>REMARKS- 1   | R IMPACT<br>TOOK OFF INTO HEAVY   | FOG COND AT NITE.                            |            |           |             |           |   |        |   |
| 3-3005 | 10/25/72<br>TIME - 105   | LAUDRDALE LKS,FLA   | ENSTROM F-28A<br>N27HW<br>DAMAGE-SUBSTANTIAL | PX-        | 0 (       | 0 1         | M I<br>FE | SCELLANEOUS<br>RRY                              |        | COMMERCIAL, FL.INSTR.,<br>AGE 26, 1426 TOTAL HOURS,<br>23 IN TYPE, NOT INSTRUMENT |
|        |  | RPORT - FT LAUDERD<br>POINT II  |  |            |           |             |           |   |        | RATED.  |
|        | TYPE OF AC   | CIDENT<br>Allure or malfunction   | - , -  |            | :         | [N F        | LIGH      | PERATION<br>IT NORMAL CRUISE<br>POWER-OFF AUTOR |        | LANDING   |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - MISJUDGED ALTITUDE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND |   |  |            |           |             |           |   |        |   |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA  | IN                         | JUR<br>F  | IES<br>S M       | /N           | FLIGHT<br>PURPOSE                 | PILOT DATA   |  |
|--------|---|--|--|----------------------------|---|------------------|--------------|-----------------------------------|--|--|
| 3-3012 | 10/27/72<br>TIME - 130<br>DEPARTURE<br>HOLLYWO<br>TYPE OF AC                                      | WOODVILLE,FLA<br>DO<br>POINT<br>DOD,FLA  |  | CR-                        | 0   | 0<br>0           | 1<br>1       |                                   | PRIVATE, AGE 56, 404 P TOTAL HOURS, 230 IN TYPE, NOT INSTRUMENT RATED. |  |
|        | PILOT IN<br>TERRAIN   | N COMMAND - CONTINU<br>N COMMAND - SELECTE<br>- HIGH OBSTRUCTION<br>CIRCUMSTANCES - PR<br>LC   | DED VFR FLIGHT INTO AD'ED UNSUITABLE TERRAIN IS IECAUTIONARY LANDING OF OW ON FUEL VVERSE/UNFAVORABLE WEAT | F AIR                      |   |                  | R (          | ONDITIONS                         |  |  |
| 3-3554 | DEPARTURE<br>WINTER<br>TYPE OF AC<br>ENGINE F   | POINT<br>HAVEN,FLA<br>CCIDENT<br>FAILURE OR MALFUNCT   | DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL  |                            | Ρ   | HAS<br>IN        | E C          | F OPERATION<br>IGHT NORMAL CRUISE | PRIVATE, AGE 46, 2280 P TOTAL HOURS, 160 IN TYPE NOT INSTRUMENT RATED. |  |
|        | MISCELLA<br>MISCELLA<br>TERRAIN<br>FACTOR(S)<br>WEATHER<br>COMPLETE F<br>WEATHER BF<br>WEATHER FO | CAUSE(S) N COMMAND - IMPROPE NEOUS ACTS, CONDITI ANEOUS ACTS, CONDITI - ROUGH/UNEVEN - CONDITIONS CONDU POWER LOSS - COMPLE REFING - NO BRIEFI DRECAST - UNKNOWN/M | ONS - ICE-CARBURETOR  ICIVE TO CARB./INDUCTION  TE ENGINE FAILURE/FLAM  NG RECEIVED                        | ING EQ<br>ON SYS<br>MEDUT- | U-IP<br>TEM<br>1 E  | WER<br>MEN<br>IC | PL /<br>T-ji | MPROPER OPERATION OF/OR           | FAILED TO USE  |  |
|        | 5 OR OVE<br>OBSTRUCTION<br>NONE   | AT ACCIDENT SITE   | CIDENT SITE  |                            | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 85 WIND VELOCITY-KNOTS 5 |                  |              |                                   |  |  |
|        | TYPE OF WE  | EATHER CONDITIONS  |  |                            | T   |                  | OF<br>NE     | FLIGHT PLAN                       |  |  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA   | IN.        | JUF<br>=    | S IES                           | /N                     | FLIGHT<br>PURPOSE  | PILOT DATA  |
|--------|---|---|---|------------|-------------|---------------------------------|------------------------|--|---|
| 3-3547 | 12/16/72<br>TIME - 12                                     | JACKSONVILLE, FLA   | CESSNA 310<br>N4849B  | CR-<br>PX- | 0           | 0                               | 1                      | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAN  | PRIVATE, AGE 45, 2300<br>SP TOTAL HOURS, 200 IN TYPE,<br>INSTRUMENT RATED.      |
|        | NAME OF A<br>DEPARTURE<br>JACKSON<br>TYPE OF A<br>WHEELS- | CC ID ENT   | DAMAGE-SUBSIANTIAL INTENDED DESTINATION LOCAL                       |            | Ρ           |                                 |                        | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN  |   |
|        | MISCELL   | SE - LANDING GEAR NO<br>ANEOUS ACTS, CONDITION                      |   |            |             |                                 |                        | RETRACTION & EXTENSION   | ·   |
| 3-3376 | TIME - 15   |   | DAMAGE-SUBSTANTIAL  | CR-<br>PX- | 0           | 0                               | 1 2                    | NONCOMMERCIAL<br>OTHER   | AIRLINE TRANSPORT, AGE<br>33, 2396 TOTAL HOURS, 2 II<br>TYPE, INSTRUMENT RATED. |
|        | DEPARTURE<br>ATLANT<br>TYPE OF A<br>OVERSHO               | CCIDENT   | INTENDED DESTINATION<br>OMAHA,GA                                    |            |             | LA                              | ND I                   | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG ROLL   |   |
|        | AIRPORT<br>FACTOR(S)<br>TERRAIN                           | N COMMAND - MISJUDGE<br>S/AIRWAYS/FACILITIES<br>- HIGH OBSTRUCTIONS |   | ОТНЕ       |             |                                 |                        | SS FLT BY PROFESSIONAL (   | ·<br>PLT。   |
| 3-3378 |   |   | CALLAIR A-9<br>N7233V<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION | CR-<br>PX- | 0           | 1 0                             | 0                      | COMMERCIAL<br>AERIAL APPLICATION   | COMMERCIAL, AGE 37, 304<br>TOTAL HOURS, 38 IN TYPE,<br>NOT INSTRUMENT RATED.    |
|        | CALHOUN<br>TYPE OF A                                      | ,GA   | LOCAL   |            | Р           |                                 |                        | F OPERATION<br>IGHT FLAREOUT FOR SWATH   | H RUN   |
|        | PROBABLE<br>PILOT I                                       |   | ED SPEED AND CLEARANCE  |            |             |                                 |                        |  |   |
|        | GOGGLES<br>COCKPIT<br>TANK/HO<br>ELEVATI                  |   | D-FEET - 750  |            | C<br>C<br>T | YPE<br>LOV<br>RAS<br>RAS<br>ERR | OF<br>ES<br>H H<br>H B | OPERATION - DEFOLIATION CHEMICAL USED - LIQUID - NOT USED ELMET - AVAIALABLE-NOT U AR - INSTALLED -TYPE - HILLY UN-HOW FLOWN - CROSSWING | CHEMICAL-NONTOXIC   |

| FILE            |   |   | AIRCRAFT DATA  | 1          | =   | S M | /N  | PURPOSE                            | PILOT DATA  |  |  |  |
|-----------------|---|---|--|------------|-----|-----|-----|------------------------------------|---|--|--|--|
|                 | 6/3/72<br>TIME - 20<br>DEPARTUR                   | NORCROSS, GA  | CESSNA 182P<br>N9397G<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION  | CR-<br>PX- | 0   | 0   | 2   | NONCOMMERCIAL                      |   |  |  |  |
|                 | TYPE OF   | TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES PHASE OF OPERATION IN FLIGHT OTHER |  |            |     |     |     |                                    |   |  |  |  |
|                 | COPILOT<br>PILOT<br>FACTOR(S<br>TERRAIN<br>MISCEL | IN COMMAND - INADEQ<br>)<br>N - HIGH OBSTRUCTIO                               | ND AVOID OBJECTS OR OBS<br>UATE SUPERVISION OF FLI<br>NS<br>IONS — UNWARRANTED LOW   | IGHT       |     | ıs. |     |                                    |   |  |  |  |
| 3 <b>-</b> 3533 | NAME OF   | 530<br>AIRPORT - SOUTH EXP  | N9334C<br>DAMAGE-SUBSTANTIAL<br>RESSWAY  | CR−<br>PXª | 0   | 0   | 1   | NONCOMMERCIAL<br>BUSINESS          | PRIVATE, AGE 36, 2259<br>TOTAL HOURS, 2 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |
|                 | TYPE OF GROUND                                    | IN,GA   | INTENDED DESTINATION<br>JONESBORO, GA  |            |     | LA  | NDI | OF OPERATION<br>NG ROLL<br>NG ROLL |   |  |  |  |
|                 | PILOT<br>PILOT<br>FACTOR(S<br>MISCELI<br>MISCELI  | IN COMMAND - FAILED<br>)<br>LANEOUS ACTS,CONDIT<br>LANEOUS ACTS,CONDIT        | F FAMILIARITY WITH AIRC<br>TO MAINTAIN DIRECTIONA<br>IONS - OVERLOAD FAILURE<br>IONS - INTENTIONAL GROU<br>EERED L OFF RWY.WHILE O | JND-MA     | TER | -LO |     |                                    | ID TAXIING PIPER J-3.   |  |  |  |

| FILE       | DATÉ   | LOCATION   | AIRCRAFT DATA  | INJURIES F S M/N   |                                  | PILOT DATA   |  |  |  |  |
|------------|--|--|--|--|----------------------------------|--|--|--|--|--|
| <br>3-3075 | TIME - 06  | POINT  | CALLAIR A-9<br>N7610V<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>LOCAL | CR- 0 1 - 0<br>PX- 0 0 0   | COMMERCIAL<br>AERIAL APPLICATION | COMMERCIAL, AGE 37, 427<br>TOTAL HOURS, 50 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |  |
|            | TYPE OF ACCIDENT  COLLIDED WITH WIRES/POLES  PHASE OF OPERATION  IN FLIGHT SWATH RUN |  |  |  |                                  |  |  |  |  |  |
|            | FACTOR(S)  | N COMMAND - FAILE  | D TO SEE AND AVOID OBJE  | CTS OR OBSTRUCT  | IONS                             |  |  |  |  |  |
|            | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>ELEVATI                       | ATA OURS IN CROP CONT CROP - OTHER SEAT BELT - FAST - NOT USED CRASHPAD - NOT I PPER-LOCATION - F ON-AREA BEING TRE R IMPACT | ENED-PROPERLY<br>NSTALLED<br>ORWARD OF PILOT                               | KIND OF OPERATION - DUSTING CROPS TYPE OF CHEMICAL USED - DRY CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - WIND CALM |                                  |  |  |  |  |  |

| FILE     | DATE   | LOCATION   | AIRCRAFT DATA   | IN.        | JUR I<br>F S      | IES<br>S M/                            | N                     | FLIGHT<br>PURPOSE  |       | PILOT DATA   |
|----------|--|--|---|------------|-------------------|--|-----------------------|--|-------|--|
| 3-3416   | 6/27/72<br>TIME - 124  | SHELLMAN GA  | CESSNA A188<br>N5661J<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION | CR-<br>PX- | 0                 | 0                                      | 1<br>0                | COMMERCIAL<br>AERIAL APPLICATION   |       | COMMERCIAL, AGE 41, 3100<br>TOTAL HOURS, 375 IN TYPE,<br>NOT INSTRUMENT RATED. |
|          | SHELLMAN<br>TYPE OF AC   | GA   | LOCAL   |            |                   |  |                       | OPERATION<br>GHT PROCEDURE TURNAL  | ROUND | )  |
|          | WEATHER -  | GED SPEED AND CLEARANCE<br>FLIGHT, CLEAR AIR<br>FING RECEIVED<br>NOT REPORTED              | DE A  |            |                   |  |                       |  |       |  |
|          | SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE 5 OR OVER 05 TRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 270 TYPE OF WEATHER CONDITIONS  |  |   |            |                   | UNL<br>RECI<br>NON                     | IMI<br>PIT<br>E       | ATION AT ACCIDENT SI   | TE    |  |
|          |  |  |   |            |                   | TEMPERATURE-F 93 WIND VELOCITY-KNOTS 8 |                       |  |       |  |
|          | VFR SPECIAL DA   |  |   |            | YPE<br>NON        |  | FLIGHT PLAN           |  |       |  |
|          | TOTAL HOUNT NOT SERVICE SERVIC | URS IN CROP CONTR<br>CROP - COTTON<br>SEAT BELT - UNKNO<br>- NOT USED<br>CRASHPAD - INSTAL | WN/NOT REPORTED .   |            | G I<br>C F<br>C F | YPE<br>LOVE<br>RASH<br>RASH            | OF<br>S -<br>HE<br>BA | OPERATION - SPRAYING<br>CHEMICAL USED - LIQU<br>NOT USED<br>LMET - AVAILABLE-USE<br>R - INSTALLED<br>TYPF - IFVFI.FIAT | ID CH |  |
| NA ROUND |  | N-AREA BEING TREA  |   |            | SV                | WATH                                   | RU                    | TYPE - LEVEL, FLAT<br>N-HOW FLOWN - CROSSW<br>DENSE WITH TR  |       | PROC   |
| 3-3031   | 7/9/72<br>TIME - 164   |  | CESSNA 17,2A<br>N7782T<br>DAMAGE-SUBSTANTIAL                        | CR-<br>PX- | 0                 | 0                                      | 1                     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TR  | ANSP  | COMMERCIAL, AGE 55, 633 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.        |
|          | DEPARTURE<br>ROME,GA   |  | RUSSELL<br>INTENDED DESTINATION<br>LOCAL                            |            | PH                | HASE                                   | ΠE                    | OPERATION  |       | KATEU.   |
|          | COLLIDED   | TYPE OF ACCIDENT COLLIDED WITH OBJECT PROBABLE CAUSE(S)                                    |   |            |                   |  |                       | TO TAKEOFF   |       |  |
|          | PILOT IN<br>FACTOR(S)<br>AIRPORTS  | COMMAND - MISJUE   | ES - AIRPORT CONDITIONS   |            |                   |  |                       |  |       |  |

| FILE   | DATE  |   | AIRCRAFT DATA  | INJ     | JRI | ES    |  |          | PILOT DATA  |  |  |  |  |
|--------|---|---|--|---------|-----|-------|--|----------|---|--|--|--|--|
| 3-3221 | 7/11/72<br>TIME - 1   | MACON, GA   | DAMAGE-SUBSTANTIAL   | CR-     |     | ) 1   | NONCOMMERCIAL  |          |   |  |  |  |  |
|        | DEPARTURI<br>QUINC<br>TYPE OF<br>GROUND   | DEPARTURE POINT INTENDED DESTINATION QUINCY, FLA MACON, GA  TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL GEAR COLLAPSED LANDING ROLL |  |         |     |       |  |          |   |  |  |  |  |
|        | PILOT<br>FACTOR(S<br>PILOT<br>MISCEL  | )<br>IN COMMAND - INADEQU   | TO MAINTAIN DIRECTION/<br>ATE PREFLIGHT PREPARA <sup>1</sup><br>DNS — OVERLOAD FAILURE<br>E RUG. | TION AN |     | ₹ PL  | .ANN I NG  |          |   |  |  |  |  |
| 3-2780 | NAME OF ADEPARTURE SARDISTYPE OF A  | 000<br>AIRPORT - AG STRIP<br>E POINT  | GRUMMAN G-164A<br>N6571<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL                   | PX- (   | PH. | SE.   |  |          | COMMERCIAL, AGE 37, 5519<br>TOTAL HOURS, 524 IN TYPE<br>NOT INSTRUMENT RATED. |  |  |  |  |
|        | PROBABLE<br>PILOT   |   |  |         |     |       |  |          |   |  |  |  |  |
|        | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 3500 TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC CRASH HELMET - AVAILABLE-USED TANK/HOPPER-LOCATION - FORWARD OF PILOT |   |  |         |     | .OT ' | F OPERATION - SPRA<br>S SEAT BELT - UNKN<br>T CRASHPAD - INSTA<br>ION-AREA BEING TRE | REPORTED |   |  |  |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA                                    | I N.       | JURIE:                   | 5<br>1/N                                 | FLIGHT<br>PURPOSE   |  |
|--------|--|---|--|------------|--------------------------|--|---|--|
| 3-2784 | 7/25/72<br>TIME - 10   | WARRENTON, GA<br>35   | AERO COMDR <sup>®</sup> A-9<br>N7622V            | CR-<br>PX- | 0 0                      | 1 0                                      | COMMERCIAL<br>AERIAL APPLICATION  | COMMERCIAL, AGE 41, 1375<br>TOTAL HOURS, 150 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DAMAGE-SUBSTANTI  DEPARTURE POINT INTENDED DESTINATION THOMSON,GA LOCAL  TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN |   |  | 11         | 1 FL                     | F OPERATION<br>IGHT SWATH RUN<br>NG ROLL |   |  |
|        | PILOT II<br>MISCELL<br>TERRAIN<br>COMPLETE   | N COMMAND - MISMAN<br>N COMMAND - IMPROP<br>ANEOUS ACTS,CONDIT<br>- WET,SOFT GROUND<br>POWER LOSS - COMPL                 | ER OPERATION OF FLIGHT<br>IONS - FUEL STARVATION | MEOUT-:    | 1 ENG                    |  |   |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO  | ATA DURS IN CROP CONTR CROP - COTTON SEAT BELT - FASTE - NOT USED CRASHPAD - INSTAL PPER-LOCATION - FO LEFT TANK SELECTED | NED-PROPERLY<br>LED<br>RWARD OF PILOT            |            | CRA                      | SH H                                     | OPERATION - SPRAYING<br>CHEMICAL USED - LIQU<br>- NOT USED<br>ELMET - AVAILABLE-USE<br>AR - INSTALLED<br>UN-HOW FLOWN - CROSSW    | D  |
| 3-2851 |  | VIENNA•GA<br>15   | AERO COMDR A-9B<br>N8021V<br>DAMAGE-DESTROYED    | CR-<br>PX- | 0 0<br>0 0               | 1 0                                      | COMMERCIAL<br>ASSOC CROP CTL ACTIV  | COMMERCIAL, AGE 21, 253 'ITY TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED.   |
|        |  | IR <mark>PORT - COR</mark> DELE M<br>POINT<br>GA  |  |            |                          |  |   | NOT INSTROPLENT RATED.   |
|        | TYPE OF A  | CCIDENT<br>D WITH FENCE, FENC   |  |            | PHA<br>T                 | KEC<br>SE C                              | F OPERATION<br>FF INITIAL CLIMB   |  |
|        | PILOT I<br>PILOT I<br>FACTOR(S)  | N COMMAND - INADEQ  |  |            |                          |  |   |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>CRASH B   | OURS IN CROP CONTR<br>CROP — COTTON<br>SEAT BELT — UNKNO<br>— USED<br>AR — INSTALLED<br>—TYPE — LEVEL,FLAT                | WN/NOT REPORTED                                  |            | TYP<br>GLO<br>CRA<br>TAN | E OF<br>VES<br>SH F<br>K/HC              | OPERATION - SPRAYING<br>CHEMICAL USED - LIQU<br>- USED<br>ELMET - AVAILABLE-USE<br>PPER-LOCATION - FORWA<br>ON-AREA BEING TREATED | IID CHEMICAL-NONTOXIC<br>D<br>RD OF PILOT                                      |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | IN         | JURIES<br>F S M                 | S<br>M/N                                  | FLIGHT<br>PURPOSE                                | PILOT DATA   |  |  |  |  |
|--------|---|--|---|------------|---------------------------------|---|--|--|--|--|--|--|
|        | 8/13/72 H   |  | CESSNA 150  | CR-<br>PX- | 0 0                             | 1   | NONCOMMERCIAL                                    | PRIVATE, AGE 42, 353 NSP TOTAL HOURS, 324 IN TYPE, NOT INSTRUMENT RATED.   |  |  |  |  |
|        | DEPARTURE PO<br>BRUNSWICK<br>TYPE OF ACCI   | DENT<br>LURE OR MALFUNCT   | INTENDED DESTINATION LOCAL                            |            | I                               | N FL                                      | OF OPERATION<br>IGHT NORMAL CRUISE<br>IGHT OTHER | NOT INSTRUMENT KATED:  |  |  |  |  |
|        | MISCELLANEOUS A<br>MISCELLANEOUS A<br>TERRAIN - HIGH<br>FACTOR(S)   | OMMAND - IMPROPE<br>OUS ACTS, CONDITI<br>OUS ACTS, CONDITI<br>HIGH OBSTRUCTION<br>CONDITIONS CONDU | ONS - ICE-CARBURETOR<br>NS<br>UCIVE TO CARB•/INDUCTIO | ING EQ     | UIPMEN                          | NT-I                                      | MPROPER OPERATION OF/O                           | R FAILED TO USE  |  |  |  |  |
|        |   |  |   |            |                                 |   |  |  |  |  |  |  |
|        | SKY CONDITIO  |  |   |            |                                 | AT ACCIDENT SITE                          |  |  |  |  |  |  |
|        | VISIBILITY A  |  | PREC  | CIPI       | ITATION AT ACCIDENT SIT         | Ε .                                       |  |  |  |  |  |  |
|        |   | 5 OR OVER<br>BSTRUCTIONS TO VISION AT ACCIDENT SITE<br>NONE  |   |            |                                 | NONE<br>TYPE OF WEATHER CONDITIONS<br>VFR |  |  |  |  |  |  |
|        | TYPE OF FLIG<br>NONE<br>REMARKS+ PLT  |  | V TIMBER CHECK WITH NO                                | CARB       | HEAT . F                        | PWR                                       | REGAINED JUST BEFORE H                           | IT TREETOPS FLEW HOME  |  |  |  |  |
|        |   | 7  |   | 0,,,,,     |                                 | ••••                                      | MEDALINED COOK BELOWER.                          | THE THE PROPERTY OF THE PROPER |  |  |  |  |
| 3-2978 | 8/15/72 H<br>TIME - 0030  | ARTWELL, GA  | PIPER PA-24<br>N6145P<br>DAMAGE-DESTROYED             | CR-<br>PX- | 0 0<br>0 0                      | 1   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA           | PRIVATE, AGE 53, 5000<br>NSP TOTAL HOURS, 1100 IN<br>TYPE, NOT INSTRUMENT<br>RATED.  |  |  |  |  |
|        | NAME OF AIRP<br>DEPARTURE PO<br>COVINGTON   | ORT - LAKE HARTY<br>INT<br>•GA   | VELL INTENDED DESTINATION HARTWELL.GA                 |            |                                 |   |  |  |  |  |  |  |
|        | DEPARTURE POINT INTENDED DESTINATION COVINGTON, GA HARTWELL, GA TYPE OF ACCIDENT COLLIDED WITH AIRPORT HAZARD |  |   |            | PHASE OF OPERATION LANDING ROLL |   |  |  |  |  |  |  |
|        | FACTOR(S)   | OMMAND - MISJUDG   | ED CLEARANCE  | S HIG      | H VEGE                          | ≣T A T                                    | ION  |  |  |  |  |  |
|        |   | ONS - NOT ALIGNED WITH<br>CTED TALL WEEDS ON SIG   |   |            |                                 | ED LANDING AREA<br>FT VEERED OFF RWY INTO | DITCH.   |  |  |  |  |  |

| FILE            | DATE  | LOCATION  | AIRCRAFT DATA   | ' INJUR        | S M             | /N                  | FLIGHT<br>PURPOSE   | PILOT DATA   |
|-----------------|---|---|---|----------------|-----------------|---------------------|---|--|
| 3-3020          | 8/16/72<br>TIME - 2130<br>NAME OF AIR<br>DEPARTURE F  | ATLANTA,GA<br>)<br>RPORT - PEACHTRE<br>POINT<br>ALA<br>CIDENT                                     | CESSNA 310 N1310 DAMAGE-SUBSTANTIAL E-DEKALB INTENDED DESTINATION | CR- 0<br>PX- 0 | O<br>O<br>PHAS  | 1<br>0              | NONCOMMERCIAL BUSINESS  F OPERATION NG LEVEL OFF/TOUCHDOWN      | PRIVATE, AGE 42, 298 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED.      |
|                 | PROBABLE CA   |   | PER LEVEL OFF   |                | -               |                     |   |  |
| 3 <b>-</b> 3166 | TIME - 1630   |   | DAMAGE-SUBSTANTIAL  |                | 0               | 1 0                 | INSTRUCTIONAL<br>SOLO   | STUDENT, AGE 24, 33 TOTAL<br>HOURS, 32 IN TYPE, NOT<br>INSTRUMENT RATED. |
|                 | DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION UNKNOWN/NOT REPORTED TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED |   |   |                | HAS<br>LA       | ND I                | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG LEVEL OFF/TOUCHDOWN | INSTRUMENT RATES.  |
|                 | PILOT IN FACTOR(S) WEATHER - TERRAIN - WEATHER BRI WEATHER FOR  | COMMAND - IMPRO COMMAND - IMPRO - THUNDERSTORM A - ROUGH/UNEVEN REFING - NO BRIE RECAST - UNKNOWN | CTIVITY FING RECEIVED   |                |                 |                     |   |  |
|                 |   | ION<br>NOT REPORTED<br>AT ACCIDENT SIT  | E   |                | 35              | 00                  | AT ACCIDENT SITE  |  |
|                 | HAZE<br>WIND VELOCI<br>4  | ITY-KNOTS   | ACCIDENT SITE   | h              | NO<br>IND<br>34 | NE<br>DI<br>O<br>OF | RECTION-DEGREES WEATHER CONDITIONS                              |  |
|                 | TYPE OF FLI<br>NONE<br>REMARKS- PL  |   | AFFIC PATTERN.THUNDERSTO  | RM ACTIV       | ITY             | ,PL                 | T MADE PRECAUTIONARY LNO  | DG.CRASHED.  |

| FILE   |  |   | AIRCRAFT DATA                              | F                              | S M             | /N  | PURPOSE   | PILOT DATA  |
|--------|--|---|--|--------------------------------|-----------------|---|---|---|
|        | 8/22/72 Q<br>TIME - 1345<br>NAME OF AIRP   | UITMAN,GA<br>ORT - BROOLS   | PIPER J-3C<br>N98483<br>DAMAGE-SUBSTANTIAL | CR-<br>PX-                     |                 |   |   | COMMERCIAL, AGE 48, 763<br>TOTAL HOURS, 76 IN TYPE,<br>NOT INSTRUMENT RATED.                    |
|        | DEPARTURE POINT INTENDED DESTINATION BROOK COUNTY LOCAL TYPE OF ACCIDENT COLLIDED WITH TREES | PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND                               |  |                                |                 |   |   |   |
|        | FACTOR(S)  |   | DGED DISTANCE, SPEED, ALI                  | TUDE OR                        | CLEA            | R AN  | CE  |   |
|        | GOGGLES -<br>COCKPIT CR<br>TANK/HOPPE<br>ELEVATION-  | DWN/NOT REPORTED  |  | TYPE<br>GLOV<br>CRASI<br>CRASI | OF<br>ES<br>H H | OPERATION - SPRAYING<br>CHEMICAL USED - LIQUI<br>- NOT USED<br>ELMET - AVAILABLE-USED<br>AR - NOT INSTALLED<br>-TYPE - LEVEL,FLAT<br>UN-HOW FLOWN - CROSSWI | D CHÉMICAL-TOXIC                                      |   |
| 3-3241 | 8/29/72 A<br>TIME - 1930   |   | PIPER PA-28<br>N95391<br>DAMAGE-DESTROYED  | CR-<br>PX-                     |                 |   |   | COMMERCIAL, FL.INSTR.,<br>AGE 29, 5000 TOTAL HOURS,<br>UNK/NR IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | DEPARTURE PO<br>ALMA,GA<br>TYPE OF ACCI<br>UNDERSHOOT  | DENT  | INTENDED DESTINATION LOCAL                 |                                | LAI             | 1DI   | F OPERATION<br>NG FINAL APPROACH<br>NG FINAL APPROACH | INSTRUMENT RATED.   |
|        | PILOT IN C<br>FACTOR(S)<br>AIRPORTS/A  | SE(S)<br>NT - MISJUDGED<br>OMMAND - INADEC<br>IRWAYS/FACILIT:<br>TELFON WIRES I |  |                                |                 |   |   |   |

| FILE   |  |   | AIRCRAFT DATA  | F              | S M             | /N                  | PURPOSE  | PILOT DATA   |  |  |
|--------|--|---|--|----------------|-----------------|---------------------|--|--|--|--|
|        | 9/20/72 N<br>TIME - 080<br>NAME OF AI<br>DEPARTURE<br>ANDERSO<br>TYPE OF AC<br>ENGINE F  | R.GAINESVILLE,GA<br>O<br>RPORT - GAINESVILLE<br>POINT I   | CESSNA 401<br>N7822F<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION<br>CHATTANOOGA, TENN | CR- 0<br>PX- 0 | O<br>O<br>PHASI | 1<br>4<br>E O<br>FL | NONCOMMERCIAL<br>CORP/EXEC                                 | COMMERCIAL, AGE 33, 4400 TOTAL HOURS, 410 IN TYPE, INSTRUMENT RATED. |  |  |
|        | PROBABLE CAUSE(S)  POWERPLANT - EXHAUST SYSTEM MANIFOLDS  MISCELLANEOUS ACTS, CONDITIONS - BURNED  PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION  MISCELLANEOUS ACTS, CONDITIONS - FIRE IN ENGINE  EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT  SUSPECTED MECHANICAL DISCREPANCY  REMARKS- R ENG EXHAUST COUPLING FAILED.ENG CAUGHT FIRE.PLT FEATH PROP AND LND. OK.AD72-10-5 NCW. |   |  |                |                 |                     |  |  |  |  |
| 3-2744 | TIME - 133<br>NAME OF AI<br>DEPARTURE  | RPORT - CHEROKEE C<br>POINT I<br>ON, KY<br>CIDENT   | N23486<br>DAMAGE-SUBSTANTIAL   | PX- 0          | 0<br>PHAS       | 1<br>E O            | NONCOMMERCIAL PLEASURE/PERSONAL TRANSF F OPERATION NG ROLL | PRIVATE, AGE 32, 65 TOTAL P HOURS, 61 IN TYPE, NOT INSTRUMENT RATED. |  |  |
|        | FACTOR(S) PILOT IN PILOT IN MISCELLA MISCELLA TERRAIN EMERGENCY  | COMMAND - SELECTED  COMMAND - MISMANAG COMMAND - INADEQUA NEOUS ACTS, CONDITIO NEOUS ACTS, CONDITIO - HIGH VEGETATION CIRCUMSTANCES - PRE | • •  | IEL CONSI      | JMPT            |                     |  |  |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   | IV         | JUR<br>F | IES<br>S M | /N  | FLIGHT<br>PURPOSE                  |          | P.ILOT. DATA  |
|--------|--|---|---|------------|----------|------------|-----|------------------------------------|----------|---|
| 3-3375 | 11/19/72<br>TIME - 131<br>DEPARTURE<br>BRUNSWI   | PORTERDALE,GA<br>15<br>POINT IN<br>ICK,GA   | CESSNA 182P<br>N9397G                                   | CR-<br>PX- | 1        | 0          | 0   | NONCOMMERCIAL<br>PLEASURE/PERSONAL | TRANSP   | PRIVATE, AGE 29, 125<br>TOTAL HOURS, 4 IN TYPE,<br>NOT INSTRUMENT RATED.  |
|        |  | CCIDENT<br>ON WITH GROUND/WATER   | UNCONTROLLED  |            |          |            |     | F OPERATION<br>IGHT UNCONTROLLED   | DESCENT  |   |
|        | PILOT IN<br>PILOT IN<br>FACTOR(S)<br>WEATHER<br>WEATHER BR   | CAUSE(S)  N COMMAND — ATTEMPTEC  N COMMAND — CONTINUEC  N COMMAND — SPATIAL C  — LOW CEILING  RIEFING — BRIEFED BY  DRECAST — FORECAST SU | O VFR FLIGHT INTO ADDISORIENTATION  FLIGHT SERVICE PERS | VERSE      | WEA      | THE        | R C | ONDITIONS                          |          |   |
|        | SKY CONDIT<br>OVERCAST<br>VISIBILITY<br>1/2 MILE<br>OBSTRUCTIO<br>FOG  | CEILING AT ACCIDENT SITE 100 PRECIPITATION AT ACCIDENT SITE RAIN TYPE OF WEATHER CONDITIONS IFR   |   |            |          |            |     |                                    |          |   |
|        | . + -  | IGHT PLAN   |   |            |          | 11         |     |                                    |          |   |
| -3485  | 12/17/72   | JEFFERSON, GA   | BEECH A23   | CR-        | 0        | 0          | 1   | NONCOMMERÇIAL                      |          | PRIVATE, AGE 43, 137  |
|        | TIME - 123   | 35  | N3559R<br>Damage-destroyed                              | PX-        | 0        | 0          | 1   | PLEASURE/PERSONAL                  | TRANSP   | PRIVATE, AGE 43, 137<br>TOTAL HOURS, 29 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | NAME OF AI<br>DEPARTURE<br>JEFFERSO  |   |   |            |          |            | •   |                                    |          |   |
|        | TYPE OF AC   | CIDENT<br>NN WITH GROUND/WATER  |   |            |          |            |     | F OPERATION<br>FF INITIAL CLIMB    |          |   |
|        | PROBABLE CAUSE(S)  PERSONNEL - MAINTENANCE, SERVICING, INSPECTION OTHER  MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED  AIRFRAME - FLIGHT CONTROL SURFACES AILERON SURFACES, ATTACHMENTS FACTOR(S) |   |   |            |          |            |     |                                    |          |   |
|        | PILOT IN   | I COMMAND - INADEQUAT<br>AINT SHOP PERSONNEL  |   |            |          |            |     |                                    | .ED ON R | EVERSED SIDES.  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   | INJUI<br>F                                  | RIES<br>S M/N                       | FLIGHT<br>PURPOSE  | PILOT DATA  |
|--------|--|---|---|---|-------------------------------------|--|---|
| 3-2861 | 8/6/72<br>TIME - 12<br>NAME OF A<br>DEPARTURE<br>HONOLU<br>TYPE OF A | WAIALUA,HAWAII<br>05<br>IRPORT - DILLINGHAM<br>POINT<br>LU,HAWAII   | CESSNA 150D<br>N5983T<br>DAMAGE-SUBSTANTIAL<br>AIRFLD<br>NTENDED DESTINATION<br>WAIALUA, HAWAII   | CR- O<br>PX- O                              | O 1<br>O O<br>PHASE C               | NONCOMMERCIAL PLEASURE/PERSONAL TR  F OPERATION IGHT DESCENDING NG LEVEL OFF/TOUCHDO | PRIVATE, AGE 45, 5118 ANSP TOTAL HOURS, 349 IN TYPE, NOT INSTRUMENT RATED.    |
|        | MISCELL<br>PILOT I<br>PILOT I<br>COMPLETE<br>EMERGENCY               | N COMMAND - IMPROPER<br>ANEOUS ACTS, CONDITION<br>N COMMAND - IMPROPER<br>N COMMAND - FAILED T<br>POWER LOSS - COMPLET<br>CIRCUMSTANCES - FOR | R OPERATION OF POWERPI<br>DNS - FUEL STARVATION<br>R IN-FLIGHT DECISIONS<br>TO OBTAIN/MAINTAIN FLY<br>TE ENGINE FAILURE/FLAN<br>RCED LANDING OFF AIRPO<br>E CNTRL FOR CARB HEAT | OR PLANI<br>YING SPE<br>MEOUT-1<br>DRT ON L | NING<br>ED<br>ENGINE<br>AND         |  | ING TO RESTART ENGINE.  |
| 3-3507 | NAME OF A<br>DEPARTURE<br>DILLNG<br>TYPE OF A<br>GROUND-             | IRPORT - DILLINGHAM<br>POINT I<br>AFB,HAWAII  | DAMAGE-SUBSTANTIAL INTENDED DESTINATION   | I   | PHASE C                             | NONCOMMERCIAL PLEASURE/PERSONAL TR  IF OPERATION NG ROLL NG ROLL                     | COMMERCIAL, AGE 30, 1024 ANSP TOTAL HOURS, 606 IN TYPE, NOT INSTRUMENT RATED. |
|        | FACTOR(S) WEATHER  SKY CONDI CLEAR VISIBILIT 5 OR OV                 | N COMMAND - FAILED T - UNFAVORABLE WIND TION Y AT ACCIDENT SITE   |   |   | CEILING<br>UNLIM<br>PRECIPI<br>NONE | AT ACCIDENT SITE<br>HITED<br>TATION AT ACCIDENT SI<br>WEATHER CONDITIONS             | TE  |

| FILE   |   |  | AIRCRAFT DATA   | F              | S M/N                                   | PURPOSE   | PILOT DATA  |
|--------|---|--|---|----------------|---|---|---|
|        | 11/25/72  | KAANAPALI, HAWAII<br>55  | PIPER J5C<br>N62032<br>DAMAGE-DESTROYED   | CR- 1<br>PX- 0 | 0 0<br>1 0                              | NONCOMMERCIAL<br>BUSINESS   | COMMERCIAL, FL.INSTR.,<br>AGE 36, 5800 TOTAL HOURS,<br>39 IN TYPE, INSTRUMENT<br>RATED.   |
|        |   | I,HAWAII   | INTENDED DESTINATION OFF SHORE, KAANAPAL  | I              |   | DF OPERATION<br>.IGHT LOW PASS  | NATED.  |
|        | PILOT I   | N COMMAND - DIVERTE  | D ATTENTION FROM OPER<br>TO OBTAIN/MAINTAIN FL  |                |   | AFT   |   |
| 3-2776 | TIME - 07   |  | DAMAGE-SUBSTANTIAL  |                | 0 1 0 0                                 | COMMERCIAL<br>AERIAL APPLICATION  | COMMERCIAL, FL.INSTR.,<br>AGE 54, 11000 TOTAL<br>HOURS, 250 IN TYPE,<br>INSTRUMENT RATED. |
|        | TYPE OF A   |  |   | ı              | IN F                                    | OF OPERATION<br>IGHT PULLUP FROM SWAT<br>NG LEVEL OFF/TOUCHDOW  |   |
|        | MISCELL<br>MISCELL<br>TERRAIN                                   | N COMMAND — MISMANA<br>ANEOUS ACTS,CONDITI<br>ANEOUS ACTS,CONDITI<br>— HIGH VEGETATION | GEMENT OF FUEL<br>ONS - INATTENTIVE TO<br>ONS - FUEL EXHAUSTION<br>TE ENGINE FAILURE/FLAI |                |   |   |   |
|        | EMERGENCY   | CIRCUMSTANCES - FO   | RCED LANDING OFF AIRP   | ORT ON L       | AND                                     |   |   |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>SWATH RU | DURS IN CROP CONTRO  | N/NOT REPORTED<br>TALLED<br>WARD OF PILOT   | ·<br>(         | TYPE OF<br>GLOVES<br>CRASH F<br>CRASH F | OPERATION - SPRAYING CHEMICAL USED - LIQUI - USED LELMET - AVAILABLE-USED BAR - NOT INSTALLED -TYPE - LEVEL, FLAT | D CHEMICAL-TOXIC  |

| FILE   | DATE LOC   | ATION AIRCRAFT D   | ATA IN        | JURIES<br>S M/  | 'N     | FLIGHT<br>PURPOSE              | PILOT DATA   |  |  |  |
|--------|--|--|---------------|---|--------|--------------------------------|--|--|--|--|
|        | 8/13/72 MENAN,I<br>TIME - 0930   | D PIPER PA-25  | CR-<br>PX-    | 0 1   | n      | COMMERCIAL .                   | COMMERCIAL, FL.INSTR., AGE 23, 575 TOTAL HOURS, 325 IN TYPE, INSTRUMENT RATED. |  |  |  |
|        | DEPARTÜRE POINT<br>RIGBY•ID<br>TYPE OF ACCIDENT<br>COLLIDED WITH W   |  |               |   |        | OPERATION<br>GHT PULLUP FROM S | WATH RUN   |  |  |  |
|        | PILOT IN COMMAND FACTOR(S)   | - FAILED TO SEE AND AVOI<br>- DIVERTED ATTENTION FRO                     | M OPERATION ( |   |        |                                |  |  |  |  |
|        | KIND OF CROP — G<br>PILOT'S SEAT BEG<br>GOGCLES — NOT US<br>COCKPIT. CRASHPAD<br>TANK/HOPPER-LOCA<br>SWATH RUN-HOW FL<br>FIRE AFTER IMPACT   | RAIN FIELDS T - FAILED ON IMPACT ED - INSTALLED. TION - FORWARD OF PILOT |               | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT |        |                                |  |  |  |  |
| 3-2987 | 8/18/72 RUPERT,<br>TIME - 1330<br>DEPARTURE POINT  | ID AERONCA 11AC<br>N86363<br>DAMAGE-SUBST<br>INTENDED DESTIN             |               | 0 0<br>0 0  | 1<br>1 | NONCOMMERCIAL<br>BUSINESS      | NOT INSTRUMENT RATED.  |  |  |  |
|        | RUPERT, ID LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH TAKEOFF INITIAL CLIMB  |  |               |   |        |                                |  |  |  |  |
|        | PROBABLE CAUSE(S)  PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED  PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING  FACTOR(S)  TERRAIN - ROUGH/UNEVEN  REMARKS- HEAVILY LOADED ACFT WAS SLOW TO ATTAIN FLYING SPEED ON GRAIN FIELD.ACFT LNDD IN FIELD OF ROCKS. |  |               |   |        |                                |  |  |  |  |

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| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | INJURIES<br>F S M/N  | FLIGHT<br>PURPOSE                         | PILOT DATA   |  |  |  |  |  |
|--------|--|--|---|--|---|--|--|--|--|--|--|
| 3-3116 | 8/18/72 HA<br>TIME - 1230  | MER, ID  | CALLAIR A-9   | CR- 0 0 1  | COMMERCIAL                                | COMMERCIAL, FL.INSTR.,<br>AGE 30, 2899 TOTAL HOURS,<br>934 IN TYPE, INSTRUMENT<br>RATED. |  |  |  |  |  |
|        | DEPARTURE POI<br>HAMER,ID<br>TYPE OF ACCID<br>STALL MUSH   | ENT  | INTENDED DESTINATION LOCAL  |  |   |  |  |  |  |  |  |
|        | FACTOR(S) WEATHER - T WEATHER - H  | E(S)<br>MMAND - FAILED<br>URBULENCE IN F<br>IGH DENSITY AL<br>US ACTS,CONDIT |   |  |   |  |  |  |  |  |  |
|        |  | ACCIDENT SITE  |   | CEILING AT ACCIDENT SITE 9000 PRECIPITATION AT ACCIDENT SITE           |   |  |  |  |  |  |  |
|        | NONE<br>WIND DIRECTIO  | TO VISION AT A   | CCIDENT SITE  | NONE TEMPERATURE-F 79 WIND VELOCITY-KNOTS                              |   |  |  |  |  |  |  |
|        | 270<br>TYPE OF WEATH<br>VFR<br>REMARKS- HIT  |  | OF ROUGH LAVA BED AND   | 7<br>TYPE OF FLIGHT PLAN<br>NONE<br>ID SAGEBRUSH.DENS ALT APRX 7120FT. |   |  |  |  |  |  |  |
|        | ACTIONS OF THE STATE OF ROOM LAVA BLD AND SAGEBRUSH DENS ALL AFRA FIZUFI.  |  |   |  |   |  |  |  |  |  |  |
| 3-3250 | 8/28/72 PR<br>TIME - 1430  | IEST LAKE, ID  | MOONEY M20-C<br>N9345V<br>DAMAGE-SUBSTANTIAL                      | CR- 0 0 1<br>PX- 0 0 0   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE<br>34, 4000 TOTAL HOURS, 17<br>IN TYPE, INSTRUMENT<br>RATED.      |  |  |  |  |  |
|        | NAME OF AIRPORT - PRIEST LAKE  DEPARTURE POINT INTENDED DESTINATION SPOKANE INTL PRIEST LAKE, ID  TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LEVEL OFF/TOUCHDOWN NOSE OVER/DOWN LANDING ROLL |  |   |  |   |  |  |  |  |  |  |
|        | PILOT IN CO<br>FACTOR(S)   | MMAND - IMPROP<br>MMAND - IMPROP   | ER LEVEL OFF<br>ER OPERATION OF BRAKES<br>F FAMILIARITY WITH AIRC |  | CONTROLS                                  |  |  |  |  |  |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA  | INJURIES<br>F S M/N  | FLIGHT<br>PURPOSE  | PILOT DATA  |  |  |  |
|--------|---|--|--|--|--|---|--|--|--|
| 3-3538 | 9/9/72<br>TIME - 1645   | AMER FALLS,ID  | PIPER PA-25<br>N4736Y<br>DAMAGE-SUBSTANTIAL                    | CR- 0 0 1<br>PX- 0 0 0   | COMMERCIAL<br>ASSOC CROP CTL ACTI  | COMMERCIAL, AGE 62, 4200 VITY TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT |  |  |  |
|        | DEPARTURE A<br>ABERDEEN<br>TYPE OF ACC<br>STALL   | N, ID  | INTENDED DESTINATION LOCAL                                     |  | DF OPERATION<br>LIGHT RETURN TO STRII  | RATED.  |  |  |  |
|        | FACTOR(S)   | AUSE(S)<br>COMMAND - FAILE(<br>- TURBULENCE IN F   |  |  |  |   |  |  |  |
|        | SKY CONDIT  |  | _  | UNLI   | G AT ACCIDENT SITE   |   |  |  |  |
|        | 5 OR OVER   | AT ACCIDENT SITE  S TO VISION AT A   |  | PRECIPITATION AT ACCIDENT SITE NONE TYPE OF WEATHER CONDITIONS VFR |  |   |  |  |  |
|        | TYPE OF FL:   | IGHT PLAN  |  |  |  |   |  |  |  |
|        | KIND OF ( PILOT'S S GOGGLES - COCKPIT ( TANK/HOPF ELEVATION PROCEDURE   | JRS IN CROP CONTI<br>PROP - POTATOES<br>SEAT BELT - UNKNO<br>- NOT USED<br>PRASHPAD - INSTAI<br>PER-LOCATION - FO<br>H-AREA BEING TREE<br>TURNAROUND - F | DWN/NOT REPORTED<br>LED<br>DRWARD OF PILOT<br>DRED-FEET - 4600 | TYPE O<br>GLOVES<br>CRASH<br>CRASH<br>TERRAI<br>SWATH              | F OPERATION - DEFOLIA' F CHEMICAL USED - LIQ<br>- USED<br>HELMET - AVAILABLE-US<br>BAR - INSTALLED<br>N-TYPE - LEVEL, FLAT<br>RUN-HOW FLOWN - WIND | UID CHEMICAL-NONTOXIC   |  |  |  |
| 3-2746 | 10/14/72<br>TIME - 1645   | BOISE,ID   | ERCO 415C<br>N94057<br>DAMAGE-SUBSTANTIAL                      | CR- 0 0 2<br>PX- 0 0 0   | INSTRUCTIONAL<br>DUAL  | COMMERCIAL, AGE 37, 1190<br>TOTAL HOURS, 150 IN TYPE,                     |  |  |  |
|        |   |  |  | DHASE  | DF OPERATION   | NOT INSTRUMENT RATED.   |  |  |  |
|        | HARD LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT DUAL STUDENT - IMPROPER LEVEL OFF FACTOR(S) |  |  |  |  |   |  |  |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | INJ<br>F   | UR<br>:      | IES<br>S M          | /N     | FLIGHT<br>PURPOSE  | PILOT DATA   |  |
|--------|---|--|---|------------|--------------|---------------------|--------|--|--|--|
| 3-3061 | 3/9/72<br>TIME - 23<br>NAME OF A<br>DEPARTURE<br>RICHTON<br>TYPE OF A<br>STALL<br>PROBABLE<br>PILOT I<br>PACTOR(S)  | RICHTON PARK, ILL 15  IRPORT - HEADTLER POINT PARK, ILL CCIDENT MUSH  CAUSE(S) N COMMAND - FAILED N COMMAND - FAILED | CESSNA 177 N3259T DAMAGE-DESTROYED  INTENDED DESTINATION LOCAL  TO OBTAIN/MAINTAIN FL' TO ABORT TAKEOFF | CR-<br>PX- | 0<br>0<br>PI | O<br>O<br>HAS<br>TA | 1<br>3 | NONCOMMERCIAL  | PRIVATE, AGE 46, 461 P TOTAL HOURS, 170 IN TYPE, NOT INSTRUMENT RATED. |  |
| 3-2974 | NAME OF A<br>DEPARTURE<br>JOLIET  | IRPORT - WAUKEGAN M  | BEECH C50<br>N3752B<br>DAMAGE-SUBSTANTIAL<br>EMORIAL<br>INTENDED DESTINATION<br>WAUKEGAN, ILL           |            |              | HAS                 | E 0    | NONCOMMERCIAL<br>BUSINESS<br>F OPERATION<br>NG FINAL APPROACH                  | PRIVATE, AGE 52, 2173<br>TOTAL HOURS, 47 IN TYPE,<br>INSTRUMENT RATED. |  |
|        | PROBABLE CAUSE(S)  PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED  WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC.  WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE  WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT |  |   |            |              |                     |        |  |  |  |
|        | UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPIT.  3 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIR FOG 320   |  |   |            |              |                     |        | AT ACCIDENT SITE  TATION AT ACCIDENT SITE  RECTION-DEGREES  WEATHER CONDITIONS |  |  |

| FILE            | DATE LO   | CATION   | AIRCRAFT DATA   | INJ<br>F   | UR I E<br>S          | S<br>M/N                            | FLIGHT<br>PURPOSE                  |                                       | PILOT DATA   |
|-----------------|---|--|---|------------|----------------------|-------------------------------------|------------------------------------|---------------------------------------|--|
| 3-2887          | 5/28/72 RAMSEY<br>TIME - 1950   | ILL  | PIPER PA-24<br>N5796P<br>DAMAGE-DESTROYED                       | CR-<br>PX- | 1 0<br>3 0           | 0                                   | NONCOMMERCIAL<br>PLEASURE/PERSONAL | NCOMMERCIAL<br>EASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 216 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.     |
|                 | DEPARTURE POINT<br>EAST ALTON,ILL<br>TYPE OF ACCIDENT<br>AIRFRAME FAILURE   |  | ENDED DESTINATION SULLIVAN, IND'                                |            |                      |                                     | OPERATION<br>GHT UNCONTROLLED      | DESCENT                               |  |
|                 | PILOT IN COMMANI PILOT IN COMMANI MISCELLANEOUS AG FACTOR(S) MISCELLANEOUS AG WEATHER - SNOW WEATHER - THUNDI WEATHER BRIEFING                                  | O - SPATIAL DI<br>O - EXCEEDED D<br>CTS, CONDITIONS<br>CTS, CONDITIONS<br>ERSTORM ACTIVI<br>- BRIEFED BY F | ESIGNED STRESS LIMI<br>- OVERLOAD FAILURE<br>- SEPARATION IN FL | TS OF      | A I RC               | RAFT                                | NDITIONS                           |                                       |  |
|                 | NONE<br>TYPE OF FLIGHT PLANONE  | ISION AT ACCIE   | ENT SITE  |            | PRE<br>R<br>TYP<br>V | OOO<br>CIPIT<br>AIN S<br>E OF<br>FR |                                    | OR M                                  |  |
| 3 <b>–</b> 2757 | 6/20/72 LANSING TIME - 1700  NAME OF AIRPORT - DEPARTURE POINT LANSING LL TYPE OF ACCIDENT  | CHICAGO-HAMMO  | DAMAGE-SUBSTANTIAL<br>OND<br>ENDED DESTINATION<br>LOCAL         |            |                      |                                     |                                    | TRANSP                                | PRIVATE, AGE 50, 679<br>TOTAL HOURS, 7 IN TYPE,<br>NOT INSTRUMENT RATED. |
|                 | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL MUSH  PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS OTHER MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE |  |   |            |                      |                                     |                                    |                                       |  |
|                 | POWERPLANT - FU<br>MISCELLANEOUS AN<br>MISCELLANEOUS AN<br>MISCELLANEOUS AN<br>TERRAIN - HIGH N<br>COMPLETE POWER LOS<br>EMERGENCY CIRCUMS<br>REMARKS- CARB HEA | AIR PIT  | TUDNED DUE OBSTAC   |            |                      |                                     |                                    |                                       |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | INJU<br>F               | RIES<br>S M         | ;<br>I/N    | FLIGHT<br>PURPOSE                         | PILOT DATA   |  |
|--------|--|--|---|-------------------------|---------------------|-------------|---|--|--|
|        | 6/25/72<br>TIME - 120<br>NAME OF AI<br>DEPARTURE<br>ST.LOUI<br>TYPE OF AC<br>COLLISIO<br>PROBABLE C  | PITTSFIELD,ILL 0  RPORT - SCHUSTER'S POINT S,MO CIDENT N WITH AIRCRAFT E AUSE(S) | LUSCOMBE 8E<br>N1776K<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>PITTSFIELD,ILL | CR- 0<br>PX- 0<br>OT- 0 | 0<br>0<br>0<br>PHAS | 1<br>1<br>1 |   | COMMERCIAL, AGE 30, 2040 TOTAL HOURS, 408 IN TYPE, INSTRUMENT RATED.     |  |
|        | FACTOR(S) PILOT IN AIRPORTS  | COMMAND - EXERCIS<br>/AIRWAYS/FACILITIE  |   |                         | CKAI                | •           |   |  |  |
| 3-2826 | 6/25/72<br>TIME - 120  | PITTSFIELD,ILL<br>0  | STITS SA-3A<br>N1039Z<br>DAMAGE-SUBSTANTIAL   | CR- 0<br>PX- 0          | 0                   | 1 0 2       | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF | PRIVATE, AGE 48, 1205 TOTAL HOURS, 150 IN TYPE, NOT INSTRUMENT RATED.    |  |
|        | DEPARTURE<br>ST.LOUI<br>TYPE OF AC   | CIDENT   |   |                         | PHAS                | E O         | F OPERATION                               | NOT INSTRUMENT RATED.  |  |
|        | FACTOR(S)<br>AIRPORTS  | COMMAND - FAILED<br>/AIRWAYS/FACILITIE   | TO MAINTAIN DIRECTIONA<br>S - AIRPORT CONDITIONS<br>ED INTO LUSCOMBE N1776            | OTHER                   | DL                  |             |   |  |  |
| 3-2827 | 6/25/72<br>TIME - 163  | NAPERVILLE, ILL<br>5   | SCHWEIZER SGS1-2<br>N2712D  | CR- 0<br>PX- 0          | 0                   | 1           | INSTRUCTIONAL<br>SOLO                     | STUDENT, AGE 31, 7 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |  |
|        | NAME OF AI<br>DEPARTURE<br>NAPERVIL<br>TYPE OF AC<br>COLLIDED  | INSTRUMENT KATED.  |   |                         |                     |             |   |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- PILOT OVER-CORRECTED FOR RIGHT CROSSWIND. |  |   |                         |                     |             |   |  |  |

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| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  | INJURIE<br>F S     | S<br>M/N               | FLIGHT<br>PURPOSE   | PILOT D   |                                 |  |  |  |  |
|--------|--|---|--|--------------------|------------------------|---|---|---------------------------------|--|--|--|--|
| 3-3217 | 7/10/72 MI<br>TIME - 1615  | NOOKA,ILL   | LUSCOMBE 8A<br>N71682<br>DAMAGE-SUBSTANTIAL                            | CR- 0 0<br>PX- 0 1 | 1<br>0                 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TR                                   | COMMERCIAL, AG<br>ANSP TOTAL HOURS, 5<br>INSTRUMENT RAT | E 37, 1625<br>6 IN TYPE,<br>ED. |  |  |  |  |
|        |  |   | A<br>NTENDED DESTINATION<br>LOCAL                                      | PHA<br>L           | SE O                   | F OPERATION<br>NG LEVEL DFF/TOUCHDO                                     | ) WN  |                                 |  |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF REMARKS- PROP,GR DMGD.FULL STALL LDG.  |   |  |                    |                        |   |   |                                 |  |  |  |  |
| 3-2831 | 7/16/72 AU<br>TIME - 1840  | RORA, ILL   | PITTS SPCL SC-1<br>N87V<br>DAMAGE-SUBSTANTIAL                          | PX- 0 0            | 1<br>0                 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TR                                   | PRIVATE, AGE 2<br>ANSP TOTAL HOURS, 1<br>NOT INSTRUMENT | 7 IN TYPE,                      |  |  |  |  |
|        | DEPARTURE POI  | URE OR MALFUNCTI                                      | NTENDED DESTINATION<br>LOCAL<br>ON                                     | PHA<br>L<br>L      | SE O<br>AND I<br>AND I | F OPERATION<br>NG TRAFFIC PATTERN-C<br>NG ROLL                          | IRCLING   |                                 |  |  |  |  |
|        | TERRAIN - H<br>COMPLETE POWE   | - MISCELLANEOUS<br>IGH VEGETATION<br>R LOSS - COMPLET | POWERPLANT FAILURE F<br>E ENGINE FAILURE/FLAM<br>CED LÁNDING OFF AIRPO | MEOUT-1 ENG        |                        | D REASONS   |   |                                 |  |  |  |  |
| 3-2850 |  |   | CESSNA 172<br>N8096B<br>DAMAGE-SUBSTANTIAL                             |                    | 1                      | NONCOMMERCIAL<br>PLEASURE/PERSONAL TR                                   | PRIVATE, AGE 3<br>ANSP TOTAL HOURS, 6<br>NOT INSTRUMENT |                                 |  |  |  |  |
|        |  |   | NTENDED DESTINATION<br>OSHKOSH,WIS                                     | L                  | TREA<br>SE O<br>ANDI   | ROUTE STOP<br>TOR,ILL<br>F OPERATION<br>NG LEVEL DFF/TOUCHDO<br>NG ROLL | J W N   |                                 |  |  |  |  |
|        | PROBABLE CAUSE(S)  PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND  PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED  PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND  FACTOR(S) |   |  |                    |                        |   |   |                                 |  |  |  |  |
|        | MISCELLANEO  | US ACTS,CONDITIO<br>RWAYS/FACILITIES                  | NS - DOWNWIND<br>- AIRPORT CONDITIONS                                  | WET RUNW           | ΔY                     |   |   |                                 |  |  |  |  |

| FILE            | DATE   | LOCATION  | AIRCRAFT DATA   | IN         | JUR<br>F | SM  | /N  | FLIGHT<br>PURPOSE                     |                        | PILOT DATA  |
|-----------------|--|---|---|------------|----------|-----|-----|---------------------------------------|------------------------|---|
| 3-2853          | 8/4/72<br>TIME - 20  | SANDWICH, ILL<br>020                                      | PIPER PA-24<br>N9174P<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX- | 0        | 0   | 1   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TR | COI<br>ANSP AGI<br>240 | MMERCIAL, FL.INSTR.,<br>E 42, 767 TOTAL HOURS,<br>6 IN TYPE, INSTRUMENT |
|                 | DEPARTURE<br>AURORA<br>TYPE OF A<br>OVERSHO  | ACCIDENT  |   | ΜN         |          |     |     |                                       |                        |   |
|                 | FACTOR(S)<br>AIRPORT   | N COMMAND - MISJUD<br>S/AIRWAYS/FACILITI                  | GED DISTANCE AND SPEED<br>ES - AIRPORT CONDITIONS<br>NG IN AREA. ACFT L MAIN                  |            |          |     |     | PARTIALLY COVERED ROCK                | •                      |   |
| 3 <b>-3</b> 334 | 8/6/72<br>TIME - 18  | GRANITE CITY, ILL<br>359                                  | PIPER J3C-65<br>N6493H<br>DAMAGE-SUBSTANTIAL  | CR+<br>PX- | 1 0      | 0   | 0   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TR | PR:<br>ANSP TO         | IVATE, AGE 41, 1203<br>TAL HOURS, 3 IN TYPE,<br>STRUMENT RATED.         |
|                 | NAME OF A<br>DEPARTURE<br>UNKNOWN<br>TYPE OF A<br>STALL  | ACCIDENT  |   |            | P        |     |     | OF OPERATION<br>ING FINAL APPROACH    | ••••                   |   |
|                 | FACTOR(S)<br>PILOT I<br>MISCELL  | N COMMAND - FAILED N COMMAND - PHYSIC ANEOUS ACTS, CONDIT | TO OBTAIN/MAINTAIN FLY<br>AL IMPAIRMENT<br>IONS — ALCOHOLIC IMPAIR<br>0.185G/100ML-ETHANOL.FL | MENT       | OF       | EFF | :IC | IENCY AND JUDGMENT                    |                        |   |
| 3-2883          | 8/12/72<br>TIME - 10   | LAKE ZURICH,ILL<br>010                                    | PIPER PA-28<br>N5086W<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX- | 0        | 0   | 2   | INSTRUCTIONAL<br>DUAL                 | HOU                    | MMERCIAL, FL.INSTR.,<br>E 54, 11000 TOTAL<br>JRS, 50 IN TYPE, INSTRU-   |
|                 | DEPARTURE POINT INTENDED DESTINATION PALWAUKEE, ILL LOCAL  TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT DESCENDING COLLIDED WITH FENCE, FENCEPOSTS LANDING ROLL   |   |   |            |          |     |     |                                       |                        |   |
|                 | PROBABLE CAUSE(S)  PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS  MISCELLANEOUS ACTS, CONDITIONS - ENGINE LOADED UP  MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE  TERRAIN - HIGH OBSTRUCTIONS  COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE  EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND  REMARKS- PROLONGED GLIDE IDLE PWR.ATMTD GO-AROUND CARBURETOR HEAT ON. |   |   |            |          |     |     |                                       |                        |   |

|        |  |  | BRIEFS  | OF A  |     | IDEN        | ITS |  |  |
|--------|--|--|---|-------|-----|-------------|-----|--|--|
| FILE   | DATE                                       | LOCATION   | AIRCRAFT DATA   | IN    |     | RIES<br>S M |     | FLIGHT<br>PURPOSE                                | PILOT DATA   |
| 3-2882 | TIME - 12                                  |  | CESSNA 150G<br>N2951J<br>DAMAGE-SUBSTANTIAL   |       |     |             |     | NONCÓMMERCIAL<br>PLEASURE/PERSONAL TRAN          | PRIVATE, AGE 54, 124 SP TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.                    |
|        | DEPARTURE<br>NAPERVI<br>TYPE OF A<br>STALL | LLE,ILL  | INTENDED DESTINATION<br>LOCAL   |       | F   | TΔ          | KEC | OF OPERATION<br>OFF INITIAL CLIMB<br>OFF ABORTED |  |
|        | PILOT I<br>PILOT I                         | N COMMAND - PREMAT<br>N COMMAND - FAILED<br>N COMMAND - FAILED | TURE LIFT-OFF<br>O TO OBTAIN/MAINTAIN FLY<br>O TO MAINTAIN DIRECTIONA<br>EERED TO R SIDE OF RWY T | L CON | TRO | )L          | DEF | RS TO L.HIT RWY MARKER.                          |  |
| 3-2975 | 8/12/72<br>TIME - 09                       | WHEEL ING, ILL<br>30   | BOEING B75N1<br>1°5404N<br>DAMAGE-SUBSTANTIAL   |       |     |             |     | INSTRUCTIONAL<br>DUAL                            | COMMERCIAL, FL.INSTR.,<br>AGE 47, 13070 TOTAL<br>HOURS, 52 IN TYPE, INSTRU-<br>MENT RATED. |
|        | · · · = - · · · <del>- ·</del> · = - · · · |  |   |       |     |             |     | DF OPERATION<br>ING ROLL                         | MENI KALED.  |

NOSE OVER/DOWN
PROBABLE CAUSE(S)

PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT DUAL STUDENT - FAILED TO MAINTAIN DIRECTIONAL CONTROL

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LANDING ROLL

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA  | INJ<br>F         | URI<br>· S           | ES<br>M/         | 'N                            | FLIGHT<br>PURPOSE                     | PILOT DATA   |
|--------|--|--|--|------------------|----------------------|------------------|-------------------------------|---------------------------------------|--|
| 3-2893 | 8/13/72  | BROOKPORT, ILL 30 POINT IN OLIS ILL  | PIPER PA-25  | CR-<br>PX-       | 0<br>0               | L<br>D           | 0                             | COMMERCIAL<br>AERIAL APPLICATION      | COMMERCIAL, AGE 39, 900<br>TOTAL HOURS, 40 IN TYPE,<br>NOT INSTRUMENT RATED.   |
|        | ITPE UF A  | OLIS ILL<br>CCIDENT<br>D WITH TREES  | LOCAL  |                  |                      |                  |                               | OPERATION<br>GHT PULLUP FROM SWA      | TH RUN   |
|        | FACTOR(S)<br>TERRAIN   | N COMMAND - MISJUDGED  |  | ONED             |                      |                  |                               |                                       |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO  | ATA OURS IN CROP CONTROL CROP - BEANS SEAT BELT - FASTENED - NOT USED CRASHPAD - INSTALLED PPER-LOCATION - FORMA ON-AREA BEING TREATED | PROPERLY<br>)<br>.kd of Pilot                            | ,                | TY<br>GL<br>CR<br>CR | PE<br>DVE<br>ASH | OF<br>S ~<br>I HE<br>I BA     |                                       |  |
| -2967  | 8/14/72<br>TIME - 14   | SHANNON,ILL<br>30  | CESSNA 150G<br>N2823S<br>DAMAGE-SUBSTANTIAL              | P X-             | 0<br>0               | 0                | 1                             | NONCOMMERCIAL<br>PLEASURE/PERSONAL TR | PRIVATE, AGE 22, 190<br>ANSP TOTAL HOURS, 55 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DUBUQU<br>TYPE OF A  | TENDED DESTINATION ROCKFORD ILL UNCONTROLLED   |  |                  |                      |                  | OPERATION G LEVEL OFF/TOUCHDO | wn                                    |  |
|        | WEATHER<br>WEATHER B<br>WEATHER F  | N COMMAND - EXERCISED<br>- TURBULENCE, ASSOCI<br>RIEFING - PARTIAL BRI<br>ORECAST - UNKNOWN/NOT<br>CIRCUMSTANCES - PREC                | ATED W/CLOUDS AND/OR<br>EFING BY WEATHER BUR<br>REPORTED | EAU PE<br>F AIRP | RSO                  |                  |                               | BY TELEPHONE                          |  |
|        | SKY CONDI  | TION   |  |                  |                      | I L I            |                               | AT ACCIDENT SITE                      |  |
|        | VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 30 |  |  |                  | TE                   | 10N              | 1E                            | ATION AT ACCIDENT SI                  | TE   |
|        |  |  |  |                  | WI                   | 75<br>ND<br>30   | VEL                           | OCITY-KNOTS                           |  |
|        | TYPE OF WI   |  |  | ΤY               |                      |                  | FLIGHT PLAN                   |                                       |  |
|        | REMARKS-   | ENCNTRD MDT-SVR TURBO  | IN FLT.UN CTL ACFT                                       | DRG LD           | G.                   |                  |                               |                                       |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA  | IN         | JUR     | RIES                         | ;                            | FLIGHT   | PILOT DATA  |
|--------|---|--|--|------------|---------|------------------------------|------------------------------|--|---|
| 3-3129 | 8/20/72<br>TIME - 15  | PARK FOREST, ILL   | PIPER PA-28<br>N5858W<br>DAMAGE-SUBSTANTIAL                              | CR-<br>PX- | 0       | 0                            | 2                            | MISCELLANEOUS<br>OTHER   | COMMERCIAL, FL.INSTR.,<br>AGE 19, 346 TOTAL HOURS,<br>IN TYPE, NOT INSTRUMENT<br>RATED.         |
|        | DEPARTURE   | AIRPORT - HAEDTLER<br>POINT<br>PREST,ILL<br>CCIDENT              | F OPERATION<br>IGHT LOW PASS   | NATED.     |         |                              |                              |  |   |
|        |   |  | TO OBTAIN/MAINTAIN FL<br>BOMBING CONTEST.                                | YING S     | PEE     | D                            |                              |  |   |
| 3-3126 |   | BROWNS,ILL<br>300  |  |            |         |                              |                              |  | COMMERCIAL, FL.INSTR.,<br>Y AGE 51, 11825 TOTAL<br>HOURS, 125 IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | TYPE OF A   | ACCIDENT<br>FAILURE OR MALFUNC                                   | INTENDED DESTINATION<br>LOCAL<br>TION<br>ER CONTROLLED                   |            |         | T                            | KEO                          | F OPERATION<br>FF INITIAL CLIMB<br>NG LEVEL OFF/TOUCHDOWN  |   |
|        | TERRAIN<br>PARTIAL F  | ANT - MISCELLANEOU<br>I - HIGH VEGETATION<br>POWER LOSS - PARTIA | S POWERPLANT FAILURE<br>L LOSS OF POWER - 1 EN<br>ORCED LANDING OFF AIRP | SINE       |         |                              | INE                          | D REASONS  |   |
|        | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 8500 KIND OF CROP - GRAIN FIELDS GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT REMARKS- CRASH LNDD IN CORN FLD. |  |  |            | F<br>() | PILO<br>GOGO<br>COCH<br>TANK | OT!S<br>SLES<br>SPIT<br>S/HO | OPERATION - SEEDING CR<br>SEAT BELT - FASTENED-P<br>- NOT USED<br>CRASHPAD - INSTALLED<br>PPER-LOCATION - FORWARD<br>ON-AREA BEING TREATED-F | ROPERLY OF PILOT  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA  | I                      | NJU<br>F  | JR I<br>S | ES<br>M/      | 'N       | FLIGHT<br>PURPOSE                              |       | PILOT DATA  |
|--------|--|--|--|------------------------|-----------|-----------|---------------|----------|--|-------|---|
| 3-3301 | 8/25/72<br>TIME - 11   | DEERFIELD,ILL<br>20  | CESSNA 150H<br>N7287S<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-             | C         | )         | 0<br>0        | 2        | INSTRUCTIONAL<br>DUAL                          |       | COMMERCIAL, FL.INSTR.,<br>AGE 30, 300 TOTAL HOURS,<br>ALL IN TYPE, INSTRUMENT<br>RATED. |
|        | DEPARTURE<br>CHICAG<br>TYPE OF A<br>ENGINE   |  | INTENDED DESTINATION SKY HARBOR AIRPORT  |                        |           |           | LAN           | I DI     | F OPERATION<br>NG TRAFFIC PATTERN-C<br>NG ROLL | IRCLI |   |
|        | PILOT I<br>MISCELL<br>TERRAIN<br>COMPLETE<br>EMERGENCY   | N COMMAND - INADEQUAN COMMAND - INADEQUANCUS ACTS, CONDITION - ROUGH/UNEVEN POWER LOSS - COMPLE'CIRCUMSTANCES - FOR        | ATE PREFLIGHT PREPARAT<br>ATE SUPERVISION OF FLI<br>DNS - FUEL STARVATION<br>TE ENGINE FAILURE/FLAM<br>RCED LANDING OFF AIRPO<br>CTL IN CUTOFF INSTEAD | IGHT<br>MEOUT<br>ORT O | -1<br>N L | EN!       | GIN<br>D      | ΙE       |  | ST FL | г.  |
| 3-3282 | 8/28/72<br>TIME - OC   | MOLINE,ILL.<br>145<br>POINT  | CESSNA 177A<br>N30475<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION  | CR-<br>PX-             | 0         | ) (       | 0<br>0        | 1        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TR          | ANSP  | PRIVATE, AGE 36, 179<br>TOTAL HOURS, 22 IN TYPE,<br>NOT INSTRUMENT RATED.               |
|        | ST LOUIS,MO MOLINE,ILL.  TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE NOSE OVER/DOWN LANDING ROLL |  |  |                        |           |           |               |          |  |       |   |
|        | PILOT I<br>MISCELL<br>MISCELL<br>TERRAIN<br>COMPLETE   | N COMMAND - MISMANA( N COMMAND - INADEOU, ANEOUS ACTS, CONDITIO ANEOUS ACTS, CONDITIO I - ROUGH/UNEVEN POWER LOSS - COMPLE | SEMENT OF FUEL<br>ATE PREFLIGHT PREPARAT<br>DNS - MISCALCULATED FU<br>DNS - FUEL EXHAUSTION<br>FE ENGINE FAILURE/FLAM<br>RCED LANDING OFF AIRPO        | JEL C                  | ONS<br>-1 | ENG       | PT I<br>G I N | ON       | NN ING   |       |   |
| 3-3310 | 9/3/72   | ROCKEORD. III  | DIDED DA-28  | CP-                    | 0         | . ,       | 0             | 1        | NONCOMMERCIAL                                  |       | PRIVATE, AGE 23, 112  |
| 3 3310 | TIME - 0719 N5677U PX- 0 0 3 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 26  |  |  |                        |           |           |               |          |  |       |   |
|        | TYPE OF A  | CCIDENT<br>D WITH TREES  | LUCAL  |                        |           | PH        | ASE<br>TAK    | 0<br>E 0 | F OPERATION<br>FF ABORTED                      |       |   |
|        | MISCELL  | N COMMAND - INADEQUA<br>ANEOUS ACTS, CONDITIO  | ATE PREFLIGHT PREPARAT<br>DNS - IMPROPERLY LOADE<br>10.8IN AFT REAR LMT.   |                        |           |           |               |          |  |       |   |

|        | DATE LOCATIO   | N AIRCRAFT DATA  | INJURIES                    | FLIGHT ·  |  |
|--------|--|--|-----------------------------|---|--|
| 3-3401 | 9/4/72 JACKSONVILL<br>TIME - 0900<br>NAME OF AIRPORT - JACK  | E,ILL AERO COMDR A-9B<br>N7965V<br>DAMAGE-SUBSTANTIA   | CR- 0 0 1<br>PX- 0 0 0<br>L | COMMERCIAL ASSOC CROP CTL ACTIVITY                                  | COMMERCIAL, AGE 49, 3490<br>TOTAL HOURS, 139 IN TYPE,<br>INSTRUMENT RATED. |
|        | ENGINE FAILURE OR MA   | LFUNCTION<br>D/WATER CONTROLLED  | IN FL                       | IGHT RETURN TO STRIP  |  |
|        | MISCELLANEOUS ACTS, C<br>MISCELLANEOUS ACTS, C<br>TERRAIN - HIGH VEGET   | ISMANAGEMENT OF FUEL ONDITIONS - INATTENTIVE TO ONDITIONS - FUEL EXHAUSTION ATION S - FORCED LANDING OFF AIR | N                           |   |  |
|        | SPECIAL DATA TOTAL HOURS IN CROP KIND OF CROP - BEANS COCKPIT CRASHPAD - I TANK/HOPPER-LOCATION REMARKS- CRASH LNDD IN   | NSTALLED<br>- FORWARD OF PILOT   | CRASH H                     | OPERATION - SEEDING CRO<br>ELMET - AVAILABLE-USED<br>AR - INSTALLED | PS   |
| 3-3353 | 9/4/72 PITTSFIELD,<br>TIME - 1440  | ILL CHAMPION 7ECA<br>N5169X<br>DAMAGE-SUBSTANTIA   | PX- 0 0 1                   | NONCOMMERCIAL<br>BUSINESS   | PRIVATE, AGE 41, 138<br>TOTAL HOURS, 60 IN TYPE,<br>NOT INSTRUMENT RATED.  |
|        | NAME OF AIRPORT - SCHUSTERS DEPARTURE POINT INTENDED DESTINATION QUINCY,ILL PITTSFIELD,ILL TYPE OF ACCIDENT HARD LANDING |  | PHASE OF                    | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN                               |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - I PILOT IN COMMAND - I  | MPROPER LEVEL OFF<br>MPROPER RECOVERY FROM BOUN  | CED LANDING                 |   |  |

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|        |   |   | ,   |                |          |           |   |   |  |  |
|--------|---|---|---|----------------|----------|-----------|---|---|--|--|
| FILE   | DATE  | LOCATION  | AIRCRAFT DATA   | INJU<br>F      | RIE      | S<br>M/N  | FLIGHT<br>PURPOSE   | PILOT DATA  |  |  |
|        | 9/4/72<br>TIME - 1<br>DEPARTUR<br>CANTO<br>TYPE OF<br>ENGINE  | VIRGINIA,ILL<br>130<br>E POINT I<br>N-INGERSOLL,ILL<br>ACCIDENT<br>FAILURE OR MALFUNCTI   | STINSON 108-1 N9009K DAMAGE-SUBSTANTIAL NTENDED DESTINATION E STIJULIS MO | CR- 0<br>PX- 0 | C        | 1         | NONCOMMERCIAL   | PRIVATE, AGE 34, 305 NSP TOTAL HOURS, 30 IN TYPE, NOT INSTRUMENT RATED. |  |  |
|        | POWERP MISCEL POWERP MISCEL TERRAI COMPLETE EMERGENC  | COLLIDED WITH CROP  LANDING LEVEL OFF, TOUCHDOWN  PROBABLE CAUSE(S)  POWERPLANT - ENGINE STRUCTURE MASTER AND CONNECTING RODS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE POWERPLANT - ENGINE STRUCTURE PISTON, PISTON RINGS MISCELLANEOUS ACTS, CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM TERRAIN - HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- BROKEN CONNECTING ROD TO OIL STARVED NO.4 CYL. FORCED TO LAND IN UNSUITABLE TERRAIN |   |                |          |           |   |   |  |  |
| 3-3340 | NAME OF<br>DEPARTUR<br>JACKSO<br>TYPE OF  | 000<br>AIRPORT - JACKSONVILL<br>E POINT I<br>NVILLE,ILL<br>ACCIDENT<br>FAILURE OR MALFUNCTI<br>FAILURE OR MALFUNCTI   | N8793P DAMAGE-SUBSTANTIAL E NTENDED DESTINATION ST LOUIS,MO               | PX- 0          | PHA<br>T | SE<br>AKE | NONCOMMERCIAL BUSINESS  OF OPERATION OFF INITIAL CLIMB ING LEVEL OFF/TOUCHDOW | TOTAL HOURS, 700 IN TYPE, NOT INSTRUMENT RATED.                         |  |  |
|        | PROBABLE CAUSE(S)  POWERPLANT - EXHAUST SYSTEM BAFFLES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. REMARKS- BAFFLE BROKE LOOSE, COVERING EXH OUTLET. ALT TOO LOW FOR COMPLETE GR EXTENSION. |   |   |                |          |           |   |   |  |  |

|        |  |                               | AIRCRAFT DATA  | F              | S M/N                            | PURPOSE  |        | PILOT DATA  |
|--------|--|-------------------------------|--|----------------|----------------------------------|--|--------|---|
|        | 10/14/72 BLOOMING TIME - 0014  NAME OF AIRPORT - 6 DEPARTURE POINT BLOOMINGTON, ILL TYPE OF ACCIDENT COLLISION WITH GO PROBABLE CAUSE(S) | GTON,ILL<br>BLOOMINGTON<br>IN | DAMAGE-DESTROYED  ITENDED DESTINATION KANKAKEE, ILL  | CR- 1<br>PX- 1 | 0 0<br>0 0                       |  |        | PRIVATE, AGE 50, 121<br>TOTAL HOURS, 60 IN TYPE,<br>NOT INSTRUMENT RATED.     |
|        | PILOT IN COMMAND FACTOR(S) PILOT IN COMMAND WEATHER - LOW CE WEATHER - FOG WEATHER BRIEFING - WEATHER FORECAST - MISSING AIRCRAFT -      |                               |  |                |                                  |  |        |   |
|        | SKY CONDITION OVERCAST VISIBILITY AT ACCII 1/4 MILE OR LESS OBSTRUCTIONS TO VI FOG TYPE OF FLIGHT PLAI NONE REMARKS- RECOVERED           | SION AT ACCI                  | DENT SITE<br>TOOK OFF IN KNOWN PO                    |                | 150<br>PRECIP<br>NONE<br>TYPE OI | S AT ACCIDENT SITE<br>TATION AT ACCIDEN<br>WEATHER CONDITION<br>MINIMUMS |        |   |
| 3-2715 | 10/15/72 NEW LENG<br>TIME - 0705   | OX,ILL                        | PIPER PA-28<br>N4408J<br>DAMAGÉ-SUBSTANTIAL          | PX- 0          | 0 2<br>0 0                       | INSTRUCTIONAL<br>DUAL  |        | COMMERCIAL, FL.INSTR.,<br>AGE 27, 881 TOTAL HOURS,<br>123 IN TYPE, INSTRUMENT |
|        | NAME OF AIRPORT -<br>DEPARTURE POINT<br>CHICAGO,ILL<br>TYPE OF ACCIDENT<br>HARD LANDING<br>GEAR COLLAPSED                                | 11                            |  |                | LAND                             | OF OPERATION<br>ING LEVEL OFF/TOU<br>ING LEVEL OFF/TOU                   | RATED. |   |
|        | FACTOR(S)  | - INADEQUAT                   | L OFF<br>E SUPERVISION OF FL<br>IS - OVERLOAD FAILUR |                |                                  |  |        |   |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA  | INJURIES<br>F S M/N                                  | FLIGHT<br>V PURPOSE                  |                                  | PILOT DATA   |  |  |
|--------|---|--|--|--|--------------------------------------|----------------------------------|--|--|--|
| 3-3407 | 10/23/72 NR - PE  | KIN,ILL<br>IT<br>,PA   | AERO COMDR 500-A<br>N78376<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>PEORIA,ILL         | CR- 1 0 (<br>PX- 5 0 (                               | NONCOMMERCIAL<br>D PLEASURE/PERSONÁI | COMMI<br>L TRANSP TOTAL<br>INSTE | ERCIAL, AGE 47, 758<br>L HOURS, 465 IN TYPE,                 |  |  |
|        | PILOT IN COM<br>FACTOR(S)<br>WEATHER - LO<br>WEATHER - RA<br>WEATHER - FO<br>WEATHER BRIEFI   | MAND - SPATIAL MAND - IMPROPE  OF CEILING  IN  G  NG - BRIEFED E | DISORIENTATION R OPERATION OF FLIGHT FUNCTION OF FLIGHT SERVICE PERSON SUBSTANTIALLY CORRECT | CONTROLS   | DING INITIAL APPROA                  | ACH                              |  |  |  |
|        | SKY CONDITION BROKEN VISIBILITY AT 3 MILES OR L OBSTRUCTIONS T FOG WIND DIRECTION 310   | ACCIDENT SITE<br>ESS<br>O VISION AT AC                           | CCIDENT SITE   | 700<br>PRECIF<br>DRIZ<br>TEMPEF<br>41<br>WIND \<br>8 | RATURE-F<br>/ELOCITY-KNOTS           |                                  |  |  |  |
|        | TYPE OF WEATHE<br>IFR<br>REMARKS- PLT C   |  | CH TO REPT OUTER MARKE   | IFR  | OF FLIGHT PLAN                       |                                  |  |  |  |
| 3-2905 | 10/23/72 ROB<br>TIME - 1635   | INSON, ILL   | PIPER PA-30<br>N7939<br>DAMAGE-SUBSTANTIAL   | CR- 0 0 1<br>PX- 0 0 2                               | L NONCOMMERCIAL<br>BUSINESS          | PRIVA<br>TOTAL<br>TYPE           | ATE, AGE 36, 2530<br>L HOURS, 1530 IN<br>, INSTRUMENT RATED. |  |  |
|        |   | T - ROBINSON<br>T<br>NT<br>RE OR MALFUNCT                        | INTENDED DESTINATION NEWBURG, NY   | TAKE   | OF OPERATION OFF INITIAL CLIMB       |                                  |  |  |  |
|        | PROBABLE CAUSE(S)  POWERPLANT - FUEL SYSTEM RAM AIR ASSEMBLY  MISCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED  MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE  FACTOR(S)  PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE INSPECTION OF AIRCRAFT (MAINTENANCE PERSONNEL) |  |  |  |                                      |                                  |  |  |  |
|        | PARTIAL POWER   | LOSS - PARTIAL   | LOSS OF POWER - 1 ENG<br>LUGS BRKN.ALT TOO LOW   | INE  |                                      | CHAIRTENANCE F                   | LK30NNLL)  |  |  |

| DATE LOCATION  | AIRCRAFT DATA   | INJURIES<br>F S M/N  | FLIGHT<br>PURPOSE  | PILOT DATA |
|--|---|--|--|------------|
| 10/30/72 GENEVA,ILL TIME - 1832  DEPARTURE POINT CHICAGO,ILL TYPE OF ACCIDENT ENGINE FAILURE OR MALFI COLLIDED WITH DITCHES  PROBABLE CAUSE(S) PILOT IN COMMAND - MISI PILOT IN COMMAND - BECA MISCELLANEOUS ACTS,CONI TERRAIN - OTHER FACTOR(S) PILOT IN COMMAND - IMPI COMPLETE POWER LOSS - COI | CESSNA 150 M53560 DAMAGE-SUBSTANTIAL INTENDED DESTINATION RETURN UNCTION  MANAGEMENT OF FUEL ME LOST/DISORIENTED DITIONS - FUEL EXHAUSTION  ROPER IN-FLIGHT DECISIONS MPLETE ENGINE FAILURE/FLAI FORCED LANDING OFF AIRPI | CR- 0 0 1 PX- 0 0 0  LAST EN MADD PHASE C IN FL LAND  OR PLANNING MEOUT-1 ENGINE DRT ON LAND | INSTRUCTIONAL TRAINING  NROUTE STOP ISON,WIS DE OPERATION LIGHT NORMAL CRUISE ING ROLL |            |
|  |   |  |  |            |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA   | IN                                  | JUR<br>F | IES<br>S M, | /N  | FLIGHT<br>PURPOSE   | PILOT DAȚA  |
|--------|---|---|---|-------------------------------------|----------|-------------|-----|---|---|
|        |   | QUINCY,ILL  |   | CR-<br>PX-                          | 0        | 0<br>0      | 1   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                   | COMMERCIAL, AGE 45, 278 TOTAL HOURS, 110 IN TYPE, NOT INSTRUMENT RATED. |
|        | DEPARTURE PO<br>BOWLING O<br>TYPE OF ACC                                      | GREEN,OHIO<br>IDENT<br>ILURE OR MALFUNCT  | II<br>INTENDED DESTINATION<br>OLATHE,KANS   |                                     |          | ΙN          | FL: | F OPERATION<br>IGHT NORMAL CRUISE<br>NG LEVEL OFF/TOUCHDOWN | NOT INSTRUMENT KATES.   |
|        | MISCELLANI MISCELLANI TERRAIN - FACTOR(S) MISCELLANI COMPLETE POI EMERGENCY C | r - FUEL SYSTEM EOUS ACTS,CONDITI EOUS ACTS,CONDITI WET,SOFT GROUND EOUS ACTS,CONDITI NER LOSS - COMPLE IRCUMSTANCES - FO | SELECTOR VALVES ONS - MATERIAL FAILURE ONS - FUEL STARVATION  ONS - OVERLOAD FAILURE TE ENGINE FAILURE/FLAM RCED LANDING OFF AIRPO R VALVE SHAFT PART NUM | E<br>MEOUT <del>-</del><br>DRT ON   | LA       | ND          | _   |   |   |
| 3-3057 | 11/9/72   | AOLINE.ILL  | CESSNA 172K   | CR-                                 | 0        | 0           | 1   | NONCOMMERCIAL   | COMMERCIAL, AGE 68, 5000  |
|        |   |   | N7409G<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION  |                                     | Ō        | Ō           | ō   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                   | TOTAL HOURS, 150 IN TYPE, NOT INSTRUMENT RATED.                         |
|        | LOVELAND  | COLO  | CHICAGO, ILL  |                                     |          |             |     |   |   |
|        | TYPE OF ACC<br>ENGINE FAI<br>COLLISION  | ION<br>R CONTROLLED   | PHASE OF OPERATION IN FLIGHT DESCENDING LANDING LEVEL OFF/TOUCHDOWN   |                                     |          |             |     |   |   |
|        | PILOT IN (<br>MISCELLANE<br>FACTOR(S)<br>WEATHER -                            | COMMAND - CONTINU<br>COMMAND - BECAME<br>EDUS ACTS, CONDITI   | ONS - FUEL EXHAUSTION   |                                     |          |             |     | ONDITIONS   |   |
|        |   |   | TE ENGINE FAILURE/FLAM<br>RCED LANDING OFF AIRPO  |                                     |          |             | 16  |   |   |
|        | SKY CONDITION UNKNOWN/NO  | ON<br>OT REPORTED   |   |                                     |          | EILI<br>120 |     | AT ACCIDENT SITE  |   |
|        |   | AT ACCIDENT SITE  |   | PRECIPITATION AT ACCIDENT SITE NONE |          |             |     |   |   |
| 7      | HAZE  | S TO VISION AT AC   | CIDENT SITE   |                                     | ۲        |             | OF  | WEATHER CONDITIONS  |   |
|        | NONE NONE   | HI PLAN   |   |                                     |          |             |     |   |   |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  | INJURIES<br>F S M/N                        | FLIGHT<br>PURPOSE                   |  |  |  |  |
|--------|--|---|--|--|-------------------------------------|--|--|--|--|
| 3-3545 | 12/14/72<br>TIME - 153(<br>NAME OF AII<br>DEPARTURE OF<br>NORTHBROO<br>TYPE OF AC<br>GROUND-W,<br>COLLIDED<br>PROBABLE C.  | NORTHBROOK, ILL )  RPORT - SKY HARBOR POINT SK, ILL IDENT ATER LOOP-SWERVE WITH SNOWBANK AUSE(S)        | PIPER PA-28<br>N5393S<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL   | CR- 0 0 1<br>PX- 0 0 0<br>PHASE C<br>LANDI | INSTRUCTIONAL<br>TRAINING           | PRIVATE, AGE 45, 49 TOTAL HOURS, 11 IN TYPE, NOT INSTRUMENT RATED.                                 |  |  |  |
|        | FACTOR(S)<br>AIRPORTS  | /AIRWAYS/FACILITIE  | S - AIRPORT CONDITIONS   | S ICE/SLUSH ON                             | I RUNWAY                            |  |  |  |  |
| 3-3267 |  |   | DAMAGE-DESTROYED   | CR- 1 0 0<br>PX- 0 0 0                     |                                     | COMMERCIAL, FL.INSTR.,<br>SP AGE 49, 2661 TOTAL HOURS,<br>UNK/NR IN TYPE, NOT<br>INSTRUMENT RATED. |  |  |  |
|        | NAME OF AIRPORT - STARKE COUNTY  DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP  MT.HOLLY,NJ LAKE GENEVA,WIS KNOX,IND  TYPE OF ACCIDENT PHASE OF OPERATION  ENGINE FAILURE OR MALFUNCTION IN FLIGHT CLIMB TO CRUISE  COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT |   |  |  |                                     |  |  |  |  |
|        | MISCELLAI<br>PILOT IN<br>PILOT IN<br>COMPLETE PO   | COMMAND - INADEQU<br>NEOUS ACTS, CONDITI<br>COMMAND - IMPROPE<br>COMMAND - FAILED<br>OWER LOSS - COMPLE | ATE PREFLIGHT PREPARA ONS - FUEL STARVATION R OPERATION OF FLIGHT TO OBTAIN/MAINTAIN FL' TE ENGINE FAILURE/FLAT TTENDED ARPT.NO FUEL | CONTROLS<br>YING SPEED<br>MEOUT-1 ENGINE   | ONNING<br>FOR ARPT 14 MI AWAY TO RE | EFUEL.L ENG QUIT.  |  |  |  |
| 3-3212 |  | VALPARAISO, IND   | CESSNA 150K<br>N5979G<br>DAMAGE-SUBSTANTIAL  | CR- 0 0 2<br>PX- 0 0 0                     | INSTRUCTIONAL<br>DUAL               | COMMERCIAL, FL.INSTR.,<br>AGE 26, 316 TOTAL HOURS,<br>110 IN TYPE, INSTRUMENT                      |  |  |  |
|        | DEPARTURE POINT INTENDED DESTINATION  VALPARAISO,IND LOCAL  TYPE OF ACCIDENT  STALL  PHASE OF OPERATION IN FLIGHT OTHER  |   |  |  |                                     |  |  |  |  |
|        | PILOT IN<br>FACTOR(S)<br>MISCELLAN   | DENT - FAILED TO O<br>COMMAND - INADEQU   | BTAIN/MAINTAIN FLYING<br>ATE SUPERVISION OF FL<br>ONS - SIMULATED CONDIT<br>G•   | IGHT                                       |                                     |  |  |  |  |

| FILE            | DATE LOCATION   | AIRCRAFT DATA   | INJUR<br>F                         | IES<br>S M/N              | FLIGHT<br>PURPOSE                           | PILOT DATA   |  |
|-----------------|---|---|------------------------------------|---------------------------|---|--|--|
|                 | 7/24/72 SEYMOUR, IND TIME - 1100  DEPARTURE POINT COLUMBUS, OHIO TYPE OF ACCIDENT   | PIPER PA-24<br>N5156P<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION | CR- 0<br>PX- 0                     | 0 1 0                     | NONCOMMERCIAL<br>BUSINESS<br>F OPERATION    | PRIVATE, AGE 34, 4200 TOTAL HOURS, 800 IN TYPE, NOT INSTRUMENT RATED.        |  |
|                 | COLLIDED WITH TREES  PROBABLE CAUSE(S) PILOT IN COMMAND - SELE: FACTOR(S) PILOT IN COMMAND - CONT WEATHER - TURBULENCE, A TERRAIN - HIGH OBSTRUCT EMERGENCY CIRCUMSTANCES - | INUED FLIGHT INTO KNOWN<br>SSOCIATED W/CLOUDS AND/O<br>IONS       | AREAS OF<br>R THUNDER<br>FF AIRPOR | LÄNDI<br>SEVERE<br>STORMS | NG LEVEL OFF/TOUCHDOWN TURBULENCE           |  |  |
|                 | SKY CONDITION UNKNOWN/NOT REPORTED  | LATERAL CONTROL PROBLEM   | С                                  |                           | AT ACCIDENT SITE                            |  |  |
|                 | VISIBILITY AT ACCIDENT SI<br>5 OR OVER<br>OBSTRUCTIONS TO VISION AT   |   | P<br>T                             | RECIPI<br>RAIN<br>EMPERA  | TATION AT ACCIDENT SITE                     |  |  |
|                 | NONE WIND DIRECTION-DEGREES 315 TYPE OF WEATHER CONDITION   | S   | , M                                | 15                        | IND VELOO<br>15                             | LOCITY-KNOTS   |  |
|                 | VFR<br>REMARKS- VFR-ON-TOP,12500  |   |                                    | NONE                      |   | LTING SPIN.  |  |
| 3 <b>-2</b> 824 |   | DAMAGE-SUBSTANTIAL  |                                    | 0 1<br>0 0                | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSI   | PRIVATE, AGE 54, 1063<br>P TOTAL HOURS, 32 IN TYPE,<br>NOT INSTRUMENT RATED. |  |
|                 | NAME OF AIRPORT - KLINEDO<br>DEPARTURE POINT<br>GRIFFITH, IND<br>TYPE OF ACCIDENT<br>UNDERSHOOT<br>GEAR COLLAPSED   |   |                                    | LANDI                     | F OPERATION<br>NG FINAL APPROACH<br>NG ROLL |  |  |
|                 | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJIFACTOR(S) MISCELLANEOUS ACTS, COND TERRAIN - ROUGH/UNEVEN REMARKS- HIT JUST SHORT D   | ITIONS - OVERLOAD FAILUR  |                                    |                           |   |  |  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA  | I N                 | JUR<br>F            | IES<br>S 1 | 5<br>1/N   | FLIGHT<br>PURPOSE  | PILOT DATA  |
|--------|---|---|--|---------------------|---------------------|------------|--|--|---|
|        | B/2/72 TIME - 170  NAME OF AI DEPARTURE W.LAFAY TYPE OF AC OVERSHOO COLLIDED  PROBABLE C PILOT IN PILOT IN FACTOR(S) PILOT IN MISCELLA WEATHER AIRPORTS | CR-<br>PX-  | 0<br>0   | O<br>O<br>PHAS<br>L | O<br>VND I          |            | PRIVATE, AGE 29, 900 TOTAL HOURS, 400 IN TYPE, NOT INSTRUMENT RATED. |  |   |
|        | SKY CONDITOUVERCAST VISIBILITY 5 OR OVE OBSTRUCTION HAZE TEMPERATUR 86 WIND VELOC 7 TYPE OF FL NONE   | IES - AIRPORT CONDITIONS  E  ACCIDENT SITE  MET GRASS, TREES N END.OW |  | C<br>F<br>R<br>W    | E<br>03-247 DEGREES |            |  |  |   |
| 3-2858 | TIME - 102  NAME OF AI  DEPARTURE  CINCINN  TYPE OF AC  COLLIDED  | RPORT - BEDFORD<br>POINT<br>ATI,OHIO<br>CIDENT<br>WITH OBJECT         | N5839L DAMAGE-SUBSTANTIAL INTENDED DESTINATION       | CR-<br>PX-          | 0                   | 0<br>РНА:  | 3<br>SE C  | NONCOMMERCIAL PLEASURE/PERSONAL TRA  FOPERATION FROM LANDING | PRIVATE, AGE 36, 79 TOTAL<br>NSP HOURS, 4 IN TYPE, NOT<br>INSTRUMENT RATED. |
|        |   | COMMAND - FAILE   | D TO SEE AND AVOID OBJEC<br>CLEARLY VISIBLE GAS PUMP |                     | 08                  | STI        | RUCT   | IONS   |   |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA                             | IN.                      | ILIR      | TES        |                    | FLIGHT                             |         | PILOT DATA   |  |  |
|--------|--|---|---|--------------------------|-----------|------------|--------------------|------------------------------------|---------|--|--|--|
| 3-3420 | 8/15/72<br>TIME - 065  | BROWNSBURG, IND   | CESSNA 182M<br>N92004<br>DAMAGE-DESTROYED | CR-<br>PX-               | 1 4       | 0          | 0                  | NONCOMMERCIAL<br>PLEASURE/PERSONAL | TRANSP  | COMMERCIAL, AGE 37, 439<br>TOTAL HOURS, 19 IN TYPE,<br>INSTRUMENT RATED. |  |  |
|        |  | RPORT - BROWNSBURG  |   |                          |           |            |                    |                                    |         |  |  |  |
|        | DEPARTURE  | POINT I<br>POLIS, IND   | NTENDED DESTINATION                       |                          |           |            |                    |                                    |         |  |  |  |
|        | TYPE OF AC   |   | LA CRUSSE 9 WIS                           |                          | Ρ         | HAS        | E 0                | F OPERATION                        |         |  |  |  |
|        | COLLISIO   | N WITH GROUND/WATER   | UNCONTROLLED                              |                          |           | IN         | FL                 | IGHT UNCONTROLLED                  | DESCENT |  |  |  |
|        | PROBABLE CAUSE(S)  |   |   |                          |           |            |                    |                                    |         |  |  |  |
|        |  | PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS FACTOR(S) |   |                          |           |            |                    |                                    |         |  |  |  |
|        | WEATHER  | - LOW CEILING   |   |                          |           |            |                    |                                    |         |  |  |  |
|        | WEATHER - RAIN WEATHER - FOG                                 |   |   |                          |           |            |                    |                                    |         |  |  |  |
|        |  |   | D FOLLOW APPROVED PR                      | OC EDUR E                | s,        | DIR        | ECT                | IVES,ETC.                          |         |  |  |  |
|        |  | FLIGHT SERVICE PERS<br>UBSTANTIALLY CORRECT                                 | ONNEL,                                    | ВУ                       | ' PH      | ONE        |                    |                                    |         |  |  |  |
|        | WEATHER TO   |   |   |                          |           |            |                    |                                    |         |  |  |  |
|        | SKY CONDIT   |   |   | С                        |           |            | AT ACCIDENT SITE   |                                    |         |  |  |  |
|        | PARTIAL<br>VISIBILITY  |   |   | Р                        | 20<br>REC | -          | TATION AT ACCIDENT | SITE                               |         |  |  |  |
|        | 1/4 MILE   |   | Ċ   |                          | ΪZZ       | -          | 31.2               |                                    |         |  |  |  |
|        |  | IDENT SITE  |   |                          |           |            | TURE-F             |                                    |         |  |  |  |
|        | FOG<br>WIND DIREC  | TION-DEGREES  |   |                          |           | 71<br>חמזי |                    | LOCITY-KNOTS                       |         |  |  |  |
|        | 350  | TION DEGREES  |   |                          |           | 5          | •-                 | 200117 /4/1010                     |         |  |  |  |
|        | TYPE OF WE<br>BELOW MI                                       | ATHER CONDITIONS  |   | TYPE OF FLIGHT PLAN NONE |           |            |                    |                                    |         |  |  |  |
|        | FIRE AFTER   |   |   |                          |           | NC         | INE                |                                    |         |  |  |  |
|        | REMARKS- F   | ILED IFR CLNC, BUT C  | LNC WASNT ACTIVATED.                      | LOST C                   | TL        | IN         | ВL                 | O MINIMUM WEA.                     |         |  |  |  |
|        | 0.420.472  |   |   |                          | _         | _          | _                  |                                    |         | 227  |  |  |
| 3-2985 | 8/18/72<br>TIME - 100  | SHELBYVILLE, IND  | RYAN ST3KR<br>N46706                      | CK-<br>PX-               | 0         | 0          | 1                  | PLEASURE/PERSONAL                  | TRANSP  | PRIVATE, AGE 46, 325 TOTAL HOURS, 121 IN TYPE,                           |  |  |
|        |  | DDODT CHELDWITTE  | DAMAGE-MINOR                              |                          |           |            |                    |                                    |         | NOT INSTRUMENT RATED.  |  |  |
|        |  | RPORT - SHELBYVILLE   |   |                          |           |            |                    |                                    |         |  |  |  |
|        | SHELBYVI   | POINT I   | ROCKTON, ILL                              |                          |           |            |                    |                                    |         |  |  |  |
|        | TYPE OF AC   | CIDENT  |   |                          | Р         | HAS        | E O                | F OPERATION<br>C STARTING ENGINE   | 51      |  |  |  |
|        | PROPELLER/ROTOR ACCIDENT TO PERSON STATIC STARTING ENGINE(S) |   |   |                          |           |            |                    |                                    |         |  |  |  |
|        | PROBABLE CAUSE(S)  |   |   |                          |           |            |                    |                                    |         |  |  |  |
|        |  | COMMAND - OPERATED  |   |                          |           |            |                    | NITION SWITCH TURNS                |         |  |  |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | IN.        | JUR<br>F | IES<br>S M | /N   | FLIGHT<br>PURPOSE                    |        | PILOT DATA   |
|--------|---|--|---|------------|----------|------------|------|--------------------------------------|--------|--|
| 3-3317 | 8/24/72<br>TIME - 22<br>NAME OF A<br>DEPARTURE<br>MARTINS | MARTINSVILLE,IND 00  IRPORT - MCDANIEL ST POINT I VILLE,IND                                  | CESSNA 172<br>N5745A<br>DAMAGE-DESTROYED                                  | CR-<br>PX- | 0        | 0          | 0    | NONCOMMERCIAL<br>PLEASURE/PERSONAL   | TRANSP | PRIVATE, AGE 56, 631<br>TOTAL HOURS, 166 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | MISCELL<br>MISSING A                                      | N COMMAND - INCAPACI   | NS - PILOT SUFFERED +   | HEART /    | ATT      | ACK        |      |                                      |        |  |
| 3-3318 | 8/25/72<br>TIME - 12                                      | GROVERTOWN, IND  | CESSNA 150H<br>N22402<br>DAMAGE-DESTROYED<br>NTENDED DESTINATION<br>LOCAL | CR-<br>PX- | 1        | 0          | 0    | INSTRUCTIONAL<br>SOLO                |        | STUDENT, AGE 37, 37 TOTAL<br>HOURS, 35 IN TYPE, NOT<br>INSTRUMENT RATED.   |
|        | DEPARTURE<br>NAPPAN<br>TYPE OF A<br>COLLIDE               | POINT I<br>EE,IND<br>CCIDENT<br>D WITH TREES   | NTENDED DESTINATION<br>LOCAL  |            | P        | HAS<br>IN  | E C  | OF OPERATION<br>IGHT BUZZING         |        |  |
|        | PILOT I<br>MISCELL<br>FACTOR(S)<br>TERRAIN                | N COMMAND - EXERCISE<br>N COMMAND - MISJUDGE<br>ANEOUS ACTS, CONDITIO<br>- HIGH OBSTRUCTIONS | D CLEARANCE<br>NS - UNWARRANTED LOW                                       |            |          | FL         | IG   |                                      |        |  |
| 3-3302 | 8/25/72<br>TIME - 15                                      | ₩∘LAFAYETTE,IND<br>45  | PIPER PA-28<br>N553PA<br>DAMAGE-SUBSTANTIAL                               |            | 0        | 0          | 1 0  | INSTRUCTIONAL<br>TRAINING            |        | STUDENT, AGE 23, 37 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.  |
|        | DEPARTURE<br>SOUTH<br>TYPE OF A                           | WATER LOOP-SWERVE  | FRSITY  |            |          | LA         | ND 3 | OF OPERATION<br>ING ROLL<br>ING ROLL |        |  |
|        | PROBABLE<br>PILOT I<br>FACTOR(S)                          | CAUSE(S)<br>N COMMAND - FAILED T   | O MAINTAIN DIRECTION  |            |          |            |      |                                      |        |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   | IN                            | JU<br>F | JR I E<br>S | S<br>M/ | 'N     | FLIGHT<br>PURPOSE                             | PILOT DATA  |
|--------|--|---|---|-------------------------------|---------|-------------|---------|--------|---|---|
| 3-3393 | 9/9/72<br>TIME - 15  | TIPTON, IND 545 AIRPORT - TIPTON, IND   | CESSNA 182<br>N6284A<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-                    | 0       | 0 (         | )       | 1 4    | MISCELLANEOUS<br>PARAJUMP                     | COMMERCIAL, AGE 45, 296<br>TOTAL HOURS, 1 IN TYPE,<br>NOT INSTRUMENT RATED.     |
|        | DEPARTURE POINT INTENDED DESTINATION TIPTON, IND LOCAL TYPE OF ACCIDENT PHAS STALL MUSH TA |   |   |                               |         |             |         |        | F OPERATION<br>FF INITIAL CLIMB<br>FF ABORTED |   |
|        | PILOT : PILOT : PILOT : PILOT : FACTOR(S) PILOT : AIRPORT                                  | IN COMMAND - INADEQUA IN COMMAND - PREMATUR IN COMMAND - FAILED T IN COMMAND - DELAYED IN COMMAND - LACK OF SS/AIRWAYS/FACILITIES | TE PREFLIGHT PREPARATE E LIFT-OFF O OBTAIN/MAINTAIN FLY ACTION IN ABORTING TA FAMILIARITY WITH AIRC - AIRPORT CONDITIONS GROSS WT ON SOFT SOD | ING S<br>KEOFF<br>RAFT<br>HIG | PE      | ED          | ET      | ΑT     | ION   | ORTED∙OVERRAN RUNWAY  |
|        |  |   |   |                               |         |             |         |        |   |   |
| 3-3344 | 9/10/72<br>TIME - 09   | MCCORDSVILLE, IND   | PIPER PA-28<br>N1225T<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX-                    | C       | ) (         | )       | 1<br>0 | INSTRUCTIONAL<br>SOLO                         | STUDENT, AGE 38, 17 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.       |
|        | DEPARTURE<br>MCCORDS<br>TYPE OF A<br>GROUND-   | AIRPORT - BROOKSIDE E POINT I SVILLE,IND ACCIDENT WATER LOOP-SWERVE ED WITH TREES   | NTENDED DESTINATION LOCAL   |                               |         | ι           | Α٨      | DI     | F OPERATION<br>NG ROLL<br>NG GO-AROUND        | THO TROTTEN TO SELECT   |
|        | PILOT I  | IN COMMAND - FAILED T<br>IN COMMAND - IMPROPER<br>IN COMMAND - FAILED T   | D MAINTAIN DIRECTIONA<br>COMPENSATION FOR WIN<br>D SEE AND AVOID OBJEC<br>D OPERATION BEYOND EX   | D CON<br>TS OR                | D I     | TIC<br>BST  | RU      | СТ     |   |   |
| 3-3588 | 9/19/72<br>TIME - 16   | JEFFERSONVILE,IND   | CESSNA 150G<br>N4070J<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX-                    | 0       | ) (         |         | 1<br>1 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TI         | PRIVATE, AGE 44, 232<br>RANSP TOTAL HOURS, 28 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | TYPE OF A  | AIRPORT - HAPS POINT IND CCIDENT CCIDENT FAILURE OR MALFUNCTI VER/DOWN  | RT - HAPS  AT INTENDED DESTINATION  LOCAL  PHASE OF OPERATION  JRE OR MALFUNCTION  IN FLIGHT NORMAL CRUISE                                    |                               |         |             |         |        |   | NOT INSTRUMENT MATERS   |
|        | PROBABLE PERSONN MISCELL TERRAIN EMERGENCY   | CAUSE(S) IEL - MISCELLANEOUS-P ANEOUS ACTS, CONDITION 1 - ROUGH/UNEVEN 2 CIRCUMSTANCES - FOR                                      |   |                               |         |             |         | ונטו   | TO NOCE                                       |   |

| FILE   | - '   |   | AIRCRAFT DATA  | INJ<br>F   | URIE<br>S              | S<br>M/N                          | PURPOSE  | PILOT DATA   |
|--------|---|---|--|------------|------------------------|-----------------------------------|--|--|
|        | 10/14/72 GRE<br>TIME - 1640<br>NAME OF AIRPOR<br>DEPARTURE POIN<br>GREENCASTLE,<br>TYPE OF ACCIDE<br>GROUND-WATER<br>NOSE OVER/DO | EENCASTLE, IND  RT - GREENCASTLI  IT II  IND  RT LOOP-SWERVE  BHN  E(S) | CESSNA 150 N60602 DAMAGE-SUBSTANTIAL E MUNI NTENDED DESTINATION                                | CR-<br>PX- | 0 0<br>0 0<br>PHA<br>T | 1<br>0<br>SE C                    | INSTRUCTIONAL SOLO  OF OPERATION OFF RUN OFF RUN   |  |
| 3-2714 | DEPARTURE POIN MENTONE, INC TYPE OF ACCIDE HARD LANDING GEAR COLLAPS PROBABLE CAUSE PILOT IN COM                                  | RT - REID-EASH NT II O O SED E(S) MMAND - IMPROPER                      | CESSNA 172G N4490L DAMAGE-SUBSTANTIAL NTENDED DESTINATION LOCAL LEVEL OFF RECOVERY FROM BOUNCE | PX-        | O 1<br>PHA<br>L<br>L   | SE (                              | NONCOMMERCIAL PLEASURE/PERSONAL TRANS OF OPERATION ING LEVEL OFF/TOUCHDOWN ING LEVEL OFF/TOUCHDOWN | PRIVATE, AGE 44, 93 TOTAL P HOURS, 91 IN TYPE, NOT INSTRUMENT RATED. |
|        | WEATHER - UN<br>MISCELLANEOU<br>SKY CONDITION<br>CLEAR<br>VISIBILITY AT<br>5 OR OVER  | ACCIDENT SITE TO VISION AT ACC -KNOTS T PLAN                            | NS - OVERLOAD FAILURE  | :          | PRE<br>N<br>WIN<br>3   | NLIN<br>CIPI<br>ONE<br>D DI<br>20 | AT ACCIDENT SITE MITED TATION AT ACCIDENT SITE RECTION-DEGREES WEATHER CONDITIONS                  |  |

|        | DATE LOCATION   | AIRCRAFT DATA   | INJURIES<br>F S M/N               | FLIGHT  | PILOT DATA  |  |  |  |  |  |  |  |
|--------|---|---|-----------------------------------|---|---|--|--|--|--|--|--|--|
|        | 10/27/72 FRANKLIN, IND<br>TIME - 1450   | PIPER PA-30<br>N8461Y<br>DAMAGE-SUBSTANTIAL   | CR- 0 0 2<br>PX- 0 0 0            | INSTRUCTIONAL<br>DUAL                                 | COMMERCIAL, FL.INSTR.,<br>AGE 42, 8670 TOTAL HOURS,<br>1250 IN TYPE, NOT INSTRU-<br>MENT RATED. |  |  |  |  |  |  |  |
|        | NAME OF AIRPORT - FRAN<br>DEPARTURE POINT<br>FRANKLIN, IND  |   |                                   |   | MENT MATERI   |  |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT<br>OVERSHOOT<br>COLLIDED WITH DIRT B   | ANK   | LANDI                             | F OPERATION<br>NG LEVEL OFF/TOUCHDOW<br>NG ROLL       | N .   |  |  |  |  |  |  |  |
|        | DUAL STUDENT - FAILED<br>PILOT IN COMMAND - IN  | PROBABLE CAUSE(S)  DUAL STUDENT - MISJUDGED DISTANCE AND SPEED  DUAL STUDENT - FAILED TO INITIATE GO-AROUND  PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT  FACTOR(S) |                                   |   |   |  |  |  |  |  |  |  |
|        | MISCELLANEOUS ACTS, CO<br>MISCELLANEOUS ACTS, CO  | NDITIONS - DOWNWIND<br>NDITIONS - CREW COORDINATI<br>LITIES - AIRPORT CONDITION   |                                   |   |   |  |  |  |  |  |  |  |
| 3-3195 | 11/1/72 GARY, IND<br>TIME - 1930  | HUGHES 269A<br>N8790F<br>DAMAGE-SUBSTANTIAL   | PX- 0 0 1                         | MISCELLANEOUS<br>POLICE PATROL                        | COMMERCIAL, AGE 49, 2683<br>TOTAL HOURS, 700 IN TYPE,<br>NOT INSTRUMENT RATED.                  |  |  |  |  |  |  |  |
|        | NAME OF AIRPORT - GARY MUNICIPAL  |   |                                   |   |   |  |  |  |  |  |  |  |
|        |   | INTENDED DESTINATION  |                                   |   |   |  |  |  |  |  |  |  |
|        | GARY, IND   | LOCAL   |                                   |   |   |  |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT  |   |                                   | OPERATION   |   |  |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT FIRE OR EXPLOSION IN COLLIDED WITH TREES   |   | IN FL                             | F OPERATION<br>IGHT HOVERING<br>NG POWER-OFF AUTOROTA | TIVE LANDING  |  |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT FIRE OR EXPLOSION IN COLLIDED WITH TREES  PROBABLE CAUSE(S) SYSTEMS - ELECTRICAL INSTRUMENTS/EQUIPMENT MISCELLANEOUS ACTS,CO MISCELLANEOUS ACTS,CO   | FLIGHT  SYSTEM RELAYS AND WIRING AND ACCESSORIES - MISCELL NDITIONS - CHAFED NDITIONS - GROUNDED  | IN FL<br>LANDI                    | IGHT HOVERING<br>NG POWER-OFF AUTOROTA                | TIVE LANDING  |  |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT FIRE OR EXPLOSION IN COLLIDED WITH TREES  PROBABLE CAUSE(S) SYSTEMS - ELECTRICAL INSTRUMENTS/EQUIPMENT MISCELLANEOUS ACTS+CO   | FLIGHT  SYSTEM RELAYS AND WIRING AND ACCESSORIES - MISCELL NDITIONS - CHAFED NDITIONS - GROUNDED  | IN FL<br>LANDI                    | IGHT HOVERING<br>NG POWER-OFF AUTOROTA                | TIVE LANDING  |  |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT FIRE OR EXPLOSION IN COLLIDED WITH TREES  PROBABLE CAUSE(S) SYSTEMS — ELECTRICAL INSTRUMENTS/EQUIPMENT MISCELLANEOUS ACTS,CO MISCELLANEOUS ACTS,CO TERRAIN — HIGH OBSTRU FACTOR(S) MISCELLANEOUS — SMOKE | FLIGHT  SYSTEM RELAYS AND WIRING AND ACCESSORIES - MISCELL NDITIONS - CHAFED NDITIONS - GROUNDED CTIONS   | IN FL<br>LANDI<br>ANEOUS EQUIPMEN | IGHT HOVERING<br>NG POWER-OFF AUTOROTA                | TIVE LANDING  |  |  |  |  |  |  |  |

| FILE   | DATE LOCATION   | AIRCRAFT DATA  | INJURIES<br>F S M/N    | FLIGHT<br>PURPOSE   | PILOT DATA   |  |  |  |  |  |
|--------|---|--|------------------------|---|--|--|--|--|--|--|
| 3-2788 | 7/25/72 OSKALOOSA, IOV<br>TIME - 1100   | A CESSNA 150H  | CR- 0 0 1<br>PX- 0 0 1 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAN                           | PRIVATE, AGE 63, 3000 SP TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED.                        |  |  |  |  |  |
|        | NAME OF AIRPORT - OSKALO DEPARTURE POINT OSKALOOSA, IOWA TYPE OF ACCIDENT HARD LANDING                | OOSA<br>INTENDED DESTINATION<br>LOCAL  | PHASE (<br>LAND)       |   |  |  |  |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - IMP REMARKS- DMGD NOSE GR, EN                                    | PROPER LEVEL OFF<br>NG MOUNT,FIREWALL AND FRON                                     | T BULKHEADS.           |   |  |  |  |  |  |  |
| 3-2722 | TIME - 1105   | DAMAGE-SUBSTANTIAL   | PX- 0 0 2              | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAN                           | COMMERCIAL, AGE 21, 498<br>SP TOTAL HOURS, 255 IN TYPE,<br>NOT INSTRUMENT RATED.               |  |  |  |  |  |
|        | FORT DODGE, IOWA TYPE OF ACCIDENT ENGINE FAILURE OR MALE  | INTENDED DESTINATION A LOCAL   |                        |   |  |  |  |  |  |  |
|        | TERRAIN - HIDDEN OBSTI<br>TERRAIN - HIGH VEGETA<br>TERRAIN - ROUGH/UNEVER<br>COMPLETE POWER LOSS - CO | ⊺ION<br>N<br>DMPLETE ENGINE FAILURE/FLA<br>- FORCED LANDING OFF AIRP               | MEOUT-1 ENGINE         | ED REASONS  |  |  |  |  |  |  |
| 3-3333 | 8/4/72 MARION, IOWA<br>TIME - 0725  | BEECH H35<br>N7940D<br>DAMAGE-SUBSTANTIAL  | PX- 0 0 1              | COMMERCIAL<br>AIR TAXI-PASSG                                      | COMMERCIAL, FL.INSTR.,<br>AGE 49, 11400 TOTAL<br>HOURS, 6900 IN TYPE, NOT<br>INSTRUMENT RATED. |  |  |  |  |  |
|        | NAME OF AIRPORT - MARION<br>DEPARTURE POINT<br>SPENCER,IOWA<br>TYPE OF ACCIDENT<br>WHEELS-UP          | N<br>INTENDED DESTINATION<br>CEDAR RAPIDS, IOWA                                    | PHASE                  | NROUTE STOP<br>DN,10WA<br>DF OPERATION<br>ING LEVEL OFF/TOUCHDOWN |  |  |  |  |  |  |
|        | FACTOR(S)   | ILED TO EXTEND LANDING GEA<br>AR LANDING GEAR WARNING A<br>ARNING DID NOT OPERATE. |                        | COMPONENTS  |  |  |  |  |  |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | ΙN         | JUR<br>F    | IES<br>S M                          | / N                           | FLIGHT<br>PURPOSE  |  | PILOT DATA   |
|--------|--|--|---|------------|-------------|-------------------------------------|-------------------------------|--|--|--|
| 3-3180 | 8/6/72<br>TIME - 16<br>DEPARTURE<br>UNKNOWN<br>TYPE OF A   | NR.MARSHALLTOWN,IOWA<br>630<br>E POINT I<br>N/NOT REPORTED   | BRANTLY B-2B<br>N2161U<br>DAMAGE-DESTROYED<br>NTENDED DESTINATION<br>MARSHALLTOWN, IOWA                                       | CR-<br>PX- | 0<br>0      | O<br>O<br>HAS                       | 1<br>1                        | NONCOMMERCIAL PLEASURE/PERSONAL F OPERATION IGHT UNCONTROLLED            | PRIVATE, AGE 46, 252<br>TOTAL HOURS, 139 IN TYPE,<br>NOT INSTRUMENT RATED. |  |
|        | PILOT DE PIL | CAUSE(S) IN COMMAND - IMPROPER ) R - UNFAVORABLE WIND. BRIEFING - NO BRIEFIN FORECAST - FORECAST S                 | CONDITIONS<br>G RECEIVED  | CONTR      | OL S        |                                     |                               |  |  |  |
|        | 5 OR OV<br>OBSTRUCTI<br>NONE<br>WIND DIRE<br>30  | TY AT ACCIDENT SITE  | IDENT SITE  |            | P<br>T<br>W | REC<br>NO<br>EMP<br>80<br>IND<br>20 | LIM<br>IPI<br>NE<br>ERA<br>VE | AT ACCIDENT SITE ITED TATION AT ACCIDENT TURE-F LOCITY-KNOTS FLIGHT PLAN | SITE   |  |
| 3-3107 | NAME OF A DEPARTURE MANSON TYPE OF A ENGINE  | AIRPORT - CARROLŁ MUN<br>E POINT I<br>N,IOWA   | N1790E<br>DAMAGE-SUBSTANTIAL<br>I<br>NTENDED DESTINATION<br>CARROLL, 10WA   |            |             | HAS<br>IN                           | E O<br>FL                     | INSTRUCTIONAL SOLO  F OPERATION IGHT NORMAL CRUIS NG ROLL                |  | STUDENT, AGE 38, 90 TOTAL<br>HOURS, 15 IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | PROBABLE PERSONM SYSTEMS MISCELL MISCELL TERRAIN FACTOR(S) MISCELL PARTIAL EMERGENCY   | CAUSE(S) NEL - MAINTENANCE,SER S - ANTI-ICING,DE-ICIL ANEOUS ACTS,CONDITIOL ANEOUS ACTS,CONDITIOL N - ROUGH/UNEVEN | NG SYSTEMS PROPELLER NS - DISCONNECTED NS - ICE-CARBURETOR  NS - OVERLOAD FAILURE LOSS OF POWER - 1 ENG CED LANDING OFF AIRPO | R ANTI     | -IC         | ING<br>ND                           | , DE                          | -ICING SYSTEMS   |  | ρ.   |

| FILE   | DATE  | LOCATION   | AIRCRAFT DA'TA  | INJ(<br>F  | JR I I<br>S | ES<br>M/            | N                   | PURPOSE  | PILOT DATA   |  |  |
|--------|---|--|---|------------|-------------|---------------------|---------------------|--|--|--|--|
|        | 8/13/72<br>TIME - 164<br>NAME OF AI<br>DEPARTURE<br>PLAINVI<br>TYPE OF AC<br>ENGINE F   | MAYSVILLE, IOWA  5  RPORT - MAYSVILLE S POINT EW, IOWA CIDENT AILURE OR MALFUNCT   | PIPER PA-12<br>N7847H<br>DAMAGE-SUBSTANTIAL<br>STENDER<br>INTENDED DESTINATION<br>LOCAL | CR- (      | PH.         | O<br>O<br>ASE<br>IN | 1<br>1<br>Of<br>FL: | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP  OPERATION IGHT CLIMB TO CRUISE | PRIVATE, AGE 41, 246<br>TOTAL HOURS, 47 IN TYPE,<br>NOT INSTRUMENT RATED.  |  |  |
|        | PILOT IN<br>MISCELLA<br>TERRAIN<br>COMPLETE F<br>EMERGENCY  | COLLIDED WITH CROP  PROBABLE CAUSE(S)  PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL TERRAIN - HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FORCED LNDG IN CORNFIELD |   |            |             |                     |                     |  |  |  |  |
| 3-2979 |   |  | DAMAGE-SUBSTANTIAL  | CR-<br>PX- | 0           | 0<br>0              | 1<br>1              | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP                                 | COMMERCIAL, AGE 45, 2317<br>TOTAL HOURS, 598 IN TYPE,<br>INSTRUMENT RATED. |  |  |
|        | NAME OF AIRPORT - ECKMAN FIELD DEPARTURE POINT INTENDED DESTINATION DES MOINES, IOWA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LEVEL OFF/TOUCHDOWN |  |   |            |             |                     |                     |  |  |  |  |
|        | FACTOR(S)<br>AIRPORTS   | N COMMAND - IMPROPE  | R LEVEL OFF S - AIRPORT CONDITIONS  | S OTHE     | R           |                     |                     |  |  |  |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | IN.    | JURIES<br>S M/N | FLI(<br>PURF                        | HT<br>POSE             | PILOT   | DATA                        |
|--------|---|--|---|--------|-----------------|-------------------------------------|------------------------|---|-----------------------------|
| 3-3143 | 8/16/72<br>TIME - 14                                | RODES, IOWA<br>OO  | PIPER PA-25<br>N4641Y<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION |        |                 |                                     |                        |   | AGE 38, 1267<br>595 IN TYPE |
|        | TYPE OF A   | UWA  | LUCAL   |        | PHASE<br>LANC   | OF OPERAT<br>OING ROLL<br>OING ROLL | TION<br>-              |   |                             |
|        | PROBABLE<br>PILOT I                                 |  | TO MAINTAIN DIRECTION   | AL CON | rrol            |                                     |                        |   |                             |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO | IOURS IN CROP CONTR<br>CROP — PASTURE<br>SEAT BELT — FASTE<br>I — NOT USED | LED<br>RWARD OF PILOT   |        | CRASH           | BAR - INS                           | STALLED                | LIZING (DUST)<br>RY CHEMICAL-NONTOXIC<br>USED |                             |
|        | REMARKS-  | FARM SRIP 2000FT L   | 40FT W WITH BORDERING   | FENCE  | AND TRE         | ES AT SOL                           | JTH END                |   |                             |
| 3-3147 | 8/19/72<br>TIME - 21                                | CRESTON, IOWA  |   |        | 0 0 1<br>0 0 2  | NONCOMM<br>PLEASUF                  | MERCIAL<br>RE/PERSONAL | PRIVATE, AGE TRANSP TOTAL HOURS, NOT INSTRUME | 3 IN TYPE,                  |
|        |   | , ILL  | INTENDED DESTINATION<br>CRESTON, IOWA                               |        | PHASE           | OF OPERAT                           | T T O N                | NOT INSTROPLE                                 | NI KATED.                   |
|        | OVERSHO   |  |   |        | LAND            |                                     | L OFF/TOUCH            | HDOWN   |                             |
|        | FACTOR(S)   | N COMMAND - MISJUD   | GED DISTANCE AND SPEED  |        |                 |                                     |                        |   |                             |
|        | MISCELL   | ANEOUS ACTS, CONDIT  | IONS - OVERLOAD FAILUR  | E      |                 |                                     |                        |   |                             |
| 3-3224 | 8/28/72<br>TIME - 11                                | NEVADA, IOWA<br>07   | PIPER PA-24<br>N9207P<br>DAMAGE-SUBSTANTIAL                         |        | 0 0 1<br>0 0 1  | NONCOMM<br>BUSINES                  | MERCIAL<br>SS          | PRIVATE, AGE<br>TOTAL HOURS,<br>INSTRUMENT R  |                             |
|        | DEPARTURE<br>OSKALO                                 | IOS A <sub>7.</sub> I OWA  | INTENDED DESTINATION  |        |                 | 05 005043                           |                        |   |                             |
|        |   | WATER LOOP-SWERVE<br>D WITH CROP   |   |        | LAND            | OF OPERAT<br>ING ROLL<br>ING ROLL   |                        |   |                             |
|        | FACTOR(S)   | N COMMAND - FAILED   | TO MAINTAIN DIRECTION   |        |                 |                                     |                        |   |                             |
|        |   |  | ES - AIRPORT CONDITIONS<br>THIN 3 FT OF RUNWAY EDO                  |        | + VEGETA        | TION                                |                        |   |                             |

| 8/29/72 EAGLE GF TIME - 1145  NAME OF AIRPORT - E DEPARTURE POINT ALEXANDER, IOWA TYPE OF ACCIDENT ENGINE FAILURE OF NOSE OVER/DOWN  PROBABLE CAUSE(S) PILOT IN COMMAND PILOT IN COMMAND MISCELLANEOUS ACT TERRAIN - HIGH VE | ROVE, IOWA  EAGLE GROVE IN  MALFUNCTIO  MISMANAGE INADEQUAT IS, CONDITION   | PIPER PA-11 N4631M DAMAGE-SUBSTANTIAL MUNI TENDED DESTINATION BOONE, IOWA   | CR-<br>PX-  | 0<br>0   | 0<br>0<br>0  | 1<br>0<br>SE 0<br>V FL  | MISCELLANEOUS<br>FERRY<br>F OPERATION<br>IGHT NORMAL CRUISE   | COMMERCIAL, AGE 23, 449 TOTAL HOURS, 67 IN TYPE, NOT INSTRUMENT RATED.  |
|--|---|---|---|--|--|---|---|---|
| PILOT IN COMMAND PILOT IN COMMAND MISCELLANEOUS AC MISCELLANEOUS AC TERRAIN - HIGH VE  | - INADEQUAT<br>S,CONDITION  |   |   |  |  |   | NG ROLL   |   |
|  | EGETATION<br>S - COMPLETE   | S - MISCALCULATED FU<br>S - FUEL EXHAUSTION<br>ENGINE FAILURE/FLAM<br>ED LANDING OFF AIRPO  | EL CO   | NSU<br>1 E   | JMP1<br>ENG:   | TION  | NN I NG   |   |
| NAME OF AIRPORT - A<br>DEPARTURE POINT<br>OTTUMA,IOWA<br>TYPE OF ACCIDENT  | ANTIQUE AIR   | DAMAGE-DESTROYED<br>FIELD   |   | P  | РНА  | SE O  | F OPERATION   | INSTRUMENT RATED.   |
| PROBABLE CAUSE(S) PILOT IN COMMAND FACTOR(S) PILOT IN COMMAND AIRPORTS/AIRWAYS, MISCELLANEOUS AC   | - EXERCISED /FACILITIES IS, CONDITION   | POOR JUDGMENT<br>- AIRPORT CONDITIONS<br>S - CONGESTED TRAFFI   | OTH<br>C-PAT  | PEE<br>ER<br>TER   | ED<br>RN   |   |   |   |
| TIME - 1415  NAME OF AIRPORT -  DEPARTURE POINT  SHENANDOAH,IOWA  TYPE'OF ACCIDENT   | ANTIQUE AIR   | N2163B<br>DAMAGE-SUBSTANTIAL<br>FLD   | PX-   | O<br>P   | O<br>PHAS  | 0<br>SE 0   | PLEASURE/PERSONAL TRAN F OPERATION  | PRIVATE, AGE 68, 1118 SP TOTAL HOURS, 800 IN TYPE, NOT INSTRUMENT RATED.  |
| . NOT PER 9T NOT   | AME OF AIRPORT - / EPARTURE POINT OTTUMA,IOWA YPE OF ACCIDENT STALL  ROBABLE CAUSE(S) PILOT IN COMMAND ACTOR(S) PILOT IN COMMAND AIRPORTS/AIRWAYS, MISCELLANEOUS AC EMARKS- 2200FT SOI  /3/72 BLAKESBU /3/72 BLAKESBU /ME - 1415  AME OF AIRPORT - EPARTURE POINT SHENANDOAH,IOWA | AME OF AIRPORT - ANTIQUE AIR EPARTURE POINT OTTUMA, IOWA YPE OF ACCIDENT STALL  ROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ACTOR(S) PILOT IN COMMAND - EXERCISED AIRPORTS/AIRWAYS/FACILITIES MISCELLANEOUS ACTS, CONDITION EMARKS- 2200FT SOD RWY MRGL F  /3/72 BLAKESBURG, IOWA IME - 1415  AME OF AIRPORT - ANTIQUE AIR EPARTURE POINT SHENANDOAH, IOWA YPE'OF ACCIDENT NOSE OVER/DOWN | AME OF AIRPORT - ANTIQUE AIR FIELD EPARTURE POINT OTTUMA, IOWA YPE OF ACCIDENT STALL  ROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLY ACTOR(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - CONSESTED TRAFFI EMARKS- 2200FT SOD RWY MRGL FOR MAKE AND MODEL.LA  /3/72 BLAKESBURG, IOWA LUSCOMBE 8F IME - 1415 N2163B DAMAGE-SUBSTANTIAL AME OF AIRPORT - ANTIQUE AIR FLD EPARTURE POINT SHENANDOAH, IOWA PPE'OF ACCIDENT NOSE OVER/DOWN | DAMAGE-DESTROYED  AME OF AIRPORT - ANTIQUE AIR FIELD EPARTURE POINT OTTUMA, IOWA SPE OF ACCIDENT STALL  ROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING S ACTOR(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTH MISCELLANEOUS ACTS, CONDITIONS - CONGESTED TRAFFIC-PAT EMARKS- 2200FT SOD RWY MRGL FOR MAKE AND MODEL.LARGE N  /3/72 BLAKESBURG, IOWA LUSCOMBE 8F CR- IME - 1415 N2163B PX- DAMAGE-SUBSTANTIAL  AME OF AIRPORT - ANTIQUE AIR FLD EPARTURE POINT INTENDED DESTINATION SHENANDOAH, IOWA PPE'OF ACCIDENT NOSE OVER/DOWN | DAMAGE-DESTROYED  AME OF AIRPORT - ANTIQUE AIR FIELD EPARTURE POINT OTTUMA, IOWA STALL  ROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEE ACTOR(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER MISCELLANEOUS ACTS, CONDITIONS - CONGESTED TRAFFIC-PATTEF EMARKS- 2200FT SOD RWY MRGL FOR MAKE AND MODEL.LARGE NR (CONTINE OF THE ORIGINAL ORIGIN | DAMAGE-DESTROYED  AME OF AIRPORT - ANTIQUE AIR FIELD EPARTURE POINT OTTUMA,IOWA YPE OF ACCIDENT STALL  ROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED ACTOR(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER MISCELLANEOUS ACTS,CONDITIONS - CONGESTED TRAFFIC-PATTERN EMARKS- 2200FT SOD RWY MRGL FOR MAKE AND MODEL.LARGE NR OF S  /3/72 BLAKESBURG,IOWA LUSCOMBE 8F CR- 0 O IME - 1415 N2163B PX- 0 PAMAGE-SUBSTANTIAL AME OF AIRPORT - ANTIQUE AIR FLD EPARTURE POINT INTENDED DESTINATION SHENANDOAH,IOWA BLAKESBURG,IOWA YPE'OF ACCIDENT PHAS | DAMAGE-DESTROYED  AME OF AIRPORT - ANTIQUE AIR FIELD EPARTURE POINT OTTUMA, IOWA SPE OF ACCIDENT STALL  ROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED ACTOR(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER MISCELLANEOUS ACTS, CONDITIONS - CONGESTED TRAFFIC-PATTERN EMARKS- 2200FT SOD RWY MRGL FOR MAKE AND MODEL.LARGE NR OF SLOW  /3/72 BLAKESBURG, IOWA LUSCOMBE 8F CR- 0 0 1 IME - 1415 N2163B PX- 0 0 0 DAMAGE-SUBSTANTIAL AME OF AIRPORT - ANTIQUE AIR FLD EPARTURE POINT INTENDED DESTINATION SHENANDOAH, IOWA BLAKESBURG, IOWA YPE'OF ACCIDENT PHASE O NOSE OVER/DOWN LANDI | AME OF AIRPORT - ANTIQUE AIR FIELD EPARTURE POINT INTENDED DESTINATION OTTUMA,IOMA BLAKESBURG,IOWA YPE OF ACCIDENT STALL  ROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED ACTOR(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER MISCELLANEOUS ACTS,CONDITIONS - CONGESTED TRAFFIC-PATTERN EMARKS- 2200FT SOD RWY MRGL FOR MAKE AND MODEL.LARGE NR OF SLOW MOVING VINTAGE-TYPE AC  /3/72 BLAKESBURG,IOWA LUSCOMBE 8F CR- 0 0 1 NONCOMMERCIAL IME - 1415 N2163B PX- 0 0 0 PLEASURE/PERSONAL TRAN. DAMAGE-SUBSTANTIAL  AME OF AIRPORT - ANTIQUE AIR FLD EPARTURE POINT INTENDED DESTINATION SHENANDOAH,IOWA BLAKESBURG,IOWA PPE'OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN LANDING ROLL |

| FILE                | DATE  | LOCATION  | AIRCRAFT DATA  | IN         | JUF<br>F | RIE<br>S | S<br>M/N | FLIGHT<br>PURPOSE  | PILOT DATA  |
|---------------------|---|---|--|------------|----------|----------|----------|--|---|
| 3-3351              | 9/3/72<br>TIME - 140  | OTTUMWA, IOWA   | PERTH-AMBOY CK<br>N914V<br>DAMAGE-SUBSTANTIAL                        | CR-<br>PX- | 0        | 0        | 1        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                       | AIRLINE TRANSPORT, AGE P 54, 25000 TOTAL HOURS, 40 IN TYPE, INSTRUMENT RATED. |
|                     | DEPARTURE<br>BLAKESE<br>TYPE OF AC<br>AIRFRAME  | BURG, IOWA  | NTENDED DESTINATION<br>LOCAL   |            | F        | L        | AND!     | OF OPERATION<br>ING FINAL APPROACH<br>ING ROLL                 |   |
|                     | MISCELLA  | - FLIGHT CONTROL SY   | STEMS RUDDER AND RUI<br>INS - MATERIAL FAILURE<br>INNECT CABLE BROKE |            | AΒ       | CO       | NTRO     | DL SYSTEM  |   |
| 3-3569              |   | AWDI,ATINA<br>OO  | CESSNA 150<br>N60302<br>DAMAGE-SUBSTANTIAL                           | CR-<br>PX- | 0        | 0        | 1<br>1   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                       | TYPE, NOT INSTRUMENT  |
|                     | DEPARTURE POINT INTENDED DESTINATION ANITA, 10WA LOCAL  TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT OTHER |   |  |            |          |          |          |  |   |
|                     | PILOT IN<br>MISCELLA<br>FACTOR(S)<br>TERRAIN  | N COMMAND - FAILED T<br>N COMMAND - EXERCISE  | NS - UNWARRANTED LOW   |            |          | зст      | RUCT     | TIONS  |   |
| 3 <del>-</del> 2942 | TIME - 193  |   | NAVION B<br>N5312K<br>DAMAGE-SUBSTANTIAL                             |            | 0        | 0<br>2   | 1        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                       | COMMERCIAL, AGE 30, 779 P TOTAL HOURS, 410 IN TYPE, INSTRUMENT RATED.         |
|                     | DEPARTURE<br>SANDUSK<br>TYPE OF AC<br>ENGINE F  | (RPORT - DAVENPORT<br>POINT I<br>(Y,MICH<br>CCIDENT<br>-AILURE OR MALFUNCTI<br>IN WITH GROUND/WATER                         | NTENDED DESTINATION SMITHVILLE, MO                                   |            | F        | PHA:     | SE (     | OF OPERATION<br>.IGHT NORMAL CRUISE<br>.NG LEVEL OFF/TOUCHDOWN |   |
|                     | PROBABLE OF PILOT IN PILOT IN MISCELLATERRAIN COMPLETE  | CAUSE(S)<br>N COMMAND - INADEQUA<br>N COMMAND - MISMANAG<br>NNEOUS ACTS, CONDITIO<br>- ROUGH/UNEVEN<br>POWER LOSS - COMPLET | TE PREFLIGHT PREPARAT  | TION A     | ND,      | OR       | PLA      |  |   |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA                              | IN.<br>f   | JUR<br>=                        | IES<br>S M                             | /N                           | FLIGHT<br>PURPOSE   |          | PILOT DATA   |  |
|--------|--|--|--|------------|---------------------------------|--|------------------------------|---|----------|--|--|
| 3-2837 | 10/4/72<br>TIME - 13   | WEST UNION,IOWA  OO  IRPORT - WEST UNION POINT IOO,IOWA  | CESSNA 182<br>N3056F<br>DAMAGE-SUBSTANTIAL | CR-<br>PX- | 0                               | 0                                      | 1                            | NONCOMMERCIAL<br>PLEASURE/PERSONAL TI   | RANSP    | PRIVATE, AGE 49, 63 TOTAL<br>HOURS, 10 IN TYPE, NOT<br>INSTRUMENT RATED.               |  |
|        | WATERLO<br>TYPE OF AC<br>HARD LAI  | CCIDENT  | WEST UNION, IOWA                           |            |                                 |  |                              | F OPERATION<br>NG LEVEL OFF/TOUCHD  | OWN      |  |  |
|        |  | N COMMAND - IMPROPER   | LEVEL OFF<br>RECOVERY FROM BOUNCE          | ED LANG    | NI C                            | G                                      |                              |   |          |  |  |
| 3-2763 | 10/6/72<br>TIME - 19   | GUTHRIE CTR, IOWA<br>OO  | PIPER PA-18<br>N9933D<br>DAMAGE-DESTROYED  | CR-<br>PX- | 1                               | 0                                      | 0                            | COMMERCIAL<br>AERIAL APPLICATION  |          | COMMERCIAL, AGE 47,<br>UNK/NR TOTAL HOURS,<br>UNK/NR IN TYPE, NOT<br>INSTRUMENT RATED. |  |
|        | DEPARTURE<br>PANORA<br>TYPE OF A   | IRPORT - GUTHRIE CEN<br>POINT II<br>• IOWA<br>CCIDENT<br>D WITH WIRES/POLES  | NTENDED DESTINATION<br>LOCAL               |            | Ρ                               | HAS<br>IN                              | E C                          | F OPERATION<br>IGHT PROCEDURE TURN  | AR OUN [ |  |  |
|        | PILOT II   | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT |  |            |                                 |  |                              |   |          |  |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HOI<br>ELEVATII<br>PROCEDUI | DURS IN CROP CONTROL   | J 1/3 UF TUKN                              | TED        | K<br>T<br>G<br>C<br>C<br>T<br>S | INC<br>YPE<br>LOV<br>RAS<br>RAS<br>ERR | OF<br>OF<br>ES<br>H F<br>H E | OPERATION - OTHER CHEMICAL USED - LIQ NOT USED ELMET - AVAILABLE-US AR - NOT INSTALLED -TYPE - ROLLING UN-HOW FLOWN - UNKNO | √N/NO    | HEMICAL-TOXIC  |  |
| 3-2730 | NAME OF A  | IRPORT - INWA CITY•  | DAMAGE-SUBSTANTIAL                         | CR-<br>PX- | 0 0                             | 0                                      | 1 2                          | NONCOMMERCIAL<br>PLEASURE/PERSONAL T  | RANSP    | PRIVATE, AGE 38, 323<br>TOTAL HOURS, 46 IN TYPE,<br>INSTRUMENT RATED.                  |  |
|        | DEPARTURE<br>DUBUQUE<br>TYPE OF AC<br>HARD LAI                               | POINT II<br>E,IOWA<br>CCIDENT  | NTENDED DESTINATION<br>IOWA FALLS,IOWA     |            |                                 |  |                              | F OPERATION<br>NG LEVEL OFF/TOUCHD  | O₩N      |  |  |
|        | PILOT I  | N COMMAND - IMPROPER<br>N COMMAND - MISJUDGE   |  | ED LANG    | ) IN                            | ıG                                     |                              |   |          |  |  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA   | INJURIES<br>F S M/N    | FLIGHT<br>.PURPOSE   | PILOT DATA  |
|--------|---|---|---|------------------------|--|---|
|        |   |   |   | CR- 1 0 0<br>PX- 1 0 0 |  | PRIVATE, AGE 36, 500 P TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
|        | VANDALI<br>TYPE OF AC   | POINT<br>A,OHIO<br>CIDENT<br>WITH ELECTRONIC  | INTENDED DESTINATION<br>MITCHELL, S DAK<br>TOWERS   | DUBUC<br>PHASE C       | ROUTE STOP<br>DUE,IOWA<br>DE OPERATION<br>IGHT NORMAL CRUISE |   |
|        | PROBABLE C<br>PILOT IN<br>FACTOR(S)<br>WEATHER<br>WEATHER<br>WEATHER<br>TERRAIN<br>WEATHER BR<br>WEATHER FO |   |   |                        |  |   |
|        | VISIBILITY 1 MILE 0 0BSTRUCTION FOG WIND DIRECT 190 TYPE OF WE IFR  | OBSCURATION AT ACCIDENT SITE  | TATION AT ACCIDENT SITE  STUTE - F  STUTE - |                        |  |   |
| 3-3535 | 11/5/72<br>TIME - 171   | MASON CITY, IOWA<br>5   | STINSON 108-3<br>N4097C<br>DAMAGF-SUPSTANTIAL   | PX- 0 0 1              | NONCOMMERCIAL PLEASURE/PERSONAL TRANSI                       | COMMERCIAL, FL.INSTR., AGE 41, 1809 TOTAL HOURS 235 IN TYPE, NOT INSTRU-  |
|        | DEPARTURE MASON CI TYPE OF ACCENGINE FOR THE NOSE OVE   | MENT RATED.   |   |                        |  |   |
|        | MISCELLA<br>TERRAIN<br>COMPLETE P<br>EMERGENCY  | AUSE(S) COMMAND - INADEQI NEOUS ACTS,CONDIT: - ROUGH/UNEVEN OWER LOSS - COMPLE CIRCUMSTANCES - FO |   |                        |  |   |

|        |   |  | AIRCRAFT DATA   |        |        |                |               |   | PILOT DATA  |
|--------|---|--|---|--------|--------|----------------|---------------|---|---|
|        | 11/22/72<br>TIME - 113<br>DEPARTURE<br>CHICAGO  | FONTANELLE, IOWA<br>50<br>POINT<br>, ILL<br>CCIDENT                        | CESSNA 172<br>N7814<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION               | CR-    | 0<br>0 | 0<br>0<br>PHAS | 1<br>1<br>E ( | NONCOMMERCIAL   | PRIVATE, AGE 46, 176 TOTAL HOURS, 116 IN TYPE, NOT INSTRUMENT RATED.      |
|        | PILOT IN<br>FACTOR(S)<br>TERRAIN<br>EMERGENCY   | COMMAND - BECAMI<br>COMMAND - SELEC<br>- ROUGH/UNEVEN<br>CIRCUMSTANCES - I | E LOST/DISORIENTED TED UNSUITABLE TERRAIN  PRECAUTIONARY LANDING ON LOW ON FUEL | I AIRP | ORT    | -              |               |   |   |
| 3-2841 | DEPARTURE<br>OTTUMWA<br>TYPE OF AC  | POINT<br>A, IOWA<br>CIDENT<br>FAILURE OR MALFUN                            | N60624<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL                   | PX-    | 0<br>P | O<br>PHAS      | 0<br>;E (     | INSTRUCTIONAL TRAINING  OF OPERATION LIGHT NORMAL CRUISE ING ROLL | STUDENT, AGE 41, 45 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | PROBABLE CAUSE(S)  PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS  PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN  FACTOR(S)  TERRAIN - ROUGH/UNEVEN  COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE  EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND  REMARKS- PILOT FAILED TO MONITOR ENG TEMPERATURES AND USEOF CARB HEAT-DAT 5DEG. |  |   |        |        |                |               |   |   |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA                                    | INJU<br>F      | RIES<br>S M/N                                      |   | PILOT DATA  |  |  |
|--------|--|--|--|----------------|--|---|---|--|--|
| 3-3551 | 12/15/72 W<br>TIME - 1526  | ATERLOO,IOWA   | CESSNA 150K<br>N6404G<br>DAMAGE-SURSTANTIAL      | CR- 0<br>PX- 0 | 0 (  | I INSTRUCTIONAL<br>D TRAINING   | STUDENT, AGE 21, 29 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |  |  |
|        | NAME OF AIRPO  | DRT - WATERLOO MI<br>INT<br>DWA<br>DENT  | UNI<br>INTENDED DESTINATION<br>MILWAUKEE WIS     |                | PHASE  | OF OPERATION<br>I TO TAKEOFF  |   |  |  |
|        |  |  | ED POOR JUDGMENT<br>CONDITIONS                   |                |  |   |   |  |  |
|        | PILOT IN C   |  | R OPERATION OF POWERPL<br>S - AIRPORT CONDITIONS |                |  |   |   |  |  |
|        | 5 OR OVER OBSTRUCTIONS NONE WIND DIRECTION 300 TYPE OF WEATI VFR   | T ACCIDENT SITE  TO VISION AT ACCOMPLETED TO ACCOMPLETE |  |                | UNL: PRECIF NONE RELATI TAIL WIND N 16 TYPE ( NONE | IVE BEARING OF WIND<br>- WIND 158-202 DEGREES<br>/ELOCITY-KNOTS<br>DF FLIGHT PLAN |   |  |  |
| 3-2948 |  | AVENPORT, IOWA   | PIPER PA-28<br>N5739U<br>DAMAGE-SUBSTANTIAL      | CR- 0<br>PX- 0 | 0 1  | L INSTRUCTIONAL<br>D TRAINING   | STUDENT, AGE 26, 13 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.       |  |  |
|        | TYPE OF ACCI   | IOWA<br>DENT<br>ER LOOP-SWERVE   | INTENDED DESTINATION<br>LOCAL                    |                | LAND   | OF OPERATION<br>ING LEVEL OFF/TOUCHDOW<br>ING ROLL                                | N   |  |  |
|        | PROBABLE CAUSE(S)  PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL  TERRAIN - ROUGH/UNEVEN  FACTOR(S)  MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE |  |  |                |  |   |   |  |  |

| FILE   | DATE  | LOCATION                                 | AIRCRAFT DATA  | 11  | JUF  | RIES   |     | FLIGHT<br>PURPOSE                         | PILOT DATA                               |  |  |  |
|--------|---|--|--|---|------|--|-----|---|--|--|--|--|
| 3-3071 | 6/4/72<br>TIME - 08   | ULYSSES,KANS<br>15<br>POINT<br>,KANS     | CALLAIR A-9B<br>N7980V<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION       | CR- 1 0 0 COMMERCIAL COMMERCIAL, AGE 39, 549 PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 71 IN TYPE NOT INSTRUMENT RATED. |      |  |     |   |  |  |  |  |
| Þ      | PROBABLE<br>PILOT I   |  | TO OBTAIN/MAINTAIN FL  | YING S  | SPEE | D  |     |   |  |  |  |  |
|        | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 200 KIND OF CROP - PASTURE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 3100 PROCEDURE TURNAROUND - THIRD 1/3 OF TURN |  |  |   |      | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC<br>GLOVES - USED<br>CRASH HELMET - AVAILABLE-USED<br>CRASH BAR - INSTALLED<br>TERRAIN-TYPE - LEVEL, FLAT |     |   |  |  |  |  |
| 3-3073 | 6/16/72<br>TIME - 10  | PHILLIPSBURG,KAN<br>00                   | IS CESSNA 150<br>N4673X<br>DAMAGE-MINOR                                  | CR-<br>PX-  | 0    | 0<br>1   | 1 0 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF | TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT |  |  |  |
|        | NAME OF AIRPORT - PHILLIPSBURG MUNI DEPARTURE POINT INTENDED DESTINATION PHILLIPSBURG, KANS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR ACCIDENT TO PERSON STATIC IDLING ENGINE(S)  PROBABLE CAUSE(S)   |  |  |   |      |  |     |   |  |  |  |  |
|        | PILOT I<br>PERSONN  | N COMMAND - INADEQ<br>EL - MISCELLANEOUS | UATE SUPERVISION OF FL<br>-PERSONNEL PASSENGER<br>RIGHT SIDE, WALKED FOR |   | INTO | ) [0   | LIN | G PROP                                    |  |  |  |  |

|        |  |  | AIRCRAFT DATA                               |     | F   | ŞΜ  | /N   | PURPOSE   | PILOT DATA  |  |
|--------|--|--|---|-----|-----|-----|------|---|---|--|
|        | 6/30/72  |  | CESSNA 182                                  | CR- | 0   | 0   | 1    | NONCOMMERCIAL                                     | COMMERCIAL, AGE 46, 527 P TOTAL HOURS, 39 IN TYPE, INSTRUMENT RATED.    |  |
|        | DEPARTURE<br>FARMIN<br>TYPE OF A<br>OVERSHO  | NGTON•N MEX<br>ACCIDENT  | INI<br>INTENDED DESTINATION                 |     | Р   | LA  | ND I | OF OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG ROLL | A STABLEAU RATES  |  |
|        | PILOT I<br>FACTOR(S)<br>MISCELL<br>EMERGENCY   | N COMMAND - MISJUDG<br>N COMMAND - FAILED<br>ANEOUS ACTS+CONDITI<br>CIRCUMSTANCES - PR<br>LC<br>PA |   |     |     |     |      |   |   |  |
|        | REMARKS-   | PILOT TOUCHED DOWN   | BEYOND THE MIDPOINT OF                      | THE | RUN | WAY | •    |   |   |  |
| 3-3384 | 7/6/72<br>TIME - 07  |  | CESSNA 182M<br>N91621<br>DAMAGE-SUBSTANTIAL |     |     |     |      | NONCOMMERCIAL<br>BUSINESS                         | PRIVATE, AGE 25, 64 TOTAL<br>HOURS, 7 IN TYPE, NOT<br>INSTRUMENT RATED. |  |
|        | NAME OF AIRPORT - WICHITA MUNICIPAL  DEPARTURE POINT INTENDED DESTINATION LINCOLN, NEBR DENVER, COLO  TYPE OF ACCIDENT PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN        |  |   |     |     |     |      |   |   |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- PROP DMGD, FIREWALL WRINKLED, NSE GR TIRE FLAT. |  |   |     |     |     |      |   |   |  |

| FILE   |   |  | AIRCRAFT DATA   | F           | S M/N   | PURPOSE  |        | PILOT DATA   |
|--------|---|--|---|-------------|---|--|--------|--|
|        | 7/14/72<br>TIME - 12<br>DEPARTURE<br>UTICA,K                  | UTICA,KANS OO POINT ANS CCIDENT  | NONCOMMERCIAL PLEASURE/PERSONAI  OF OPERATION OFF INITIAL CLIMB   | L TRANSP    | PRIVATE, AGE 26, 91 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |  |        |  |
|        | FACTOR(S) TERRAIN TERRAIN WEATHER WEATHER B                   | N COMMAND - INADEG<br>I - ROUGH/UNEVEN<br>I - HIGH VEGETATION<br>RIEFING - BRIEFED     |   |             |   |  |        |  |
|        | 5 OR OV<br>OBSTRUCTI<br>NONE<br>WIND DIRE<br>315<br>TYPE OF W | Y AT ACCIDENT SITE<br>FER<br>ONS TO VISION AT A<br>CTION-DEGREES<br>FEATHER CONDITIONS |   | F<br>T<br>W | UNLI<br>RECIP<br>NONE<br>EMPER<br>100<br>VIND V<br>10<br>YPE O<br>NONE    | G AT ACCIDENT SITE<br>MITED<br>ITATION AT ACCIDEN<br>ATURE-F<br>ELOCITY-KNOTS<br>F FLIGHT PLAN<br>SITY ALT ABOUT 550 | T SITE | T FENCE.   |
| 3-3160 | TIME - 15  NAME OF A  DEPARTURE  WICHITA  TYPE OF A  GROUND-  | AIRPORT - RAWDON FI<br>F POINT<br>A,KANS   |   | PX- 0       | 0 2<br>PHASE<br>LAND  | NONCOMMERCIAL BUSINESS  OF OPERATION ING ROLL ING ROLL   |        | COMMERCIAL, AGE 31, 1760<br>TOTAL HOURS, 6 IN TYPE,<br>INSTRUMENT RATED. |
|        | FACTOR(S)<br>PILOT I  | N COMMAND - FAILED   | TO MAINTAIN DIRECTION<br>OF FAMILIARITY WITH AIR<br>WING DAMAGED. |             | IL  |  |        |  |

|        |  |   | BRIEF   | > UF A | I JJJ    | DEM      | 13       |  |  |
|--------|--|---|---|--------|----------|----------|----------|--|--|
| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   |        | JUR<br>F |          |          | FLIGHT<br>PURPOSE                                      | PILOT DATA   |
| 3-3495 | 9/9/72<br>TIME - 123<br>DEPARTURE<br>GOODLAND<br>TYPE OF AC<br>STALL M   | GODDLAND,KANS.<br>O<br>POINT<br>,KANS.<br>CIDENT  | CESSNA 150 N6292G DAMAGE-DESTROYED INTENDED DESTINATION GOODLAND,KANS.                                      | CR-    | 0        | O<br>Has | 0<br>E 0 | INSTRUCTIONAL<br>TRAINING<br>F OPERATION<br>IGHT OTHER | PRIVATE, AGE 19, 234 TOTAL HOURS, 31 IN TYPE, NOT INSTRUMENT RATED.            |
|        | PILOT IN<br>FACTOR(S)<br>MISCELLA  | COMMAND - IMPROP<br>COMMAND - FAILED<br>NEOUS ACTS, CONDIT  | ER OPERATION OF FLIGHT<br>TO OBTAIN/MAINTAIN FL'<br>IONS - UNWARRANTED LOW<br>URNS AT LOW ALTITUDE.         | YING S | PEE      | D        |          |  |  |
| 3-3501 | 9/13/72<br>TIME - 182  | EDNA, KANS  | BELLANCA 14193A<br>N1250R<br>DAMAGE-SUBSTANTIAL   |        |          |          |          | NONCOMMERCIAL<br>BUSINESS                              | PRIVATE, AGE 43, 1600<br>TOTAL HOURS, 60 IN TYPE,<br>NOT INSTRUMENT RATED.     |
|        | DEPARTURE POINT INTENDED DESTINATION EDNA;KANS LOCAL  TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN |   |   |        |          |          |          |  |  |
|        | MISCELLA<br>TERRAIN<br>PARTIAL PO<br>EMERGENCY   | COMMAND - MISMAN,<br>NEOUS ACTS, CONDIT<br>- ROUGH/UNEVEN<br>NER LOSS - PARTIA<br>CIRCUMSTANCES - F | AGEMENT OF FUEL IONS - FUEL STARVATION L LOSS OF POWER - 1 ENO DRCED LANDING OFF AIRPO S PRIOR TO TAKE OFF. |        | I LA     | ND       |          |  |  |
| 3-3573 | TIME - 185   | ABILENE,KANS<br>9<br>RPORT - ABILENE,MI   | CESSNA 140<br>N89378<br>DAMAGE-SUBSTANTIAL  |        |          |          |          | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS               | COMMERCIAL, AGE 29, 596<br>P TOTAL HOURS, 30 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE<br>ABILENE,<br>TYPE OF ACI   | POINT<br>CANS<br>CIDENT   | INTENDED DESTINATION LOCAL  |        | Р        | _        | _        | F OPÉRATION<br>NG ROLL                                 |  |
|        | PILOT IN   | COMMAND - IMPROPE<br>COMMAND - SPONTAL  | ER OPERATION OF BRAKES<br>NEOUS-IMPROPER ACTION<br>SED TOE BRAKES WHILE MA                                  |        |          |          |          | CONTROLS<br>DLL ON WHEELS•PLT USED T(                  | D HEEL BRAKES  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA  | IN               | JUF<br>F | S I E              | S<br>M/N            | FLIGHT<br>PURPOSE   |          | PILOT DATA   |
|--------|---|---|--|------------------|----------|--------------------|---------------------|---|----------|--|
| 3-2834 | 9/27/72<br>TIME - 160<br>NAME OF A<br>DEPARTURE<br>FT LEA'<br>TYPE OF A   | FT.LEAVENWTH,KANS 02  IRPORT - SHERMAN AR POINT VENWORTH,KANS CCIDENT FAILURE OR MALFUNCT                 | CESSNA 172E<br>N6048<br>DAMAGE-SUBSTANTIAL<br>MY AF<br>INTENDED DESTINATION<br>LOCAL                               | CR-<br>PX-       | 0<br>0   | 0<br>0<br>PHA<br>L | 1<br>1<br>SE<br>AND | NONCOMMERCIAL PLEASURE/PERSONAL  OF OPERATION ING FINAL APPROACH ING ROLL | TRANSP   | PRIVATE, AGE 17, 97 TOTAL<br>HOURS, 2 IN TYPE, NOT<br>INSTRUMENT RATED.  |
|        | MISCELL<br>TERRAIN<br>COMPLETE<br>EMERGENCY   | N COMMAND - MISMANA<br>ANEOUS ACTS,CONDITI<br>- ROUGH/UNEVEN<br>POWER LOSS - COMPLE<br>CIRCUMSTANCES - FO | GEMENT OF FÜEL<br>ONS - ENGINE LOADED U<br>TE ENGINE FAILURE/FLA<br>RCED LANDING OFF AIRP<br>PUMP IN PATTERN.PILOT | MEOUT-<br>ORT ON | LA       | AND                |                     |   | USED WIT | TH ENG RUNNING.  |
| 3-2972 |   |   | DAMACE_DECTROVED   | CR-<br>PX-       | 1        | 1                  | 0                   | NONCOMMERCIAL<br>PLEASURE/PERSONAL  | TRANSP   | STUDENT, AGE 38, 32 TOTAL<br>HOURS, 30 IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | DEPARTURE<br>ULYSSES<br>TYPE OF AC<br>STALL   | POINT<br>,KANS<br>CCIDENT   | INTENDED DESTINATION ULYSSES.KANS  |                  |          |                    |                     | OF OPERATION<br>LIGHT LOW PASS  |          |  |
|        | PILOT I   | N COMMAND - EXERCIS<br>N COMMAND - FAILED<br>ANEOUS ACTS;CONDITI  | ED POOR SUDGIENT<br>TO OBTAIN/MAINTAIN FL<br>ONS - UNWARRANTED LOW<br>AFT LOW PASS OVR FRI                         | FLYIN            | G        |                    |                     |   |          |  |
| 3-2835 |   |   | CESSNA 150D<br>N4477U<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-       | 0        | 0                  | 1                   | NONCOMMERCIAL * PLEASURE / PERSONAL                                       | TRANSP   | PRIVATE, AGE 29, 93 TOTAL<br>HOURS, 13 IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | NAME OF AIRPORT - SKOLAUT<br>DEPARTURE POINT<br>GREAT BEND, KANS<br>TYPE OF ACCIDENT<br>OVERSHOOT<br>COLLIDED WITH FENCE, FENCE |   |  |                  |          | L                  | AND                 | OF OPERATION<br>ING LEVEL OFF/TOUC<br>ING ROLL                            | HDOWN    |  |
|        | AIRPORT:  | N COMMAND - MISJUDG   | ED DISTANCE AND SPEED<br>S - AIRPORT CONDITION<br>P HIT FENCE.   |                  | ER       |                    |                     |   |          |  |

| FILE   |   |   | AIRCRAFT DATA  | INJURIES FLIGHT<br>F S M/N PURPOSE                          | PILOT DATA  |
|--------|---|---|--|---|---|
| 3-3185 | 10/7/72<br>TIME - 13<br>NAME OF A<br>DEPARTURE                        | GARDEN CITY, KANS<br>10<br>IRPORT - GARDEN CITY   | MINI-ACE CA-61<br>N612S<br>DAMAGE-SUBSTANTIAL  | CR- 0 0 1 MISCELLANEOUS<br>PX- 0 0 0 TEST                   |   |
|        | TYPE OF A<br>AIRFRAM  |   |  | PHASE OF OPERATION IN FLIGHT LOW PASS LANDING ROLL          |   |
|        | MISCELL MISCELL PERSONN FACTOR(S) MISCELL AIRPORT                     | - FLIGHT CONTROL SYSANEOUS ACTS, CONDITION ANEOUS ACTS, CONDITION EL - PRODUCTION-DESIGNATION ANEOUS ACTS, CONDITION S/AIRWAYS/FACILITIES                             | NS - FLUTTER NS - OVERLOAD FAILURE GN POOR/INADEQUATE ( NS - SEPARATION IN FL - AIRPORT CONDITIONS                                 | ES IGN<br>IGHT  |   |
| 3-3184 | 10/8/72<br>TIME - 07  | NEWTON, KANS<br>30  | BEDE BD5A<br>N501BD<br>DAMAGE-SUBSTANTIAL  | CR- 0 0 1 MISCELLANEOUS<br>PX- 0 0 0 TEST                   | COMMERCIAL, FL.INSTR.,<br>AGE 30, 1808 TOTAL HOURS,<br>19 IN TYPE, INSTRUMENT<br>RATED. |
|        | TYPE OF A ENGINE  | IRPORT - NEWTON<br>CCIDENT<br>FAILURE OR MALFUNCTION<br>LLAPSED   | NC   | PHÄSE OF OPERATION<br>TAKEOFF INITIAL CLIMB<br>LANDING ROLL |   |
|        | MISCELL MISCELL PERSONN TERRAIN FACTOR(S) MISCELL PARTIAL P EMERGENCY | ANT - ENGINE CONTROLS ANEOUS ACTS, CONDITION ANEOUS ACTS, CONDITION EL - MAINTENANCE, SERV - OTHER  ANEOUS ACTS, CONDITION OWER LOSS - PARTIAL L CIRCUMSTANCES - FORC | NS - DISCONNECTED  NS - IMPROPERLY INSTA  VICING, INSPECTION IN  NS - OVERLOAD FAILURE  OSS OF POWER - 1 ENG  ED LANDING OFF AIRPO | LLED IADEQUATE MAINTENANCE AND INSPECTION                   | · .   |

|        |   |  | AIRCRAFT DATA                | F          | •  | S M | /N | PURPOSE   | PILOT DATA   |
|--------|---|--|------------------------------|------------|----|-----|----|---|--|
|        | 10/18/72  | PITTSBURG, KANS  |                              | CR-        | 0  | 0   | 1  | COMMERCIAL<br>AIR TAXI-CARGO                                | COMMERCIAL, FL.INSTR.,<br>AGE 30, 752 TOTAL HOURS,<br>42 IN TYPE, INSTRUMENT<br>RATED. |
|        | JOPLIN<br>TYPE OF A                             | , MO<br>CCIDENT<br>FAILURE OR MALFUNC  |                              |            |    | IN  | FL | F OPERATION<br>IGHT NORMAL CRUISE<br>NG LEVEL OFF/TOUCHDOWN |  |
|        | "MISCELL" PILOT IN COMPLETE EMERGENCY           | N COMMAND - MISMAN<br>ANEOUS ACTS, CONDIT<br>N COMMAND - IMPROP<br>POWER LOSS - COMPL<br>CIRCUMSTANCES - F | TIONS - FUEL STARVATION      | RT ON      | LA | ND  | -  | UEL.  |  |
| 3-2839 | TIME - 20                                       | 00   | N91703<br>DAMAGE-SUBSTANTIAL | CR-<br>PX- | 0  | 0   | 1  | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                    | COMMERCIAL, AGE 27, 1170<br>P TOTAL HOURS, 12 IN TYPE,<br>INSTRUMENT RATED.            |
|        | DEPARTURE<br>WICHIT,<br>TYPE OF AU<br>OVERSHOOM |  |                              |            |    |     |    |   |  |
|        | FACTOR(S)<br>MISCELL                            |  |                              |            |    |     |    |   |  |

| FILE   |   |   | AIRCRAFT DATA  | F              | S M/I  | N PURPOSE   | PILOT DATA  |  |  |  |
|--------|---|---|--|----------------|--|---|---|--|--|--|
|        | 10/29/72 DERBY,KA<br>TIME - 1330<br>NAME OF AIRPORT - H<br>DEPARTURE POINT<br>DERBY,KANS<br>TYPE OF ACCIDENT<br>NOSE OVER/DOWN  | NS CE<br>N6<br>DA<br>AMILTON FIELD<br>INTEN<br>LO | SSNA 150J<br>1140<br>MAGE-SUBSTANTIAL<br>DED DESTINATION | CR- 0<br>PX- 0 | O<br>O<br>O                                    | L INSTRUCTIONAL TRAINING  OF OPERATION JING ROLL                            | STUDENT, AGE 33, 14 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE |   |  |                |  |   |   |  |  |  |
|        | SKY CONDITION SCATTERED VISIBILITY AT ACCID 5 GR UVER OBSTRUCTIONS TO VIS NONE WIND DIRECTION-DEGR 140 TYPE OF WEATHER CON VFR REMARKS- WIND GUSTI                                    | ION AT ACCIDEN<br>EES<br>DITIONS                  | T SITE   | · .            | 1300<br>PRECIF<br>NONS<br>FEMPER<br>53<br>VIND | PITATION AT ACCIDENT S<br>RATURE-F<br>/ELOCITY-KNOTS<br>OF FLIGHT PLAN      | ITE   |  |  |  |
| 3-3206 | 11/12/72 LOUISBUR<br>TIME - 1630<br>DEPARTURE POINT<br>OSAWATOMIE, KANS<br>TYPE OF ACCIDENT<br>COLLIDED WITH FE   | N9<br>DA<br>INTEN<br>LO                           | 354N<br>MAGE-SUBSTANTIAL<br>DED DESTINATION<br>CAL       | PX- 0          | O :  | L NONCOMMERCIAL<br>B PLEASURE/PERSONAL TI<br>OF OPERATION<br>DING GO-AROUND | COMMERCIAL, AGE 23, 2200 RANSP TOTAL HOURS, 25 IN TYPE, INSTRUMENT RATED. |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND PILOT IN COMMAND FACTOR(S) AIRPORTS/AIRWAYS/ REMARKS- UN STOP ON   | - DELAYED IN I<br>FACILITIES - A                  | NITIATING GO-ARO   |                | JNW AY   |   |   |  |  |  |

| FILE   | DATE LOCATION   | AIRCRAFT DATA                              | INJURIES FLIGHT<br>F S M/N PURPOSE | PILOT DATA   |  |  |  |  |  |
|--------|---|--|------------------------------------|--|--|--|--|--|--|
| 3-3261 | 11/18/72 OLATHE,KAN<br>TIME - 1326  | CESSNA 177<br>N3452T<br>DAMAGE-SUBSTANTIAL |                                    | STUDENT, AGE 45, 107 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |  |  |  |  |  |
|        | NAME OF AIRPORT - JOHNSO  | N COUNTY                                   |                                    | NATES •  |  |  |  |  |  |
|        | DEPARTURE POINT   |  |                                    |  |  |  |  |  |  |
|        | OLATHE, KAN<br>TYPE OF ACCIDENT   | LOCAL                                      | PHASE OF OPERATION                 |  |  |  |  |  |  |
|        | STALL MUSH  |  | TAKEOFF INITIAL CLIME              |  |  |  |  |  |  |
| 3-3265 |   | LED TO OBTAIN/MAINTAIN FL                  |                                    | COMMERCIAL, FL.INSTR.,   |  |  |  |  |  |
|        | TIME - 2200   | N19BB<br>DAMAGE-SUBSTANTIAL                | PX- 0 0 0 AIR TAXI-PASSG           | AGE 27, 1740 TOTAL HOURS,<br>42 IN TYPE, INSTRUMENT<br>RATED.        |  |  |  |  |  |
|        | NAME OF AIRPORT - MANHAT  |  |                                    | 174 - 20 •   |  |  |  |  |  |
|        | DEPARTURE POINT   | INTENDED DESTINATION                       |                                    |  |  |  |  |  |  |
|        | KANSAS CITY,MO<br>TYPE OF ACCIDENT  | MANHATTAN, KANS                            | PHASE OF OPERATION                 |  |  |  |  |  |  |
|        | COLLIDED WITH OBJECT  | LANDING INITIAL APPROACH                   |                                    |  |  |  |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT REMARKS- PIC DIVERTED ATTN FROM INST BECAME DISORIENTED HIT UNKN OBJECT. |  |                                    |  |  |  |  |  |  |

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| FILE   |   |  | AIRCRAFT DATA   |  |  |                                      | 01100000  | PILOT DAȚA   |  |  |
|--------|---|--|---|--|--|--------------------------------------|---|--|--|--|
| 3-2988 | 3/19/72<br>TIME - 1730  | HAZARD,KY  | BELL 4701<br>N929B<br>DAMAGE-SUBSTANTIAL  | CR <del>-</del><br>PX-   | 0 0  | 1                                    | COMMERCIAL  | AIRLINE TRANSPORT, AGE TY 24, 2300 TOTAL HOURS, 125 IN TYPE, INSTRUMENT RATED.   |  |  |
|        |   |  | INTENDED DESTINATION  |  |  |                                      |   |  |  |  |
|        | HAZARD,KY<br>TYPE OF ACC  | IDENT  | LOCAL   |  | рыля   | E O                                  | F CPERATION   |  |  |  |
|        | ENGINE FA<br>ROLL OVER  | ILURE OR MALFUNC   | TION  | IN FLIGHT EN ROUTE TO TREAT CROP<br>LANDING POWER-OFF AUTOROTATIVE LANDING |  |                                      |   |  |  |  |
|        | PERSONNEL MISCELLANI MISCELLANI TERRAIN - COMPLETE POI                                | COMMAND - INADEQ<br>- MAINTENANCE,S<br>EOUS ACTS,CONDIT<br>EOUS ACTS,CONDIT<br>ROUGH/UNEVEN<br>VER LOSS - COMPLI           | JATE PREFLIGHT PREPARAT<br>ERVICING, INSPECTION IN<br>IONS - UNAPPROVED MODIF<br>IONS - WATER IN FUEL<br>ETE ENGINE FAILURE/FLAM<br>DRCED LANDING OFF AIRPO | IADEQUA<br>ICATIO  | ATE MA                                       | INT                                  |   |  |  |  |
|        | KIND OF CI<br>PILOT'S SI<br>GOGGLES -<br>COCKPIT CI<br>TANK/HOPPI<br>ELEVATION-       | RS IN CROP CONTRI<br>ROP — OTHER<br>EAT BELT — UNKNOI<br>USED<br>RASHPAD — NOT IN:<br>ER-LOCATION — AF<br>-AREA BEING TREA | DL - UNKNOWN/NOT REPORT<br>WN/NOT REPORTED<br>STALLED<br>F OF PILOT<br>FED-FEET - 2300<br>N CARB BASE WHERE QUICK   |  | TYPE<br>GLOV<br>CRAS<br>CRAS<br>TERR<br>SWAT | OF<br>ES<br>H H<br>H B<br>AIN<br>AIN | CHEMICAL USED - DRY C<br>- USED<br>ELMET - AVAIALABLE-NOT<br>AR - NOT INSTALLED<br>-TYPE - MOUNTAINOUS<br>UN-HOW FLOWN - UPWIND | USED   |  |  |
| 3-3070 | TIME - 1304   | CYNTHIANA,KY   | N6196<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX-   | 0 1<br>0 0                                   | 0                                    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA  | COMMERCIAL, AGE 29, 228<br>NSP TOTAL HOURS, 11 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |
|        |   |  |   |  |  |                                      |   |  |  |  |
|        | CYNTHIANA   | KY   | INTENDED DESTINATION LOCAL  |  |  |                                      |   |  |  |  |
|        |   | ER LOOP-SWERVE   |   |  | LA   | NDII                                 | F OPERATION<br>NG ROLL<br>NG LEVEL OFF/TOUCHDOW!  | N  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) |  |   |  |  |                                      |   |  |  |  |
|        |   | OUS ACTS.CONDIT  | ONS - OVERLOAD FAILURE  |  |  |                                      |   |  |  |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | I          | VJUF<br>F | RIES<br>S M                     | /N  | FLIGHT<br>PURPOSE                             |     | PILOT DATA   |
|--------|---|--|---|------------|-----------|---------------------------------|-----|---|-----|--|
|        |   |  | PIPER PA-23<br>N205G<br>DAMAGE-SUBSTANTIAL  |            |           |                                 |     |   |     |  |
|        |   | ,KY<br>IDENT   | INTENDED DESTINATION NANCY,KY   |            |           |                                 |     | F OPERATION<br>NG LEVEL OFF/TOUCHDO           | DWN |  |
|        | FACTOR(S) AIRFRAME MISCELLAN  | USE(S) COMMAND - FAILE - LANDING GEAR IEDUS ACTS, CONDI G GR WARNING HO                                |   |            |           |                                 |     |   |     |  |
| 3-3422 | 7/14/72<br>TIME - 2030  |  | PIPER PA-22<br>N5440Z<br>DAMAGE-SUBSTANTIAL   | PX-        |           |                                 |     |   |     | PRIVATE, AGE 28, 110<br>TOTAL HOURS, 100 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE F<br>CHARLEST<br>TYPE OF ACC  | RPORT - WHITESBU<br>POINT<br>TON,W VA<br>LIDENT<br>WITH WIRES/POL                                      | INTENDED DESTINATION WISE, VA   |            | f         | PHAS                            | E O | ROUTE STOP<br>DY,VA<br>F OPERATION<br>NG ROLL |     |  |
|        | PILOT IN<br>FACTOR(S)<br>PILOT IN<br>TERRAIN -<br>WEATHER -   | COMMAND - INADE<br>COMMAND - SELEC<br>COMMAND - BECAM<br>- OTHER<br>- OBSTRUCTIONS T<br>IRCUMSTANCES - | QUATE PREFLIGHT PREPARATED UNSUITABLE TERRAIN  E LOST/DISORIENTED  O VISION  PRECAUTIONARY LANDING OF APPROACHING DARKNESS  ADVERSE/UNFAVORABLE WEA | FF AI      |           |                                 | PLA | NN ING  |     |  |
|        | SKY CONDITE   |  |   | 25         | 00        | AT ACCIDENT SITE                |     |   |     |  |
|        | VISIBILITY 5 OR OVER OBSTRUCTION  |  |   | NO<br>FEMP | NE<br>ERA | TATION AT ACCIDENT SI<br>TURE-F | ITE |   |     |  |
|        | HAZE 76 WIND DIRECTION-DEGREES WIND VELOCI 180 4  |  |   |            |           |                                 |     | LOCITY-KNOTS                                  |     |  |
|        | TYPE OF WEATHER CONDITIONS  VFR  NONE  REMARKS- PLT OFF CRSE, LND GRUNDY. TOOK OFF AT DUSK FOR DEST, JUNABLE TO LOCATE SO LND ON HIWA |  |   |            |           |                                 |     |   |     | Y.I WG HIT WIRE.   |

|        |   |   |  |     |  |      |   |   | PILOT DATA  |  |  |
|--------|---|---|--|-----|--|------|---|---|---|--|--|
|        | 8/14/72   | HANSON, KY<br>25  | PIPER PA-18                                | CR- | 1  | 0    | 0   | COMMERCIAL                              | COMMERCIAL, FL.INSTR.,<br>AGE 28, 2190 TOTAL HOURS,<br>64 IN TYPE, INSTRUMENT<br>RATED. |  |  |
|        | DEPARTURE   | POINT   | INTENDED DESTINATION                       |     |  |      |   |   |   |  |  |
|        | TYPE OF A   | NVILLE KY<br>CCIDENT  | LUCAL                                      |     | F  | PHAS | E O   | F OPERATION                             |   |  |  |
|        |   | FAILURE OR MALFUN   | CTION                                      |     | IN FLIGHT PULLUP FROM SWATH RUN<br>LANDING OTHER |      |   |   |   |  |  |
|        | PROBABLE CAUSE(S)  POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UND PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SF PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON |   |  |     |  |      | SPEED   |   |   |  |  |
|        | TOTAL H<br>KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TERRAIN<br>SWATH R<br>FIRE AFTE  | PILOT'S SEAT BELT - FASTENED-PROPERLY<br>GOGGLES - NOT USED<br>COCKPIT CRASHPAD - NOT INSTALLED<br>TERRAIN-TYPE - ROLLING |  |     |  |      | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC<br>GLOVES - NOT USED<br>CRASH HELMET - AVAILABLE-USED<br>CRASH BAR - NOT INSTALLED<br>ELEVATION-AREA BEING TREATED-FEET - 460<br>PROCEDURE TURNAROUND - THIRD 1/3 OF TURN |   |   |  |  |
| 3-3146 | 8/18/72<br>TIME - 14  | SPRINGFIELD, KY<br>30   | PIPER PA-24<br>N99SP<br>DAMAGE-SUBSTANTIAL |     | 0  | 0    | 1   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAN | COMMERCIAL, AGE 21, 766 ISP TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED.                 |  |  |
|        | NAME OF AIRPORT - SPRINGFIELD   |   |  |     |  |      | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN  |   |   |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR  |   |  |     |  |      |   |   |   |  |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA  | INJU<br>F | JR I  | IES<br>S M/ | FLIGHT<br>N PURPOSE             |             | PILOT DATA   |  |  |
|--------|--|--|--|-----------|-------|-------------|---------------------------------|-------------|--|--|--|
| 3-3152 | 8/26/72<br>TIME - 15   | OWENSBORD, KY<br>15  | CESSNA A188A<br>N5631J<br>DAMAGE-SUBSTANTIAL   | CR- (     | 0     | 0           | COMMERCIAL ASSOC CROP CT        | L ACTIVITY  | COMMEŔCIAL, AGE 54, 1340<br>TOTAL HOURS, 800 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |
|        | DEPARTURE<br>OWENSBO   | MME OF AIRPORT - OWNSBRO-DAVIESS PARTURE POINT INTENDED DESTINATION OWENSBORO, KY  PPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT EN ROUTE TO RELOADING AREA STALL LANDING OTHER |  |           |       |             |                                 |             |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL PILOT IN COMMAND - INADEQUATE PREFLICHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND |  |  |           |       |             |                                 |             |  |  |  |
|        | SPECIAL DATA  TOTAL HOURS IN CROP CONTROL - 800  KIND OF CROP - OTHER  FILOT'S SEAT BELT - FASTENED-PROPERLY  GOGGLES - NOT USED  COCKPIT CRASHPAD - NOT INSTALLED  TANK/HOPPER-LOCATION - FORWARD OF PILOT  REMARKS- STRETCHED GLIDE TO CLEAR FENCE.SPRAYING SOYBEANS.  |  |  |           |       |             |                                 |             |  |  |  |
| 3-3059 |  |  | DAMACE DECTROVED   | CR- (     | 0     | 1           | O NONCOMMERCIAL O PLEASURE/PERS | ONAL TRANSP | COMMERCIAL, AGE 42, 614<br>TOTAL HOURS, 120 IN TYPE,<br>NOT INSTRUMENT RATED.  |  |  |
|        | DEPARTURE<br>LYONSVI<br>TYPE OF A<br>STALL   | CCIDENI  | INTENDED DESTINATION<br>SIKESTON, MO   |           |       |             | OF OPERATION<br>EOFF INITIAL CL | IMB         |  |  |  |
|        | PILOT I<br>PILOT II<br>FIRE AFTE   | N COMMAND - FAILED<br>N COMMAND - MISUSED<br>N COMMAND - INADEQU   | TO OBTAIN/MAINTAIN FL<br>OR FAILED TO USE FLA<br>ATE SUPERVISION OF FL<br>OT TO MAKE TKOF. | PS        | : E 0 | )           |                                 |             |  |  |  |

| FILE   | DATE                 | LOCATION   | AIRCRAFT DATA  | <br>I N | JUF | RIES   |      | FLIGHT                                    | PILOT DATA   |  |  |  |
|--------|----------------------|--|--|---------|-----|--------|------|---|--|--|--|--|
|        |                      |  |  |         |     |        |      | PURPOSE                                   |  |  |  |  |
|        | 9/10/72              | GLENCOE, KY  | N2330II  | CR-     | 0   | 0      | 1    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 44, 388 TOTAL HOURS, 243 IN TYPE, NOT INSTRUMENT RATED. |  |  |  |
|        | DEPARTURE            | POINT  | DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>BOWMAN FIELD, KY |         |     |        |      |   |  |  |  |  |
|        | TYPE OF AC           | CIDENT   | BUWMAN FIELDANT  |         | F   | PHAS   | E O  | F OPERATION .                             |  |  |  |  |
|        | COLLIDED<br>NOSE OVE | WITH WIRES/POLE  | S  |         |     |        |      | IGHT NORMAL CRUISE<br>NG ROLL             |  |  |  |  |
|        |                      | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS |  |         |     |        |      |   |  |  |  |  |
|        |                      |  | IONS - UNWARRANTED LOW   |         |     | 35 I K | UCI  | IUNS                                      |  |  |  |  |
|        | FACTOR(S)<br>TERRAIN | FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS TERRAIN - OTHER                                |  |         |     |        |      |   |  |  |  |  |
|        |                      |  | ORCED LANDING OFF AIRPO  | RT ON   |     | ΔND    |      |   |  |  |  |  |
|        | ETTE HOLITO          |  | USPECTED OR KNOWN AIRCR  |         |     |        |      |   |  |  |  |  |
|        | REMARKS- S           | TRUCK WIRES BETWE  | EN HILLS FOLLOWING RD.F  | ORCED   | LA  | ANDE   | D O  | N HIGHWAY.OVERTURNED ON C                 | URB  |  |  |  |
| 3-3476 | 9/15/72              | HENDERSON, KY  | CESSNA 182   | CR-     | 0   | 0      | 1    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF | PRIVATE, AGE 68, 111   |  |  |  |
|        | TIME - 114           | 5  | N92500<br>DAMAGE-SUBSTANTIAL                                   | P X-    | 0   | 0      | 1    | PLEASURE/PERSONAL TRANSP                  | TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED.                        |  |  |  |
|        |                      | RPORT - HENDERSO   |  |         |     |        |      |   |  |  |  |  |
|        |                      |  | INTENDED DESTINATION FAYETTEVILLE, TENN                        |         |     |        |      |   |  |  |  |  |
|        | TYPE OF AC           |  | PATELLEVILLE & LENN  |         | F   | PHAS   | E 0  | F OPERATION                               |  |  |  |  |
|        | COLLIDED             | WITH OBJECT  |  |         |     | LΑ     | ND I | NG ROLL                                   |  |  |  |  |
|        | PILOT IN<br>PILOT IN | COMMAND - IMPROP<br>COMMAND - IMPROP   | ER RECOVERY FROM BOUNCE<br>TO MAINTAIN DIRECTIONA              |         |     |        |      |   |  |  |  |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | INJ                             | JRIES<br>S M   | 1/N            | FLIGHT<br>PURPOSE  | PILOT DATA   |
|--------|--|--|---|---------------------------------|--|----------------|--|--|
| 3-2912 | 10/5/72 LC<br>TIME - 1010<br>DEPARTURE POI<br>PURDUE, IND<br>TYPE OF ACCID<br>ENGINE FAIL                      | UISVILLE, KY   | CESSNA 150H<br>N7119S<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>SPRINGFIELD, KY  | CR-<br>PX-                      | 0 0<br>0 0<br>PHAS   | 1<br>O<br>SE O | NONCOMMERCIAL PLEASURE/PERSONAL TF  F OPERATION NG FINAL APPROACH NG LEVEL OFF/TOUCHDO | COMMERCIAL, AGE 24, 2405 RANSP TOTAL HOURS, 285 IN TYPE, INSTRUMENT RATED.     |
|        | MISCELLANEO<br>MISCELLANEO<br>FACTOR(S)<br>WEATHER - C<br>AIRPORTS/AI<br>COMPLETE POWE                         | MMAND - IMPROPE<br>US ACTS, CONDITI<br>US ACTS, CONDITI<br>ONDITIONS CONDU<br>RWAYS/FACILITIE<br>R LOSS - COMPLE | R OPERATION OF POWERPI<br>ONS - ANTI-ICING/DEIC<br>ONS - ICE-CARBURETOR<br>CIVE TO CARB./INDUCTION<br>S - AIRPORT CONDITION.<br>TE ENGINE FAILURE/FLAI<br>RCED LANDING ON AIRPO | ING EQU ON SYST S OTHE MEOUT-1  | IPMEN<br>EM IC<br>R<br>ENG:  | IT-I<br>ING    | MPROPER OPERATION OF.  | /OR FAILED TO USE  |
|        | SKY CONDITION CLEAR VISIBILITY AT 5 OR OVER OBSTRUCTIONS HAZE WIND DIRECTIC 360 TYPE OF WEATH VFR REMARKS- HIT |  | PREC<br>NC<br>TEMI<br>6:<br>WINE<br>4<br>TYPE   | LIM<br>IPI<br>ONE<br>PERA<br>VE | AT ACCIDENT SITE ITED TATION AT ACCIDENT S TURE-F LOCITY-KNOTS FLIGHT PLAN | ITE            |  |  |
| 3-3194 |  | RT - CAPITAL AI<br>NT<br>TENN<br>ENT   | PIPER PA-34<br>N1049U<br>DAMAGE-SUBSTANTIAL<br>RPORT<br>INTENDED DESTINATION<br>FRANKFURT,KY  | CR-<br>PX-                      | PHA:   | SE O           | NONCOMMERCIAL<br>BUSINESS<br>F OPERATION<br>NG ROLL                                    | COMMERCIAL, AGE 50, 5600<br>TOTAL HOURS, 100 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | MISCELLANEC  | LANDING GEAR NUS ACTS, CONDITI   | ORMAL RETRACTION/EXTE<br>ONS - MATERIAL FAILURI<br>ACK MOUNT FAILED.  |                                 | SSEMI  | BLY            |  |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA                                | INJUR<br>F      | IES<br>S M/N        | FLIGHT<br>PURPOSE                              | PILOT DATA   |  |  |  |  |  |
|--------|--|--|--|-----------------|---------------------|--|--|--|--|--|--|--|
| 3-3408 | 11/7/72<br>TIME - 142  | LEXINGTON, KY<br>2   | ENSTROM F-28A<br>N4925<br>DAMAGE-SUBSTANTIAL | CR- 0<br>PX- 0  | 0 2 0 0             | INSTRUCTIONAL.<br>CHECK                        | ATR, FLIGHT INSTR., AGE<br>32, 4712 TOTAL HOURS, 70<br>IN TYPE, INSTRUMENT<br>RATED.   |  |  |  |  |  |
|        | NAME OF AI<br>DEPARTURE  | RPORT - BLUE GRASS<br>POINT IN<br>N,KY   | FIELD<br>TENDED DESTINATION                  |                 |                     |  |  |  |  |  |  |  |
|        | LEXINGTO<br>TYPE OF AC   | IN,KY<br>CIDENT  | LOCAL  | Р               | HASE (              | OF OPERATION                                   |  |  |  |  |  |  |
|        |  | AILURE OR MALFUNCTIO   | Ñ  |                 |                     | _IGHT AUTOROTATIVE DE<br>ING POWER-OFF AUTOROT |  |  |  |  |  |  |
|        | CHECK PI<br>CHECK PI<br>DUAL STU<br>DUAL STU<br>FACTOR(S)  | PROBABLE CAUSE(S)  CHECK PILOT - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M.  CHECK PILOT - INADEQUATE SUPERVISION OF FLIGHT  DUAL STUDENT - IMPROPER OPERATION OF FLIGHT CONTROLS  DUAL STUDENT - FAILURE TO RELINQUISH CONTROL  FACTOR(S) |  |                 |                     |  |  |  |  |  |  |  |
|        | COMPLETE P   | NEOUS ACTS, CONDITION<br>OWER LOSS - COMPLETE<br>CIRCUMSTANCES - FORC  | ENGINE FAILURE/FLAM                          | EOUT-1 E        |                     |  |  |  |  |  |  |  |
| 3-3312 | 11/17/72<br>TIME - 232   | ELKTON , KY<br>O   | BEECH G18S<br>N2700S<br>DAMAGE-DESTROYED     | CR- 1<br>PX- 10 | 0 0 0               | COMMERCIAL<br>AIR TAXI-PASSG                   | ATR, FLIGHT INSTR., AGE<br>56, 22145 TOTAL HOURS,<br>476 IN TYPE, INSTRUMENT<br>RATED. |  |  |  |  |  |
|        | DEPARTURE<br>HOPKINS   | POINT IN<br>VILLE,KY   | TENDED DESTINATION<br>LEXINGTON, KY          |                 |                     |  |  |  |  |  |  |  |
|        | TYPE OF AC<br>COLLISIO   | CIDENT<br>IN WITH GROUND/WATER   | UNCONTROLLED                                 | P               | HASE (              | DF OPERATION<br>LIGHT UNCONTROLLED DE          | ESCENT   |  |  |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. |  |  |                 |                     |  |  |  |  |  |  |  |
|        | WEATHER<br>WEATHER BR  | L - OPERATIONAL SUPE<br>- ICING CONDITIONS-I<br>IEFING - BRIEFED BY<br>RECAST - FORECAST SU  | NCLUDES SLEET,FREEZI<br>FLIGHT SERVICE PERSO | NG RAIN,        | ETC.                | VIDE ADEQ.DIRECTIVES,#                         | MANUAL, EQUIPMENT  |  |  |  |  |  |
|        | SKY CONDIT<br>BROKEN   | ION  |  |                 | EILIN(<br>2800      | AT ACCIDENT SITE                               | •  |  |  |  |  |  |
|        |  | AT ACCIDENT SITE   |  | Р               | TE                  |  |  |  |  |  |  |  |
|        |  | NS TO VISION AT ACCI   | DENT SITE                                    | T               | NONE<br>EMPER<br>37 | ATURE-F  |  |  |  |  |  |  |
|        | WIND DIREC   | TION-DEGREES   |  | M               | IND VE              | ELOCITY-KNOTS                                  |  |  |  |  |  |  |
|        | VFR  | ATHER CONDITIONS   |  | Т               | YPE OF<br>IFR       | FLIGHT PLAN                                    |  |  |  |  |  |  |
|        |  | FIRE AFTER IMPACT<br>REMARKS- APRX 798LBS OVR GWT,C.G.WAS 2.72IN AFT REAR LMT.AIRMET-OCNL MDT MXD ICGICIP ABV FRZLVL.  |  |                 |                     |  |  |  |  |  |  |  |

| FILE            | DATE LOCAT   | ION AIRCRAFT DATA  | INJURIES<br>F S M/N |   | PILOT DATA  |
|-----------------|--|--|---------------------|---|---|
| 3 <b>-</b> 3531 | 11/27/72 GEORGETOW<br>TIME - 1215  | N,KY AERONCA 7AC<br>N83459<br>DAMAGE-DESTROYED   |                     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSI | · · · - · ·   |
|                 | DEPARTURE POINT<br>GEORGETOWN, KY<br>TYPE OF ACCIDENT<br>STALL SPIN              | INTENDED DESTINATION<br>LOCAL  |                     | F OPERATION<br>IGHT OTHER                 |   |
|                 |  | FAILED TO OBTAIN/MAINTAIN FLY<br>ME IN HELS,FXD WNG TIME UNK.O   |                     | DNT CERT.FLT PHASE UNK.P                  | T AT CTLS PRESUMED  |
| 3-2768          | 4/30/72 LAFAYETTE<br>TIME - 0740   | ,LA HUGHES 369HS N9071F DAMAGE-SUBSTANTIAL   | PX- 0 0 0           |   | ATR,FLIGHT INSTR., AGE<br>50, 8821 TOTAL HOURS, 45<br>IN TYPE, INSTRUMENT<br>RATED4 |
|                 | NAME OF AIRPORT - LA DEPARTURE POINT LAFAYETTE, LA TYPE OF ACCIDENT HARD LANDING | FAYETTE MUNI<br>INTENDED DESTINATION<br>LOCAL  |                     | OF OPERATION<br>NG POWER-OFF AUTOROTATI   | /E LANDING  |
|                 | PILOT IN COMMAND -<br>FACTOR(S)  | ROPER OPERATION OF FLIGHT CON-<br>INADEQUATE SUPERVISION OF FL<br>,CONDITIONS - SIMULATED CONDI-<br>ADE HIT TAIL BOOM. | IGHT                |   |   |

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| FILE   |  |   |                      | F   | S M  | /N  | PURPOSE     |        | PILOT DATA |  |  |  |
|--------|--|---|----------------------|---|------|-----|-------------|--------|------------|--|--|--|
| 3-2718 | 6/20/72  | WELSH, LA   | GRUMMAN G-164        | CR- C   | 0    | 1   | COMMERCIAL  |        |            |  |  |  |
|        |  | AIRPORT - DUSTER ST                                 |                      |   |      |     |             |        |            |  |  |  |
|        |  |   | INTENDED DESTINATION |   |      |     |             |        |            |  |  |  |
|        | WELSH, L   | _A<br>ACCIDENT                                      | LUCAL                |   | рнΔ  | FΛ  | F OPERATION |        |            |  |  |  |
|        | ENGINE FAILURE OR MALFUNCTION TAKEOFF OTHER COLLIDED WITH DIRT BANK LANDING LEVEL OFF/TOUCHDOWN  |   |                      |   |      |     |             |        |            |  |  |  |
|        | COLLIDE  | COLLIDED WITH DIRT BANK LANDING LEVEL OFF/TOUCHDOWN |                      |   |      |     |             |        |            |  |  |  |
|        | PROBABLE   | CAUSE(S)  |                      |   |      |     |             |        |            |  |  |  |
|        | PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - IGNITION SYSTEM SPARK PLUG MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS TERRAIN - WET, SOFT GROUND TERRAIN - ROUGH/JUNEVEN |   |                      |   |      |     |             |        |            |  |  |  |
|        | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE  |   |                      |   |      |     |             |        |            |  |  |  |
|        | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND   |   |                      |   |      |     |             |        |            |  |  |  |
|        | SPECIAL D  | DATA  |                      |   |      |     |             |        |            |  |  |  |
|        | TOTAL H  | HOURS IN CROP CONTRO                                | DL - 525             |   | KIND | OF  | OPERATION - | (DUST) |            |  |  |  |
|        | KIND OF  | CROP - RICE   |                      | KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - UNKNOWN/NOT REPORTED |      |     |             |        |            |  |  |  |
|        | PILUTES  | S SEAT BELT - UNKNOW                                | IN/NUT REPORTED      |   | GUGG | LE2 | - USED      |        |            |  |  |  |
|        |  | HELMET - AVAIALABLE                                 | -NOT USED            |   |      |     |             |        |            |  |  |  |
|        |  | BAR - INSTALLED                                     |                      | TANK/HOPPER-LOCATION - FORWARD OF PILOT   |      |     |             |        |            |  |  |  |
|        | TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 15  |   |                      |   |      |     |             |        |            |  |  |  |
|        | SWATH RUN-HOW FLOWN - CROSSWIND REMARKS- ENG FAILED ON REDUCING PWR AFT TKOF.EXCESSIVE OIL FOUND IN CYLINDERS FOULING SPARK PLUGS.LO CMPRSN  |   |                      |   |      |     |             |        |            |  |  |  |

| FILE   | DATE LOCATIO   | N AIRCRAFT DATA  | INJURIES<br>F S M/N   | FLIGHT<br>PURPOSE   | PILOT DATA   |  |  |  |  |
|--------|--|--|---|---|--|--|--|--|--|
| 3-2719 | PROBABLE CAUSE(S) PILOT IN COMMAND - I PACTOR(S) MISCELLANEOUS ACTS,C WEATHER - UNFAVORABL   | INTENDED DESTINATION HELENA, ARK  MPROPER RECOVERY FROM BOUNC MPROPER COMPENSATION FOR WII  ONDITIONS — OVERLOAD FAILURI | LAST EN MANY, PHASE O LANDI LANDI LANDI CANDING ND CONDITIONS | NONCOMMERCIAL PLEASURE/PERSONAL TRANS ROUTE STOP LA F OPERATION NG LEVEL OFF/TOUCHDOWN NG LEVEL OFF/TOUCHDOWN | COMMERCIAL, AGE 36, 242 P TOTAL HOURS, 33 IN TYPE, NOT INSTRUMENT RATED. |  |  |  |  |
|        | SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT 5 OR OVER OBSTRUCTIONS TO VISION NONE WIND VELOCITY-KNOTS 20 TYPE OF FLIGHT PLAN NONE REMARKS- PILOT RETURNE | AT ACCIDENT SITE   | 3500<br>PRECIPI<br>NONE<br>WIND DI<br>170<br>TYPE OF<br>VFR   | PRECIPITATION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 170 TYPE OF WEATHER CONDITIONS                     |  |  |  |  |  |
| 3-2735 | TIME - 1837  NAME OF AIRPORT - DOWN  | DAMAGE-SUBSTANTIAL<br>TOWN AIRPORT<br>INTENDED DESTINATION<br>LOCAL  | PX- 0 0 1  PHASE 0 LANDI                                      | NONCOMMERCIAL PLEASURE/PERSONAL TRANS F OPERATION NG ROLL NG ROLL   | PRIVATE, AGE 25, 137 P TOTAL HOURS, 14 IN TYPE, NOT INSTRUMENT RATED.    |  |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - F. FACTOR(S) MISCELLANEOUS ACTS, CO   |  |   |   |  |  |  |  |  |

|  |   |  | AIRCRAFT DATA                               |      | F 9   |            | FLIGHT<br>PURPOSE                                 | PILOT DATA  |  |  |  |  |
|--|---|--|---|------|---|------------|---|---|--|--|--|--|
|  | 8/15/72<br>TIME - 16  | HOLLY RIDGE, LA  | PIPER PA-25<br>N4525Y<br>DAMAGE-SUBSTANTIAL |      |   | 0 1<br>0 0 | COMMERCIAL AERIAL APPLICATION                     | COMMERCIAL, AGE 24, 1240<br>TOTAL HOURS, 700 IN TYPE<br>NOT INSTRUMENT RATED. |  |  |  |  |
|  |   |  | INTENDED DESTINATION                        |      |   |            |   |   |  |  |  |  |
|  | -V05 05 1   | LE,LA  | 05 005047750                                |      |   |            |   |   |  |  |  |  |
|  | TYPE OF A   | ACCIDENT   | I ON  |      | Pr  | 145E       | OF OPERATION                                      |   |  |  |  |  |
|  | ENGINE FAILURE OR MALFUNCTION  COLLISION WITH GROUND/WATER CONTROLLED  PHASE OF UPERATION  IN FLIGHT SWATH RUN  LANDING LEVEL OFF/TOUCHDOWN |  |   |      |   |            |   |   |  |  |  |  |
|  | PROBABLE CAUSE(S)   |  |   |      |   |            |   |   |  |  |  |  |
|  |   | LANT - IGNITION SYST   | EM MAGNETOS                                 |      |   |            |   |   |  |  |  |  |
|  | MISCELL   | ANEOUS ACTS CONDITI  | ONS - MATERIAL FAILURI                      |      |   |            |   |   |  |  |  |  |
|  |   |  | R ASSEMBLY GEARS, ACCI                      |      | DR I  | [VE        |   |   |  |  |  |  |
|  | MISCELL   | ANEOUS ACTS, CONDITI   | ONS - SHEARED                               |      |   |            |   |   |  |  |  |  |
|  | MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION   |  |   |      |   |            |   |   |  |  |  |  |
|  | FACTOR(S)   |  |   |      |   |            |   |   |  |  |  |  |
|  | TERRAIN - HIGH OBSTRUCTIONS   |  |   |      |   |            |   |   |  |  |  |  |
|  | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND                |  |   |      |   |            |   |   |  |  |  |  |
|  |   | EMENGENCY CINCOMSTANCES - FUNCED LANDING UPF AIRPUNT UN LAND |   |      |   |            |   |   |  |  |  |  |
|  | SPECIAL   |  | 700   |      |   |            |   |   |  |  |  |  |
|  |   | HOURS IN CROP CONTRO<br>F CROP — COTTON                      | L = 700                                     |      | K.  | IND U      | OF OPERATION - SPRAYING OF CHEMICAL USED - LIQUID | CHEMICAL TOYIC  |  |  |  |  |
|  |   |  | ED-PROPERLY                                 |      | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - USED |            |   |   |  |  |  |  |
|  | GOGGLES   | S - NOT USED   | EU-FROFERET                                 |      | CRASH HELMET - AVAILABLE-USED                               |            |   |   |  |  |  |  |
|  |   | T CRASHPAD - INSTALL   | ED  |      |   |            | BAR - INSTALLED                                   |   |  |  |  |  |
|  | TANK/HO   | OPPER-LOCATION - FOR   | WARD OF PILOT                               |      | TE  | RRAI       | N-TYPE - LEVEL, FLAT                              |   |  |  |  |  |
|  | ELEVATION—AREA BEING TREATED—FEET — 500 SWATH RUN—HOW FLOWN — CROSSWIND PROCEDURE TURNAROUND — SECOND 1/3 OF TURN                           |  |   |      |   |            |   |   |  |  |  |  |
|  | FIRE AFTER IMPACT   |  |   |      |   |            |   |   |  |  |  |  |
|  | REMARKS-  | RIGHT MAGNETO FAILE  | D SHEARING ACCESSORY (                      | RIVE | GEAF  | RES        | ULTING IN COMPLETE ENGIN                          | NE FAILURE.   |  |  |  |  |

| FILE | DATE                              | LOCATION                                | AIRCRAFT DATA                                       | INJUI<br>F                             | RIES<br>S M/N    | - PURPOSE                              | PILOT DATA  |
|------|-----------------------------------|---|---|--|------------------|--|---|
|      | 8/19/72<br>TIME - 170             | JONES, LA<br>JO .<br>RPORT - FARM STRIP | TAYLORCRAFT BC12-D<br>N96770<br>DAMAGE-SUBSTANTIAL  | CR- 0                                  | 0 1              |  | STUDENT, AGE 40, 124<br>TOTAL HOURS, 88 IN TYPE,<br>NOT INSTRUMENT RATED. |
|      | DEPARTURE                         | POINT                                   | INTENDED DESTINATION                                |  |                  |  |   |
|      | JONES, LA                         |   | LOCAL   |  | HASE (           | OF OPERATION                           |   |
|      | GROUND-W                          | VATER LOOP-SWERVE<br>WITH DITCHES       |   | ·                                      | LAND:            | NG ROLL<br>NG ROLL                     |   |
|      | FACTOR(S)<br>WEATHER<br>TERRAIN   | - UNFAVORABLE WIND                      |   | L CONTŘI                               | DL               |  |   |
|      | WEATHER FO                        | RECAST - UNKNOWN/N                      | OT REPORTED   |  |                  |  |   |
|      | SKY CONDIT                        | ION                                     |   | (                                      |                  | AT ACCIDENT SITE                       |   |
|      |                                   | AT ACCIDENT SITE                        |   | 1                                      | UNL II<br>PRECIP | ITATION AT ACCIDENT SIT                | ΓE  |
|      | 5 OR OVE                          | R<br>INS TO VISION AT AC                | THENT SITE  |  | NONE             | /E BEARING OF WIND                     |   |
|      | NONE<br>TEMPERATUR                |   | SIDENI SITE   |  | LEFT<br>VIND D   | GREES                                  |   |
|      | WIND VELOC                        | -                                       |   |  |                  | WEATHER CONDITIONS                     | •   |
|      | TYPE OF FL<br>NONE<br>REMARKS- C  | ROSSWIND FM LEFT I                      | NCREASED.   |  |                  |  |   |
|      | 8/26/72<br>TIME - 111             | ABITA SPRGS,LA                          | BEECH B23<br>N4025T                                 |  |                  | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA | PRIVATE, AGE 43, 211 ANSP TOTAL HOURS, 170 IN TYPE,                       |
|      | DEPARTURE                         |   | DAMAGE-SUBSTANTIAL<br>MMANY<br>INTENDED DESTINATION |  |                  |  | NOT INSTRUMENT RATED.   |
|      | PICAYUN<br>TYPE OF AC<br>HARD LAN | CIDENT                                  | ABITA SPRGS, LA                                     | DF OPERATION<br>ING LEVEL OFF/TOUCHDOW | ٧N               |  |   |
|      | PROBABLE O                        | :AUSE(S)<br>I COMMAND - IMPROPEI        | R LEVEL OFF   |  |                  |  |   |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  | INJ<br>F                  | UR I E<br>S | S<br>M /f    | FLIGHT<br>PURPOSE                              |                     |   |  |  |
|--------|--|---|--|---------------------------|-------------|--------------|--|---------------------|---|--|--|
| 3-3134 | 8/29/72<br>TIME - 11<br>DEPARTURE<br>VENICE,   | VENICE, LA<br>25<br>PO INT  | BELL 47J-2A<br>N3092G<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL   | CR<br>PX-                 | 0 0         | . (          | NONCOMMERCI<br>CORP/EXEC                       | AL                  | COMMERCIAL, AGE 42, 2838<br>TOTAL HOURS, 809 IN TYPE,<br>INSTRUMENT RATED.  |  |  |
|        | TYPE OF A  | CCIDENT<br>FAILURE OR MALFUNC   | TION   |                           | I           | N f          | OF OPERATION<br>FLIGHT NORMAL<br>DING LEVEL OF |                     |   |  |  |
|        | POWERPL<br>MISCELL<br>TERRAIN<br>FACTOR(S)<br>MISCELL<br>PARTIAL P<br>EMERGENCY  | EL - MAINTENANCE,S<br>ANT - COOLING SYST<br>ANEOUS ACTS,CONDIT<br>- ROUGH WATER<br>ANEOUS ACTS,CONDIT<br>OWER LOSS - PARTIA | EM OTHER<br>IONS - MATERIAL FAILURI<br>IONS - AIRCRAFT CAME TI<br>L LOSS OF POWER - 1 ENO<br>DRCED LANDING OFF AIRPI | TO REST IN WATER<br>NGINE |             |              |  |                     |   |  |  |
| 3-3286 | TIME - 07  | WEST MONROE,LA<br>40  | N6166P   | CR-<br>PX-                | 0 0         | 1            | NONCOMMERCIA<br>D PLEASURE/PER                 | AL<br>RSONAL TRANSP | PRIVATE, AGE 30, 123 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED.         |  |  |
|        | ENGINE   | POINT<br>TONIO TEX<br>CCIDENT<br>FAILURE OR MALFUNC<br>D WITH TREES   | AND INSTRUMENT RATES   |                           |             |              |  |                     |   |  |  |
|        | PROBABLE CAUSE(S)  PILOT IN COMMAND - MISMANAGEMENT OF FUEL  PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING  MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION  MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION  TERRAIN - HIGH DBSTRUCTIONS  EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND |   |  |                           |             |              |  |                     |   |  |  |
|        |  |   |  |                           |             |              |  |                     |   |  |  |
| 3-3497 |  |   | DAMAGE-SUBSTANTIAL   |                           | 0 C         | ]            | NONCOMMERCIA<br>BUSINESS                       | AL.                 | COMMERCIAL, AGE 43, 8216<br>TOTAL HOURS, 2764 IN<br>TYPE, INSTRUMENT RATED. |  |  |
|        | DEPARTURE<br>OIL RIO<br>TYPE OF AG   | 9   | INTENDED DESTINATION OIL RIG   | РНД                       | SE          | OF OPERATION |  |                     |   |  |  |
|        | ENG INE  | FAILURE OR MALFUNC  | TION<br>ER CONTROLLED  |                           |             | AK E         | OFF VERTICAL<br>DING POWER-OFF                 | · AUTOROTATIVE      | LANDING   |  |  |
|        | PARTIAL P  | ANT - ENGINE ACCES<br>DWER LOSS - PARTIA<br>CIRCUMSTANCES - FO<br>UI  | LOSS OF POWER - 1 ENO<br>DRCED LANDING OFF AIRPO<br>NUSUAL NOISE   |                           | WATE        | R            |  |                     |   |  |  |
|        | REMARKS- 1   | PROP/ENGINE VIBRATION<br>REMARKS- MALFUNCTION OF STARTER VIBRATOR CAUSED ENG TO LOSE POWER                                  |  |                           |             |              |  |                     |   |  |  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA                                | INJUR<br>F     | IES<br>S M | FLI<br>N PUR         | IGHT<br>RPNSF                   | PILOT DATA   |  |  |
|--------|---|---|--|----------------|------------|----------------------|---------------------------------|--|--|--|
| 3-3473 | 9/15/72 CH  | HALAMETTE, LA   | CESSNA 150E<br>N2590J<br>DAMAGE-SUBSTANTIAL  | CR- 0<br>PX- 0 | 0          | 1 NONCOI<br>O PLEASU | MMERCIAL<br>JRE/PERSONAL TRANSP | NO CERTIFICATE, AGE 39,<br>280 TOTAL HOURS, 220 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |  |  |
|        | DEPARTURE PO<br>CHALAMETTE<br>TYPE OF ACCII   | DRT - PVT STRIP<br>INT IN<br>,LA<br>DENT<br>ITH ANIMALS | TENDED DESTINATION                           |                |            | OF OPERA             | ATION<br>ITIAL CLIMB            |  |  |  |
|        | PROBABLE CAU<br>PILOT IN CO<br>FACTOR(S)<br>MISCELLANE<br>REMARKS- FAI  |   |  |                |            |                      |                                 |  |  |  |
| 3-3510 | 9/16/72 M<br>TIME - 0645  | CDADE, LA   | BOEING E75N1<br>N5200N<br>DAMAGE-SUBSTANTIAL | CR- 0<br>PX- 0 | 0          | 1 COMMER<br>O AERIA  | RCIAL<br>L APPLICATION          | COMMERCIAL, AGE 49,<br>13000 TOTAL HOURS, 10000<br>IN TYPE, NOT INSTRUMENT<br>RATED. |  |  |
|        | MCDADE, LA<br>TYPE OF ACCII   | LURE OR MALFUNCTIO                                      | AATEU.                                       |                |            |                      |                                 |  |  |  |
|        | 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  COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE  EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND |   |  |                |            |                      |                                 |  |  |  |
|        | SPECIAL DATA TOTAL HOUR KIND OF CRI GLOVES - U CRASH HELM CRASH BAR TERRAIN-TY SWATH RUN-I  | PS<br>HEMICAL-TOXIC<br>F PILOT<br>T - 90                |  |                |            |                      |                                 |  |  |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA  | IN                                       | JUR IE                                   | S<br>M/N                            | FLIGHT<br>PURPOSE   | PILOT DATA  |
|--------|---|--|--|--|--|-------------------------------------|---|---|
|        | 9/19/72 PA TIME - 1715  NAME OF AIRPO DEPARTURE POIL LAFAYETTE, TYPE OF ACCID ENGINE FAIL STALL MUSH PROBABLE CAUS POWERPLANT PILOT IN CO COMPLETE POWE | TTERSON, LA  RT - WILLIAMS N  NT LA ENT URE OR MALFUNCT  E(S) - MISCELLANEOUS MMAND - FAILED R LOSS - COMPLE | CESSNA 180 N41CH DAMAGE-SUBSTANTIAL MEMORIAL INTENDED DESTINATION LOCAL TION  OPEN PLANT FAILURE F TO OBTAIN/MAINTAIN FLY TE ENGINE FAILURE/FLAM | CR-<br>PX-<br>OR UNI<br>ING SI<br>EOUT-: | O (O | O 1 O 1 ST E PATT ASE IN F AND RMIN | NONCOMMERCIAL PLEASURE/PERSONAL TRANS NROUTE STOP ERSON, LA OF OPERATION LIGHT NORMAL CRUISE ING FINAL APPROACH | PRIVATE, AGE 25, 541 SP TOTAL HOURS, 143 IN TYPE, NOT INSTRUMENT RATED. |
|        | EMERGENCY CIR   | CUMSTANCES - FC  | ORCED LANDING OFF AIRPO  | RT ON                                    | LAN                                      | )                                   |   |   |
| 3-2767 |   |  |  | CR-<br>PX-                               | 0 1                                      | L 0                                 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS  |   |
|        | DEPARTURE POI<br>FENTON, LA<br>TYPE OF ACCID<br>STALL MUSH  | ENT  | DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL  |  |  |                                     | OF OPERATION<br>LIGHT BUZZING   | NOT INSTRUMENT RATED.   |
|        |   | MMAND - FAILED<br>US ACTS, CONDITI   | TO OBTAIN/MAINTAIN FLY<br>ONS — UNWARRANTED LOW  |  |  |                                     |   |   |
| 3-2716 | 10/15/72 BA<br>TIME - 1230  | YOU CHENE, LA  | N1860P   | CR-<br>PX-                               | 0 0                                      | L 0                                 | NONCOMMERCIAL<br>BUSINESS   | HOURS, 14 IN TYPE, NOT  |
|        | DEPARTURE POI<br>WESTWEGO,L<br>TYPE OF ACCID<br>COLLIDED WI   | CIAI   | DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>BAYOU CHENE, LA  |  |  |                                     | OF OPERATION<br>OFF RUN   | INSTRUMENT RATED.   |
|        | PILOT IN CO<br>FACTOR(S)<br>TERRAIN - H<br>TERRAIN - O  | MMAND - MISJUDG<br>MMAND - SPONTAN<br>IGH OBSTRUCTION<br>THER  | NEOUS-IMPROPER ACTION  | -  | ı TN                                     | B A V                               | ON TROE ATMED   |   |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   | INJURI<br>F S   | ES<br>M/N                                | FLIGHT<br>PURPOSE                             | PILOT DATA  |
|--------|--|---|---|---|--|---|---|
|        |  | AK PROVIDENCE, LA   |   | CR- 0   | 1 0                                      |   | PRIVATE, AGE 24, 600  |
|        | DEPARTURE PO<br>HENDERSON<br>TYPE OF ACCI<br>STALL   |   | NTENDED DESTINATION<br>LAK PROVIDENCE,LA  |   |  | F OPERATION<br>IGHT OTHER                     | NATED.  |
|        | FACTOR(S)  | OMMAND - FAILED 1   | O OBTAIN/MAINTAIN FL  |   |  | ET  |   |
|        |  |   | N SHARP TURN WHILE S  |   |  | AC I  |   |
| 3-3599 | 11/30/72 N<br>TIME - 1412  | IEW ORLEANS, LA   | CESSNA 150F<br>N6958F<br>DAMAGE-DESTROYED   | CR- 1<br>PX- 0  | 0 0<br>0 1                               | INSTRUCTIONAL<br>DUAL                         | COMMERCIAL, FL.INSTR.,<br>AGE 25, 318 TOTAL HOURS,<br>212 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | DEPARTURE PO<br>NEW ORLEAN<br>TYPE OF ACCI   | IS, LA  | NTENDED DESTINATION LOCAL   |   | TAKE                                     | OF OPERATION<br>OFF INITIAL CLIMB<br>NG OTHER | HENT KATED.   |
|        | POWERPLANT MISCELLANE PILOT IN C PILOT IN C MISCELLANE FACTOR(S) PILOT IN C MISCELLANE MISCELLANE PARTIAL POWE | - MAINTENANCE, SEF - IGNITION SYSTI OUS ACTS, CONDITIO OMMAND - FAILED OUS ACTS, CONDITIO OMMAND - INADEQUA OUS ACTS, CONDITIO | M IGNITION HARNESS, INS - GROUNDED TO FOLLOW APPROVED PRI TO OBTAIN/MAINTAIN FL INS - IMPROPER EMERGE TO PREFLIGHT PREPARA INS - IMPROPERLY LOAD INS - AIRCRAFT CAME TO LOSS OF POWER - 1 EN. | SHIELDING DCEDURES,D YING SPEED NCY PROCED TION AND/O ED AIRCRAF O REST IN GINE | IRECT<br>URES<br>R PLA<br>T-WEI<br>WATER | NNING<br>GHT-AND/OR C.G.                      |   |

. 1194 ! 186

| FILE   | DATE LOCATION  | AIRCRAFT DATA  | INJURIES 'F S M/N                    | FLIGHT<br>PURPOSE  | PILOT DATA   |
|--------|--|--|--------------------------------------|--|--|
|        | 7/5/72 FAYETTE, ME TIME - 1245  NAME OF AIRPORT - BROMLEY DEPARTURE POINT FAYETTE, ME TYPE OF ACCIDENT | CESSNA 205<br>N100QP<br>DAMAGE-SUBSTANTIAL   | CR- 0 0 1<br>PX- 0 0 0               | NONCOMMERCIAL  | PRIVATE, AGE 41, 350 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED.        |
|        | HARD LANDING<br>GEAR COLLAPSED   |  | LANDI                                | NG LEVEL OFF/TOUCHDOWN   |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPR FACTOR(S) MISCELLANEOUS ACTS, COND                           | COPER LEVEL OFF<br>DITIONS - OVERLOAD FAILURE  | ₫                                    |  |  |
| 3-2832 | 7/18/72 MONTICELLO,ME<br>TIME - 0920   | PIPER PA-28<br>N9430J<br>DAMAGE-SUBSTANTIAL  | PX- 0 0 3                            | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                                  | PRIVATE, AGE 44, 227<br>TOTAL HOURS, 130 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE POINT WATERVILLE,ME TYPE OF ACCIDENT UNDERSHOOT STALL  | INTENDED DESTINATION<br>HOULTON, ME  | LAST EN<br>MONTI<br>PHASE O<br>LANDI | ROUTE STOP<br>CELLO:ME<br>F OPERATION<br>NG FINAL APPROACH<br>NG GO-AROUND | nor instruction water  |
|        | PILOT IN COMMAND - DELA  | UDGED DISTANCE AND ALTITUITYED IN INITIATING GO-ARQUED TO BOTAIN/MAINTAIN FLY, BOUNCED SHORT, ADDED PWR. | JND<br>YING SPEED                    |  |  |
| 3-2949 | 8/13/72 TENANTS HARBOR<br>TIME - 1715  | NATTO PIPER PA-22<br>NATTOZ<br>DAMAGE-SUBSTANTIAL  |                                      | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                                  | PRIVATE, AGE 46, 200 TOTAL HOURS, ALL. IN TYPE, NOT INSTRUMENT RATED.      |
|        | DEPARTURE POINT<br>ROCKLAND ME<br>TYPE OF ACCIDENT<br>COLLIDED WITH TREES                              | INTENDED DESTINATION LOCAL   |                                      | F OPERATION<br>IGHT LOW PASS   | KATEU.   |
|        | FACTOR(S) MISCELLANEOUS ACTS, COND   | ED TO SEE AND AVOID OBJEC<br>DITIONS — UNWARRANTED LOW<br>RTED ATTENTION FROM OPERA                      | FLYING                               |  |  |

| FILE   | DATE LOC  | ATION AIRC  | RAFT DATA                                       | IN.                  | JUR<br>=  | IES<br>S M      | /N                  | FLIGHT<br>PURPOSE   | . PILOT DATA   |
|--------|---|---|---|----------------------|-----------|-----------------|---------------------|---|--|
| 3-3320 | 8/26/72 THOMAST<br>TIME - 1335  | DN, ME CESSNA<br>N4874D<br>DAMAGE   | 182A<br>-DESTROYED                              | CR-<br>PX-           | 0         | 0               | 1 4                 | COMMERCIAL<br>AIR TAXI-PASSG                              | COMMERCIAL, AGE 38,<br>10000 TOTAL HOURS, 3300 I<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | NAME OF AIRPORT - DEPARTURE POINT THOMASTON, ME TYPE OF ACCIDENT ENGINE FAILURE O COLLIDED WITH O | THOMASTON<br>INTENDED<br>MATINI<br>R MALFUNCTION<br>BJECT                             | DESTINATION<br>CUS,ME                           |                      | Р         | HAS<br>TA<br>LA | E OI<br>KEO<br>NDII | F OPERATION<br>FF INITIAL CLIMB<br>NG ROLL                |  |
|        | AIRPORTS/AIRWAYS<br>PARTIAL POWER LOSS<br>EMERGENCY CIRCUMST<br>FIRE AFTER IMPACT                 | CELLANEOUS POWERPL<br>/FACILITIES - AIRPO<br>- PARTIAL LOSS OF<br>ANCES - FORCED LAND | RT CONDITIONS<br>POWER - 1 ENG<br>ING ON AIRPOR | OTHI<br>INE<br>T/SEA | ER<br>PLA | NE              | BAS                 | E/HELIPT.   |  |
|        | REMARKS- INTMT PWR  | SURGES, RETD TO FLD   | , LNDD ACROSS                                   | RWY.H                | ΙT        | TRA             | сто                 | R/HAY RAKE.ACFT DES                                       | TROYED BY FIRE.  |
| 3-3325 | NAME OF AIRPORT -<br>DEPARTURE POINT  | DAMAGE<br>GREGNON PRIVATE<br>- INTENDED   | -SUBSTANTIAL                                    | CR-<br>PX-           | 0         | 1               | 0                   | INSTRUCTIONAL<br>TRAINING                                 | STUDENT, AGE 47, 115<br>TOTAL HOURS, 13 IN TYPE,<br>NOT INSTRUMENT RATED.          |
|        | PITTSFIELD,ME<br>TYPE OF ACCIDENT<br>STALL MUSH<br>COLLIDED WITH T                                | LOCAL   |   |                      |           | LΑ              | ND I                | F OPERATION<br>NG TRAFFIC PATTERN-<br>NG TRAFFIC PATTERN- |  |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND   | - FAILED TO OBTAIN  | I/MAINTAIN FLY                                  | ING S                | PEE       | D               |                     |   |  |
| 3-3568 | 9/13/72 SKINNER<br>TIME - 1400  |   |   | CR-<br>PX-           | 0         | 0               | 1 3                 | NONCOMMERCIAL<br>PLEASURE/PERSONAL                        |  |
|        | DEPARTURE POINT<br>SKINNER, ME<br>TYPE OF ACCIDENT<br>COLLIDED WITH T                             | I NTENDED<br>JACKMS   | -DESTROYED<br>DESTINATION<br>N,ME               |                      |           |                 |                     | F OPERATION<br>FF INITIAL CLIMB                           | NOT INSTRUMENT RATED.  |
|        | FACTOR(S)  TERRAIN - OTHER FIRE AFTER IMPACT  | - MISJUDGED DISTAN  |   |                      | R C       | LEA             | R AN                | CE  |  |

| FILE            | DATE                            | LOCATION                               | AIRCRAFT DATA   | INJURIES<br>F S M/N      | FLIGHT<br>PURPOSE                         | PILOT DATA  |  |  |  |
|-----------------|---------------------------------|--|---|--------------------------|---|---|--|--|--|
| 3 <b>-</b> 2992 | 9/27/72<br>TIME - 0620          | READFIELD, ME                          | BELL H-13G<br>N64816<br>DAMAGE-SUBSTANTIAI                                | CR- 1 0 0<br>PX- 0 0 0   | MISCELLANEOUS<br>OTHER PUBLIC             | ČOMMERCIAL, AGE 41, 9693<br>TOTAL HOURS, 63 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |
|                 | DEPARTURE F<br>READFIELD        | POINT                                  | INTENDED DESTINATION<br>UNKNOWN/NOT REPORT                                | En                       |   |   |  |  |  |
|                 | TYPE OF ACC                     |  | ONKNOWN NOT REPORT  |                          | OPERATION                                 |   |  |  |  |
|                 | ENGINE F                        | AILURE OR MALFUNC<br>I WITH GROUND/WAT |   |                          | IGHT NORMAL CRUISE<br>IG POWER-OFF AUTOR( | DTATIVE LANDING   |  |  |  |
|                 | PROBABLE CA                     |  | ER OPERATION OF POWER   | PLANT & POWERPLAN        | NT CONTROLS                               |   |  |  |  |
|                 | MISCELLAN                       | EOUS ACTS, CONDIT                      | IONS - ANTI-ICING/DEIG<br>IONS - ICE-CARBURETOR<br>JCIVE TO CARB./INDUCT: |                          | IPROPER OPERATION OF                      | -/OR FAILED TO USE  |  |  |  |
|                 | FACTOR(S)                       |  | IONS - AIRCRAFT CAME  |                          |   |   |  |  |  |
|                 | COMPLETE PO                     |  | ETE ENGINE FAILURE/FLA  |                          |   |   |  |  |  |
|                 | WEATHER FOR                     | RECAST - FORECAST                      | SUBSTANTIALLY CORRECT<br>DRCED LANDING OFF AIR                            |                          |   |   |  |  |  |
|                 | SKY CONDITI                     | ON<br>IOT REPORTED                     |   | CEILING AT ACCIDENT SITE |   |   |  |  |  |
|                 |                                 | AT ACCIDENT SITE                       |   |                          | TATION AT ACCIDENT                        | SITE  |  |  |  |
|                 | OBSTRUCTION                     | IS TO VISION AT A                      | CCIDENT SITE  | TEMPERAT                 | TURE-F                                    |   |  |  |  |
|                 | GROUND FO<br>WIND DIRECT<br>270 | IG<br>ION-DEGREES                      |   | 70<br>WIND VE<br>10      | OCITY-KNOTS                               |   |  |  |  |
|                 |                                 | THER CONDITIONS                        |   |                          | FLIGHT PLAN                               |   |  |  |  |
|                 | REMARKS- CF                     | ASHED IN LAKE AN                       | ) SANK. PLT DROWNED.  |                          |   |   |  |  |  |
| 3-2751          | 10/14/72<br>TIME - 0945         | EAST CORINTH, ME                       | N4694J  |                          | NONCOMMERCIAL<br>BUSINESS                 | PRIVATE, AGE 52, UNK/NR<br>TOTAL HOURS, 750 IN TYPE,                          |  |  |  |
|                 | NAME OF AIR                     | PORT - PRIVATE                         | DAMAGE-SUBSTANTIA   | L                        |   | NOT INSTRUMENT RATED.   |  |  |  |
|                 |                                 |  | INTENDED DESTINATION<br>EAST CORINTH, ME                                  |                          |   |   |  |  |  |
|                 | TYPE OF ACC                     | IDENT<br>WITH DITCHES                  |   | PHASE OF<br>LANDIN       | F OPERATION<br>IG ROLL                    |   |  |  |  |
|                 | PILOT IN                        | COMMAND - INADEQ                       | JATE PREFLIGHT PREPARA<br>ED UNSUITABLE TERRAIN                           | ATION AND/OR PLAN        | IN ING                                    |   |  |  |  |
|                 | FACTOR(S)                       | 'ATRWAYS/EACT! ITT                     | ES - AIRPORT CONDITION  | NC DOODLY MAINT          | THEN DUNKAY SUDEACE                       | =   |  |  |  |

| FILE   | DATE LOCAT   | ION AIRCRAFT DATA   | INJURIES<br>F S M/N                                     | FLIGHT<br>PURPOSE  | PILOT DATA  |
|--------|--|---|---|--|---|
| 3-3009 | 10/26/72 PITTSFIEL<br>TIME - 1400<br>NAME OF AIRPORT - P   | .D,ME PIPER PA-30<br>N7283Y<br>DAMAGE-SUBSTANTIA  | CR- 0 0 1<br>PX- 0 0 0                                  | NONCOMMERCIAL<br>BUSINESS                                      | PRIVATE, AGE 47, 1097<br>TOTAL HOURS, 635 IN TYPE,<br>INSTRUMENT RATED. |
|        | BETHEL, ME<br>TYPE OF ACCIDENT<br>WHEELS-UP  | PITTSFIELD, ME  | PHASE OF  | OPERATION<br>G LEVEL OFF/TOUCHDOWN                             |   |
|        | FACTOR(S)  | - FAILED TO EXTEND LANDING GE<br>S,CONDITIONS - CHECKLIST-FAIL  |   |  |   |
| 3-2938 | TIME - 0910  | DAMA CE CLIB CTANT TA   | PX- 0 0 1   | NONCOMMERCIAL<br>BUSINESS                                      | COMMERCIAL, AGE 24, 3151 TOTAL HOURS, 15 IN TYPE, NOT INSTRUMENT RATED. |
|        | DEPARTURE POINT BRIDGTON,ME TYPE OF ACCIDENT ENGINE FAILURE OR HARD LANDING  | INTENDED DESTINATION<br>LOCAL   | PHASE OF<br>Landin                                      | F OPERATION<br>NG POWER-ON LANDING<br>NG POWER-OFF AUTOROTATIV |   |
|        | PILOT IN COMMAND -<br>MISCELLANEOUS ACTS<br>MISCELLANEOUS ACTS<br>FACTOR(S)<br>POWERPLANT - POWER<br>MISCELLANEOUS ACTS<br>COMPLETE POWER LOSS<br>EMERGENCY CIRCUMSTAN | - ATTEMPTED OPERATION W/KNOWN - MISMANAGEMENT OF FUEL S,CONDITIONS - INATTENTIVE TO S,CONDITIONS - FUEL EXHAUSTIO RPLANT-INSTRUMENTS FUEL QUAN S,CONDITIONS - ERRATIC - COMPLETE ENGINE FAILURE/FL VCES - FORCED LANDING OFF AIR ONE QUARTER FULL WHEN TANK E | FUEL SUPPLY ON ITITY GAUGE AMEDUT-1 ENGINE PORT ON LAND | EQUIPMENT  |   |
| 3-3013 | 10/27/72 NORTHEAST<br>TIME - 1300  |   | . 1   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSI                      | PRIVATE, AGE 48, 654 P TOTAL HOURS, 550 IN TYPE, NOT INSTRUMENT RATED.  |
|        | BLUE HL FIRST PND<br>TYPE OF ACCIDENT<br>STALL MUSH  | INTENDED DESTINATION  , ME MT DESERT, ME  | PHASE OF  | - OPERATION<br>IGHT NORMAL CRUISE                              |   |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - REMARKS- STALLED IN   | - FAILED TO OBTAIN/MAINTAIN F<br>TURN   | LYING SPEED   |  |   |

| FILE            | DATE   | LOCATION            | AIRCRAFT DATA   |       | F   | S M | /N   | PURPOSE                           |           | PILOT DATA   |
|-----------------|--|---------------------|---|-------|-----|-----|------|-----------------------------------|-----------|--|
| 3 <b>-</b> 3432 | 11/25/72 T   | ORT - TWICHELLS     | LUSCOMBE 8F<br>N1553B<br>DAMAGE-SUBSTANTIAL                           | CR-   | 0   | 0   | 1    | NONCOMMERCIAL                     |           | PRIVATE, AGE 46, 99 TOTAL<br>P HOURS, 42 IN TYPE, NOT<br>INSTRUMENT RATED. |
|                 | DEPARTURE PO<br>TURNER, ME<br>TYPE OF ACCI<br>GROUND-WAT | INT I               | NTENDED DESTINATION<br>LOCAL  |       | P   | LΔ  | ND I | F OPERATION<br>NG ROLL<br>NG ROLL |           |  |
|                 |  | OMMAND - FAILED T   | O MAINTAIN DIRECTIONA<br>- AIRPORT CONDITIONS                         |       | –   | _   | ROW  | S                                 |           |  |
| 3-2785          | 7/25/72 P  | PASADENA, MD        | PIPER J-2<br>N19511<br>DAMAGE-DESTROYED                               |       |     |     |      |                                   |           | PRIVATE, AGE 46, 676<br>TOTAL HOURS, 5 IN TYPE,<br>NOT INSTRUMENT RATED.   |
|                 |  | INT I<br>ID<br>DENT | NTENDED DESTINATION<br>LOCAL  |       | Р   |     |      | F OPERATION<br>FF INITIAL CLIMB   |           |  |
|                 | PILOT IN C   | OMMAND - FAILED T   | O OBTAIN/MAINTAIN FLY<br>OPERATION OF FLIGHT<br>ING PLT ADDED RIGHT R | CONTR | OLS |     | CFT  | TWO-TURN SPIN RIO                 | GHT.HIT G | <br>GRND.  |

| FILE            | DATE   | LOCATION   | AIRCRAFT DATA   | INJ!       | UR I               | ES<br>M                  | /N   | FLIGHT<br>PURPOSE  | , PILOT DATA  |
|-----------------|--|--|---|------------|--------------------|--------------------------|--|--|---|
| 3 <b>-3</b> 517 | 10/28/72<br>TIME - 214                                     | GRAYSONVILLE,MD<br>47  | BELL 206A<br>N4069G<br>DAMAGE-DESTROYED   | CR-<br>PX- | 1<br>1             | 0                        | 0 1  | MISCELLANEOUS<br>OTHER PUBLIC                              | COMMERCIAL, AGE 25, 1008<br>TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|                 |  | POINT I<br>DRE,MD<br>CCIDENT<br>DN WITH GROUND/WATER                                     | NTENDED DESTINATION<br>CAMBRIDGE, MD<br>UNCONTROLLED  |            |                    |                          |  | OPERATION<br>GHT UNCONTROLLED DESCENT                      |   |
|                 | PILOT IN<br>PILOT IN<br>FACTOR(S)<br>WEATHER<br>WEATHER BE | N COMMAND - CONTINUE N COMMAND - FAILED T N COMMAND - SPATIAL - FOG RIEFING - BRIEFED BY | D VFR FLIGHT INTO AD<br>O USE OR INCORRECTLY<br>DISORIENTATION<br>FLIGHT SERVICE PERS<br>UBSTANTIALLY CORRECT | ONNEL,     | ISC                | •E(                      | QU I PI  |  |   |
|                 | FOG  | IDENT SITE   |   | PR<br>TY   | 200<br>EC I<br>NON | )<br>[PIT.<br>NE<br>OF I | AT ACCIDENT SITE<br>ATION AT ACCIDENT SITE<br>WEATHER CONDITIONS |  |   |
|                 | NONE<br>FIRE AFTER   |  | TO KNOWN FOG COND. P  | LT TURNI   | ΕD                 | ON                       | SEA  | RCHLIGHT IN FOG.OTR PLT H                                  | AD REFUSED FLT.   |
| 3-3530          | 11/12/72<br>TIME - 16                                      | SALISBURY,MD<br>15   | SWIFT GC-1B<br>N80658<br>DAMAGE-DESTROYED   | CR-<br>PX- | 1<br>1             | 0<br>0                   | 0 1  | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                  | COMMERCIAL, AGE 49,<br>18000 TOTAL HOURS, UNK/NR<br>IN TYPE, INSTRUMENT<br>RATED. |
|                 | DEPARTURE<br>SALISBU                                       | IRPORT - SLSBRY-WYC<br>POINT I<br>RY,MD  |   |            |                    |                          |  |  |   |
|                 | STALL S<br>COLLISI   |  | UNCONTROLLED  |            |                    | IN                       | FLI  | OPERATION<br>GHT NORMAL CRUISE<br>GHT UNCONTROLLED DESCENT |   |
|                 | PILOT IN<br>FACTOR(S)<br>MISCELLA                          | N COMMAND - IMPROPER<br>N COMMAND - EXERCISE<br>ANEOUS ACTS, CONDITIO                    | OPERATION OF FLIGHT<br>D POOR JUDGMENT<br>NS - UNWARRANTED LOW<br>RCVRNG FROM A SPIN 1                        | FLYING     | _S                 |                          |  |  |   |

|        | DATE   | LOCATION  | AIRCRAFT DATA   | INJURI   | ES ·                                  | FLIGHT   |            | PILOT DATA  |  |  |  |
|--------|--|---|---|--|---------------------------------------|--|------------|---|--|--|--|
|        |  |   | CESSNA 150K   | CR- 0<br>PX- 0   | 0 2                                   |  |            | COMMERCIAL, FL.INSTR.,<br>AGE 24, 949 TOTAL HOURS,<br>767 IN TYPE, INSTRUMENT<br>RATED. |  |  |  |
|        |  | RPORT - COLLEGE PA  |   |  |                                       |  |            | RATEU 6   |  |  |  |
|        | COLLEGE  | PARK, MD  | INTENDED DESTINATION LOCAL  |  |                                       |  |            |   |  |  |  |
|        | TYPE OF AC   | CIDENT  |   |  |                                       | F OPERATION FF INITIAL CLIM  |            |   |  |  |  |
|        | ENGINE F<br>STALL  | AILURE OR MALFUNCT  | 1B<br>ACH   |  |                                       |  |            |   |  |  |  |
|        | PILOT IN<br>PILOT IN   | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL  |   |  |                                       |  |            |   |  |  |  |
|        |  |   | ONS - FUEL EXHAUSTION   | VINC CREEK   |                                       |  |            |   |  |  |  |
|        |  |   | TO OBTAIN/MAINTAIN FL<br>TE ENGINE FAILURE/FLA  |  |                                       |  |            |   |  |  |  |
|        |  |   | RCED LANDING ON AIRPO   |  |                                       |  |            |   |  |  |  |
|        | KEMAKKS- P   | IC ALLEMPTED CANDI  | NG ON TAXIWAY, ACFT ST.   | ALLED DKG  |                                       |  |            |   |  |  |  |
|        |  |   |   |  |                                       | AGO TO TAXINATO  |            |   |  |  |  |
|        |  |   |   |  |                                       | AGIT TO TAXINATO   |            |   |  |  |  |
| 3-3066 | 4/29/72  | PLYMOUTH, MASS  | PIPER PA-28R  | CR- O  | 0 1                                   | NONCOMMERCIAL  |            | PRIVATE, AGE 39, 354  |  |  |  |
| 3-3066 | 4/29/72  | PLYMOUTH, MASS  | N7530J  | CR- 0<br>PX- 0   | 0 1                                   | NONCOMMERCIAL  |            | TOTAL HOURS, 22 IN TYPE,  |  |  |  |
| 3-3066 | 4/29/72<br>TIME - 094<br>NAME OF AI  | 5<br>RPORT - PLYMOUTH   | N7530J<br>DAMAGE-SUBSTANTIAL  | CR- 0<br>PX- 0   | 0 1                                   | NONCOMMERCIAL  |            |   |  |  |  |
| 3-3066 | 4/29/72<br>TIME - 094<br>NAME OF AI<br>DEPARTURE   | 5<br>RPORT - PLYMOUTH<br>POINT  | N7530J<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION  | CR- 0<br>PX- 0   | 0 1                                   | NONCOMMERCIAL  |            | TOTAL HOURS, 22 IN TYPE,  |  |  |  |
| 3-3066 | 4/29/72<br>TIME - 094<br>NAME OF AI<br>DEPARTURE<br>PLYMOUTH   | FPORT - PLYMOUTH POINT PMASS  | N7530J<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION  | CR- 0<br>PX- 0   | 0 1<br>0 2                            | NONCOMMERCIAL<br>PLEASURE/PERSON   |            | TOTAL HOURS, 22 IN TYPE,  |  |  |  |
| 3-3066 | 4/29/72<br>TIME - 094<br>NAME OF AI<br>DEPARTURE<br>PLYMOUTH<br>TYPE OF AC   | FPORT - PLYMOUTH POINT PMASS  | N7530J<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL   | CR- 0<br>PX- 0   | 0 1<br>0 2                            | NONCOMMERCIAL  | NAL TRANSP | TOTAL HOURS, 22 IN TYPE,  |  |  |  |
| 3-3066 | 4/29/72<br>TIME - 094<br>NAME OF AI<br>DEPARTURE<br>PLYMOUTH<br>TYPE OF AC<br>ENGINE F   | FPORT - PLYMOUTH POINT MASS CIDENT  | N7530J<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL   | CR- 0<br>PX- 0   | O 1<br>O 2<br>ASE O                   | NONCOMMERCIAL<br>PLEASURE/PERSON<br>F OPERATION                          | NAL TRANSP | TOTAL HOURS, 22 IN TYPE,  |  |  |  |
| 3-3066 | 4/29/72 TIME - 094 NAME OF AI DEPARTURE PLYMOUTH TYPE OF AC ENGINE F GROUND-W  | RPORT - PLYMOUTH POINT 1, MASS CIDENT AILURE OR MALFUNCT ATER LOOP-SWERVE  AUSE(S) NT - FUEL SYSTEM   | N7530J DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL ION FUEL INJECTION SYSTEM  | CR- 0<br>PX- 0   | O 1<br>O 2<br>ASE O                   | NONCOMMERCIAL PLEASURE/PERSON F OPERATION FF INITIAL CLI                 | NAL TRANSP | TOTAL HOURS, 22 IN TYPE,  |  |  |  |
| 3-3066 | 4/29/72 TIME - 094  NAME OF AI DEPARTURE PLYMOUTH TYPE OF AC ENGINE F GROUND-W  PROBABLE C POWERPLA POWERPLA MISCELLA MISCELLA                     | RPORT - PLYMOUTH POINT 1,MASS CIDENT AILURE OR MALFUNCT ATER LOOP-SWERVE  AUSE(S) NT - FUEL SYSTEM NT - FUEL SYSTEM NEOUS ACTS, CONDITI   | N7530J DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL ION  FUEL INJECTION SYSTEM LINES AND FITTINGS ONS - DISCONNECTED ONS - FUEL STARVATION                         | CR- 0<br>PX- 0   | O 1<br>O 2<br>ASE O<br>TAKEO<br>LANDI | NONCOMMERCIAL PLEASURE/PERSON F OPERATION FF INITIAL CLIP NG ROLL        | NAL TRANSP | TOTAL HOURS, 22 IN TYPE,  |  |  |  |
| 3-3066 | 4/29/72 TIME - 094  NAME OF AI DEPARTURE PLYMOUTH TYPE OF AC ENGINE F GROUND-W  PROBABLE C POWERPLA POWERPLA MISCELLA MISCELLA MISCELLA            | RPORT - PLYMOUTH POINT 1,MASS CIDENT AILURE OR MALFUNCT ATER LOOP-SWERVE  AUSE(S) NT - FUEL SYSTEM NEOUS ACTS, CONDITI NEOUS ACTS, CONDITI  | N7530J DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL  ION  FUEL INJECTION SYSTEM LINES AND FITTINGS ONS - DISCONNECTED  | CR- 0<br>PX- 0<br>PH   | O 1<br>O 2<br>ASE O<br>TAKEO<br>LANDI | NONCOMMERCIAL PLEASURE/PERSON F OPERATION FF INITIAL CLIP NG ROLL        | NAL TRANSP | TOTAL HOURS, 22 IN TYPE,  |  |  |  |
| 3-3066 | 4/29/72 TIME - 094  NAME OF AI DEPARTURE PLYMOUTH TYPE OF AC ENGINE F GROUND-W  PROBABLE C POWERPLA MISCELLA MISCELLA MISCELLA MISCELLA COMPLETE F | RPORT - PLYMOUTH POINT 1,MASS CIDENT AILURE OR MALFUNCT ATER LOOP-SWERVE  AUSE(S) NT - FUEL SYSTEM NT - FUEL SYSTEM NEOUS ACTS, CONDITI NEOUS ACTS, CONDITI NEOUS - EVASIVE MACOWER LOSS - COMPLE | N7530J DAMAGE-SUBSTANTIAL  INTENDED DESTINATION LOCAL  ION  FUEL INJECTION SYSTEM LINES AND FITTINGS ONS - DISCONNECTED ONS - FUEL STARVATION ONS - INTENTIONAL GRO | CR- 0<br>PX- 0<br>PH<br>PH<br>UND-WATER-<br>SION<br>MEOUT-1 EN | O 1 O 2 ASE OTAKEOLANDI               | NONCOMMERCIAL PLEASURE/PERSON F OPERATION FF INITIAL CLIP NG ROLL SWERVE | NAL TRANSP | TOTAL HOURS, 22 IN TYPE,  |  |  |  |

| FILE            | DATE  | LOCATION                             | AIRCRAFT DATA                               | . I         | NJUR<br>F    | SIES                                   | 5<br>1/N        | FLIGHT<br>PURPOSE                            | PILOT DATA   |
|-----------------|---|--------------------------------------|---|-------------|--------------|--|-----------------|--|--|
| 3 <b>-</b> 3415 |   | FALMOUTH MASS 30                     | PIPER PA-12<br>N2468M<br>DAMAGE-SUBSTANTIAL | CR-         | 0            | 0                                      | 1               | NONCOMMERCIAL                                | COMMERCIAL, AGE 24, 579<br>NSP TOTAL HOURS, 53 IN TYPE,<br>NOT INSTRUMENT RATED. |
|                 | TYPE OF AC  | CCIDENT                              | INTENDED DESTINATION<br>LOCAL               |             | Р            | L                                      | AND I           | F OPERATION<br>NG· FINAL APPROACH<br>NG ROLL |  |
|                 | FACTOR(S)   |                                      | GED DISTANCE, SPEED, AND                    | ALTI        | TUDE         | •                                      |                 |  |  |
| 3-2779          | 11ME - 132  | CHATHAM, MASS<br>20                  | N16007<br>DAMAGE-SUBSTANTIAL                |             | 0            | 0                                      | 1<br>0          | INSTRUCTIONAL<br>SOLO                        | STUDENT, AGE 24, 41 TOTAL<br>HOURS, 20 IN TYPE, NOT<br>INSTRUMENT RATED.         |
|                 | DEPARTURE   | DEPARTURE POINT INTENDED DESTINATION |   |             |              |  |                 |  | 1  |
|                 | HYANNIS, MASS CHATHAM, MASS  TYPE OF ACCIDENT PHASE OF OPERATION  ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE NOSE OVER/DOWN LANDING ROLL |                                      |   |             |              |  |                 |  |  |
|                 |   | NG E<br>IN SY<br>IEOUT               | QUIP<br>STEM<br>-1 E                        | MEN<br>I IC | NT-I<br>CING | NT CONTROLS<br>MPROPER OPERATION OF/OF | R FAILED TO USE |  |  |
|                 | SKY CONDIT  | TION<br>/NOT REPORTED                |   |             | c            |  |                 | AT ACCIDENT SITE                             |  |
|                 |   | Y AT ACCIDENT SITE                   |   |             | P            | REC                                    |                 | TATION AT ACCIDENT SITE                      | E  |
|                 | OBSTRUCTIO  | ONS TO VISION AT A                   | CCIDENT SITE                                |             |              | EM                                     | PERA            | TURE-F                                       |  |
|                 | NONE WIND DIRECTION-DEGREES   |                                      |   |             |              | IN                                     |                 | LOCITY-KNOTS                                 |  |
|                 | 40<br>TYPE OF WE<br>VFR   |                                      |   | Т           |              |  | FLIGHT PLAN     |  |  |
|                 | REMARKS-  | ACFT WHEEL HIT RUT                   | •   |             |              |  |                 |  |  |

| FILE   | DATE LOCATION   | AIRCRAFT DATA                                  | INJURIES<br>F S M/N    | FLIGHT<br>PURPOSE                                | PILOT DATA   |
|--------|---|--|------------------------|--|--|
| 3-2808 | 7/30/72 NORWOOD, MASS<br>TIME - 1300  | CESSNA 150<br>N5907G<br>DAMAGE-SUBSTANTIAL     | CR- 0 0 1<br>PX- 0 0 0 | INSTRUCTIONAL<br>SOLO                            | STUDENT, AGE 37, 80 TOTAL<br>HOURS, 50 IN TYPE, NOT<br>INSTRUMENT RATED.         |
|        | NAME OF AIRPORT - NORWOOD<br>DEPARTURE POINT<br>CONCORD,NH<br>TYPE OF ACCIDENT<br>HARD LANDING<br>NOSE OVER/DOWN        | INTENDED DESTINATION<br>LOCAL                  | LANDI                  | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG ROLL |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPRO PILOT IN COMMAND - IMPRO FACTOR(S)   | PER RECOVERY FROM BOUNCE                       | ED LANDING             |  |  |
|        | PILOT IN COMMAND - BECAM<br>EMERGENCY CIRCUMSTANCES -<br>REMARKS- PLT,UN TO DETERMI                                     | PRECAUTIONARY LANDING OF                       |                        | •  |  |
| 3-3179 | 8/23/72 HOPEDALE, MASS<br>TIME - 1415   | AMER AVCO AA-1<br>N9413L<br>DAMAGE-SUBSTANTIAL | CR- 0 0 1<br>PX- 0 0 0 | NONCOMMERCIAL<br>PRACTICE                        | STUDENT, AGE UNK/NR, 50<br>TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | NAME OF AIRPORT - S DEPARTURE POINT HOPEDALE, MASS TYPE OF ACCIDENT COLLIDED WITH TREES                                 | INTENDED DESTINATION LOCAL                     |                        | F OPERATION<br>NG GO-AROUND                      |  |
| -      | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPRO PILOT IN COMMAND - FAILE PILOT IN COMMAND - MISJU                            | D TO MAINTAIN DIRECTIONA                       |                        |  |  |
| 3-3390 | 9/8/72 DAK BLUFFS, MASS<br>TIME - 1135  | CESSNA 177<br>N34201<br>DAMAGE-SUBSTANTIAL     |                        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP        | PRIVATE, AGE 50, 151 TOTAL HOURS, 91 IN TYPE, NOT INSTRUMENT RATED.              |
|        | NAME OF AIRPORT - OAK BLUF<br>DEPARTURE POINT<br>NEW BEDFORD, MASS<br>TYPE OF ACCIDENT<br>COLLIDED WITH TREES           |  |                        | F OPERÁTION<br>NG GO-AROUND                      | NOT INSTRUMENT RATED.  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJU PILOT IN COMMAND - IMPRO PILOT IN COMMAND - DELAY REMARKS- UNSUCCESSFULL LAN | PER LEVEL OFF<br>ED IN INITIATING GO-AROU      | IND                    | TREES ON GO-AROUND                               |  |

| FILE   |  | LOCATION                                 | AIRCRAFT DATA   |                   | F                 | S M   | /N                     | FLIGHT<br>PURPOSE   | PILOT DATA  |
|--------|--|--|---|-------------------|-------------------|---|------------------------|---|---|
|        |  | FALMOUTH, MASS                           |   | CR-<br>PX-        |                   |   |                        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                       | COMMERCIAL, AGE 51, 755 TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED.     |
|        |  | CCIDENT<br>NDING                         |   |                   | Р                 | LA  | ND I                   | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG LEVEL OFF/TOUCHDOWN | NOT INSTRUMENT RATED.   |
|        | PILOT IN<br>FACTOR(S)  | N COMMAND - IMPROF<br>N COMMAND - IMPROF | PER RECOVERY FROM BOUNCE                                      | ED LAN            | DIN               | ıG  |                        | ·   |   |
|        |  | Y AT ACCIDENT SITE                       | <b></b>   |                   |                   | UN  | L I M<br>I P I         | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDENT SITE             |   |
|        | 5 OR OVI<br>OBSTRUCTION<br>NONE<br>TYPE OF FE                        | ONS TO VISION AT A                       | ACCIDENT SITE   |                   |                   | NO<br>YPE<br>VF   | OF                     | WEATHER CONDITIONS  | ,   |
| 3-3494 | TIME - 085   |  | AMER AVCO AA-1A<br>N7255L<br>DAMAGE-MINOR                     | CR-<br>PX-<br>OT- | 0                 | 0   | 0 .                    | INSTRUCTIONAL<br>TRAINING                                       | STUDENT, AGE 18, 18 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | NAME OF ALL<br>DEPARTURE<br>TEWKSBUI<br>TYPE OF AC                   | RY,MASS                                  | INTENDED DESTINATION LOCAL                                    |                   | F                 | PHAS  | E O                    | F OPERATION   |   |
| •      | PROBABLE (   | N COMMAND - FAILE                        | BOTH IN FLIGHT  TO SEE AND AVOID OTHES S-PERSONNEL PILOT OF O |                   |                   | =T  |                        | NG LEVEL OFF/TOUCHDOWN  |   |
|        | SPECIAL DO<br>SEGMENT:<br>CONTROLI<br>TRAFFIC<br>CONTROL<br>ANTI-COI | NOWN                                     | F<br>(  | CONT              | R C<br>ROL<br>IVE | AV. TL/SURVEILLANCE - RADAR S LED/UNCONTROLLED AIRPORT ACTION TAKEN - NO IGHTLY ABOVE.NEITHER PLT | - UNCONTROLLED AIRPORT |   |   |

| FILE   | DÄTE  | LOCATION  | AIRCRAFT DATA  | INJU<br>F               | RIES<br>S N          | 5<br>1/N             | FLIGHT<br>PURPOSE   | PILOT DATA  |
|--------|---|---|--|-------------------------|----------------------|----------------------|---|---|
| 3-3494 | 11/19/72<br>TIME - 085<br>NAME OF AI<br>DEPARTURE<br>TEWKSBUR | TEWKSBURY, MASS  1  RPORT - TEWMAC POINT Y, MASS  | CESSNA 172E  | CR- 0<br>PX- 0<br>OT- 0 | 1<br>0<br>0<br>LAS   | 0<br>0<br>1<br>EN    | INSTRUCTIONAL TRAINING  ROUTE STOP ENCE, MASS                           | STUDENT, AGE 52, 474 TOTAL HOURS, 194 IN TYPE NOT INSTRUMENT RATED.       |
|        |   | COMMAND - FAILE   | O TO SEE AND AVOID OTHER<br>S-PERSONNEL PILOT OF OT    |                         |                      |                      |   |   |
|        | CONTROLL<br>TRAFFIC<br>CONTROL<br>ANTI-COL                    | OF AVIATION INVO<br>ING AGENCY - NO O<br>ADVISORY ISSUED -<br>ZONE/AREA - NO<br>LISION LIGHTS - 1 |  | IOWN                    | RADA<br>CONT<br>EVAS | AR C<br>TROL<br>SIVE | TL/SURVEILLANCE - RADAR<br>LED/UNCONTROLLED AIRPOR<br>ACTION TAKEN - NO | T - UNCONTROLLED AIRPORT  |
| 3-3445 | TIME - 160<br>NAME OF AI<br>DEPARTURE                         | O<br>RPORT - OXFORD   | N613FL DAMAGE-SUBSTANTIAL INTENDED DESTINATION         |                         |                      |                      |   | STUDENT, AGE 24, 17 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | TYPE OF ACC   | CIDENT  |  |                         | L                    | ND I                 | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG ROLL                        |   |
|        | TERRAIN .   | COMMAND - MISJUC<br>- HIGH VEGETATION   | GED DISTANCE AND SPEED<br>I<br>NABLE TO STOP, OVERSHOT | END OF                  | RUNI                 | 1AY-                 | PAST ROAD, COLLIDED WITH  | BUSHES, SUB DAMAGE.   |

|        |  |  | BKIEFS   | OF ACCIDENTS              |  |  |
|--------|--|--|--|---------------------------|--|--|
| FILE   | DATE   | LOCATION   | AIRCRAFT DATA                                    | ·INJURIES<br>F S M/N      | PURPOSE  | PILOT DATA   |
|        | 12/18/72<br>TIME - 155                         | TURNER FALLS, MASS   | CESSNA 170<br>N2587V<br>DAMAGE-SUBSTANTIAL       |                           | NONCOMMERCIAL  | COMMERCIAL, FL.INSTR., P AGE 38, 564 TOTAL HOURS, IN TYPE, NOT INSTRUMENT RATED. |
|        | DEPARTURE<br>WESTFIE<br>TYPE OF AC<br>GROUND-W | RPORT - TURNERS FAL POINT I ELD, MASS CIDENT ATER LOOP-SWERVE WITH DITCHES |  | L AND.                    | OF OPERATION<br>ING ROLL<br>ING ROLL                             |  |
|        | FACTOR(S)                                      |  | O MAINTAIN DIRECTIONA                            | L CONTROL                 |  |  |
|        |  | NOT REPORTED AT ACCIDENT SITE  |  | 4000                      | G AT ACCIDENT SITE   | · ·  |
| •      | OBSTRUCTION NONE                               | ONS TO VISION AT ACC   | IDENT SITE                                       | RELATIV<br>RIGH<br>WIND V | VE BEARING OF WIND<br>T CROSS WIND 068-112 DEGR<br>ELOCITY-KNOTS | EES  |
|        | 270<br>TYPE OF WE<br>VFR                       | ATHER CONDITIONS   |  | 15<br>TYPE OF<br>NONE     | F FLIGHT PLAN  |  |
|        |  |  |  |                           |  | •  |
| 3-3451 | 12/19/72<br>TIME - 160                         | E.FALMOUTH, MASS   | TAYLORCRAFT BL1265<br>N34035<br>DAMAGE-DESTROYED |                           |  | COMMERCIAL, AGE 32, 642 P TOTAL HOURS, 70 IN TYPE, NOT INSTRUMENT RATED.         |
|        | DEPARTURE                                      |  | NTENDED DESTINATION                              |                           |  |  |
|        |  | CCIDENT<br>FAILURE OR MALFUNCTI<br>WITH TREES                              | ON-  | TAKE                      | OF OPERATION<br>DFF INITIAL CLIMB<br>ING ROLL                    |  |
|        | WEATHER<br>MISCELLA<br>MISCELLA                | OCOMMAND - IMPROPER - CONDITIONS CONDUCTIONS CONDUCTIONS ACTS, CONDITIONS  | NS - ICE-CARBURETOR                              | N SYSTEM ICIN             |  | FAILED TO USE  |
|        |  |  | E ENGINE FAILURE/FLAM<br>CED LANDING ON AIRPOR   |                           | SE/HELIPT.   |  |
|        | SKY CONDIT                                     |  |  | CEILING<br>3200           | G AT ACCIDENT SITE   |  |
|        | 5 OR OVE                                       |  | IDENT CLTS                                       | NONE                      | ITATION AT ACCIDENT SITE   |  |
|        | NONE   | ONS TO VISION AT ACC   | IDENI SITE                                       | TEMPERA<br>39<br>TYPE OA  | ATURE-F<br>- FLIGHT PLAN   | <del>.</del>   |
|        | VFR  |  |  | NONE                      | . e.e r ten  |  |

| FILE  | DATE  | LOCATION                | AIRCRAFT DATA                                | I NJUF<br>F    | RIES<br>S M/N         | FLIGHT<br>PURPOSE                            | PILOT DATA  |
|-------|---|-------------------------|--|----------------|-----------------------|--|---|
|       |   |                         | ENSTROM F-28A<br>N4879<br>DAMAGE-SUBSTANTIAL |                |                       | INSTRUCTIONAL DUAL                           | COMMERCIAL, FL.INSTR.,<br>AGE 26, 1920 TOTAL HOURS<br>90 IN TYPE, INSTRUMENT<br>RATED.    |
|       | DEPARTURE F   | D,MASS<br>IDENT         | INTENDED DESTINATION<br>LOCAL                | į              |                       | OF OPERATION<br>DING POWER-OFF AUTOROT       | ATIVE LANDING   |
|       | PROBABLE CA<br>PILOT IN<br>FACTOR(S)<br>AIRPORTS/<br>MISCELLAN<br>MISCELLAN<br>REMARKS- IF                            |                         |  |                |                       |  |   |
| -2818 | 2/16/72<br>TIME - 0255  |                         | BEECH D18S<br>N80398<br>DAMAGE-DESTROYED     | CR- 1<br>PX- 1 | 0 (                   | COMMERCIAL AIR TAXI-CARGO S-D                | AIRLINE TRANSPORT, AGE<br>41, 6566 TOTAL HOURS,<br>UNK/NR IN TYPE, INSTRU-<br>MENT RATED. |
|       | NAME OF AIR<br>DEPARTURE F<br>CHICAGO<br>TYPE OF ACC<br>ENGINE FA<br>STALL  |                         |  |                |                       |  |   |
|       | PROBABLE C/<br>POWERPLAN<br>PILOT IN<br>PILOT IN<br>FACTOR(S)<br>MISCELLAN<br>WEATHER -<br>PARTIAL POW<br>WEATHER BR. |                         |  |                |                       |  |   |
|       | SKY CONDITE SCATTERED VISIBILITY  |                         |  |                | 280                   | NG AT ACCIDENT SITE  PITATION AT ACCIDENT SI | TE  |
|       | 5 OR OVER<br>OBSTRUCTION<br>NONE<br>WIND VELOC:   | R<br>NS TO VISION AT AC | CCIDENT SITE                                 | ,              | NONE<br>WIND (<br>250 |  |   |
|       | 5<br>TYPE OF FLI<br>IFR   |                         |  |                |                       |  |   |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | INJ<br>F | URIES<br>S M                   | /N ·                         | FLIGHT<br>PURPOSE   | PILOT DATA   |
|--------|--|--|---|----------|--------------------------------|------------------------------|---|--|
| 3-2819 | 3/1/72<br>TIME - 0713<br>DEPARTURE F<br>UTICA,MI<br>TYPE OF ACC<br>COLLIDED                  | PRIVATE, AGE 41, 182<br>TOTAL HOURS, 46 IN TYPE,<br>NOT INSTRUMENT RATED.              |   |          |                                |                              |   |  |
|        | FACTOR(S) WEATHER - WEATHER - WEATHER - TERRAIN - WEATHER BRI                                | COMMAND - CONTINUED  LOW CEILING  RAIN  FOG  HIGH OBSTRUCTIONS  EFING - BRIEFED BY     | VFR FLIGHT INTO AD<br>FLIGHT SERVICE PERSO<br>BSTANTIALLY CORRECT |          |                                |                              | ONDITIONS   |  |
|        | VISIBILITY 1/2 MILE OBSTRUCTION FOG TYPE OF FLI NONE   | OT REPORTED AT ACCIDENT SITE OR LESS IS TO VISION AT ACCI                              |   | OF MICR  | 20<br>PREC<br>DR<br>TYPE<br>IF | O<br>IPIT<br>IZZL<br>OF<br>R | AT ACCIDENT SITE  ATION AT ACCIDENT SITE  E WEATHER CONDITIONS  OR THAT WAS PROPERLY LT |  |
| 3-3291 | DEPARTURE F YPSILANT TYPE OF ACC COLLISION PROBABLE CA PILOT IN PILOT IN PERSONNEL FACTOR(S) | OOINT IN I,MICH IDENT I WITH GROUND/WATER USE(S) COMMAND - CONTINUEC COMMAND - SPATIAL | VFR FLIGHT INTO AD  | √ERSE W  | LAST<br>L<br>PHAS<br>IN        | ENF<br>ANSI<br>E OF<br>FLI   | ROUTE STOP NG,MICH : OPERATION GHT UNCONTROLLED DESC                                    | STUDENT, AGE 33, 55 TOTA<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | WEATHER -<br>WEATHER BRI<br>WEATHER FOR<br>SKY CONDITION                                     | - SNOW<br>EFING - OTHER<br>ECCAST - FORECAST SU<br>ON<br>ON<br>AT ACCIDENT SITE        | BSTANTIALLY CORRECT   |          | 10                             | 0<br>IPI1                    | AT ACCIDENT SITE  ATION AT ACCIDENT SITE WEATHER CONDITIONS                             | <b>≡</b>   |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | F              | 'S M | /N  | FLIGHT<br>PURPOSE                           | PILOT DATA  |
|--------|---|--|---|----------------|------|-----|---|---|
|        |   | FREELAND, MICH   | BEECH DIB   | CR- 0<br>PX- 0 | 0    | 1   | COMMERCIAL                                  | ATR,FLIGHT INSTR., AGE<br>39, 4295 TOTAL HOURS, 39<br>IN TYPE, INSTRUMENT<br>RATED. |
|        | DEPARTURE<br>CHICAG<br>TYPE OF A                        | O,ILL  | INTENDED DESTINATION FREELAND, MICH                                 |                |      | _   | F OPERATION FROM LANDING                    |   |
|        | PILOT I<br>FACTOR(S)                                    | N COMMAND - EXERCIS<br>N COMMAND - FAILED                          | SED POOR JUDGMENT<br>TO USE OR INCORRECTLY<br>ISORY PERSONNEL FAILU |                |      |     | 4   |   |
|        |   |  | ES - AIRPORT CONDITIONS<br>FAILED TO USE TAXI L                     |                | WARN | ING | DEVICES TO MARK EDGE OF                     | HARD SURFACED RAMP  |
| 3-2886 | 5/13/72<br>TIME - 16                                    | METAMORA,MICH  | CESSNA A150<br>N8441M<br>DAMAGE-DESTROYED                           | CR- 1<br>PX- 1 | 0    | 0   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS    | PRIVATE, AGE 27, 113 P TOTAL HOURS, 16 IN TYPE, NOT INSTRUMENT RATED.               |
|        | DEPARTURE   | C,MICH<br>CCIDENT  |   |                |      |     | F OPERATION<br>IGHT ACROBATICS              |   |
|        | PILOT I   | N COMMAND - EXERCIS<br>N COMMAND - IMPROPE<br>ANEOUS ACTS, CONDITI | ED POOR JUDGMENT<br>ER OPERATION OF FLIGHT<br>ONS - UNWARRANTED LOW |                | S    |     |   |   |
|        | MISCELL   | ANEOUS ACTS, CONDITI   | ONS - IMPROPERLY LOAD!<br>OW ACROBATIC MANEUVER                     |                |      |     | GHT-AND/OR C.G.<br>OVER MAX GROSS WT ON DEP | •   |
| 3-3069 | 6/3/72<br>TIME - 18                                     |  | CESSNA 150G<br>N3971J<br>DAMAGE-SUBSTANTIAL                         | PX- 0          |      |     |   | STUDENT, AGE 39, 70 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.           |
|        | NAME OF A<br>DEPARTURE<br>OXFORD,<br>TYPE OF A<br>STALL | MICH<br>CCIDENT  |   |                |      |     | F OPERATION<br>FF INITIAL CLIMB             |   |
|        | FACTOR(S)<br>TERRÁIN                                    | N COMMAND - FAILED   |   | ING SPE        | ED   |     |   |   |

|        | DATE   | LOCATION   | AIRCRAFT DATA   | 1            | NJ<br>F | UR I    | ES<br>M                     | /N                | FLIGHT<br>PURPOSE  | PILOT DATA  |
|--------|--|--|---|--------------|---------|---------|-----------------------------|-------------------|--|---|
| 3-3417 | 6/27/72<br>TIME - 075<br>NAME OF AI<br>DEPARTURE<br>PETERSBU<br>TYPE OF AC<br>OVERSHOO | PETERSBURG MICH  OF THE PERSON | CESSNA 150<br>N14910<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>HORVATH STRIP | CR-<br>PX-   | •       | 0<br>0  | 0<br>0<br>1AS<br>L <b>A</b> | 1<br>1<br>E O     | NONCOMMERCIAL  |   |
|        |  | N COMMAND - MISJUDG  | ED DISTANCE AND SPEED<br>IN INITIATING GO-AROU                                      | סמנ          |         |         |                             |                   |  | ·   |
| 3-3215 | NAME OF ALL DEPARTURE PONTIAC TYPE OF AC HARD LAM PROBABLE ( PILOT IN PILOT IN         | BO  IRPORT - ART DAVIS POINT C,MICH CCIDENT NOING CAUSE(S) N COMMAND - IMPROPE N COMMAND + IMPROPE   | N30130<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>EAST LANSING, MICH          | PX-<br>≣D L/ | ND      | O<br>Pł | O<br>HAS<br>LA              | 1 <sub>.</sub>    | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP F OPERATION NG LEVEL OFF/TOUCHDOWN  | PRIVATE, AGE 34, 152<br>TOTAL HOURS, 30 IN TYPE,<br>NOT INSTRUMENT RATED. |
| 3-3218 | NAME OF ALL DEPARTURE GREENVII TYPE OF AC OVERSHOO COLLIDED PROBABLE (PILOT IN         | IRPORT - WABASIS LA POINT LE,MICH CCIDENT OT O WITH DITCHES CAUSE(S) N COMMAND - MISJUDG ANEOUS ACTS,CONDITI   | DAMAGE-SUBSTANTIAL KE ARPT INTENDED DESTINATION LOCAL                               |              |         | PI      | HAS<br>LA<br>LA             | E O<br>NDI<br>NDI | INSTRUCTIONAL TRAINING  F OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL  SWERVE | STUDENT, AGE 56, 123 TOTAL HOURS, 32 IN TYPE, NOT INSTRUMENT RATED.       |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA  | INJ<br>F   | UR     | IES<br>S M | /N     | FLIGHT<br>PURPOSE                        |                    | PILOT DATA  |  |
|--------|---|---|--|------------|--------|------------|--------|--|--------------------|---|--|
|        | 7/26/72   | PARMA, MICH   | SNOW S2A<br>N9446R<br>DAMAGE-SUBSTANTIAL                       | C R<br>P X | 0      | 0<br>0     | 1<br>0 | COMMERCIAL<br>ASSOC CROP                 | CTL ACTIVITY       | COMMERCIAL, AGE 25, 965<br>TOTAL HOURS, 664 IN TYPE,<br>NOT INSTRUMENT RATED. |  |
|        |   | IRPORT - AG STRIP   |  |            |        |            |        |  |                    |   |  |
|        | PARTUKE   | : PUINI<br>ITCH   | INTENDED DESTINATION LOCAL                                     |            |        |            |        |  |                    |   |  |
|        | TYPE OF A<br>STALL                                    | CCIDENT   | 2207.2   |            | PI     |            |        | F OPERATION<br>FF INITIAL                |                    |   |  |
|        | PILOT I   |   | D UNSUITABLE TERRAIN<br>TO ABORT TAKEOFF                       |            |        |            |        |  |                    |   |  |
|        | SPECIAL D   | OATA<br>HOURS IN CROP CONTRO  | DL <b>-</b> 965  |            | K      | IND        | OF     | OPERATION                                | - FERTILIZING      | (DUST)  |  |
|        |   | CROP - PASTURE  |  |            |        |            |        |  | SED - DRY CHEM     | MICAL-NONTOXIC  |  |
|        | GOGGLES<br>COCKPIT<br>TANK/HO                         | ; SEAT BELT - FASTEN<br>; - USED<br>: CRASHPAD - NOT INS<br>!PPER-LOCATION - AFT<br>ACFT BOUNCED INTO A | TALLED<br>OF PILOT   |            | CI     | RĀS        | н н    | - NOT USED<br>ELMET - AVA<br>AR - INSTAL | ILABLE-USED<br>LED |   |  |
| 3-2725 | TIME - 09   | IRPORT - MUSKEGON O   |  |            | 0<br>0 | 0          | 1<br>0 | INSTRUCTIO<br>TRAINING                   | NAL                | STUDENT, AGE 42, 28 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.     |  |
|        | MUSKEGO   | N,MICH  | INTENDED DESTINATION LOCAL                                     |            | D.     | цас        | - 0    | E ODEDATION                              |                    |   |  |
|        |   | WATER LOOP-SWERVE<br>DLLAPSED   |  |            |        | LA         | NDI    | F OPERATION<br>NG ROLL<br>NG ROLL        |                    |   |  |
|        |   | N COMMAND - IMPROPE   | R COMPENSATION FOR WIN   | ND COND    | ΙT     | I ON       | S      |  |                    |   |  |
|        | MISCELL   | - UNFAVORABLE WIND<br>ANEOUS ACTS, CONDITI  | CONDITIONS<br>ONS - TOUCH AND GO LAN<br>ONS - OVERLOAD FAILURE |            |        |            |        |  |                    |   |  |
|        | SKY CONDI   |   |  |            |        | EIL<br>12  |        | AT ACCIDEN                               | T SITE             |   |  |
|        | VISIBILIT   | Y AT ACCIDENT SITE  |  |            | РΙ     | REC        | ΙΡΙ    | TATION AT A                              | CCIDENT SITE       |   |  |
|        | 5 OR OV<br>OBSTRUCTI                                  | 'ER<br>ONS TO VISION AT AC  | CIDENT SITE  |            |        | NO<br>Ela  | _      | E BEARING O                              | F WIND             |   |  |
| ٠      | NONE<br>TEMPERATU                                     | LEFT QUARTERING HEAD WIND 293-337 DEGREES   |  |            |        |            |        |  |                    | -337 DEGREES  |  |
|        | 66 360 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS |   |  |            |        |            |        |  | NDITIONS           |   |  |
|        | 9   |   |  |            |        | VF         |        | WEATHER CO                               | NDT LION2          |   |  |
|        | NONE  | LIGHT PLAN  | TO REATHER WANT DUTY   | 10 5 7 2 5 |        |            | N: 4:  | 065 65                                   |                    |   |  |
|        | NONE  |   | TO WEATHER VANE PUTTIN   | IG SIDE    | Δ[     |            |        | OSE GR.                                  |                    |   |  |

|                | DATE  | LOCATION  | AIRCRAFT DATA   | INJU<br>F      | RIES<br>S M            | /N   | FLIGHT<br>PURPOSE                         | PILOT DATA   |  |  |  |  |
|----------------|---|---|---|----------------|------------------------|------|---|--|--|--|--|--|
| 3-2855         | 8/5/72  | CEDARVILLE, MICH<br>15                                    | PIPER PA-16<br>N5984H<br>DAMAGE-SUBSTANTIAL                             | CR- 0<br>PX- 0 | 1                      | 0    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 425 TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED. |  |  |  |  |
|                | NAME OF A DEPARTURE MANIST  | IRPORT - PRIVATE STRI<br>POINT IN<br>IQUE,MICH<br>CCIDENT | NOT INSTRUMENT NATES.   |                |                        |      |   |  |  |  |  |  |
|                | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT STALL  PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING FINAL APPROACH  |   |   |                |                        |      |   |  |  |  |  |  |
|                | PROBABLE CAUSE(S) MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE AIRFRAME - FUSELAGE SKIN AND ATTACHMENTS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND PITCH CONTROL PROBLEM |   |   |                |                        |      |   |  |  |  |  |  |
| •              | REMARKS-  |   | CTIONAL CONTROL PROBL<br>URE IN FLT RESULTED 1                          |                | INAL                   | AC   | FT CONTROLLABILITY.                       |  |  |  |  |  |
|                |   |   |   |                |                        |      |   |  |  |  |  |  |
| <b>3-</b> 2869 |   | HOLLAND,MICH<br>00  | PIPER PA-24<br>N6757P<br>DAMAGE-SUBSTANTIAL                             |                | 0                      | 1    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 40, 439 TOTAL HOURS, 333 IN TYPE, INSTRUMENT RATED.     |  |  |  |  |
|                |   | IRPORT - PARK TOWNSHI<br>POINT IN<br>BOR,MICH             |   |                |                        |      |   |  |  |  |  |  |
|                | TYPE OF A   | CCIDENT   |   |                |                        |      | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN     |  |  |  |  |  |
| ,              | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - ELECTRICAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP  |   |   |                |                        |      |   |  |  |  |  |  |
|                | WEATHER   | - WET, SOFT GROUND<br>- LOW CEILING                       |   |                |                        |      |   |  |  |  |  |  |
|                | WEATHER F   | ORECAST - FORECAST SU                                     | FLIGHT SERVICE PERSON<br>UBSTANTIALLY CORRECT<br>CAUTIONARY LANDING OFF |                |                        | IONE |   |  |  |  |  |  |
|                |   | /NOT REPORTED   |   |                | CEIL<br>60             |      | AT ACCIDENT SITE                          |  |  |  |  |  |
|                | 1,MILE  | Y AT ACCIDENT SITE<br>OR LESS<br>ONS TO VISION AT ACCI    | DENT SITE   |                | R A                    | IN   | TATION AT ACCIDENT SITE  TURE-F           |  |  |  |  |  |
|                | FOG<br>WIND DIRE<br>360   | CTION-DEGREES   |   |                | 63 WIND VELOCITY-KNOTS |      |   |  |  |  |  |  |
|                | TYPE OF W   | EATHER CONDITIONS   |   |                | TYPE                   | R    | FLIGHT PLAN                               |  |  |  |  |  |
|                | REMARKS-  | GEN FAILED DRG FLT DE                                     | PLETING BATT.ELECT FA   | ILURE          | DRG                    | VOR  | APCH.DSCNDD THRU OVC, LNDD                | ON BEACH, DUNES.   |  |  |  |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | IN         | JUR I<br>F S | ES<br>M/N  | ١   | FLIGHT<br>PURPOSE                         |        | PILOT DATA   |
|--------|---|--|---|------------|--------------|------------|-----|---|--------|--|
|        | 8/18/72                                     |  | PIPER PA-24.  | CR-<br>PX- | 0            | 0 1        | 1 N | ONCOMMERCIAL                              |        |  |
|        | DEPARTURE<br>HINSDA<br>TYPE OF A<br>OVERSHO | LE, ILL<br>CCIDENT   | INTENDED DESTINATION  |            |              | LAND       | ING | OPERATION<br>LEVEL OFF/TOUCH<br>GO-AROUND | DOWN   |  |
|        | PILOT I<br>PILOT I<br>FACTOR(S)             | N COMMAND - MISJUDGE<br>N COMMAND - DELAYED<br>N COMMAND - MISUSED | ED DISTANCE AND SPEED<br>IN INITIATING GO-AROU<br>OR FAILED TO USE FLAR<br>DNS - SUNGLARE | JND        |              |            |     |   |        |  |
| 3-3092 |   |  | ERCO 415-C<br>N94876<br>DAMAGE-SUBSTANTIAL  | CR+<br>PX- | 0            | 0 1<br>0 0 | l I | NSTRUCTIONAL<br>OLO                       |        | STUDENT, AGE 33, 44 TOTAL<br>HOURS, 40 IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | TYPE OF A<br>STALL                          |  |   |            |              |            |     | OPERATION<br>INITIAL CLIMB                |        |  |
|        | PROBABLE<br>PILOT I                         |  | TO OBTAIN/MAINTAIN FLY  | ING S      | PEED         |            |     |   |        |  |
| 3-3125 | 8/23/72<br>TIME - 14                        | CHARLEVOIX,MICH  | CESSNA 182A<br>N5187D<br>DAMAGE-SUBSTANTIAL   | P X -      | 0            | 0 1<br>0 1 | L N | ONCOMMERCIAL<br>LEASURE/PERSONAL          | TRANSP | TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT                              |
|        | DEPARTURE                                   | . ISL,MICH<br>.CCIDENT   | INTENDED DESTINATION<br>CHARLEVOIX,MICH   |            |              |            |     | OPERATION<br>LEVEL OFF/TOUCH              | DOWN   | RATED.   |
|        |   | N COMMAND - IMPROPER   | R LEVEL OFF<br>R RECOVERY FROM BOUNCE   | ED LANI    | DING         |            |     |   |        |  |

| FILE    | DATE                                  | LOCATION   | AIRCRAFT DATA                             | INJU<br>F | JRIES<br>S M | /N   | FLIGHT<br>PURPOSE                | . PILOT DATA   |  |  |  |
|---------|---------------------------------------|--|---|-----------|--------------|------|----------------------------------|--|--|--|--|
| 3-3247  | 8/24/72 t<br>TIME - 1556              | LANSING, MICH  | MOONEY M20B<br>N74709<br>DAMAGE-DESTROYED | CR-       | 1 0          | 0    | NONCOMMERCIAL<br>BUSINESS        | PRIVATE, AGE 25, 216 TOTAL HOURS, 108 IN TYPE, NOT INSTRUMENT RATED. |  |  |  |
|         |                                       | PORT - CAPITAL CIT   | Y   |           |              |      | •                                | NOT INSTRUMENT RATED.  |  |  |  |
|         | DEPARTURE PO                          | OINT IN  | TENDED DESTINATION                        |           |              |      |                                  |  |  |  |  |
|         | TYPE OF ACC                           |  | BENTON HARBOR, MICH                       |           | PHAS         | E C  | F OPERATION                      |  |  |  |  |
|         | STALL SP                              |  | LINCONTROLLER                             |           |              |      | OFF INITIAL CLIMB                | CENT   |  |  |  |
|         | CULLISION                             | WITH GROUND/WATER  | UNCONTRULLED                              |           | IN           | FL   | .IGHT UNCONTROLLED DES           | CENI   |  |  |  |
|         | PILOT IN (<br>PILOT IN (<br>FACTOR(S) | COMMAND - RETRACTED<br>COMMAND - IMPROPER<br>COMMAND - MISJUDGED | OPERATION OF FLIGHT ALTITUDE              | CONTROI   | LS           |      |                                  |  |  |  |  |
|         | PILOT IN (                            | COMMAND - PSYCHOLOG  | SICAL CONDITION                           |           |              |      |                                  |  |  |  |  |
| 3-3248  | 8/25/72                               | STURGIS.MICH   | CESSNA 414                                | CR :      | 2 0          | 0    | NUNCUMMERCIAL                    | COMMERCIAL, AGE 26, 2067   |  |  |  |
| 3 32.10 | TIME - 1110                           | , ond 10, 1110   | N81680                                    |           |              |      | PRACTICE                         | TOTAL HOURS, 1727 IN   |  |  |  |
|         |                                       | PORT - KIRSCH MUNI   |   |           |              |      |                                  | TYPE, INSTRUMENT RATED.  |  |  |  |
|         | DEPARTURE PO                          | DINT IN  | TENDED DESTINATION LOCAL                  |           |              |      |                                  |  |  |  |  |
|         | TYPE OF ACC                           |  | LUCAL                                     |           | PHAS         | E O  | F OPERATION                      |  |  |  |  |
|         | STALL                                 |  |   |           | LA           | ND I | NG MISSED APPROACH               |  |  |  |  |
|         | PROBABLE CAL                          |  | OBTAIN/MAINTAIN FL                        | VING SDI  | FEN          |      |                                  |  |  |  |  |
|         | FACTOR(S)                             |  |   |           |              |      |                                  |  |  |  |  |
|         | MISCELLANE<br>FIRE AFTER              |  | S - SIMULATED CONDIT                      | TIONS     |              |      | ,                                |  |  |  |  |
|         |                                       |  | OF FLT TO BE INSTRU                       | JMENT PE  | RACTI        | CE.  | _                                |  |  |  |  |
| 2 2227  | 0.404.470                             | -00V MT6V  |   |           |              |      |                                  |  |  |  |  |
| 3-3027  | 8/26/72 1<br>TIME - 1535              | rroy, MICH   | HUGHES 269A<br>N8889F.,                   | PX-       | 00           | 0    | COMMERCIAL<br>AFRIAL ADVERTISING | AIRLINE TRANSPORT, AGE 30, 3998 TOTAL HOURS, 194                     |  |  |  |
|         |                                       |  | DAMAGE-DESTROYED                          |           |              | Ü    | ALKINE ABVEKTISING               | IN TIFE, INSTRUMENT  |  |  |  |
|         |                                       | PORT - GRAND PRIX  |   |           |              |      |                                  | RATED.   |  |  |  |
|         | DEPARTURE PO                          |  | TENDED DESTINATION                        |           |              |      | 196                              |  |  |  |  |
|         | TROY, MICH                            |  | LOCAL                                     |           | PHAS         | E C  | OF OPERATION                     |  |  |  |  |
|         | COLLISION                             | WITH GROUND/WATER  | UNC ONTR OLLED                            |           |              |      | IGHT UNCONTROLLED DES            | CENT   |  |  |  |
|         | PROBABLE CAU                          | PROBABLE CAUSE(S)  |   |           |              |      |                                  |  |  |  |  |
|         |                                       |  | RAFT UNATTENDED, ENG                      |           |              |      |                                  | •  |  |  |  |
|         | KEMAKKS- UNI                          | JCCOPIED HELICOPTER  | BECAME AIRBORNE THE                       | EN CRASI  | HED.         |      |                                  |  |  |  |  |

|       |  |   |   | S UF AC           |                      |                                     |                       |  |  |
|-------|--|---|---|-------------------|----------------------|-------------------------------------|-----------------------|--|--|
| FILE  | DATE   | LOCATION  | AIRCRAFT DATA                                 | INJ               | UR                   | IES                                 |                       | FLIGHT   | PILOT DATA   |
|       | 8/28/72  | BLISSFIELD, MICH  | BELL 47G5A<br>N2988W<br>DAMAGE-SUBSTANTIAL    | CR-<br>PX-        | 0<br>0               | 0                                   | 1<br>0                | COMMERCIAL<br>AERIAL APPLICATION   | COMMERCIAL, AGE 20, 1649 TOTAL HOURS, 1400 IN TYPE, NOT INSTRUMENT. RATED. |
|       | DEPARTURE P<br>BLISSFIE  | LD, MICH  | NTENDED DESTINATION<br>LOCAL<br>ON            |                   |                      | ΙN                                  | FL                    | F OPERATION<br>IGHT SWATH RUN<br>NG· POWER-OFF AUTOROT   | ATIVE LANDING  |
|       | MISCELLAN<br>MISCELLAN<br>COMPLETE PO  | T - FUEL SYSTEM F<br>EOUS ACTS, CONDITIO<br>EOUS ACTS, CONDITIO<br>WER LOSS - COMPLET | NS - FUEL STARVATION<br>E ENGINE FAILURE/FLAI | MEOUT-1           |                      |                                     | ΙE                    |  |  |
|       | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPOR  SPECIAL DATA  TOTAL HOURS IN CROP CONTROL - 1649  KIND OF CROP - POTATOES  PILOT'S SEAT BELT - FASTENED-PROPERLY  GOGGLES - USED  COCKPIT CRASHPAD - NOT INSTALLED  TANK/HOPPER-LOCATION - SIDES  ELEVATION-AREA BEING TREATED-FEET - 690 |   |   |                   | GI<br>GI<br>CF<br>CF | YPE<br>LOVE<br>RASH<br>RASH<br>ERRA | OF<br>S<br>H H<br>I B | OPERATION - SPRAYING CHEMICAL USED - LIQU - USED EUMET - AVAILABLE-USE AR - NOT INSTALLED -TYPE - LEVEL, FLAT JN-HOW FLOWN - WIND C. | ID CHEMICAL-NONTOXIC<br>D  |
| -3346 | 9/1/72<br>TIME - 0920  | GRAND RAPIDS, MICH  | BEECH 60<br>N7119D<br>DAMAGE-MINOR            | CR-<br>PX-<br>OT- | 0                    | 0<br>0<br>0                         | 1<br>2<br>3           | NONCOMMERCIAL<br>CORP/EXEC   | AIRLINE TRANSPORT, AGE<br>33, 5097 TOTAL HOURS, 334<br>IN TYPE, INSTRUMENT |
|       | NAME OF AIR<br>DEPARTURE P<br>GRAND RAP<br>TYPE OF ACC<br>COLLISION  |   | PH  | ASE<br>Kat        | O                    | F OPERATION<br>OTHER                | RATED.                |  |  |
|       | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF REMARKS- STUDYING CHARTS IN LAP AFTR RUN-UP.PARKNG BRAKE  |   |   |                   |                      |                                     |                       | =T   |  |

| FILE   | DATE LOCA   | TION                         | AIRCRAFT DATA  | INJ<br>F   | URIE<br>S | S<br>M/N    | FLIGHT<br>PURPOSE                               | PILOT ŅATA   |  |  |
|--------|---|------------------------------|--|------------|-----------|-------------|---|--|--|--|
| 3-3346 | 9/1/72 GRAND RA<br>TIME - 0920  | PIDS,MICH                    | CESSNA 310N<br>N174K<br>DAMAGE-SUBSTANTIAL   | CR-        | 0 0       | 1           | COMMERCIAL<br>AIR TAXI-PASSG                    | AIRLINE TRANSPORT, AGE<br>26, 3345 TOTAL HOURS, 650<br>IN TYPE, INSTRUMENT<br>RATED. |  |  |
|        | NAME OF AIRPORT - K<br>DEPARTURE POINT<br>GRAND RAPIDS,MICH<br>TYPE OF ACCIDENT<br>COLLISION WITH AI  | INT                          | ENDED DESTINATION HARBOR SPRINGS, MICH   |            |           |             | OF OPERATION<br>IC IDLING ENGINE(S)             | NATEU.   |  |  |
|        | PROBABLE CAUSE(S) PERSONNEL - MISCE   | LL ANEOUS-PER                | RSONNEL PILOT OF OT  | THER AI    | RCR       | AF <b>T</b> |   |  |  |  |
| 3-3348 | 9/4/72 PINCONNI<br>TIME - 1505  |                              |  | PX-        |           |             | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF       | TYPE, NOT INSTRUMENT   |  |  |
|        | NAME OF AIRPORT - PINCONNING  DEPARTURE POINT INTENDED DEST, INATION  VASSAR, MICH PINCONNING, MICH  TYPE OF ACCIDENT PHASE OF OPERATION  NOSE OVER/DOWN LANDING ROLL |                              |  |            |           |             |   |  |  |  |
|        | PILOT IN COMMAND FACTOR(S)  | - SELECTED (<br>FACILITIES - | PREFLIGHT PREPARAT<br>INSUITABLE TERRAIN<br>- AIRPORT CONDITIONS<br>N PRIVATE STRIP.ACRE | S SOFT     | RUI       | IW A Y      |   |  |  |  |
| 3-3369 | 9/10/72 CLARKSTO<br>TIME - 1756<br>DEPARTURE POINT  |                              | DAMAGE-SUBSTANTIAL   | CR-<br>PX- | 0 (       | ) 1         | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF       | COMMERCIAL, AGE 29, 5555<br>TOTAL HOURS, 375 IN TYPE,<br>INSTRUMENT RATED.           |  |  |
|        | GAYLORD, MICH TYPE OF ACCIDENT ENGINE FAILURE OR COLLIDED WITH FE   | MALFUNCTION                  | PONTIAC, MICH  |            | 1         | N F         | DF OPERATION<br>LIGHT NORMAL CRUISE<br>ING ROLL |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND PILOT IN COMMAND MISCELLANEOUS ACT TERRAIN - HIGH OB COMPLETE POWER LOSS EMERGENCY CIRCUMSTA                                       |                              |  |            |           |             |   |  |  |  |

| FILE   | DATE   | LOCATION   | A IRCRAFT -DATA  | INJURIE<br>F S     | S<br>M/N       | FLIGHT<br>PURPOSE   | PILOT DATA  |
|--------|--|--|--|--------------------|----------------|---|---|
| 3-3468 | 9/15/72<br>TIME - 1341<br>NAME OF AIR  | GRAND RAPIDS,MICH PORT - KENT COUNTY DINT HIO IDENT ING  | CESSNA 177<br>N2396Y<br>DAMAGE-SUBSTANTIAL   | CR- 0 0<br>PX- 0 0 | 1<br>0<br>SE 0 | INSTRUCTIONAL<br>SOLO   | STUDENT, AGE 26, 33 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | PILOT IN ( PILOT IN ( FACTOR(S) WEATHER - WEATHER BRI                                  | COMMAND - IMPROPER<br>COMMAND - IMPROPER<br>UNFAVORABLE WIND<br>EFING - BRIEFED BY<br>ECAST - UNKNOWN/NO |  |                    |                |   |   |
|        | SKY CONDITION BROKEN VISIBILITY 5 OR OVER OBSTRUCTION NONE WIND VELOCI 19 TYPE OF FLIC |  |  |                    |                |   |   |
| 3-3593 | NAME OF AIR<br>DEPARTURE PO<br>TOLEDO OF<br>TYPE OF ACC                                | PORT - CLINTON<br>DINT :<br>HIO  | DAMAGE-SUBSTANTIAL INTENDED DESTINATION MACKINAC IS MICH                             | Рна                | SE O           | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP F OPERATION IGHT NORMAL CRUISE | PRIVATE, AGE 30, 95 TOTAL<br>HOURS, 80 IN TYPE, NOT<br>INSTRUMENT RATED.  |
|        | NOSE OVER.  PROBABLE CAL POWERPLAN MISCELLANI TERRAIN - FACTOR(S) MISCELLANI           | /DOWN  JSE(S)  T - PROPELLER AND  EOUS ACTS, CONDITION  ROUGH/UNEVEN  EOUS ACTS, CONDITION               | ACCESSORIES BLADES NS - FATIGUE FRACTUR  INS - PREVIOUS DAMAGE CED LANDING OFF AIRPO | L.                 |                | NG LEVEL OFF/TOUCHDOWN  |   |

| FILE   | DATE  | LOCATION          | AIRCRAFT DATA                                  |            | F   | S M | /N                               | PURPOSE                                     | PILOT DATA   |  |  |
|--------|---|-------------------|--|------------|-----|-----|----------------------------------|---|--|--|--|
| 3-2996 | 10/4/72<br>TIME - 1212  |                   | SCHLEICHER AS-K13<br>N3105<br>DAMAGE-DESTROYED |            | 1   | 0   | 0                                |   |  |  |  |
|        | NAME OF AIR   |                   |  |            |     |     |                                  |   |  |  |  |
|        | OXFORD MI   |                   | INTENDED DESTINATION LOCAL                     |            |     |     |                                  |   |  |  |  |
|        | TYPE OF ACC   | 25042             |  | Ρ          |     |     | F OPERATION<br>NG FINAL APPROACH |   |  |  |  |
|        |   |                   | ER OPERATION OF FLIGHT                         | CONTR      | OLS |     |                                  |   |  |  |  |
| 3-2706 | 10/7/72<br>TIME - 1730  | LAKE CITY,MICH    | PIPER PA-32<br>N4727S<br>DAMAGE-SUBSTANTIAL    | CR-<br>PX- | 0   | 0   | 1 2                              | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAM     | PRIVATE, AGE 41, 392 NSP TOTAL HOURS, 122 IN TYPE, INSTRUMENT RATED. |  |  |
|        | NAME OF AIRPORT - HOME ACRES DEPARTURE POINT INTENDED DESTINATION   |                   |  |            |     |     |                                  |   |  |  |  |
|        |   |                   | LAKE CITY, MICH                                |            |     |     |                                  |   |  |  |  |
|        | TYPE OF ACC   |                   |  |            | Р   |     |                                  | F OPERATION                                 |  |  |  |
|        | UNDERSHOO<br>NOSE OVER  |                   |  |            |     |     |                                  | NG FINAL APPROACH<br>NG LEVEL OFF/TOUCHDOWN | <b>V</b>   |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER FACTOR(S) |                   |  |            |     |     |                                  |   |  |  |  |
|        | MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE   |                   |  |            |     |     |                                  |   |  |  |  |
|        | HIJULLEAN   | E003 AC139COND11. | IONS - SUNGEARE                                |            |     |     |                                  |   |  |  |  |

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| FILE   | DATE   | LOCATION   | AIRCRAFT DATA  |                           |               |                     | FLIGHT<br>PURPOSE          |     | PILOT DATA   |  |
|--------|--|--|--|---------------------------|---------------|---------------------|----------------------------|-----|--|--|
| 3-3487 | TIME - 204<br>DEPARTURE  | 8<br>POINT   | CESSNA 172L<br>N3835Q<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION  | CR-<br>PX-                |               |                     |                            |     | PRIVATE, AGE 20, 96 TOTAL<br>HOURS, 20 IN TYPE, NOT<br>INSTRUMENT RATED. |  |
|        | DETROIT, MICH  TYPE OF ACCIDENT  COLLIDED WITH TREES  PHASE OF OPERATION  IN FLIGHT NORMAL CRUISE                |  |  |                           |               |                     |                            |     |  |  |
|        | FACTOR(S) PILOT IN WEATHER WEATHER WEATHER WEATHER WEATHER BR WEATHER FO   | COMMAND - CONTIN  COMMAND - IMPROP  LOW CEILING  SNOW  TURBULENCE, ASS  TEFING - PARTIAL  RECAST - WEATHER | UED VFR FLIGHT INTO AD ER IN-FLIGHT DECISIONS OCIATED W/CLOUDS AND/O BRIEFING BY FLIGHT SER CONSIDERABLY WORSE THA | OR PL<br>R THUN<br>VICE P | ANN I<br>DERS | NG<br>TORM:<br>NNEL | 5                          |     |  |  |
|        | MISSING AIRCRAFT - LATER RECOVERED  SKY CONDITION CEILING AT ACCIDENT SI OBSCURATION 200                         |  |  |                           |               |                     |                            |     |  |  |
|        | OBSCURAT<br>VISIBILITY<br>1/2 MILE   |  |  |                           |               |                     |                            |     |  |  |
|        | OBSTRUCTIO<br>NONE   | NS TO VISION AT A  | CCIDENT SITE   |                           | ΤY            |                     | SHOWERS<br>WEATHER CONDITI | ONS |  |  |
|        | TYPE OF FLIGHT PLAN<br>NONE<br>REMARKS- FLEW INTO SNOW SHWRS. PLT DIDNT REQ WEA ENROUTE. RECOVERY DATE 10/16/72. |  |  |                           |               |                     |                            |     |  |  |

| FILE   | DATE                             | LOCATION   | AIRCRAFT DATA  | INJU<br>F      | RIES<br>S M                    | :<br>I / N                       | FLIGHT<br>PURPOSE   | PILOT DATA  |
|--------|----------------------------------|--|--|----------------|--------------------------------|----------------------------------|---|---|
|        | 10/14/72<br>TIME - 161           | PLAINWELL,MICH 18  IRPORT - OTSEGO-PLA POINT I L,MICH CCIDENT                                | CHAMPION 7ECA<br>N2671G<br>DAMAGE-SUBSTANTIAL                                      | CR- 0<br>PX- 0 | O<br>O<br>PHAS                 | 1 0<br>0<br>SE OF                | NOŃCOMMERCIAL   | COMMERCIAL, AGE 61, 4859<br>TOTAL HOURS, 41 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | PILOT IN<br>FACTOR(S)<br>WEATHER | CAUSE(S)  N COMMAND - MISJUDGE N COMMAND - FAILED T  - TURBULENCE IN FLI - DOWNDRAFT,UPDRAFT |  |                |                                |                                  |   |   |
|        | 5 OR OVE                         | Y AT ACCIDENT SITE<br>ER<br>ONS TO VISION AT ACC<br>CITY-KNOTS                               | IDENT SITÉ   |                | UN<br>PREC<br>NC<br>WINC<br>3: | ILIMI<br>IPIT<br>ONE<br>DIR<br>5 | AT ACCIDENT SITE TED ATION AT ACCIDENT SITE ECTION-DEGREES WEATHER CONDITIONS | ÷   |
| 3-3403 | NAME OF A                        | IRPORT - WATERVLIET<br>POINT I   | GENIE TEENE<br>N4027<br>DAMAGE-SUBSTANTIAL<br>MUNI<br>NTENDED DESTINATION<br>LOCAL | CR- O<br>PX- C | 1 0                            | 0 0                              | MISCELLANEOUS<br>TEST   | STUDENT, AGE 41, 26 TOTAL<br>HOURS, 0 IN TYPE, NOT.<br>INSTRUMENT RATED.      |
|        | PROBABLE ( PILOT IN PILOT IN     | CCIDENT<br>ON WITH GROUND/WATER  |  |                |                                |                                  |   |   |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA   | IN                | JUR<br>F    | IES<br>S M  | /N          | FLIGHT<br>PURPOSE  |       | PILOT DATA   |
|--------|---|---|---|-------------------|-------------|-------------|-------------|--|-------|--|
| 3-2713 | 10/15/72 TROY<br>TIME - 1530<br>NAME OF AIRPORT<br>DEPARTURE POINT<br>TROY, MICH<br>TYPE OF ACCIDEN | <ul><li>MICH</li><li>GRAND PRIX</li></ul>           | PIPER PA-22<br>N4301A<br>DAMAGE-NONE                      | CR-<br>PX-<br>OT- | 0<br>0<br>0 | 0<br>0<br>1 | 1<br>1<br>0 | NONCOMMERCIAL<br>PLEASURE/PERSONAL T                               | RANSP | PRIVATE, AGE 24, 92 TOTAL<br>HOURS, 46 IN TYPE, NOT<br>INSTRUMENT RATED.     |
|        | PROBABLE CAUSE(<br>PILOT IN COMM  | S) -<br>AND - IMPROPER                              | STARTING PROCEDURES<br>ND CREWMAN MAG SW WAS              |                   |             |             |             |  | •     |  |
| 3-2755 | NAME OF AIRPORT   | - LOST CRK S  | DAMAGE-SUBSTANTIAL  |                   |             |             |             | NONCOMMERCIAL PLEASURE/PERSONAL T                                  | RANSP | COMMERCIAL, AGE 45, 600<br>TOTAL HOURS, 26 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | GROUND-WATER PROBABLE CAUSE( AIRFRAME - LA  | LOOP-SWERVE<br>S)<br>NDING GEAR BR<br>ACTS,CONDITIO | AKING SYSTEM (NORMAL<br>NS - MATERIAL FAILURE<br>ANDING   | SYSTE             |             |             |             | NG ROLL  |       |  |
| 3-2931 | TIME - 1230  NAME OF AIRPORT  | - ROBEN HOOD<br>I                                   | DAMAGE-SUBSTANTIAL  | CR-<br>PX-        | 0           | O<br>HAS    | 1<br>E O    | NONCOMMERCIAL PLEASURE/PERSONAL TO F OPERATION NG LEVEL OFF/TOUCHD | RANSP | PRIVATE, AGE 55, 451<br>TOTAL HOURS, 396 IN TYPE,<br>INSTRUMENT RATED.       |
|        | PILOT IN COMM   | AND - IMPROPER<br>AND - IMPROPER                    | LEVEL OFF<br>COMPENSATION FOR WIN<br>RECOVERY FROM BOUNCE |                   |             |             | S           |  |       |  |

| FILE                | DATE LOCATION  | AIRCRAFT DATA  | INJURIES FLIGHT<br>F S M/N PURPOSE                    | PILOT DATA   |
|---------------------|--|--|---|--|
| 3-3008              | 10/25/72 MARSHALL, MICH<br>TIME - 1330   | BEECH D-50   | CR- 0 0 1 NONCOMMERCIAL<br>PX- 0 0 0 BUSINESS         | COMMERCIAL, FL.INSTR., AGE 34, 4120 TOTAL HOURS, 75 IN TYPE, INSTRUMENT RATED. |
|                     | NAME OF AIRPORT - BROOKS<br>DEPARTURE POINT<br>MEMPHIS, TENN<br>TYPE OF ACCIDENT<br>GEAR RETRACTED           | FIELD<br>INTENDED DESTINATION<br>MARSHALL, MICH      | PHASE OF OPERATION<br>LANDING ROLL                    | KATED.   |
|                     | PROBABLE CAUSE(S) PILOT IN COMMAND - INAD REMARKS- NOSE GR RETRACTE  | VERTENTLY RETRACTED GEAR<br>D•                       | · · · · · · · · · · · · · · · · · · ·                 |  |
| 3 <del>-</del> 3239 | 10/29/72 FLUSHING, MICH<br>TIME - 1700   | PIPER PA-28<br>N1648J<br>DAMAGE-SUBSTANTIAL          | CR- 0 0 1 INSTRUCTIONAL PX- 0 0 0 TRAINING            | STUDENT, AGE 59, 55 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.      |
|                     | NAME OF AIRPORT - DALTON DEPARTURE POINT MARSHALL, MICH TYPE OF ACCIDENT COLLIDED WITH BUILDING              | LOCAL  | PHASE OF OPERATION<br>TAXI OTHER                      |  |
|                     | PILOT IN COMMAND - STAR  | DPER STARTING PROCEDURES<br>TED ENGINE WITHOUT PROPE | R ASSISTANCE/EQUIPMENT<br>AY ACFT COLLIDED WITH HOUSE |  |
| 3 <b>-</b> 3557     | 12/14/72 TRAVERSE CTY, M<br>TIME - 1145  |  | CR- 0 0 1 INSTRUCTIONAL<br>PX- 0 0 0 SOLO             | STUDENT, AGE 18, 13 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.      |
|                     | NAME OF AIRPORT - CHERRY<br>DEPARTURE POINT<br>TRAVERSE CTY,MICH<br>TYPE OF ACCIDENT<br>COLLIDED WITH OBJECT | CAPITAL  | PHASE OF OPERATION<br>TAXI TO TAKEOFF                 | INSTRUMENT RATEU.  |
|                     |  | TIES - AIRPORT CONDITIONS                            | S OTHER<br>T UNATTENDED SNOW PLOW PARKED ON ED        | GE OF TAXIWAY.   |

|       |  | ****   | ,5 0. 7.0  |      |             | -  |                                   |   |  |  |
|-------|--|--|------------|------|-------------|----|-----------------------------------|---|--|--|
| FILE  | DATE LOCATIO   | N AIRCRAFT DATA  | INJ:       | UR I | IES<br>S M, | 'N | FLIGHT<br>PURPOSE                 | PILOT DATA  |  |  |
|       |  | INN LOCKHEED PV-1  | CR-<br>PX- | 0    | 0           | 2  | NONCOMMERCIAL                     | ATR,FLIGHT INSTR., AGE<br>55, 14595 TOTAL HOURS,<br>2425 IN TYPE, INSTRUMEN<br>RATED. |  |  |
|       | NAME OF AIRPORT - AIRLAKE ARPT  DEPARTURE POINT INTENDED DESTINATION LAKEVILLE, MINN BURON, S DAK  TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN COLLIDED WITH FENCE, FENCEPOSTS TAKEOFF ABORTED  |  |            |      |             |    |                                   |   |  |  |
|       |  | MAINTAIN DIRECTIONAL CONTR<br>NADEQUATE SUPERVISION OF F |            |      |             |    |                                   |   |  |  |
| -3461 | 8/10/72 EDEN PRAIRI<br>TIME - 1025   | E, MINN BEDE BD-4 N222DP DAMAGE-SUBSTANTIA               |            |      |             |    | MISCELLANEOUS<br>FERRY            | COMMERCIAL, AGE 48, 448<br>TOTAL HOURS, 2 IN TYPE,<br>INSTRUMENT RATED.               |  |  |
|       | NAME OF AIRPORT - FLYI<br>DEPARTURE POINT<br>EDEN PRAIRIE, MINN  |  |            |      |             |    |                                   |   |  |  |
|       | TYPE OF ACCIDENT   | AFT BOTH IN FLIGHT                                       |            |      |             |    | F OPERATION<br>IGHT NORMAL CRUISE |   |  |  |
|       | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC.   |  |            |      |             |    |                                   |   |  |  |
|       | SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVSMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - YES ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN REMARKS - BEDE PLT CLOSELY MONITORING ENG INST. WAS MANEUVERING IN CONTROLLED AIRPACE WITHOUT CLNC. |  |            |      |             |    |                                   |   |  |  |

|        |  |  |  |                    |             |                        |                     | FLIGHT<br>PURPOSE   |  |                           |
|--------|--|--|--|--------------------|-------------|------------------------|---------------------|---|--|---------------------------|
| 3-3461 | 8/10/72<br>TIME - 102                                    | EDEN PRAIRIE, MINN<br>25   | CESSNA 182<br>N182TC<br>DAMAGE-DESTROYED       | CR-<br>PX-<br>OT-  | 2<br>0<br>0 | 0<br>0<br>0            | 0<br>0<br>1         | INSTRUCTIONAL<br>DUAL   | COMMERCIAL, FL.INS<br>AGE 26, 1500 TOTAL<br>100 IN TYPE, INSTR<br>RATED.         | STR.,<br>HOURS,<br>RUMENT |
|        | DEPARTURE  | IRPORT - FLYING CLOUR<br>POINT IN<br>CCIDENT<br>CCIDENT<br>DN WITH AIRCRAFT BO   | TENDED DESTINATION                             |                    |             |                        |                     |   |  |                           |
| ٠      | PROBABLE (   | CAUSE(S)<br>EL - MISCELLANEOUS-PI  |  |                    |             |                        |                     |   |  |                           |
|        | CONTROLI<br>TRAFFIC<br>CONTROL<br>ANTI-COI<br>FIRE AFTER | S OF AVIATION INVOLVE<br>LING AGENCY - LOCAL (<br>ADVISORY ISSUED - NO<br>ZONE/AREA - YES<br>LIISION LIGHTS - INST<br>R IMPACT | ONTROL<br>INE<br>FALLED, OPERATION UNKN        | 10MN               | R A         | AD AF<br>ONTF<br>/ AS: | R C<br>ROLI<br>I VE | TL/SURVEILLANCE - RAD<br>LED/UNCONTROLLED AIRP<br>ACTION TAKEN - NO | DAR SERVICE NOT AVIALABLE<br>PORT - CONTROLLED AIRPORT<br>HIT C-182 FROM L REAR. | Ē                         |
| 3-3142 | NAME OF A  | ROSEMOUNT, MINN<br>20<br>IRPORT - SOUTHPORT<br>POINT IN<br>NT, MINN  | DAMAGE-SUBSTANTIAL                             | CR-<br>PX-         | 0           | 0                      | 1 2                 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TR                               | PRIVATE, AGE 51, 1<br>ANSP TOTAL HOURS, 56 IN<br>NOT INSTRUMENT RAT              | L65<br>N TYPE,<br>TED.    |
|        | STALL I  | CCIDENT  | EUCAL  |                    |             | TAF                    | ΚEΟ                 | F OPERATION<br>FF INITIAL CLIMB<br>FF ABORTED                       |  |                           |
|        | PILOT I  | CAUSE(S)<br>N COMMAND - PREMATURI<br>N COMMAND - FAILED TO<br>N COMMAND - DELAYED A  | OBTAIN/MAINTAIN FLY                            |                    | EE          | o '                    |                     |   |  |                           |
| 3-2983 |  | MONTEVIDEO, MINN<br>DO   | PIPER PA-28<br>N6302R<br>DAMAGE-SUBSTANTIAL    | CR-<br>PX-         | 0           | 0                      | 1                   | INSTRUCTIONAL<br>SOLO   | STUDENT, AGE 32, 2 HOURS, ALL IN TYPE INSTRUMENT RATED.                          | 26 TOTAL<br>E, NOT        |
|        | DEPARTURE<br>MARSHAI<br>TYPE OF AC                       | IRPORT - MONTEVIDEO N<br>POINT IN<br>LL,MINN<br>CCIDENT<br>D WITH OBJECT   | NUNICI<br>NTENDED DESTINATION                  |                    |             |                        |                     | F OPERATION<br>NG ROLL  |  |                           |
|        | MISCELLA<br>FACTOR(S)<br>PILOT II                        | N COMMAND - FAILED TO<br>ANEOUS ACTS, CONDITION<br>N COMMAND - ATTEMPTED   | IS - NOT ALIGNED WITH<br>O OPERATION BEYOND EX | H RUNWA<br>(PERIEN | Y/1<br>CE/  | INTE<br>/AB:           | ILI.<br>END         | ED LANDING AREA   | wy.  |                           |

| FILE   | DATE L   | OCATION   | AIRCRAFT DATA  |            |                       |                                     |                   |  | PILOT DATA   |
|--------|--|---|--|------------|-----------------------|-------------------------------------|-------------------|--|--|
| 3-3089 | 8/19/72 MAPLE<br>TIME - 0930   | TON, MINN   | PIPER PA-25<br>N7217Z<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION<br>LOCAL      | CR-<br>PX- | 0                     | 0<br>0<br>HAS                       | 1<br>0            | COMMERCIAL AERIAL APPLICATION  OPERATION GHT SWATH RUN   | COMMERCIAL, AGE 62, 3196<br>TOTAL HOURS, 671 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | PROBABLE CAUSE(S   |   | O OBTAIN/MAINTAIN FLY  | ING S      | SPEE                  |                                     | F.L.              | IONI SWAIN KUN   | •  |
|        | GOGGLES - NOT<br>COCKPIT CRASHP  | CORN<br>ELT - UNKNOWN.<br>USED<br>AD - INSTALLEI<br>CATION - FORW | VNOT REPORTED OARD OF PILOT  |            | T<br>G<br>C<br>C<br>T | YPE<br>LOVE<br>RASH<br>RASH<br>ERRA | OF<br>S HI<br>H B | OPERATION - SPRAYING CHEMICAL USED - LIQUI - NOT USED LMET - AVAILABLE-USED R - INSTALLED -TYPE - LEVEL, FLAT JN-HOW FLOWN - CROSSWI | ID CHEMICAL-NONTOXIC   |
| 3-3181 | 8/24/72 MINNE<br>TIME - 0900<br>NAME OF AIRPORT<br>DEPARTURE POINT<br>MINNEAPOLIS,MI<br>TYPE OF ACCIDENT | - MINN ST PAU   | PIAGGIO P-136 N201NA DAMAGE-SUBSTANTIAL INT NTENDED DESTINATION MINNEAPOLIS,MINN | P X -      | U                     | U                                   | 2                 | NONCOMMERCIAL<br>BUSINESS  | COMMERCIAL, AGE 51, 5530<br>TOTAL HOURS, 710 IN TYPE,<br>INSTRUMENT RATED.     |
|        | FACTOR(S)  | ND - FAILED T   | D EXTEND LANDING GEAR  |            |                       |                                     |                   | NG LEVEL OFF/TOUCHDOW  | 4N   |
| 3-3411 | TIME - 1630  NAME OF AIRPORT   |   | N7958K<br>DAMAGE-SUBSTANTIAL<br>ES MUN   |            |                       |                                     |                   | NONCOMMERCIAL<br>BUSINESS  | COMMERCIAL, AGE 50, 3400<br>TOTAL HOURS, 602 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE POINT INTENDED DESTINATION ALEXANDRIA, MINN DETROIT LAKES, MINN TYPE OF ACCIDENT WHEELS-UP     |   |  |            |                       |                                     |                   | F OPERATION<br>NG LEVEL OFF/TOUCHDOW   | 4N   |
|        | MISCELLANEOUS  | DING GEAR NO<br>ACTS, CONDITION                                   | RMAL RETRACTION/EXTEN NS - LACK OF LUBRICAT CTED PSN.UP-LOCK ROLL                | ION-S      | PEC                   | IFI(                                | ; P.              |  | PLIANCE.   |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA                               | INJURIES<br>F S M/N                      | ELIGHT  | PILOT DATA   |
|--------|---|--|---|--|---|--|
|        |   | PRIVATE, AGE 48, 1650 ISP TOTAL HOURS, 41 IN TYPE, NOT INSTRUMENT RATED. |   |  |   |  |
|        | PILOT IN COM<br>FACTOR(S)<br>WEATHER - LO<br>WEATHER - OE<br>WEATHER BRIEFI<br>WEATHER FORECA                                 |  |   |  |   |  |
|        | SKY CONDITION UNKNOWN/NOT VISIBILITY AT 1 MILE OR LE OBSTRUCTIONS 1 HAZE WIND VELOCITY- 25 TYPE OF FLIGHT NONE FIRE AFTER IMP | ACCIDENT SITE  | CIDENT SITE                                 | 150<br>PRECIPI<br>NONE<br>WIND DI<br>135 | AT ACCIDENT SITE TATION AT ACCIDÊNT SITE RECTION-DEGREES WEATHER CONDITIONS |  |
| 3-3255 | 10/7/72 DUL<br>TIME - 1030  | .uth, MINN   | PIPER PA-28<br>N4486J<br>DAMAGE-SUBSTANTIAL | PX- 0 0 0                                | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAN                                     | COMMERCIAL, FL.INSTR.,<br>ISP AGE 39, 1469 TOTAL HOURS,<br>500 IN TYPE, INSTRUMENT<br>RATED. |
|        | DEPARTURE POIN<br>CABLE, WIS<br>TYPE OF ACCIDE  | ENT<br>R LOOP-SWERVE   | INTENDED DESTINATION DULUTH, MINN           | L AND I                                  | OF OPERATION<br>NG ROLL<br>NG ROLL  | NATED.   |
|        | PROBABLE CAUSE<br>AIRFRAME - L<br>MISCELLANEOU<br>AIRPORTS/AIR<br>REMARKS- R WHE  |  |   |  |   |  |

| FILE   | DATE LO  | CATION              | AIRCRAFT DATA                                 | INJ(   | RIES<br>S M | /N         | FLIGHT<br>PURPOSE                          | PILOT DATA  |  |  |
|--------|--|---------------------|---|--|-------------|------------|--|---|--|--|
| 3-3258 | 10/11/72 EDEN P<br>TIME - 1845   | RAIRIE, MINN        | AMER AVCO AAIA<br>N9217L<br>DAMAGE-SUBSTANTIA | CR- (  | 0           | 2          | INSTRUCTIONAL<br>DUAL                      | COMMERCIAL, AGE 46, 1025<br>TOTAL HOURS, 43 IN TYPE,<br>INSTRUMENT RATED.     |  |  |
|        |  | NN<br>OR MALFUNCTIO | ITENDED DESTINATION<br>LOCAL                  |  | PHAS<br>TA  | E 0<br>KE0 | F OPERATION<br>FF INITIAL CLIMB<br>NG ROLL |   |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAN PILOT IN COMMAN MISCELLANEOUS A TERRAIN - HIGH COMPLETE POWER LO EMERGENCY CIRCUMS REMARKS- LNDD ON  |                     |   |  |             |            |  |   |  |  |
| 3-3006 | 10/25/72 ANOKA,<br>TIME - 1730   | MINN                | CESSNA 150G<br>N3085S<br>DAMAGE-SUBSTANTIAL   | CR- (  | 0 0         | 2          | INSTRUCTIONAL<br>DUAL                      | COMMERCIAL, FL.INSTR.,<br>AGE 25, 527 TOTAL HOURS,<br>281 IN TYPE, INSTRUMENT |  |  |
|        | NAME OF AIRPORT -  |                     | TRIAL   |  |             |            |  | RATED.  |  |  |
|        | ANOKA, MINN TYPE OF ACCIDENT ENGINE FAILURE GEAR COLLAPSED   |                     | LOCAL   | F OPERATION<br>IGHT NORMAL CRUISE<br>NG ROLL |             |            |  |   |  |  |
|        | PROBABLE CAUSE(S)  PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT  PILOT IN COMMAND - MISMANAGEMENT OF FUEL  MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION  TERRAIN - WET, SOFT GROUND  FACTOR(S)  |                     |   |  |             |            |  |   |  |  |
|        | DUAL STUDENT - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL GACES INDCD EMPTY PRIOR TO FLT, STONT STATED TANKS APRX 1/2 FULL DRG PREFLIGHT. |                     |   |  |             |            |  |   |  |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | INJURIES<br>F S M/N  | FLIGHT<br>PURPOSE                           | PILOT DATA   |
|--------|--|--|---|--|---|--|
| 3-3011 | 10/27/72<br>TIME - 0900<br>NAME OF AIR                               | ANOKA; MINN  PORT - ANOKA INC OINT IN IDENT  | STUDENT, AGE 30, 17 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |  |   |  |
|        | FACTOR(S)  |  | TED OPERATION BEYOND EX   | XPERIENCE/ABILI  | TY LEVEL                                    |  |
|        | 5 OR OVER OBSTRUCTION NONE WIND VELOCE 10 TYPE OF FLI NONE           | AT ACCIDENT SITE  IS TO VISION AT AC   |   | CEILING<br>2500<br>PRECIPI<br>NONE<br>WIND DI<br>190<br>TYPE OF<br>VFR | E   |  |
| 3-2758 | TIME - 1455  NAME OF AIR TYPE OF ACC WHEELS-UP  PROBABLE CA PILOT IN | RPORT - TWINKLETON<br>IDENT<br>AUSE(S)<br>COMMAND - FAILED   | N8211R<br>DAMAGE-SUBSTANTIAL  | PX- 0 0 0  PHASE O LANDI  DCEDURES, DIRECT                             | BUSINESS  F OPERATION NG LEVEL OFF/TOUCHDOW | PRIVATE, AGE 44, 773 TOTAL HOURS, 7 IN TYPE, INSTRUMENT RATED. |
|        | MISCELLAN<br>SYSTEMS -<br>PILOT IN<br>EMERGENCY C                    | NEOUS ACTS → CONDITI<br>- ELECTRICAL SYSTE<br>COMMAND - LACK OF<br>CIRCUMSTANCES - PR<br>SU<br>T UN EXTEND GR AF |   |  |   |  |

| FILE   | DATE LOCA   | TION AIRCRAFT DATA  | INJURIES<br>F S M/N   | FLIGHT<br>PURPOSE   | PILOT DATA  |
|--------|---|---|---|---|---|
| 3-2981 | 8/18/72 OCEAN SPI<br>TIME - 0915  | RNGS MISS CHAMPION 7ECA   | CR- 0 0 1<br>PX- 0 0 0  | COMMERCIAL<br>FISH SPOTTING   | COMMERCIAL, AGE 25, 4225<br>TOTAL HOURS, 1600 IN<br>TYPE, NOT INSTRUMENT<br>RATED.        |
|        | DEPARTURE POINT PASCAGOULA, MISS TYPE OF ACCIDENT ENGINE FAILURE OR DITCHING  | -   | PHASE OF  | F OPERATION<br>IGHT NORMAL CRUISE<br>NG LEVEL OFF/TOUCHDO               |   |
|        | MISCELLANEOUS ACTS<br>FACTOR(S)<br>MISCELLANEOUS ACTS   | NE STRUCTURE VALVE ASSEMBLI<br>5,CONDITIONS - MATERIAL FAILU<br>5,CONDITIONS - AIRCRAFT CAME<br>- COMPLETE ENGINE FAILURE/F | URE<br>TO REST IN WATER   |   |   |
|        | EMERGENCY CIRCUMSTAI<br>REMARKS- NR 3 CYL II  | NCES - FORCED LANDING OFF AIN<br>NTAKE VALVE FAILED.  | RPORT ON WATER<br>·   |   |   |
| 3-3119 | 8/18/72 MINTER C<br>TIME - 1830   | BOEING B75N1<br>N64387<br>DAMAGE-SUBSTANTI  |   | COMMERCIAL<br>AERIAL APPLICATION  | AIRLINE TRANSPORT, AGE<br>26, 2400 TOTAL HOURS,<br>UNK/NR IN TYPE, INSTRU-<br>MENT RATED. |
|        | MINTER CITY, MISS<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR  |   | PHASE OF  | F OPERATION<br>IGHT SWATH RUN<br>NG OTHER                               |   |
|        | POWERPLANT - FUEL<br>TERRAIN - ROUGH/UI<br>COMPLETE POWER LOSS  | ENANCE, SERVICING, INSPECTION SYSTEM CARBURETOR NEVEN - COMPLETE ENGINE FAILURE/FI CCES - FORCED LANDING OFF AI             | LAMEOUT-1 ENGINE  | ENANCE AND INSPECTION   |   |
|        | SPECIAL DATA TOTAL HOURS IN CRU KIND OF CROP - CO PILOT'S SEAT BELT CRASH HELMET - AV. CRASH BAR - NOT IN TERRAIN-TYPE - LEV SWATH RUN-HOW FLOD | DP CONTROL - 1200<br>TTON<br>- FASTENED-PROPERLY<br>AILABLE-USED<br>USTALLED<br>VEL,FLAT                                    | KIND OF<br>TYPE OF<br>GLOVES -<br>COCKPIT<br>TANK/HOP<br>ELEVATIO | CRASHPAD - NOT INSTA<br>PPER-LOCATION - FORWAI<br>ON-AREA BEING TREATED | ID CHEMICAL-TOXIC<br>LLED<br>RD OF PILOT<br>-FEET - 300                                   |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA   | IN         | JUR<br>F         | S M                             | /N                     | FLIGHT<br>PURPOSE   | PILOT DATA   |
|--------|---|---|---|------------|------------------|---------------------------------|------------------------|---|--|
| 3-3158 | 8/21/72<br>TIME - 16  | WEBB,MISS<br>30   | CESSNA 188<br>N8075V<br>DAMAGE-DESTROYED  | CR-<br>PX- | 0                | 0                               | 1 0                    | COMMERCIAL<br>AERIAL APPLICATION  | COMMERCIAL, FL.INSTR.,<br>AGE 23, 1267 TOTAL HOURS,<br>106 IN TYPE, INSTRUMENT<br>RATED. |
|        |   | SS  | INTENDED DESTINATION<br>LOCAL   |            |                  |                                 |                        | F OPERATION<br>IGHT PROCEDURE TURNAR  |  |
|        | PROBABLE PILOT II   |   | D TO OBTAIN/MAINTAIN FL   | YING S     | PEE              | D                               |                        |   |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HOI<br>ELEVATI<br>PROCEDUI | OURS IN CROP CONTI<br>CROP - COTTON<br>SEAT BELT - FAST<br>- USED<br>CRASHPAD - INSTA<br>PER-LOCATION - FI<br>ON-AREA BEING TRE<br>RE TURNAROUND - TI | ENED-PROPERLY<br>LLED<br>DRWARD OF PILOT<br>ATED-FEET - 165<br>HIRD 1/3 OF TURN |            | T                | YPE                             | OF<br>ES               | OPERATION - SPRAYING CHEMICAL USED - LIQUI NOT USED ELMET - AVAILABLE-USED AR - INSTALLED I-TYPE - LEVEL, FLAT UN-HOW FLOWN - CROSSWI | D CHEMICAL-TOXIC   |
| 3-3135 | 8/29/72<br>TIME - 12  | GREENWOOD,MISS<br>45  | BOEING E75<br>N65872<br>Damage-destroyed  | CR-<br>PX- | 0                | 1<br>0                          | 0                      | COMMERCIAL<br>AERIAL APPLICATION  | COMMERCIAL, AGE 44,<br>11000 TOTAL HOURS, 8000 IN<br>TYPE, NOT INSTRUMENT<br>RATED.      |
|        | DEPARTURE<br>SIDON,<br>TYPE OF A  | IRPORT - GREENWOO<br>POINT<br>MISS<br>CCIDENT<br>D WITH WIRES/POL   | INTENDED DESTINATION<br>LOCAL   |            |                  |                                 |                        | IF OPERATION<br>IGHT SWATH RUN  | NATED.   |
|        | FACTOR(S)   |   | D TO SEE AND AVOID OBJE   | CTS OR     | 08               | is <b>t</b> r                   | UCT                    | IONS  |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO                         | OURS IN CROP CONTI<br>CROP - BEANS<br>SEAT BELT - UNKN<br>- NOT USED<br>CRASHPAD - INSTA<br>PPER-LOCATION - FI<br>DN-AREA BEING TRE                   | OWN/NOT REPORTED<br>LLED<br>DRWARD OF PILOT                                     |            | T<br>C<br>C<br>T | YPE<br>LOV<br>RAS<br>RAS<br>ERR | OF<br>ES<br>H F<br>H E | OPERATION - SPRAYING CHEMICAL USED - LIQUI NOT USED ELMET - AVAILABLE-USED AR - INSTALLED -TYPE - LEVEL, FLAT UN-HOW FLOWN - WIND CA  | D CHEMICAL-TOXIC   |

| FILE   |  | AIRCRAFT DATA  | I N J U<br>F   | RIES<br>S M          | /N               | FLIGHT<br>PURPOSE  | PILOT DATA  |  |  |
|--------|--|--|----------------|----------------------|------------------|--|---|--|--|
| -      | 9/3/72 WOODVILLE,MISS TIME - 1400 DEPARTURE POINT CENTERVILLE,MISS TYPE OF ACCIDENT  | GRUMMAN G-164A<br>N8372                                      | CR- 0<br>PX- 0 | 0                    | 0                | COMMERCIAL   |   |  |  |
|        | COLLIDED WITH WIRES/PO   | ES   |                |                      |                  | IGHT PULLUP FROM SWAT  | TH RUN  |  |  |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAIL   | ED TO SEE AND AVOID OBJE                                     | CTS OR O       | BSTR                 | .uc T            | IONS   |   |  |  |
|        | SPECIAL DATA TOTAL HOURS IN CROP CON KIND OF CROP — BEANS PILOT'S SEAT BELT — UNK GOGGLES — USED COCKPIT CRASHPAD — INST. TANK/HOPPER-LOCATION — SWATH RUN-HOW FLOWN — U REMARKS— HIT LINES DURG P | NOWN/NOT REPORTED ALLED FORWARD OF PILOT NKNOWN/NOT REPORTED |                | GLOV<br>CRAS<br>CRAS | ES<br>H H<br>H B | OPERATION - SPRAYING<br>CHEMICAL USED - LIQUI<br>- NOT USED<br>ELMET - AVAILABLE-USED<br>AR - INSTALLED<br>-TYPE - ROLLING |   |  |  |
| 3-3559 | 9/13/72 COLUMBUS, MISS<br>TIME - 1230  | N3934R<br>DAMAGE-SUBSTANTIAL                                 | PX- 0          | 1 0                  | 0                | INSTRUCTIONAL<br>SOLO  | STUDENT, AGE 43, 30 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |  |  |
|        | NAME OF AIRPORT - COLUMBU<br>DEPARTURE POINT<br>COLUMBUS,MISS<br>TYPE OF ACCIDENT<br>COLLISION WITH GROUND/W   | INTENDED DESTINATION   |                | PHAS<br>L <i>a</i>   | E O              | F OPERATION<br>NG FINAL APPROACH   |   |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT NOT FASTENED REMARKS- CRASHED DRG LDG ATMT.                        |  |                |                      |                  |  |   |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA                               | I N J<br>F | URIES<br>S M/          | 'N        | FLIGHT<br>PURPOSE  | PILOT DATA   |                     |
|--------|--|---|---|------------|------------------------|-----------|--|--|---------------------|
| 3-2896 | 9/23/72<br>TIME - 1530                               | DUNDEE, MISS  | CESSNA 188A<br>N5624J<br>DAMAGE-SURSTANTIAL | CR-<br>PX- | 0 0<br>0 0             | 1         | COMMERCIAL<br>ASSOC CROP CTL ACT   | COMMERCIAL, AGE 2 IVITY TOTAL HOURS, 600 INSTRUMENT RATED.             | 9, 3819<br>IN TYPE, |
|        | DEPARTURE F<br>STRIP<br>TYPE OF ACC<br>TURBULENCE    | CIDENT  | NTENDED DESTINATION LOCAL                   |            | LAN                    | ID II     | F OPERATION<br>NG LEVEL OFF/TOUCH<br>NG LEVEL OFF/TOUCH  | IDOWN  |                     |
|        | PROBABLE CA<br>WEATHER -                             | AUSE(S)<br>- LOCAL WHIRLWIND  |   |            |                        |           |  |  |                     |
|        | 5 OR OVER  | AT ACCIDENT SITE<br>R<br>NS TO VISION AT ACC  | IDENT SITE                                  |            | 200<br>PRECI<br>NON    | OF        | AT ACCIDENT SITE<br>TATION AT ACCIDENT<br>WEATHER CONDITIONS   | ¥  |                     |
|        | KIND OF (<br>PILOT'S S<br>GOGGLES -<br>CRASH BAF     | TA  JRS IN CROP CONTROL  GROP — COTTON  SEAT BELT — UNKNOWN,  NOT USED  R — INSTALLED  N-HOW FLOWN.— UNKNOW                     | NOT REPORTED                                |            | TYPE<br>GLOVE<br>CRASH | OF<br>S - | OPERATION - DEFOLI<br>CHEMICAL USED - LI<br>- NOT USED<br>ELMET - AVAILABLE-U<br>PPER-LOCATION - FOR | QUID CHEMICAL-TOXIC  |                     |
| 3-2952 | TIME - 1150  | 0   | PIPER J3C-65<br>N32806<br>DAMAGE-DESTROYED  | CR-<br>PX- | 0 0<br>0 0             | 1         | COMMERCIAL<br>MAPPING/PHOTO  | ATR, FLIGHT INSTR.<br>26, 3656 TOTAL HO<br>IN TYPE, INSTRUME<br>RATED. | URS, 23             |
|        | DEPARTURE F<br>PASCAGOUL<br>TYPE OF ACC<br>ENGINE FA |   | LOCAL                                       |            | IN                     | FL        | F OPERATION<br>IGHT NORMAL CRUISE<br>NG FINAL APPROACH   |  |                     |
|        | MISCELLAN<br>TERRAIN -<br>COMPLETE PO<br>EMERGENCY ( | AUSE(S) COMMAND - INADEQUA NEOUS ACTS,CONDITIO HIGH OBSTRUCTIONS DWER LOSS - COMPLETI CIRCUMSTANCES - FOR( ATER IN CARB AND GA: |   |            |                        |           |  |  |                     |

| FILE   |   |                  | AIRCRAFT DATA                                    |            | F S  | M/N  | V.  | PURPOSE                                   | PILOT DATA  |
|--------|---|------------------|--|------------|------|------|-----|---|---|
| 3-2994 | 10/1/72 OCE<br>TIME - 1230  | EAN SPRNGS, MISS | PIENTONPOL CAMPER<br>N1074Z<br>DAMAGE-DESTROYED  | CR-<br>PX- | 2    | 0 (  | 0   | INSTRUCTIONAL<br>DUAL                     | COMMERCIAL, AGE 46, 4945<br>TOTAL HOURS, 5 IN TYPE,<br>INSTRUMENT RATED.      |
|        | NAME OF AIRPORT — GULFPARK DEPARTURE POINT INTENDED DESTINATION OCEAN SPRNGS, MISS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIN TAKEOFF INITIAL CLIMB |                  |  |            |      |      |     | - OPERATION                               |   |
|        | FACTOR(S)   | 4MAND - FAILED   | TO OBTAIN/MAINTAIN FLY                           |            | PEEC | )    |     |   |   |
|        | PILOT IN COR  |                  | FAMILIARITY WITH AIRC                            | RAFT       |      |      |     |   |   |
| 3-2933 | 10/21/72 GUU<br>TIME - 1115   | _FPORT,MISS      | CESSNA 172<br>N2429U                             | CR-<br>PX- | 0    | 0 2  | 1   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 28, 1020<br>TOTAL HOURS, 20 IN TYPE,                          |
|        | DEPARTURE POIN<br>GULFPORT, MIS<br>TYPE OF ACCIDE   | NT<br>SS<br>ENT  | INTENDED DESTINATION LOCAL                       |            | PH   | IASE | OF  | - OPERATION                               | COMMERCIAL, AGE 28, 1020<br>TOTAL HOURS, 20 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | ENGINE FAILU<br>COLLIDED WIT  | JKE UK MALFUNCI  | ION  |            |      | 11/1 | -11 | IGHT NORMAL CRUISE<br>NG ROLL             |   |
|        |   |                  | POWERPLANT FAILURE F                             | OR UN      | DETE | RMI  | ٧E۵ | REASONS                                   |   |
|        |   |                  | TE ENGINE FAILURE/FLAM<br>RCED LANDING OFF AIRPO |            |      |      | E   |   |   |
| 3-3537 | 5/14/72 LEE   | ES SUMMIT, MO    |  |            |      |      |     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 27, 109 TOTAL HOURS, 53 IN TYPE, NOT INSTRUMENT RATED.           |
|        | NAME OF AIRPOR<br>DEPARTURÉ POIN<br>LEES SUMMIT   | NT<br>MO         | INTENDED DESTINATION .                           |            |      |      |     |   |   |
|        | STALL   | ENI              |  |            |      |      | -   | F OPERATION<br>NG FINAL APPROACH          |   |
|        |   | MAND - FAILED    | TO OBTAIN/MAINTAIN FLY<br>1972.MADE 4 TOUCH AND  |            |      |      | ۸۲، | DT.                                       |   |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA  | IN         | JUR<br>F | IES<br>S M | /N       | FLIGHT<br>PURPOSE   | PILOT DATA   |
|--------|---|---|--|------------|----------|------------|----------|---|--|
| 3-3081 | 7/10/72 NR.K  | EWANEE,MO<br>NT I<br>IP,MO  | PIPER PA-25<br>N6466Z<br>DAMAGE-DESTROYED<br>NTENDED DESTINATION<br>LOCAL            | CR-<br>PX- | 0        | 1          | 0        | COMMERCIAL AERIAL APPLICATION  F OPERATION  | COMMERCIAL, AGE 32, 3575<br>TOTAL HOURS, 166 IN TYPE,<br>INSTRUMENT RATED.       |
|        |   | LOSION IN FLIGH   |  |            |          | IN         | FL       | IGHT PULLUP FROM SWATE<br>NG LEVEL OFF/TOUCHDOWN  |  |
|        | PILOT IN CO<br>FACTOR(S)<br>MISCELLANEO<br>TERRAIN - H<br>MISCELLANEO                                   | - EXHAUST SYSTEM MMAND - SELECTED US ACTS, CONDITIO IIGH OBSTRUCTIONS US ACTS, CONDITIO | UNSUITABLE TERRAIN  NS - FIRE IN ENGINE  | IRT ON     | LA       | IND        |          |   |  |
|        | KIND OF CRO<br>PILOT'S SEA<br>GOGGLES - N<br>COCKPIT CRA<br>TANK/HOPPER<br>ELEVATION-A<br>FIRE AFTER IM | T BELT - UNKNOWN<br>OT USED<br>SHPAD - INSTALLE<br>-LOCATION - FORW<br>REA BEING TREATE | /NOT REPORTED  D  ARD OF PILOT  D-FEET - 300   |            | T<br>G   | YPE        | OF<br>ES | OPERATION - SPRAYING ( CHEMICAL USED - UNKNOW USED ELMET - AVAILABLE-USED AR - INSTALLED -TYPE - LEVEL,FLAT UN-HOW FLOWN - CROSSWIN | NN/NOT REPORTED  |
| 3-3103 | 7/15/72 JC<br>TIME - 1150<br>DEPARTURE POI<br>JOPLIN:MO   | NT I  | HAGENSICKER B8<br>N3071<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION<br>HOME PASTURE |            |          |            |          |   | COMMERCIAL, AGE 48, 820<br>NSP TOTAL HOURS, 50 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | TYPE OF ACCID   | ENT   | HORE PASTONE   |            |          |            |          | F OPERATION<br>NG 'LEVEL OFF/TOUCHDOWN  | <b>1</b> .   |
|        | PROBABLE CAUS<br>PILOT IN CO<br>REMARKS- HIT  | MMAND - FAILED T  | O SEE AND AVOID OBJEC  | TS OR      | 08       | STR        | υст      | IONS  |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA  | · IN            | JUR]<br>F S  | ES<br>M | /N         | FLIGHT<br>PURPOSE                    |   |
|--------|--|--|--|-----------------|--------------|---------|------------|--------------------------------------|---|
| 3-2817 | 8/5/72 05<br>TIME - 1620                         | SAGE BEACH, MO   | BELL 47J<br>N2881B<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX-      | 0            | 0       | 1<br>3     | COMMERCIAL<br>CTR PASSG-D            | COMMERCIAL, AGE 24, 1608<br>TOTAL HOURS, 130 IN TYPE<br>NOT INSTRUMENT RATED. |
|        | NAME OF AIRPO                                    | DRT - GRAND GLAIZ<br>INT I<br>DING,MO                          | E<br>NTENDED DESTINATION<br>TAN-TARA, MO   |                 | PΗ           | HASE    | € 0        | F OPERATION<br>IGHT HOVERING         | not instructed three  |
|        | PILOT IN CO                                      | DMMAND - EXERCISE<br>DMMAND - INADEQUA<br>DUS ACTS, CONDITIO   | TE PREFLIGHT PREPARAT<br>NS - LATERAL IMBALANC   | E               |              |         |            |                                      | NE SIDE OF HOVERING HEL.  |
| 3-2966 | 8/14/72 II<br>TIME - 1150                        | NDEPENDENCE, MO  | CESSNA 172<br>N567Q<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-      | 0            | 0       | 1          | NONCOMMERCIAL<br>PLEASURE/PERSONAL T | PRIVATE, AGE 38, 58 TOTA TRANSP HOURS, 5 IN TYPE, NOT INSTRUMENT RATED.       |
|        | DEPARTURE PO:<br>JEFFERSON<br>TYPE OF ACCIO      | MO   |  |                 |              |         |            | F OPERATION<br>NG ROLL               | MOTROLENT NATED.  |
|        | NOSE OVER/OPEROBABLE CAUSE PILOT IN CONFACTOR(S) | DOWN<br>SE(S)<br>DMMAND - FAILED TO                            | D MAINTAIN DIRECTIONA<br>FAMILIARITY WITH AIRC   |                 |              | LAN     |            | NG ROLL                              |   |
| 3-3038 | 8/19/72 SE<br>TIME - 1330                        | DALIA, MO  | BELL 47G<br>N2812B<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX-      | 0            | 0<br>0  | 1          | COMMERCIAL<br>OTHER                  | ATR, FLIGHT INSTR., AGE<br>32, 4786 TOTAL HOURS, 35<br>IN TYPE, INSTRUMENT    |
|        |  | RT - FAIRGROUNDS<br>NT II                                      | NTENDED DESTINATION LOCAL  |                 |              |         |            |                                      | RATED.  |
|        | TYPE OF ACCID                                    | ENT<br>TH AUTOMOBILE   |  |                 |              |         |            | F OPERATION<br>AERIAL TAXI, OTHER    |   |
|        | PILOT IN CO                                      | DMMAND - INADEQUA<br>DMMAND - FAILED TO<br>DUS ACTS, CONDITION | TE PREFLIGHT PREPARAT<br>D FOLLOW APPROVED PRO<br>NS — IMPROPERLY LOADE<br>D HELICOPTER SHOULD H | CEDURI<br>D AIR | ES,C<br>CRAF | IRE     | ECT<br>VEI | IVES,ETC.<br>GHT-AND/OR C.G.         |   |

| FILE   | . DATE  | LOCATION   | AIRCRAFT DATA          | IN          | JUR<br>F | S M | /N | FLIGHT<br>PURPOSE                         | PILOT DATA   |  |  |  |
|--------|---|--|------------------------|-------------|----------|-----|----|---|--|--|--|--|
| 3-3155 | 8/21/72   | SHELL KNOB, MO   | CESSNA 172             | CR-<br>PX-  | 0        | 0   | 1  | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 56, 2106  |  |  |  |
|        | DEPARTURE<br>SHELL K<br>TYPE OF A   | NAME OF AIRPORT - STONEY'S 5 COVES DEPARTURE POINT INTENDED DESTINATION SHELL KNOB, MO NEOSHO, MO TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH TAKEOFF INITIAL CLIMB |                        |             |          |     |    |   |  |  |  |  |
|        | PILOT I<br>PILOT I<br>FACTOR(S)<br>AIRPORT  | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED                        |                        |             |          |     |    |   |  |  |  |  |
| 3-3251 |   |  | DAMAGE-SUBSTANTIAL     | CR-*<br>PX- | 0        | 0   | 1  | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 17, 51 TOTAL<br>HOURS, 49 IN TYPE, NOT<br>INSTRUMENT RATED. |  |  |  |
|        | NAME OF AIRPORT - CREVE COUER  DEPARTURE POINT INTENDED DESTINATION  CREVE COEUR,MO LOCAL  TYPE OF ACCIDENT PHASE OF OPERATION  UNDERSHOOT LANDING FINAL APPROACH  GEAR COLLAPSED LANDING LEVEL DEF/TOUCHDOWN |  |                        |             |          |     |    |   |  |  |  |  |
|        | PROBABLE<br>PILOT I   | CAUSE(S)   | GED DISTANCE AND SPEED |             |          |     |    | 1272 3177.0007.00HN                       |  |  |  |  |

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|        |   |   | BRIEFS   |                  |                                      |                                      |  |  |
|--------|---|---|--|------------------|--------------------------------------|--------------------------------------|--|--|
|        |   |   |  |                  |                                      |                                      | FLIGHT<br>PURPOSE  |  |
| 3-2943 | 9/25/72<br>TIME - 1700  | STEELE,MO   | PIPER PA-25<br>N4548Y<br>DAMAGE-SURSTANTIAL  | CR-<br>PX-       | 0 0                                  | 1 0                                  | COMMERCIAL<br>AERIAL APPLICATION   | COMMERCIAL, AGE 31, 1623<br>TOTAL HOURS, 1032 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        |   | RPORT - STEELE<br>POINT   | INTENDED DESTINATION LOCAL   |                  |                                      |                                      |  |  |
|        | TYPE OF ACC   |   |  |                  | 11                                   | N FL                                 | OF OPERATION<br>.IGHT NORMAL·CRUISE<br>.NG ROLL  |  |
|        | MISCELLAN<br>MISCELLAN<br>TERRAIN -<br>COMPLETE PO                        | COMMAND - MISMAN HEOUS ACTS, CONDIT HEOUS ACTS, CONDIT - ROUGH/UNEVEN DWER LOSS - COMPL   | AGEMENT OF FUEL<br>IONS - INATTENTIVE TO F<br>IONS - FUEL EXHAUSTION<br>ETE ENGINE FAILURE/FLAM<br>ORCED LANDING OFF AIRPO | 1E0U <b>T-</b> - | 1 ENG                                | INE                                  |  |  |
|        | KIND OF C<br>GLOVES —<br>CRASH HEL<br>CRASH BAR<br>TERRAIN—T<br>SWATH RUN | JRS IN CROP CONTR<br>CROP - PASTURE<br>NOT USED<br>MET - AVAILABLE-<br>R - INSTALLED<br>TYPE - LEVEL, FLAT<br>N-HOW FLOWN - WIN | USED   | LLONS            | PILO<br>GOGO<br>COCH<br>TANH<br>ELEN | OT'S<br>GLES<br>KPIT<br>K/HC<br>/ATI | OPERATION - SEEDING CR<br>SEAT BELT - FASTENED-F<br>S - NOT USED<br>CRASHPAD - INSTALLED<br>OPPER-LOCATION - FORWARD<br>CON-AREA BEING TREATED-F | ROPERLY OF PILOT   |
| 3-2941 | TIME - 1645   | )   | DAMAGE-SUBSTANTIAL   | CR-<br>PX-       | 0 0<br>0 0                           | 1 0                                  | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAN  | PRIVATE, AGE 39, 184<br>ISP TOTAL HOURS, 2 IN TYPE,<br>NOT INSTRUMENT RATED.       |
|        |   | ,MO<br>IDENT  | INTENDED DESTINATION INDEPENDENCE, MO.   |                  |                                      |                                      | OF OPERATION<br>ING ROLL   |  |
|        | PROBABLE CA<br>PILOT IN<br>PILOT IN<br>FACTOR(S)                          | AUSE(S)<br>COMMAND - IMPROP   | ER OPERATION OF BRAKES<br>ED WRONG RUNWAY RELATIV<br>IONS - DOWNWIND   |                  | R FLI(                               | SHT                                  | CONTROLS   |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   | IN         | JUR I<br>F S | ES<br>M/N      | FLIGHT<br>PURPOSE   | PILOT DATA  |
|--------|--|---|---|------------|--------------|----------------|---|---|
| 3-3324 | 10/16/72 NR.<br>TIME - 1730  | RICHMOND, MO  | CESSNA 170B<br>N4607C<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX- | 1            | 0 0            | NONCOMMERCIAL<br>PLEASURE/PERSONAL                                | PRIVATE, AGE 32, 300 TRANSP TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
|        | DEPARTURE PO<br>RAYVILLE,<br>TYPE OF ACCI<br>COLLIDED W  | MO  | INTENDED DESTINATION<br>UNKNOWN/NOT REPORTED  |            |              |                | OF OPERATION<br>LIGHT BUZZING                                     | NATED.  |
|        | PILOT IN C<br>MISCELLANE   | OMMAND - EXERCIS<br>OMMAND - MISJUDG<br>OUS ACTS, CONDITI   |   | FLYIN      | G            |                |   |   |
| 3-2909 | 11/2/72 F<br>TIME - 1027   | T.LEONARD WD,MO   | CESSNA 150<br>N51264<br>DAMAGE-DESTROYED  | CR-<br>PX- | 0            | 0 2            | INSTRUCTIONAL DUAL  | COMMERCIAL, FL.INSTR.<br>AGE 27, 1654 TOTAL HO<br>1128 IN TYPE, INSTRUM     |
|        | DEPARTURE PO<br>FT.LEONARD<br>TYPE OF ACCI<br>ENGINE FAI   | WD,MO   | INTENDED DESTINATION<br>LOCAL   |            |              | IN F           | OF OPERATION<br>LIGHT CLIMB TO CRUI<br>ING OTHER                  | RATED.  |
|        | PERSONNEL MISCELLANE TERRAIN - FACTOR(S) MISCELLANE COMPLETE POW                                     | OMMAND - INADEQU<br>- MAINTENANCE, SE<br>OUS ACTS, CONDITI<br>HIGH OBSTRUCTION<br>OUS ACTS, CONDITI<br>ER LOSS - COMPLE | ATE PREFLIGHT PREPARAT<br>RVICING,INSPECTION IM<br>ONS - WATER IN FUEL<br>S<br>ONS - TOUCH AND GO LAN<br>TE ENGINE FAILURE/FLAM<br>RCED LANDING OFF AIRPO | PROPE DING | RLY          | SERV           | ICED AIRCRAFT (OWNER  | R-PILOT)  |
| 3-3203 | 11/4/72 S<br>TIME - 2130   | PRINGFIELD,MO   | CESSNA P206A<br>N2690X<br>DAMAGE-SURSTANTIAL  | CR-<br>PX- | 0            | 0 1            | NONCOMMERCIAL<br>PLEASURE/PERSONAL                                | TRANSP TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT                             |
|        | DEPARTURE PO<br>SPRINGFIEL<br>TYPE OF ACCI<br>UNDERSHOOT<br>COLLIDED W<br>PROBABLE CAU<br>PILOT IN C | DENT  ITH FENCE, FENCE  SE(S)  OMMAND - FAILED  | INTENDED DESTINATION<br>LOCAL   | TS OR      |              | L ANE<br>L ANE | OF OPERATION<br>ING FINAL APPROACH<br>ING FINAL APPROACH<br>TIONS |   |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA   | INJ<br>F   | UR     | IES<br>S M                                | /N                                | FLIGHT<br>PURPOSE  | PILOT DATA   |
|--------|---|---|---|------------|--------|---|-----------------------------------|--|--|
| 3-3051 | 11/8/72<br>TIME - 17<br>NAME OF A<br>DEPARTURE                            | VERSAILLES, MO 11  IRPORT - OTTEN MEM POINT A, KANS CCIDENT OT MUSH               | MOONEY M-20E<br>N3353X<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX- | 0      | O<br>O<br>HAS                             | 1<br>1<br>E O                     | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP F OPERATION NG LEVEL OFF/TOUCHDOWN NG GO-AROUND | PRIVATE, AGE 39, 234 TOTAL HOURS, 40 IN TYPE, NOT INSTRUMENT RATED.        |
|        | PILOT II<br>PILOT II<br>PILOT I   | N COMMAND - MISJUDG<br>N COMMAND - DELAYED<br>N COMMAND - MISUSED                 | ED DISTANCE AND SPEED<br>IN INITIATING GO-AROU<br>OR FAILED TO USE FLAM<br>TO OBTAIN/MAINTAIN FLY | S          | EE     | :D  |                                   |  |  |
| 3-3552 | TIME - 15  NAME OF A DEPARTURE DALLAS TYPE OF A COLLIDE                   | IRPORT - FESTUS POINT TEX CCIDENT D WITH WIRES/POLES                              |   | CR-<br>PX- | 0      | HAS                                       | l<br>E O<br>ND I                  | BUSINESS<br>F OPERATION<br>NG FINAL APPROACH   | PRIVATE, AGE 40, 475<br>TOTAL HOURS, 250 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | PROBABLE ( PILOT II FACTOR(S) PILOT II WEATHER                            | N COMMAND - FAILED<br>N COMMAND - EXERCIS   | TO SEE AND AVOID OBJEC<br>ED POOR JUDGMENT<br>CIATED W/CLOUDS AND/OF                              |            |        | STR                                       | UCT                               | NG LEVEL OFF/TOUCHDOWN   |  |
|        | 5 OR OVE<br>OBSTRUCTION<br>NONE<br>WIND VELOU<br>17<br>TYPE OF FE<br>NONE | ED<br>Y AT ACCIDENT SITE<br>ER<br>DNS TO VISION AT AC<br>CITY-KNOTS<br>LIGHT PLAN | CIDENT SITE<br>STRIP FOR ARPT. RELIED   | on N       | P<br>W | UN<br>REC<br>NO<br>IND<br>28<br>YPE<br>VF | LIM<br>IPI<br>NE<br>DI<br>O<br>OF | AT ACCIDENT'SITE ITED TATION AT ACCIDENT SITE RECTION-DEGREES WEATHER CONDITIONS .     |  |

| FILE   | DATE                                      | LOCATION   | AIRCRAFT DATA  | INJU       | JRIES<br>S M     | /N        | FLIGHT<br>PURPOSE   |              | PILOT DATA  |
|--------|---|--|--|------------|------------------|-----------|---|--------------|---|
| 3-2842 | 12/18/72<br>TIME - 01:                    | ST LOUIS,MO<br>35  | CESSNA 337B<br>N2421S<br>DAMAGE-SUBSTANTIAL  | CR- (      | 0 0              | 1         | NONCOMMERCIAL<br>BUSINESS   |              |   |
|        | TYPE OF A                                 | POINT<br>RG,VA<br>CCIDENT<br>FAILURE OR MALFUN<br>D WITH TREES                                       | INTENDED DESTINATION<br>ST LOUIS, MO   |            | PHAS<br>IN       | E O<br>FL | ROUTE STOP<br>NGTON,KY<br>F OPERATION<br>IGHT NORMAL CR<br>NG FINAL APPRO | UISE<br>DACH | RATED.  |
|        | PILOT I.<br>MISCELL<br>MISCELL<br>TERRAIN | N COMMAND - MISMA<br>N COMMAND - IMPRO<br>ANEOUS ACTS,CONDI<br>ANEOUS ACTS,CONDI<br>- HIGH OBSTRUCTI | NAGEMENT OF FUEL PER IN-FLIGHT DECISIONS TIONS - FUEL EXHAUSTION TIONS - FAILURE OF TWO ( ONS LETE ENGINE FAILURE/FLAI | OR MORE    | ENGI             | NES       |   |              |   |
|        | EMERGENCY                                 | CIRCUMSTANCES -  | FORCED LANDING OFF AIRPO   | ORT ON I   | AND              |           |   | TOR REMAIN   | ING FUEL.   |
| 3-3502 |   |  | DAMAGE-SURSTANTIAL   | CR-<br>PX- | 1 0<br>0 0       | 0         | NONCOMMERCIAL<br>PLEASURE /PERSO  | INAL TRANSP  | PRIVATE, AGE 22, 136 TOTAL HOURS, 22 IN TYPE, NOT INSTRUMENT RATED. |
|        | MILTON<br>TYPE OF A                       | ,FLA   | INTENDED DESTINATION<br>LEMARS, IOWA   |            |                  |           | F OPERATION<br>IGHT OTHER   |              |   |
|        | WEATHER                                   |  | NUED VFR FLIGHT INTO ADV   | VERSE WI   | ATHE             | R C       | ONDITIONS   |              |   |
|        | WEATHER<br>TERRAIN                        | - FOG<br>- HIGH OBSTRUCTI  |  |            |                  |           |   |              |   |
|        | WEATHER F                                 |  | BY FLIGHT SERVICE PERSO<br>SLIGHTLY WORSE THAN FOO<br>ECOVERED   |            | BY PH            | ONE       |   |              |   |
|        | SKY CONDI                                 | TION   | _  |            | 20               | 0         | AT ACCIDENT SI  |              |   |
|        | 1/4 MIL<br>OBSTRUCTI                      | Y AT ACCIDENT SIT<br>E OR LESS<br>ONS TO VISION AT   |  |            | NO<br>TEMP       | NE<br>ERA | TATION AT ACCIO<br>TURE-F   | DENT SITE    |   |
|        | FOG<br>WIND DIRE<br>190                   | CTION-DEGREES  |  |            | 32<br>WIND<br>10 | ۷E        | LOCITY-KNOTS  |              |   |
|        | IFR                                       | EATHER CONDITIONS<br>KIRKSVILLE WX.RCV   |  |            | T YPE<br>NO      |           | FLIGHT PLAN   |              |   |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | INJU<br>F | JRIES<br>S M/   | N                              | PURPOSE   | PILOT DATA  |
|--------|--|--|---|-----------|---|--------------------------------|---|---|
|        | 12/21/72<br>TIME - 133<br>NAME OF AIDEPARTURE                              | CHESTERFIELD,MO<br>30<br>IRPORT - SPIRIT ST<br>POINT<br>ILLE,KY                | CESSNA 182H<br>N1952X<br>DAMAGE-SUBSTANTIAL<br>LOUIS<br>INTENDED DESTINATION  | CR-       | PHASE   | 0 N<br>0 E                     |   | PRIVATE, AGE 60, 1572<br>TOTAL HOURS, 847 IN TYPE,<br>INSTRUMENT RATED. |
|        | FACTOR(S) WEATHER MISCELLA   | N COMMAND - FAILED - ICING CONDITIONS ANEOUS ACTS, CONDITI RIEFING - BRIEFED B | TO OBTAIN/MAINTAIN FLY<br>-INCLUDES SLEET,FREEZI<br>ONS - AIRFRAME ICE<br>Y FLIGHT SERVICE PERSC<br>SUBSTANTIALLY CORRECT | ING RAII  | √,ETC.  | SON                            |   |   |
|        | 5 OR OVE<br>OBSTRUCTION<br>NONE<br>WIND DIRECT<br>320<br>TYPE OF WE<br>IFR | TY AT ACCIDENT SITE ER DNS TO VISION AT AC CTION-DEGREES EATHER CONDITIONS     | CIDENT SITE<br>IONS DRG DSCNT THRU CL   | ₋DS•      | 130<br>PRECI<br>NON<br>TEMPE<br>32<br>WIND<br>6<br>TYPE | O<br>PITA<br>E<br>RATU<br>VELO | AT ACCIDENT SITE ATION AT ACCIDENT SITE URE-F DCITY-KNOTS FLIGHT PLAN VFR |   |
| 3-2947 | TIME - 143<br>NAME OF AI   | IRPORT - INDEPENDEN<br>POINT<br>DENCE,MO                                       | N2028C<br>DAMAGE-SUBSTANTIAL  | PX- (     | ) O<br>PHASE  | 2 F                            | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS<br>OPERATION<br>FINAL APPROACH   | PRIVATE, AGE 39, 1210 P TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED. |
|        | FACTOR(S)<br>MISCELLA  | N COMMAND - FAILED   | TO OBTAIN/MAINTAIN FLY<br>ONS — POORLY PLANNED A<br>NO OTR ACFT.  |           |   |                                |   |   |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  | INJU<br>F  | IRIE<br>S  | S<br>M/N | FLIGHT<br>PURPOSE                       |       |          | PILOT DATA   |  |  |  |  |
|--------|--|---|--|--|------------|----------|---|-------|----------|--|--|--|--|--|
| 3-3065 | 3/22/72<br>TIME - 083  | BRUSETT, MONT   | PIPER PA-25<br>N7312Z<br>DAMAGE-SUBSTANTIAL                                | CR'- C   | 0 0        | 1<br>0   | COMMERCIAL<br>ASSOC CROP                | CTL . | ACTIVITY | COMMERCIAL, AGE 53,<br>10020 TOTAL HOURS, 100 IN<br>TYPE, INSTRUMENT RATED,    |  |  |  |  |
|        |  | IRPORT - COUNTRY R<br>POINT<br>MONT   |  |  |            |          |   |       |          | ,  |  |  |  |  |
|        | TYPE OF AC<br>ENGINE F<br>GEAR COL   | AILURE OR MALFUNC   | TION   |  | - т        | AKEC     | OF OPERATION<br>OFF INITIAL<br>ONG ROLL |       | 3        |  |  |  |  |  |
|        |  |   | S POWERPLANT FAILURE   | FOR UNDE   | TER        | MINE     | D REASONS                               |       |          |  |  |  |  |  |
|        | COMPLETE   | POWER LOSS - COMPL  | IONS - OVERLOAD FAILUR<br>ETE ENGINE FAILURE/FLA<br>ORCED LANDING OFF AIRP | MEOUT-1  |            |          |   |       |          |  |  |  |  |  |
|        | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 100 KIND OF CROP - PASTURE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- ACFT NOSED OVR.  KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAIALABLE-NOT USED CRASH BAR - INSTALLED  CRASH BAR - INSTALLED |   |  |  |            |          |   |       |          | MICAL-NONTOXIC   |  |  |  |  |
| 3-3030 | TIME - 150   | WYOLA,MONT  | N3481Y   | PX- C  | 0 0        | 1 3      | NONCOMMERC<br>BUSINESS                  | IAL   |          | COMMERCIAL, AGE 44, 1072<br>TOTAL HOURS, 971 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |  |
|        | DEPARTURE<br>WYOLA, MO   | POINT<br>TNC  | DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL                              |  |            |          |   |       |          |  |  |  |  |  |
|        | TYPE OF AC<br>GEAR COL   | CIDENI  |  |  |            |          | OF OPERATION<br>ING LEVEL O             |       | JCHDOWN  |  |  |  |  |  |
|        |  |   | GED DISTANCE, SPEED, AND   | ALTITUO  | ÞΕ         |          |   |       |          |  |  |  |  |  |
|        | WEATHER<br>WEATHER<br>MISCELLA<br>WEATHER BE<br>WEATHER FO   | - DOWNDRAFT, UPDRA<br>- HIGH TEMPERATUR<br>ANEOUS ACTS, CONDIT<br>SIEFING - NO BRIEF<br>DRECAST - UNKNOWN/<br>CIRCUMSTANCES - F |  | . AND  |            |          |   |       |          |  |  |  |  |  |
|        | SKY CONDIT   | SKY CONDITION   |  |  |            |          | CEILING AT ACCIDENT SITE UNLIMITED      |       |          |  |  |  |  |  |
|        | VISIBILITY   | AT ACCIDENT SITE  |  | PRECIPITATION AT ACCIDENT SITE NONE                  |            |          |   |       |          |  |  |  |  |  |
|        |  | UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE   |  |  |            |          | TEMPERATURE-F 92                        |       |          |  |  |  |  |  |
|        | TYPE OF WE   |   | TYP  | E OF   | FLIGHT PLA | N        |   |       |          |  |  |  |  |  |
|        |  | LEW UPSLOPE ON LE   | E SIDE OF 5000FT MTN,U   | NONE<br>UN CROSS OR TURN AROUND DUE TO LOW AIRSPEED. |            |          |   |       |          |  |  |  |  |  |

|        |  | LOCATION .  | AIRCRAFT DATA                               | IN         | JUR<br>F                                 | IES<br>S M               | /N                     | PURPOSE   | PILOT DATA  |  |  |  |
|--------|--|---|---|------------|--|--------------------------|------------------------|---|---|--|--|--|
|        | 8/7/72<br>TIME - 17<br>NAME OF A<br>DEPARTURE<br>LEWIST<br>TYPE OF AG  | GREAT FALLS, MONT  IRPORT - GREAT FALL POINT JWN, MONT CCIDENT VATER LOOP-SWERVE  | PIPER PA-20<br>N1514A<br>DAMAGE-SUBSTANTIAL | CR-<br>PX- | 0  | O<br>O<br>HAS            | 1<br>1<br>E O          | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP F OPERATION NG ROLL NG ROLL  | PRIVATE, AGE 50, 510 TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED.                      |  |  |  |
|        | FACTOR(S)  | N COMMAND - FAILED  | TO MAINTAIN DIRECTIONA                      |            | ITRO                                     | L                        |                        |   |   |  |  |  |
| 3-2910 | 8/13/72<br>TIME - 060  | DEER LODGE,MONT   | PIPER PA-18<br>N4714A<br>DAMAGE-SUBSTANTIAL | CR-<br>PX- | 0  | 0                        | 1                      | COMMERCIAL ASSOC CROP CTL ACTIVITY  | COMMERCIAL, FL.INSTR.,<br>AGE 48, 6218 TOTAL HOURS,<br>3010 IN TYPE, INSTRUMENT<br>RATED. |  |  |  |
|        | DEPARTURE<br>DEER LOI<br>TYPE OF AI<br>STALL   | OGE , MONT  | INTENDED DESTINATION LOCAL                  |            | PHASE OF OPERATION TAKEOFF INITIAL CLIMB |                          |                        |   |   |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - LOAD NOT JETTISONED |   |   |            |  |                          |                        |   |   |  |  |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HOR   | NTA  JURS IN CROP CONTRO  CROP — OTHER  SEAT BELT — FASTEN  — NOT USED  CRASHPAD — NOT INS  PPER-LOCATION — BEL  OOK OFF FROM HIGHN | NED-PROPERLY<br>STALLED<br>LLY              |            | G<br>C<br>C                              | YPE<br>LOV<br>RAS<br>RAS | OF<br>ES<br>H H<br>H B | OPERATION - SPRAYING CRC<br>CHEMICAL USED - LIQUID C<br>- NOT USED<br>ELMET - AVAILABLE-USED<br>AR - NOT INSTALLED<br>-TYPE - ROLLING |   |  |  |  |

| FILE   | DATE  | LOCATION              | AIRCRAFT DATA                                      | IN         | JU<br>F | RIE.<br>S I | S<br>1/N | FLIGHT<br>PURPOSE                      | PILOT DATA  |  |
|--------|---|-----------------------|--|------------|---------|-------------|----------|--|---|--|
| 3-3140 | 8/17/72<br>TIME - 17  | ANACONDA, MONT<br>10  | MOONEY M20E<br>N9248M<br>DAMAGE-SUBSTANTIAL        | CR-<br>PX- | 0       | 0           | 1 0      | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA | PRIVATE, AGE 52, 1550 ANSP TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.      |  |
|        | DEPARTURE<br>GREAT  | FALLS,MONT<br>CCIDENT | INTENDED DESTINATION<br>ANACONDA, MONT             |            |         |             |          | DF OPERATION<br>ING LEVEL OFF/TOUCHDOW |   |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING POWERPLANT - COOLING SYSTEM COWLING MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE REMARKS- COWLING REMOVED FOR OIL CHANGE PRIOR TO FLIGHT. ONLY TOP ROW OF COWLING SECURED PRIOR TO FLIGHT. |                       |  |            |         |             |          |  |   |  |
| 3-3088 | 8/19/72<br>TIME - 16  | WHITEFISH, MONT<br>30 | TAYLORCRAFT BC12-D<br>N39226<br>DAMAGE-SUBSTANTIAL | P X        |         |             |          | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA | PRIVATE, AGE 59, 400 ANSP TOTAL HOURS, 330 IN TYPE, NOT INSTRUMENT RATED.       |  |
|        | NAME OF AIRPORT - WHITEFISH DEPARTURE POINT INTENDED DESTINATION WHITEFISH, MONT LOCAL TYPE OF ACCIDENT LANDING FINAL APPROACH COLLIDED WITH FENCE, FENCEPOSTS LANDING FINAL APPROACH   |                       |  |            |         |             |          |  |   |  |
|        | FACTOR(S)   | N COMMAND - MISJUDG   | ED DISTANCE AND ALTITU<br>S                        | JDE        |         |             |          |  |   |  |
| 3-2891 | TIME - 21   | NR.HARLEM,MONT<br>45  | DAMAGE-SUBSTANTIAL INTENDED DESTINATION            | 1 //       | 0       | 0           | 1        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA | PRIVATE, AGE 44, 500<br>ANSP TOTAL HOURS, 250 IN TYPE,<br>NOT INSTRUMENT RATED. |  |
|        | HARLEM, MONT LOCAL PHASE OF OPERATION TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE HARD LANDING LEVEL OFF/TOUCHDOWN  |                       |  |            |         |             |          |  |   |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - OTHER   |                       |  |            |         |             |          |  |   |  |
|        | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE<br>EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND<br>REMARKS- LND ON GRAVEL ROAD.   |                       |  |            |         |             |          |  |   |  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA   | INJU<br>F                            | RIE     | S<br>M/N | FLIGHT -<br>PURPOSE    | PILOT DATA   |
|--------|---|---|---|--------------------------------------|---------|----------|------------------------|--|
|        |   | LIVINGSTON, MONT  | CESSNA 170A   | CR- C                                | (       | ) 1      | NONCOMMERCIAL          | COMMERCIAL, FL.INSTR., P AGE 30, 8208 TOTAL HOURS, 60 IN TYPE, NOT INSTRUMENT RATED. |
|        | TYPE OF AC  | POINT<br>FON,MONT<br>CCIDENT<br>FAILURE OR MALFUNCT<br>D WITH FENCE,FENCE   |   |                                      |         |          |                        |  |
|        | PILOT IN<br>FACTOR(S)<br>TERRAIN<br>MISCELLA<br>PARTIAL PO<br>EMERGENCY | ANT - MISCELLANEOUS<br>N COMMAND - SELECTE<br>- OTHER<br>ANEOUS - EVASIVE MA<br>UWER LOSS - PARTIAL<br>CIRCUMSTANCES - PS<br>SU | POWERPLANT FAILURE OF DUNSUITABLE TERRAIN  NEUVER TO AVOID COLLIS LOSS OF POWER — 1 ENGECAUTIONARY LANDING OF SPECTED MECHANICAL DIS HIT FENCE AVOIDING AND THE PENCE AVOIDING AND THE | SION<br>SINE<br>SF AIRPO<br>SCREPANC | RT<br>Y |          |                        |  |
| 3-2999 | 10/7/72<br>TIME - 183   | KALISPELL,MONT<br>30  | CESSNA 421<br>N424WP<br>DAMAGE-DESTROYED  | CR- 0<br>PX- 0                       | C       | ) 2      | MISCELLANEOUS<br>FERRY | AIRLINE TRANSPORT, AGE<br>32, 3860 TOTAL HOURS, 278<br>IN TYPE, INSTRUMENT           |
|        | DEPARTURE<br>KALISPEL<br>TYPE OF AC                                     | AILURE OR MALFUNCT  | RATED.  |                                      |         |          |                        |  |
|        | PILOT IN<br>PILOT IN<br>FACTOR(S)<br>PILOT IN                           | NT - MISCELLANEOUS<br>N COMMAND - EXERCIS<br>N COMMAND - FAILED<br>N COMMAND - INADEOU<br>DWER LOSS - PARTIAL                   |   |                                      |         |          |                        |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | INJ<br>F   | URIE:          | ;<br>1/N      | FLIGHT<br>PURPOSE                              | PILOT DATA  |
|--------|---|--|---|------------|----------------|---------------|--|---|
|        | 10/14/72 L<br>TIME - 1530<br>DEPARTURE PO<br>RAPID CIT<br>TYPE OF ACCI  | INCOLN,MONT<br>INT<br>Y,SDAK   | MOONEY M20F<br>N4005N<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>MISSOULA, MONT | CR-<br>PX- | 0 0<br>0 0     | 1<br>1<br>E O | NONCOMMERCIAL BUSINESS  F OPERATION IGHT OTHER | PRIVÁTE, AGE 36, 500<br>TOTAL HOURS, 400 IN TYPE,<br>NOT INSTRUMENT RATED.  |
|        | PILOT IN C<br>FACTOR(S)   | OMMAND - IMPROPE<br>OMMAND - CONTINU<br>LOW CEILING<br>FOG   | ER IN-FLIGHT DECISIONS<br>JED VFR FLIGHT INTO AD                                      |            |                |               | ONDITIONS .                                    |   |
|        | VISIBILITY A 5 OR OVER OBSTRUCTIONS FOG TYPE OF FLIG NONE               | NKNOWN/NOT REPORTED 7000 IBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE OR OVER NONE TRUCTIONS TO VISION AT ACCIDENT SITE OG FOR FLIGHT PLAN  7000 PRECIPITATION AT ACCIDENT SITE NONE TYPE OF WEATHER CONDITIONS VFR |   |            |                |               |  |   |
| 3-3526 | 10/20/72 C<br>TIME - UNK/N<br>DEPARTURE PO<br>BILLINGS,<br>TYPE OF ACCI | INT<br>MONT  | CESSNA 182P<br>N74140<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>RETURN           | CR-<br>PX- |                |               | NONCOMMERCIAL PLEASURE/PERSONAL TR F OPERATION | COMMERCIAL, AGE 39, 544 ANSP TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
|        | FACTOR(S) PILOT IN C TERRAIN - MISSING AIRC                             | SE(S)  OMMAND - FAILED  OMMAND - DIVERTE  HIGH OBSTRUCTION  RAFT - LATER REC   |   | ATION C    | PEED<br>OF AII |               | IGHT OTHER                                     |   |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | I                                    | NJI<br>F         | UR I<br>S        | ES<br>M    | /N  | FLIGHT<br>PURPOSE                         | PILOT DATA  |
|--------|---|--|---|--------------------------------------|------------------|------------------|------------|-----|---|---|
|        | 10/30/72<br>TIME - 090<br>DEPARTURE<br>AUGUSTA  | AUGUSTA, MONT<br>DO<br>POINT<br>, MONT   | PIPER PA-18<br>N4299Z<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>LOCAL  | CR-<br>PX-                           | (                | 0                | 0          | 1   | NONCOMMERCIAL<br>AERIAL SURVEY            | COMMERCIAL, AGE 39, 1444<br>TOTAL HOURS, 659 IN TYPE,<br>INSTRUMENT RATED.    |
|        | PROBABLE ( MISCELL) POWERPLA MISCELLA TERRAIN COMPLETE ( EMERGENCY  | CAUSE(S) ANEOUS ACTS, CONDIT ANT - FUEL SYSTEM ANEOUS - FOREIGN M - HIGH OBSTRUCTIO POWER LOSS - COMPL CIRCUMSTANCES - F | IONS — FUEL CONTAMINAT<br>CARBURETOR<br>ATERIAL AFFECTING NORM  | ION-EX<br>AL OPE<br>MEOUT-<br>ORT ON | XCI<br>ER/<br>-1 | LUS<br>ATI<br>EN | IVI<br>DN: | E 0 |   |   |
| 3-3063 | 3/13/72<br>TIME - 143   | GORDON, NEBR   | PIPER PA-24<br>N7124P<br>DAMAGE-SUBSTANTIAL   |                                      | (                | 0                | 0          | 10  | NONCOMMERCIAL<br>BUSINESS                 | PRIVATE, AGE 49, 1800<br>TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT          |
|        | NAME OF AIRPORT - GORDON DEPARTURE POINT INTENDED DESTINATION GORDON,NEBR IMPERIAL,NEBR TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN |  |   |                                      |                  |                  |            |     |   |   |
|        | MISCELLA  |  |   | NS I ON                              | AS               | SSEI             | МΒι        | _Y  |   |   |
| 3-3080 | NAME OF AL  | RPORT - SHARP FIE  | DAMAGE-SUBSTANTIAL<br>LD  |                                      | (                | 0 (              | 0          | 1   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF | COMMERCIAL, AGE 63, 2500<br>TOTAL HOURS, 22 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | OGDEN, L<br>TYPE OF AC  | IT<br>CIDENT   | INTENDED DESTINATION<br>SIOUX CITY, IOWA  |                                      |                  |                  |            |     | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN     |   |
|        | MISCELLA<br>FACTOR(S)<br>PILOT IN<br>SYSTEMS<br>MISCELLA<br>EMERGENCY   | COMMAND - FAILED NEOUS ACTS, CONDIT  COMMAND - LACK O - ELECTRICAL SYST NEOUS ACTS, CONDIT                               | TO EXTEND LANDING GEAMIONS - IMPROPER EMERGEN<br>F FAMILIARITY WITH AIR<br>EM GENERATORS/ALTERNA<br>IONS - ELECTRICAL FAIL<br>RECAUTIONARY LANDING OF | NCY PR<br>CRAFT<br>TORS<br>URE       |                  |                  | JR E       |     |   |   |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA                                  | INJU<br>F      | RIES<br>S M                  | /N                        | FLIGHT<br>PURPOSE  | PILOT DATA   |  |  |  |  |  |
|--------|--|--|--|----------------|------------------------------|---------------------------|--|--|--|--|--|--|--|
| 3-3032 | 7/9/72<br>TIME - 18  | PAPILLION, NEBR  | CESSNA 177<br>N29397<br>DAMAGE-SUBSTANTIAL     | CR- 0          | 0                            | 1                         | NONCOMMERCIAL<br>PRACTICE  | PRIVÁTE, AGE 41, 112<br>TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT<br>RATEDa            |  |  |  |  |  |
|        | DEPARTURE<br>PAPILLI<br>TYPE OF A                              | ON, NEBR   | A<br>INTENDED DESTINATION<br>LOCAL             |                |                              |                           | F OPERATION<br>FF ABORTED  | NATED.   |  |  |  |  |  |
|        | PILOT I<br>PILOT I<br>TERRAIN                                  | PROBABLE CAUSE(S)  PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING  PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION  TERRAIN - HIGH VEGETATION  FACTOR(S) |  |                |                              |                           |  |  |  |  |  |  |  |
|        | MISCELL  | ANEOUS ACTS, CONDITI   | ONS - OVERLOAD FAILUR<br>50FT TURF RWY.APRX 15 |                | D TC                         | CLI                       | EAR 50FT OBSTACLE.RAN  | OFF END OF RWY.  |  |  |  |  |  |
| 3-3034 |  | HUMBOLT,NEBR<br>30   | PIPER PA-25<br>N4886Y<br>DAMAGE-SUBSTANTIAL    | ÇR- 0<br>PX- 0 | 0                            | 1 0                       | COMMERCIAL<br>AERIAL APPLICATION   | COMMERCIAL, FL.INSTR.,<br>AGE 30, 3600 TOTAL HOURS,<br>197 IN TYPE, INSTRUMENT<br>RATED. |  |  |  |  |  |
|        |  |  | INTENDED DESTINATION                           |                |                              |                           |  | KATED.   |  |  |  |  |  |
|        | TYPE OF A  |  |  |                |                              |                           | F OPERATION<br>IGHT SWATH RUN  | 1  |  |  |  |  |  |
|        | FACTOR(S)  | N COMMAND - FAILED   | IONS   |                |                              |                           |  |  |  |  |  |  |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>SWATH R | OURS IN CROP CONTRO CROP - OTHER SEAT BELT - UNKNOW - NOT USED CRASHPAD - INSTALL IPPER-LOCATION - FOR UN-HOW FLOWN - CROS HIT GUY WIRE.                                     | N/NOT REPORTED  ED  WARD OF PILOT              |                | TYPE<br>GLOV<br>CRAS<br>CRAS | OF<br>ES H<br>H HI<br>H B | OPERATION - SPRAYING<br>CHEMICAL USED - LIQUI<br>- USED<br>ELMET - AVAILABLE-USED<br>AR - INSTALLED<br>-TYPE - ROLLING | D CHEMICAL-TOXIC   |  |  |  |  |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | INJURIES<br>F S M  | FLIO<br>/N PUR          | GHT<br>POSE                   | PILOT DATA  |
|--------|---|--|---|--------------------|-------------------------|-------------------------------|---|
| 3-2878 | 8/11/72<br>TIME - 17<br>DEPARTURE                   | TAYLOR, NEBR   | AERONCA 11AC N9148E DAMAGE-SUBSTANTIAL INTENDED DESTINATION TAYLOR,NEBR                           | CR- 0 0<br>PX- 0 0 | 1 INSTRU                | CTIONAL                       | STUDENT, AGE 25, 45 TOTAL<br>HOURS, 16 IN TYPE, NOT<br>INSTRUMENT RATED.  |
|        | TYPE OF A<br>NOSE OV                                | CCIDENT<br>ER/DOWN   |   |                    | E OF OPERA<br>XI FROM L |                               |   |
|        | FACTOR(S)<br>TERRAIN                                | N COMMAND - MISJU<br>I - OTHER   | DGED SPEED  FA FLD, HIT BADGER HOLE.  |                    |                         |                               |   |
| 3-2977 | TIME - 10   |  |   |                    | 1 NONCOM<br>O BUSINE    | MERCIAL<br>SS                 | PRIVATE, AGE 33, 248 TOTAL HOURS, 161 IN TYPE, NOT INSTRUMENT RATED.      |
|        | TYPE OF A   | MEDIK  | INTENDED DESTINATION RAVENNA, NEBR  |                    | E OF OPERA<br>NDING ROL |                               |   |
|        | FACTOR(S)<br>TERRAIN<br>MISCELL                     | N COMMAND - SELEC<br>- WET, SOFT GROUN   | TIONS - OVERLOAD FAILURE  | :                  |                         |                               |   |
| 3-3025 | 8/17/72<br>TIME - 20                                | WAHOO,NEBR   | CESSNA 150H<br>N22909<br>DAMAGE-SUBSTANTIAL   | CR- 0 0<br>PX- 0 0 | 1 NONCOM<br>1 PLEASU    | MERCIAL<br>RE/PERSONAL TRANSP | PRIVATE, AGE 46, 210<br>TOTAL HOURS, 90 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE<br>WAHOO:N<br>TYPE OF A<br>ENGINE         | CCIDENT<br>FAILURE OR MALFUN   | NICIPAL<br>INTENDED DESTINATION<br>OMAHA,NEBR   | IN                 |                         | LIMB TO CRUISE                | NOT INSTRUMENT NATED.   |
|        | PROBABLE POWERPL TERRAIN FACTOR(S) MISCELL COMPLETE | ANT - IGNITION SY<br>- ROUGH/UNEVEN<br>ANEOUS ACTS, CONDI<br>POWER LOSS - COMP | STEM MAGNETOS<br>TIONS - OVERLOAD FAILURE<br>LETE ENGINE FAILURE/FLAM<br>FORCED LANDING OFF AIRPO | :<br>!EOUT-1 ENGI  | NDING ROL               | L                             |   |

| FILE   | DATE LOCATION   | AIRCRAFT DATA  | INJURIES<br>F S M/N                | FLIGHT<br>PURPOSE                         | PILOT DATA   |
|--------|---|--|------------------------------------|---|--|
| 3-3167 | 8/20/72 CHADRON,NEBR<br>TIME - 1800                                     | AERONCA 7FC<br>N7527E<br>DAMAGE-SUBSTANTIAL  | CR- 0 0 1<br>PX- 0 0 0             | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 46, 485 TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED.       |
|        | NAME OF AIRPORT - CHADRON<br>DEPARTURE POINT<br>CHADRON, NEBR           | MUNI<br>INTENDED DESTINATION   |                                    |   |  |
| *.     | TYPE OF ACCIDENT COLLIDED WITH WIRES/PO                                 |  |                                    | OF OPERATION<br>OFF OTHER                 |  |
|        | PERSONNEL - MAINTENANCE<br>POWERPLANT - ENGINE CON                      | TED ENGINE WITHOUT PROPER<br>SERVICING, INSPECTION IN<br>TROLS-COCKPIT THROTTLE-N<br>ACFT. CARB THROTTLE CTL | NADEQUATE MAINT<br>POWER LEVER ASS | ENANCE AND INSPECTION                     | POLE.  |
| 3-3566 | 9/13/72 LINCOLN,NEBR<br>TIME - 1228                                     | CESSNA 320B<br>N9805L<br>DAMAGE-SUBSTANTIAL  | 1 / 0 0                            | MISCELLANEOUS<br>TEST                     | COMMERCIAL, AGE 29, 237 TOTAL HOURS, 3 IN TYPE,                          |
|        | NAME OF AIRPORT - LINCOLN<br>DEPARTURE POINT<br>LINCOLN, NEBR           | INTENDED DESTINATION   |                                    |   | NOT INSTRUMENT KATES   |
|        | TYPE OF ACCIDENT<br>GEAR RETRACTED                                      |  |                                    | OF OPERATION<br>ING LEVEL OFF/TOUCHDOWN   |  |
|        | PERSONNEL - MAINTENANCE   | ITIONS - IMPROPER ALIGNME  | MPROPER MAINTEN<br>ENT/ADJUSTMENT  | JANCE (MAINTENANCE PERSONNI               | EL)  |
| 3-3512 | 9/16/72 OMAHA, NEBR<br>TIME - 1507                                      | CESSNA 337F<br>N55BC<br>DAMAGE-SUBSTANTIAL   |                                    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 61, 3136 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
|        | NAME OF AIRPORT - EPPLEY DEPARTURE POINT FREMONT, NEBR TYPE OF ACCIDENT |  | DHASE G                            | F OPERATION                               | NATED •  |
|        | WHEELS-UP   |  |                                    | NG LEVEL OFF/TOUCHDOWN                    |  |
|        |   |  | E<br>N AIRPORT                     |   |  |
|        | REMARKS- RT REAR GEAR DOO   | SUSPECTED OR KNOWN AIRCE<br>R ACTUATOR CYL FAILED  | KAFT DAMAGE                        |   |  |
|        |   |  |                                    |   | /  |

|        | DATE   | LOCATION                           | AIRCRAFT DATA   |     |     | S M   | 'N   | PURPOSE                                   | PILOT DATA  |  |  |  |
|--------|--|------------------------------------|---|-----|-----|-------|------|---|---|--|--|--|
| 3-3253 | 10/10/72 LI<br>TIME - 1742   | NCOLN, NEBR                        |   |     |     | 0     | 1    | NONCOMMÉRCIAL<br>PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 34, 1400<br>TOTAL HOURS, 40 IN TYPE,<br>INSTRUMENT RATED. |  |  |  |
|        | NAME OF AIRPORT - LINCOLN MUN DEPARTURE POINT INTENDED DESTINATION AURORA,NEB LINCOLN,NEBR TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN |                                    |   |     |     |       |      |   |   |  |  |  |
|        | MISCELLANEO  | LANDING GEAR N<br>US ACTS, CONDITI | ORMAL RETRACTION/EXTEN<br>ONS - MATERIAL FAILURE<br>/N 5201 FAILED. |     | ASS | ЕМВ   | _Y   |   |   |  |  |  |
| 2_2052 | 11/3/72 OG   | ALLALA,NEBR                        |   |     |     |       |      | NONCOMMERCIAL                             |   |  |  |  |
| 3-2133 | TIME - 0910  |                                    | N1631G<br>DAMAGE-SUBSTANTIAL  | PX- | U   | U     | U    | PLEASURE/PERSUNAL TRANSP                  | TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED.                             |  |  |  |
| 3-2775 | NAME OF AIRPO<br>DEPARTURE POI<br>OGALLALA,NE<br>TYPE OF ACCID   | RT - SEARLE FI<br>NT<br>BR         | DAMAGE-SUBSTANTIAL<br>ELD<br>INTENDED DESTINATION                   | PX- |     | 'HASI | : OI | F OPERATION NG ROLL                       |   |  |  |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA                               | IN         | JUR<br>F | IES<br>S M,   | /N        | FLIGHT<br>PURPOSE                  |          | PILOT DATA  |  |
|--------|--|--|---|------------|----------|---|-----------|------------------------------------|----------|---|--|
| 3-3600 | 11/5/72<br>TIME - 113  | LONG PINE, NEBR  | CESSNA 150F<br>N7704F                       | CR-<br>PX- | 1        | 0   | 0         | NONCOMMERCIAL<br>PLEASURE/PERSOMAL | . TRANSP | PRIVATE, AGE 22, 59 TOTAL<br>HOURS, 48 IN TYPE, NOT<br>INSTRUMENT RATED.  |  |
|        | I THE UF AC  | POINT I.<br>CITY,NEBR<br>CIDENT<br>N WITH GROUND/WATER   |   |            | P        | HASE  | : 0       | F OPERATION<br>IGHT UNCONTROLLED   |          |   |  |
|        | PILOT IN FACTOR(S) PILOT IN WEATHER WEATHER WEATHER BR WEATHER BR  | O VFR FLIGHT INTO ADV<br>DISORIENTATION<br>O POOR JUDGMENT<br>FLIGHT SERVICE PERSO<br>JBSTANTIALLY CORRECT |   |            |          |   | ONDITIONS |                                    |          |   |  |
|        | MISSING AIRCRAFT - LATER RECOVERED  SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 200 |  |   |            |          | CEILING AT ACCIDENT SITE  100 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 38 WIND VELOCITY-KNOTS 10 |           |                                    |          |   |  |
|        | TYPE OF WEATHER CONDITIONS  IFR  REMARKS- ROUTES FCSD TO BE VFR CONDS AVBL.ACFT RCVRD 11/7/72.   |  |   |            |          |   |           |                                    |          |   |  |
| 3-3582 | 11/24/72<br>TIME - 151   | OGALLALA, NEBR<br>5  | PIPER PA-28<br>N2683T<br>DAMAGE-SUBSTANTIAL | CR-<br>PX- | 0        | 0   | 1 3       | NONCOMMERCIAL<br>PLEASURE/PERSONAL | - TRANSP | PRIVATE, AGE 18, 45 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |  |
|        | NAME OF AI DEPARTURE OGALLALA TYPE OF AC GROUND-W COLLIDED   |  | Ρ   | LAI        | ND I     | F OPERATION<br>NG ROLL<br>NG ROLL   |           |                                    |          |   |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL   |  |   |            |          |   |           |                                    |          |   |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA  | INJ<br>F   | URIES<br>S M | /N  | FLIGHT<br>PURPOSE                       | PILOT DATA  |  |  |  |  |
|--------|--|--|--|------------|--------------|-----|---|---|--|--|--|--|
| 3-2825 | 6/24/72<br>TIME - 13   | BOULDER CITY, NEV<br>00<br>IRPORT - BOULDER CIT  | ERCO 415 <del>-</del> C<br>N3616H<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX- | 0 0          | 1 0 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA  | STUDENT, AGE 37, 50 TOTAL<br>NSP HOURS, 1 IN TYPE, NOT<br>INSTRUMENT RATED.   |  |  |  |  |
|        |  | POINT I<br>CITY,NEV<br>CCIDENT<br>NDING  | NTENDED DESTINATION<br>SAN DIEGO CALIF   | N<br>N     |              |     |   |   |  |  |  |  |
|        | PILOT I<br>PILOT I<br>FACTOR(S)<br>MISCELL   | PROBABLE CAUSE(S)  PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT FACTOR(S)  MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- 1ST FLT, NO DUAL. |  |            |              |     |   |   |  |  |  |  |
| 3-2830 | 7/19/72<br>TIME - 05   | YERINGTON, NEV   | BOEING B75N1<br>N68270<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX- | 0 <b>1</b> 0 | 0   | COMMERCIAL<br>ASSOC CROP CTL ACTIVI     | COMMERCIAL, AGE 39, 3835 TY TOTAL HOURS, 302 IN TYPE- NOT INSTRUMENT RATED.   |  |  |  |  |
|        | NAME OF A<br>DEPARTURE<br>YERINGT<br>TYPE OF A<br>ENGINE<br>NOSE OV  | NOT INSTRUMENT RATEO.  |  |            |              |     |   |   |  |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION TERRAIN - WET, SOFT GROUND FACTOR(S) |  |  |            |              |     |   |   |  |  |  |  |
|        | MISCELL<br>COMPLETE<br>EMERGENCY   | POWER LOSS - COMPLET<br>CIRCUMSTANCES - FOR  | ONS - JETTISONED LOAD<br>TE ENGINE FAILURE/FLAM<br>CED LANDING OFF AIRPO<br>O INTO FULL PSN IF MIX | RT ON      | LAND         |     | TO RICH PSN FIRST.                      |   |  |  |  |  |
| 3-2721 | TIME - 18  | ELKO,NEV<br>45<br>IRPORT - ELKO MUNI   | CESSNA 182<br>N8941T<br>DAMAGE-SUBSTANTIAL   | CR-        | 0 0<br>0 0   | 1 2 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAI | PRIVATE, AGE 60, 1760<br>NSP TOTAL HOURS, 5 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |  |
|        | DEPARTURE<br>NOVATO<br>TYPE OF A   | POINT I<br>CALIF<br>CCIDENT  | NTENDED DESTINATION<br>ELKO,NEV  |            |              |     | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN   | 1   |  |  |  |  |
|        | PILOT I  | N COMMAND - IMPROPER<br>N COMMAND - IMPROPER   | LEVEL OFF<br>RECOVERY FROM BOUNCE<br>90DAYS PRECEDING FLT.   |            | ING          |     |   |   |  |  |  |  |

| FILE   | DATE LOCATION   |  | AIRCRAFT DATA                               | IN         | JUR<br>F | IES<br>S M | ĺΝ     | FLIGHT<br>PURPOSE                       | PILOT DATA   |  |  |
|--------|---|--|---|------------|----------|------------|--------|---|--|--|--|
|        | 8/15/72<br>TIME - 07<br>DEPARTURE<br>RENO,NE  | RENO,NEV<br>00<br>POINT<br>V   | CHAMPION 7GCAA                              | CR-<br>PX- | 0        | 0          | 0      | NONCOMMERCIAL<br>PRACTICE               | COMMERCIAL, AGE 30, 856  |  |  |
|        | TYPE OF A   |  |   |            | Р        |            |        | F OPERATION<br>FF ABORTED               |  |  |  |
|        | FACTOR(S)<br>PILOT I<br>TERRAIN   | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION FACTOR(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN TERRAIN - OTHER REMARKS- LANDING OFF AIRPORT FOR LATRINE STOP.ARPT 5 MILES FROM LANDING POINT.AVOIDING ANIMALS. |   |            |          |            |        |   |  |  |  |
| 3-3171 | 8/20/72<br>TIME - 15  | BOULDER CITY,NEV   | PIPER PA-34<br>N1060U<br>DAMAGE-SUBSTANTIAL | CR-<br>PX- | 0        | 0          | 1<br>5 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAN | COMMERCIAL, FL.INSTR.,<br>NSP AGE 50, 16320 TOTAL<br>HOURS, 80 IN TYPE, INSTRU-<br>MENT RATED. |  |  |
|        | NAME OF AIRPORT - BOULDER CITY  DEPARTURE POINT INTENDED DESTINATION  BOULDER CITY, NEV PUEBLO, COLO  TYPE OF ACCIDENT PHASE OF OPERATION  MISCELLANEOUS TAKEOFF INITIAL CLIMB  COLLIDED WITH OBJECT TAKEOFF ABORTED  |  |   |            |          |            |        |   |  |  |  |
| البيا  | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING AIRFRAME - FUSELAGE DOORS, DOOR FRAMES MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION TERRAIN - HIGH VEGETATION REMARKS- ABORTED WHEN DOOR CAME OPEN. INSUF DIST TO STOP, BLEW TIRE, WENT OFF RWY, HIT SAGEBRUSH. |  |   |            |          |            |        |   |  |  |  |

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| FILE   | DATE LOCATIO  | N AIRCRAFT DATA   | INJURIES<br>F S M/N                                   | FLIGHT<br>PURPOSE  | PILOT DATA   |  |  |  |  |
|--------|---|---|---|--|--|--|--|--|--|
|        | 8/24/72 ELKO,NEV<br>TIME - 0858<br>DEPARTURE POINT<br>ELKO,NEV  | PIPER PA-28<br>N8743N<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>EMMETT,ID  | CR- 0 0 1<br>PX- 0 0 2                                | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                             | COMMERCIAL, AGE 24, 315 P TOTAL HOURS, 5 IN TYPE, INSTRUMENT RATED.                  |  |  |  |  |
|        | PILOT IN COMMAND - I<br>PILOT IN COMMAND - L<br>TERRAIN - ROUGH/UNEV<br>FACTOR(S)<br>WEATHER - HIGH DENSI | D/WATER CONTROLLED  MPROPER OPERATION OF FLIGHT MPROPER IN-FLIGHT DECISIONS ACK OF FAMILIARITY WITH AIR EN  | LANDI<br>CONTROLS<br>OR PLANNING<br>CRAFT             | IF OPERATION<br>NG OTHER   |  |  |  |  |  |
|        | SKY CONDITION CLEAR VISIBILITY AT ACCIDENT 5 OR OVER OBSTRUCTIONS TO VISION NONE TYPE OF FLIGHT PLAN NONE | SITE  | CEILING<br>UNLIM<br>PRECIPI<br>NONE<br>TYPE OF<br>VFR | AT ACCIDENT SITE  IITED  TATION AT ACCIDENT SITE  WEATHER CONDITIONS |  |  |  |  |  |
| 3-3397 | 9/4/72 BATTLE MTN,<br>TIME - 1530   | N8402P<br>DAMAGE-SUBSTANTIAL  |   | INSTRUCTIONAL<br>DUAL  | ATR, FLIGHT INSTR., AGE<br>30, 2715 TOTAL HOURS, 25<br>IN TYPE, INSTRUMENT<br>RATED. |  |  |  |  |
|        | TYPE OF ACCIDENT PROPELLER/ROTOR FAIL   | INTENDED DESTINATION SAN JOSE, CALIF  URE PROPELLER ID/WATER CONTROLLED   | PHASE C<br>IN FL<br>LANDI                             | OF OPERATION<br>IGHT NORMAL CRUISE<br>NG LEVEL OFF/TOUCHDOWN         |  |  |  |  |  |
|        | MISCELLANEOUS ACTS,C<br>TERRAIN - ROUGH/UNEV<br>FACTOR(S)   |   |   |  |  |  |  |  |  |
|        | EMERGENCY CIRCUMSTANCE  | MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT MERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND EMARKS- CRASH LNDD IN ROUGH TRRN. |   |  |  |  |  |  |  |

| FILE   |   |  | AIRCRAFT DATA   | F                   | S    | M/N  | FLIGHT<br>PURPOSE                                 | PILOT DATA  |
|--------|---|--|---|---------------------|------|------|---|---|
|        | 9/8/72<br>TIME - 164<br>DEPARTURE<br>RENO,NEV                     |  | STINSON 108<br>N6200M<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION   | CR- O<br>PX- O      | C    | 0 1  | INSTRUCTIONAL<br>TRAINING                         | STUDENT, AGE 38, 130<br>TOTAL HOURS, 25 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | TYPE OF AC<br>ENGINE F<br>NOSE OVE                                | TION   | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL   |                     |      |      |   |   |
|        | TERRAIN<br>COMPLETE P   | NT - MÍSCELLANEOU<br>- SANDY<br>OWER LOSS - COMPL  | S POWERPLANT FAILURE I<br>ETE ENGINE FAILURE/FLAN<br>ORCED LANDING OFF AIRPO  | MEOUT-1             | ENG  | INE  | ED REASONS  |   |
| 3-2920 | 10/7/72<br>TIME ~ 163   | HENDERSON, NEV   | PIPER PA-28<br>N516FL   | CR- 0<br>PX- 0      | (    | ). 1 | INSTRUCTIONAL                                     | STUDENT, AGE 27, 9 TOTAL  |
|        | NAME OF AI  | RPORT - SKY HARBO<br>POINT   | DAMAGE-SUBSTANTIAL<br>R   | PA- 0               |      | , 0  | SULU  | HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.                                 |
|        | TYPE OF AC  | CIDENT<br>AILURE OR MALFUNC  |   |                     | L    | AND  | DF OPERATION<br>ING TRAFFIC PATTERN-C<br>ING ROLL | IRCLING   |
|        | PILOT IN MISCELLA TERRAIN FACTOR(S) MISCELLA COMPLETE P EMERGENCY | COMMAND - MISMAN COMMAND - SPONTA NEOUS ACTS, CONDIT - ROUGH/UNEVEN NEOUS ACTS, CONDIT OWER LOSS - COMPL CIRCUMSTANCES - F | IAGEMENT OF FUEL NEOUS-IMPROPER ACTION TONS - FUEL STARVATION  TONS - OVERLOAD FAILURE ETE ENGINE FAILURE/FLAI ORCED LANDING OFF AIRPI MOVED FUEL SELECTOR TO | MEOUT~1<br>ORT ON L | AN [ | )    |   |   |

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|        |   |  | AIRCRAFT DATA   | F              | SMA                   | N   | PURPOSE                                     | PILOT DATA   |
|--------|---|--|---|----------------|-----------------------|---|---|--|
|        | 10/28/72<br>TIME - 16<br>DEPARTURE<br>GLENDAL<br>TYPE OF A  | GLENDALE, NEV<br>55<br>POINT<br>E, NEV<br>CCIDENT<br>FAILURE OR MALFUNC  | PIPER PA-28<br>N8816N<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LAS VEGAS, NEV | CR- 0<br>PX- 0 | O<br>O<br>PHASE<br>IN | 1<br>1<br>0<br>FL                           | NONCOMMERCIAL                               | STUDENT, AGE 45, 24 TOTAL<br>SP HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.               |
|        | PILOT I<br>MISCELL<br>TERRAIN<br>FACTOR(S)<br>MISCELL<br>MISCELL<br>COMPLETE<br>EMERGENCY   | NEOUS-IMPROPER ACTION AGEMENT OF FUEL TONS - FUEL STARVATION TONS - OVERLOAD FAILUR TONS - ALCOHOLIC IMPAIR ETE ENGINE FAILURE/FLAI ORCED LANDING OFF AIRPO AD BEEN DRINKING PRIOR | E<br>RMENT OF<br>MEOUT-1<br>DRT ON L  | ENG IN<br>AND  | Е                     | ENCY AND JUDGMENT<br>FUEL INSTEAD OF CLOSIN | NG AIR VENT.                                |  |
| 3-3271 | TIME - 11   | -  | N3768W<br>DAMAGE-SUBSTANTIAL  | PX- 0          | 0<br>0                | 2   | INSTRUCTIONAL<br>DUAL                       | COMMERCIAL, FL.INSTR.,<br>AGE 20, 767 TOTAL HOURS,<br>23 IN TYPE, NOT INSTRUMENT<br>RATED. |
|        | DEPARTURE<br>NASHUA,<br>TYPE OF A<br>ENGINE   | תא   | INTENDED DESTINATION LOCAL  |                | TAK                   | ΕO  | F OPERATION<br>FF INITIAL CLIMB<br>NG OTHER |  |
|        | PROBABLE CAUSE(S)  PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING  MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS  TERRAIN - HIGH OBSTRUCTIONS  PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE  EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND  REMARKS- SNOW IN ENGINE COMPT |  |   |                |                       |   |   |  |

| FILE       | DATE  | LOCATION   | AIRCRAFT DATA  | INJUR:         | ES<br>M/N            | FLIGHT<br>PURPOSE  | PILOT DATA   |  |  |  |
|------------|---|--|--|----------------|----------------------|--|--|--|--|--|
| <br>3-3418 | 6/27/72<br>TIME - 164<br>DEPARTURE<br>W.LEBANG<br>TYPE OF AG<br>ENGINE F  | W.LEBANON,NH<br>+O<br>POINT I<br>DN,NH   | DEHAVILLAND DHC-2<br>N5160G<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION<br>UNKNOWN/NOT REPORTED | CR- 0<br>PX- 0 | 0 1<br>0 3<br>IASE ( | MISCELLANEOUS OTHER PUBLIC  OF OPERATION OFF INITIAL CLIMB OFF ABORTED | COMMERCIAL, AGE 35, 770<br>TOTAL HOURS, 17 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |
|            | TERRAIN<br>COMPLETE F<br>EMERGENCY  | ANT - MISCELLANEOUS<br>- ROUGH/UNEVEN<br>POWER LOSS - COMPLET<br>CIRCUMSTANCES - FOR | POWERPLANT FAILURE F<br>E ENGINE FAILURE/FLAM<br>CED LANDING ON AIRPOR<br>HIT ROCKS OFF END OF   | EOUT-1 E       | IG I NE              |  |  |  |  |  |
| 3-2801     | 7/28/72<br>TIME - 173   | WOLFBORO,NH<br>30  | PIPER PA-23<br>N5813Y<br>DAMAGE-SUBSTANTIAL  | CR- 0<br>PX- 0 | 0 1<br>0 0           | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                               | PRIVATE, AGE 56, 2037 P TOTAL HOURS, 1412 IN TYPE, INSTRUMENT RATED.         |  |  |  |
|            | DEPARTURE<br>BEDFORE<br>TYPE OF AC  | IRPORT - LAKES REGIO<br>POINT I<br>D,MASS<br>CCIDENT<br>D WITH OBJECT                |  | PI             |                      | DF OPERATION<br>ING ROLL   | TIPE, INSTRUMENT RATED.  |  |  |  |
|            | MISCELLA<br>FACTOR(S)<br>PERSONNE   | S/AIRWAYS/FACILITIES<br>ANEOUS ACTS,CONDITIO<br>EL — AIRPORT SUPERVI                 | G - AIRPORT CONDITIONS<br>INS - HYDROPLANING ON<br>SORY PERSONNEL FAILU<br>ER FRM RCNT RAIN.RAN  | WET RUNW.      | Y<br>TFY             | DF UNSAFE CONDITION<br>ROCKS∗UNICOM NOT MANNED.                        |  |  |  |  |
| 3-2810     | 7/30/72<br>TIME - 160   | MELVIN VILLAGE,NH<br>05  | PIPER PA-28<br>N3580K<br>DAMAGE-SUBSTANTIAL  | CR- 0<br>PX- 0 | 0 1<br>0 4           | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                               | TYPE, NOT INSTRUMENT   |  |  |  |
|            | NAME OF AIRPORT - PACKARDS FIELD  DEPARTURE POINT INTENDED DESTINATION  MELVIN VILLAGE,NH CONCORD,NH  TYPE OF ACCIDENT PHASE OF OPERATION  COLLIDED WITH DITCHES TAKEOFF ABORTED  |  |  |                |                      |  |  |  |  |  |
| ÷          | PROBABLE CAUSE(S)  PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF FACTOR(S)  AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER TERRAIN - OTHER REMARKS- SOD RNY WITH 1.7 UPHILL SLOPE.NEAR MAX ACFT GROSS WT. |  |  |                |                      |  |  |  |  |  |

| FILE   | DATE                             | LOCATION  | AIRCRAFT DATA   | I١         | JUF | RIES      | ,<br>, , , , , | FLIGHT                                   | PILOT DATA   |  |
|--------|----------------------------------|---|---|------------|-----|-----------|----------------|--|--|--|
| 3-3108 | 8/9/72                           | MELVIN VILLAGE, NH  | H REPUBLIC RC3<br>N451E<br>DAMAGE-SUBSTANTIAL                               | CR-<br>PX- | 0   | 0         | 1 0            | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS | AIRLINE TRANSPORT, A( P 43, 15000 TOTAL HOURS, 22 IN TYPE, INSTRUMENT RATED. |  |
|        | DEPARTURE<br>MELVIN<br>TYPE OF A | VILLAGE, NH   | INTENDED DESTINATION LOCAL  |            |     |           |                | OF OPERATION<br>NG LEVEL OFF/TOUCHDOWN   |  |  |
|        | FACTOR(S)<br>MISCELL             | N COMMAND - FAILED ANEOUS ACTS, CONDITI                                     | TO RETRACT LANDING GEA<br>ONS — AIRCRAFT CAME TO<br>EXTENDED LDG GR FOR WAT | REST       |     | 1 W.      | TER            |  |  |  |
|        |                                  |   |   |            |     |           |                |  |  |  |
| 3-3316 | 8/21/72<br>TIME - 06             | LACONIA, NH .   | CESSNA 337<br>N1811M<br>DAMAGE-SUBSTANTIAL                                  |            | -   | -         |                | MISCELLANEOUS<br>DEMONSTRATION           | COMMERCIAL, AGE 30, 6510<br>TOTAL HOURS, 53 IN TYPE,<br>INSTRUMENT RATED.    |  |
| 1      |                                  |   |   |            |     | Ū         | Ü              |  | INSTRUMENT RATED.  |  |
|        | TYPE OF A                        | CCIDENT<br>ON WITH AIRCRAFT E   |   |            |     |           |                | F OPERATION<br>C ENGINE RUNUP            |  |  |
|        | PROBABLE<br>PERSONN              |   | -PERSONNEL PILOT OF OT  | HER A      | IRC | RAF       | Т              |  |  |  |
| 2 221/ | 0 (2) (72                        | LACONTA NU  | 01050 04 01   |            | •   | •         |                | CONVERGEN                                |  |  |
| 3-3316 | TIME - 06                        | LACONIA, NH<br>00   | PIPER PA-31<br>N9259Y<br>DAMAGE-SUBSTANTIAL                                 |            |     |           |                |  | COMMERCIAL, AGE 52, 6665<br>TOTAL HOURS, 1425 IN<br>TYPE, INSTRUMENT RATED.  |  |
|        | NAME OF A                        | IRPORT - LACONIA<br>POINT   | INTENDED DESTINATION BOSTON, MASS   |            |     |           |                |  |  |  |
|        | TYPE OF A                        | CCIDENT<br>ON WITH AIRCRAFT B   | OTH ON GROUND   |            | Р   | HAS<br>TA | E O            | F OPERATION<br>TO TAKEOFF                |  |  |
|        |                                  | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT |   |            |     |           |                |  |  |  |
|        | PILOT I<br>MISCELL               | N COMMAND - INADEQUANEOUS ACTS, CONDITI<br>ANEOUS ACTS, CONDITI             |   |            |     |           |                |  |  |  |
|        | REMARKS-                         |   |   |            |     |           |                |  |  |  |

|        |   |  | AIRCRAFT DATA  |                |  |   |         | PILOT DATA  |
|--------|---|--|--|----------------|--|---|---------|---|
| 3-3322 | 10/28/72 (  | CANDIA, NH   | PIPER PA-22<br>N844A<br>Damage-destroyed                     | CR- 1<br>PX- 1 | 0 0  | NONCOMMERCIAL<br>PLEASURE/PERSONAL  | TRANSP  | NO CERTIFICATE, AGE 33,<br>UNK/NR TOTAL HOURS,<br>UNK/NR IN TYPE, NOT     |
|        | MANCHESTE<br>TYPE OF ACC  | R,NH   | NTENDED DESTINATION<br>BEVERLY, MASS<br>UNCONTROLLED         |                |  | OF OPERATION<br>IGHT UNCONTROLLED   | DESCENT | INSTRUMENT RATED.   |
|        | PILOT IN ( MISCELLANE FACTOR(S) PILOT IN ( WEATHER - WEATHER - WEATHER - WEATHER BRIE | DMMAND - SPATIAL ( DMMAND - PHYSICAL EDUS ACTS, CONDITION COMMAND - FAILED TO LOW CEILING RAIN FOG EFING - NO BRIEFING | IMPAIRMENT<br>NS - ALCOHOLIC IMPAIR<br>D FOLLOW APPROVED PRO |                |  |   |         |   |
|        | 5 OR OVER OBSTRUCTIONS FOG TYPE OF WEAT VFR FIRE AFTER                                | AT ACCIDENT SITE S TO VISION AT ACCI THER CONDITIONS IMPACT  | IDENT SITE<br>AGAINST CTL TWR INST                           | P<br>T         | IOOO<br>RECIP:<br>RAIN<br>EMPERA<br>57<br>YPE OF<br>NONE | AT ACCIDENT SITE  ITATION AT ACCIDENT  ATURE-F  FLIGHT PLAN  BLOOD ALCOHOL LEVE |         | Б РСТ <b>.</b>  |
| 3-2782 | NAME OF AIREDEPARTURE PO  | PORT - BADER FIELD<br>DINT IN<br>LITY,NJ<br>IDENT  | DAMAGE-SUBSTANTIAL WITENDED DESTINATION                      | PX- 0          | 0 1<br>HASE (  | NONCOMMERCIAL PLEASURE/PERSONAL  OF OPERATION OFF INITIAL CLIMB                 | TRANSP  | PRIVATE, AGE 21, 260<br>TOTAL HOURS, 34 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        |   | COMMAND - PREMATURE  | E LIFT-OFF<br>D OBTAIN/MAINTAIN FLY                          | ING SPEE       | D  |   |         |   |

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| FILE   | DATE  | LOCATION  | AIRCRAFT DATA   | IN              | JUI<br>F | RIES<br>S M   | /N   | FLIGHT<br>PURPOSE   | PILOT DATA   |
|--------|---|---|---|-----------------|----------|---------------|------|---|--|
| 3-2872 | 8/8/72<br>TIME - 20   | FAIRFIELD:NJ<br>030   | PIPER PA-30<br>N8237Y<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX-      | 0        | <b>0</b><br>0 | 1    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                    | COMMERCIAL, AGE 29, 955<br>P TOTAL HOURS, 30 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE<br>FAIRFI   | ACCIDENT  | RIGHT<br>INTENDED D'ESTINATION<br>LOCAL   |                 | ı        |               |      | OF OPERATION<br>NG LEVEL OFF/TOUCHDOWN                      |  |
|        | PILOT :<br>FACTOR(S<br>MISCELL<br>MISCELL   | ANEOUS ACTS,CONDITI<br>ANEOUS ACTS,CONDITI  | TO ASSURE THE GEAR WAS<br>ONS - TOUCH AND GO LAI<br>ONS - CIRCUIT BREAKER<br>CUIT BREAKERS TRIPPED                                | ND ING<br>POPPE |          | ND L          | .001 | KED .   |  |
| 3-3084 | 8/8/72<br>TIME - 1:   | OAKLAND,NJ<br>138   | CESSNA 172L<br>N43200<br>DAMAGE-SURSTANTIAL   | CR-<br>PX-      | 0        | 0             | 1 3  | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                    | COMMERCIAL, AGE 39, P 11808 TOTAL HOURS, 196 II                                |
|        | 8/8/72 OAKLAND,NJ CESSNA 172L CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 39, TIME - 1138 N43200 PX- 0 0 3 PLEASURE/PERSONAL TRANSP 11808 TOTAL HOURS, 196 IN DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION OAKLAND,NJ LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH OBJECT  CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 39, PX- 0 0 3 PLEASURE/PERSONAL TRANSP 11808 TOTAL HOURS, 196 IN TYPE, INSTRUMENT RATED.  PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL |   |   |                 |          |               |      |   |  |
|        | MISCELL<br>TERRAIN<br>PARTIAL I<br>EMERGENCY  | IN COMMAND - IMPROPE<br>ANEOUS ACTS, CONDITI<br>N - HIGH OBSTRUCTION<br>POWER LOSS - PARTIAL                        | . LOSS OF POWER - 1 END<br>DRCED LANDING OFF AIRPO  | P<br>GINE       |          |               | PLA  | NT CONTROLS   |  |
| 3-3327 | 9/5/72<br>TIME - 20<br>DEPARTURE  | SEA BRIGHT,NJ<br>DOO<br>: POINT   | BELLANCA 260<br>N8812R<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>AMITYVILLE,NY   | CR-<br>PX-      | 0        | 0             | 1 0  | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                    | COMMERCIAL, AGE 51, 7120 P TOTAL HOURS, 370 IN TYPE INSTRUMENT RATED.          |
|        |   | FAILURE OR MALFUNCT   |   |                 | ١        | 11            | ΙFL  | OF OPERATION<br>.IGHT DESCENDING<br>!NG LEVEL OFF/TOUCHDOWN |  |
|        | PILOT I<br>MISCELE<br>MISCELE<br>COMPLETE<br>EMERGENCY  | IN COMMAND - INADEQU<br>IN COMMAND - MISMANA<br>ANEOUS ACTS, CONDITI<br>ANEOUS ACTS, CONDITI<br>POWER LOSS - COMPLE | NATE PREFLIGHT PREPARA GEMENT OF FUEL ONS - MISCALCULATED FI ONS - FUEL EXHAUSTION TTE ENGINE FAILURE/FLA DRCED LANDING OFF AIRPO | UEL CO          | NS!      | UMPT<br>ENG:  | ION  |   |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA                              | IN         | JUR<br>=    | S M  | /N                                      |   | PILOT DATA   |  |  |
|--------|--|---|--|------------|-------------|--|---|---|--|--|--|
|        | 10/1/72<br>TIME - 103<br>NAME OF A<br>DEPARTURE<br>BLAIRSTO<br>TYPE OF AG  | BLAIRSTOWN,NJ<br>30<br>IRPORT - BLAIRSTOW<br>POINT<br>DWN,NJ<br>CCIDENT   | SWIFT GC-1B<br>N101R<br>DAMAGE-SUBSTANTIAL | CR-        | 0           | 0<br>0<br>PHAS                               | 1<br>0                                  | NONCOMMERCIAL   | PRIVATE, AGE 43, 372 P TOTAL HOURS, 110 IN TYPE, NOT INSTRUMENT RATED. |  |  |
|        | PILOT IN<br>FACTOR(S)  | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS |  |            |             |  |   |   |  |  |  |
|        | 5 OR OVE<br>OBSTRUCTION<br>NONE<br>TEMPERATUR<br>62<br>WIND VELOO<br>14  | Y AT ACCIDENT SITE<br>ER<br>DNS TO VISION AT AC   | CIDENT SITE                                |            | P<br>R<br>W | UN<br>PREC<br>NC<br>RELA<br>LE<br>VINC<br>35 | ILIM<br>IPI<br>INE<br>ITIV<br>IFT<br>DI | AT ACCIDENT SITE ITED TATION AT ACCIDENT SITE E BEARING OF WIND CROSS WIND 248-292 DEGRE RECTION-DEGREES WEATHER CONDITIONS | ES   |  |  |
| 3-2898 | DEPARTURE PHILADI TYPE OF AG GROUND-N  | DO<br>IRPORT - BRIDGEPORT<br>POINT<br>ELPHIA PA   | INTENDED DESTINATION                       | CR-<br>PX- | U           | O<br>PHAS<br>LA                              | E O                                     | NONCOMMERCIAL PLEASURE/PERSONAL TRANS  IF OPERATION NG GO-AROUND NG GO-AROUND   | PRIVATE, AGE 27, 358 P TOTAL HOURS, 356 IN TYPE, NOT INSTRUMENT RATED. |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS |   |  |            |             |  |   |   |  |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   | INJ                              | JRIE:               | S  | FLIGHT<br>PURPOSE                                     | PILOT DATA  |
|--------|--|---|---|----------------------------------|---------------------|--|---|---|
| 3-3281 | 10/31/72<br>TIME - 07  | MANVILLE,NJ<br>30<br>IRPORT - KUPPER F  | CESSNA 150K<br>N8411M<br>DAMAGE-SUBSTANTIAL<br>LELD   | CR- (                            | 0 0                 | 1  | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS              | COMMERCIAL, AGE 44, 628 P TOTAL HOURS, 240 IN TYPE, NOT INSTRUMENT RATED.       |
|        | MANVILL<br>TYPE OF A<br>ENGINE<br>STALL  | FANJ<br>CCIDENT<br>FAILURE OR MALFUNC   | FION  |                                  | L                   | AND I  | F OPERATION<br>NG FINAL APPROACH<br>NG FINAL APPROACH |   |
|        | MISCELL<br>MISCELL<br>PILOT II<br>FACTOR(S)<br>WEATHER   | N COMMAND - IMPROPI<br>ANEOUS ACTS, CONDIT<br>ANEOUS ACTS, CONDIT<br>N COMMAND - FAILED<br>- CONDITIONS CONDI | ER OPERATION OF POWERPI<br>IONS - ANTI-ICING/DEICT<br>IONS - ICE-CARBURETOR<br>TO OBTAIN/MAINTAIN FLY<br>JCIVE TO CARB./INDUCTIO<br>L LOSS OF POWER - 1 ENG | ING EQU:<br>TING SPE<br>DN SYSTE | IPMEI<br>ED         | I-TV   | MPROPER OPERATION OF/OR                               | FAILED TO USE   |
|        | SKY CONDICE OF SKY CO |   |   | UI<br>PREC                       | NLIM<br>CIPI<br>ONE | AT ACCIDENT SITE ITED TATION AT ACCIDENT SITE WEATHER CONDITIONS |   |   |
|        | NONE<br>TYPE OF F<br>NONE  | LIGHT PLAN  | ·   |                                  | VI                  |  |   |   |
| 3-3209 | 11/11/72<br>TIME - 07  |   | CESSNA 150<br>N1625Q<br>DAMAGE-SUBSTANTIAL  | CR- (                            | 0 0                 | 1 0  | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS              | COMMERCIAL, FL.INSTR.,<br>P AGE 22, 208 TOTAL HOURS,<br>172 IN TYPE, INSTRUMENT |
|        | NAME OF A<br>DEPARTURE<br>HAMMATOI<br>TYPE OF A<br>COLLIDE   | INTENDED DESTINATION MOUNT HOLLY, NJ  |   |                                  |                     | F OPERATION<br>OTHER   | RATED.  |   |
|        |  | N COMMAND - STARTED   | ) ENGINE WITHOUT PROPER<br>10 ONE AT CTLS. HIT CES  |                                  |                     |  |   |   |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  | INJUR<br>F  | IES<br>S M/N                       | FLIGHT<br>PURPOSE   | PILOT DATA   |  |  |  |  |
|--------|--|---|--|---|------------------------------------|---|--|--|--|--|--|
| 3-3443 | 12/3/72<br>TIME - 113<br>NAME OF AL<br>DEPARTURE<br>S.HACKEI<br>TYPE OF AL<br>GROUND-H<br>NOSE OVE<br>PROBABLE (<br>PILOT IN<br>AIRPORT:<br>EMERGENCY- | S.HACKENSACK, NJ 30  IRPORT - TETERBORO POINT NSACK, NJ CCIDENT WATER LOOP-SWERVE ER/DOWN  CAUSE(S) N COMMAND - IMPROPE N COMMAND - FAILED S/AIRWAYS/FACILITIE CIRCUMSTANCES - PR | CESSNA 150<br>N5546G<br>DAMAGE-SUBSTANTIAL   | CR- O PX- O PX- O P ED LANDIN C CONTRO S SOFT S AIRPORT SCREPANCY | O 1<br>O 1<br>HASE<br>LAND<br>LAND | NONCOMMERCIAL PLEASURE/PERSONAL TR  OF OPERATION ING ROLL ING ROLL ERS                              | PRIVATE, AGE 30, 120 ANSP TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED.  |  |  |  |  |
| 3-2742 |  |   | PIPER PA-30<br>N8644Y<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>DULCE,N MEX | CR- 0<br>PX- 0  | 0 1<br>0 0                         | NONCOMMERCIAL<br>BUSINESS   | PRIVATE, AGE 35, 267<br>TOTAL HOURS, 75 IN TYPE<br>NOT INSTRUMENT RATED. |  |  |  |  |
|        | TYPE OF AC<br>GROUND-I   | D,COLO<br>CCIDENT<br>WATER LOOP-SWERVE<br>D WITH FENCE,FENCE  |  | Р   | LÀND                               | OF OPERATION<br>ING ROLL<br>OFF ABORTED   |  |  |  |  |  |
|        | PILOT IN<br>WEATHER<br>WEATHER BE  | CAUSE(S)<br>N COMMAND - FAILED<br>N COMMAND - DELAYEE<br>- UNFAVORABLE WIND<br>RIEFING - BRIEFING<br>DRECAST - UNKNOWN/N  |  |   |                                    |   |  |  |  |  |  |
|        |  | ED<br>Y AT ACCIDENT SITE  |  |   | UNL I                              | G AT ACCIDENT SITE<br>MITED<br>ITATION AT ACCIDENT SI   | TE   |  |  |  |  |
|        | OB STRUCT I  | TEMPERATURE-F<br>90   |  |   |                                    | NONE RELATIVE BEARING OF WIND RIGHT QUARTERING TAIL WIND 113-157 DEGREES WIND DIRECTION-DEGREES 315 |  |  |  |  |  |
|        | 15<br>TYPE OF FU<br>NONE   |   | VFR  | F WEATHER CONDITIONS  HIT FENCE POST. WIND G                      | USTS 25K.                          |   |  |  |  |  |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | 11         | JUR<br>F | IES<br>S M    | /N            | FLIGHT<br>PURPOSE  | PILOT DATA   |
|--------|--|--|---|------------|----------|---------------|---------------|--|--|
| 3-3386 | 7/5/72<br>TIME - 092<br>DEPARTURE  | RATON,N MEX O POINT MEX  | CESSNA 120<br>N77476<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>TRINIDAD,COLO | CR-<br>PX- | 0        | 0<br>0<br>HAS | 1<br>0<br>E 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANS F OPERATION IGHT OTHER | PRIVATE, AGE 41, 349 P TOTAL HOURS, 317 IN TYPE, NOT INSTRUMENT RATED. |
|        | PILOT IN<br>FACTOR(S)<br>WEATHER<br>TERRAIN<br>WEATHER BR<br>WEATHER FO                        | WEATHER - LOW CEILING<br>TERRAIN - OTHER<br>WEATHER BRIEFING - NO BRIEFING RECEIVED<br>WEATHER FORECAST - UNKNOWN/NOT REPORTED |   |            |          |               |               |  |  |
|        | SKY CONDIT<br>OVERCAST<br>VISIBILITY<br>UNKNOWN/<br>OBSTRUCTIO<br>UNKNOWN/<br>WIND VELOC<br>15 | TYPE OF FLIGHT PLAN  |   |            |          |               |               |  |  |
| 3-3210 |  | DEMING, N MEX  | PITTS S-1   | CR-<br>PX- | 0        | 0             | 1<br>0        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                     | COMMERCIAL, FL.INSTR., AGE 49, 4000 TOTAL HOURS, IN TYPE, INSTRUMENT   |
|        | DEPARTURE<br>DEMING, N<br>TYPE OF AC   | MEX<br>CIDENT<br>ATER LOOP-SWERVE  | II<br>INTENDED DESTINATION<br>LOCAL   |            |          | LA            | ND I          | F OPERATION<br>NG ROLL<br>NG ROLL                            | RATED.   |
|        | PILOT IN<br>FACTOR(S)<br>PILOT IN  | COMMAND - IMPROPE<br>COMMAND - FAILED  | TO MAINTAIN DIRECTIONA<br>F FAMILIARITY WITH AIRC                                   |            | ITRO     | L             |               |  |  |

| FILE                |   | LOCATION   | AIRCRAFT DATA                                     |                |     |      |                                  |   | PILOT DATA   |
|---------------------|---|--|---|----------------|-----|------|----------------------------------|---|--|
| 3-2793              | 7/26/72<br>TIME - 07<br>NAME OF A<br>DEPARTURE<br>EL PAS  | ROY,N MEX<br>30<br>IRPORT - ROY MUNI<br>POINT<br>D,TEX | N147E<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION | CR- (<br>PX- ( | 0 0 | 1    | NONCOMMERCIAL<br>BUSINESS        |   | PRIVATE, AGE 54, 6000<br>TOTAL HOURS, 750 IN TYPE,<br>INSTRUMENT RATED.      |
|                     |   | COLLIDED WITH FENCE, FENCEPOSTS                        |   |                |     |      | OF OPERATION<br>ING ROLL         |   |  |
|                     | PILOT I<br>FACTOR(S)<br>TERRAIN<br>FIRE AFTE  | N COMMAND — SPONTA<br>N COMMAND — IMPROP<br>— OTHER    | NEOUS-IMPROPER ACTION<br>PER OPERATION OF POWERPL | ANT & F        | OWE | RPL  | ANT. CONTROLS                    |   |  |
| 3 <del>-</del> 2720 | TIME - 20   | COLUMBUS,N MEX<br>30                                   | N9261Q<br>DAMAGE-SUBSTANTIAL                      | CR- (          |     |      |                                  |   | PRIVATE, AGE 53, 17007<br>TOTAL HOURS, 568 IN TYPE,<br>NOT INSTRUMENT RATED. |
|                     | ALBUQU<br>TYPE OF A<br>ENGINE   | ERQUE,N MEX  | COLUMBUS,N MEX                                    |                | I   | N FI | OF OPERATION<br>LIGHT DESCENDING | ; | •  |
|                     | PROBABLE CAUSE(S)  PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPERLY SERVICED AIRCRAFT (OWNER-PILOT)  PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING  MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL  TERRAIN - HIGH VEGETATION  COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE  EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND  REMARKS- PILOT SERVICED ACFT WITH 20 GAL FUEL FROM 30 GAL TANK, WATER OUTSIDE & INSIDE, HIT YUCCA PLANT. |  |   |                |     |      |                                  |   |  |

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| FILE   | DATE   |   | AIRCRAFT DATA   | F   | : | S M/       | N                | PURPOSE          |   | PILOT DATA |  |
|--------|--|---|---|-----|---|------------|------------------|------------------|---|------------|--|
| 3-2980 | 8/15/72<br>TIME - 19   | COUNSELORS, N MEX<br>930                          | DAMAGE-DESTROYED                                      | CR- | 0 | 0          | 1 N              | ONCOMMERCIAL     |   |            |  |
|        |  | AIRPORT - LINDRITH CO<br>E POINT 1                | JMPR<br>INTENDED DESTINATION                          |     |   |            |                  |                  |   |            |  |
|        | COUNSEL  | _ORS,N MEX  | LOCAL   |     |   |            |                  |                  |   |            |  |
|        | TYPE OF A  |   |   | Р   |   |            | OPERATION CLIMB  |                  |   |            |  |
|        | STALL MUSH TAKEOFF INITIAL CLIMB COLLIDED WITH FENCE, FENCEPOSTS TAKEOFF INITIAL CLIMB |   |   |     |   |            |                  |                  |   |            |  |
|        | PILOT I  | IN COMMAND - IMPROPER                             | TO OBTAIN/MAINTAIN FL<br>OPERATION OF POWERP<br>ITUDE |     |   |            | LANT             | CONTROLS         |   |            |  |
|        | SKY CONDI  | ITION   |   |     | С |            | NG A             | T ACCIDENT SITE  |   |            |  |
|        | VISIBILIT  | ·   |   | Ρ   |   | PITA       | TION AT ACCIDENT | SITE             |   |            |  |
|        |  | 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE |   |     |   |            |                  | RE-F             |   |            |  |
|        | WIND VELO  | CITY-KNOTS  |   |     | Т | YPE<br>VFR | _                | EATHER CONDITION | 5 |            |  |
|        |  | LIGHT PLAN  |   | •   |   | *116       |                  |                  |   |            |  |
|        |  | DENS ALT APRX 9000F1                              | T.MIX NOT LEANED.                                     |     |   |            |                  |                  |   |            |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA  | INJU<br>F                                      | RIES<br>S M/N                                  | FLIGHT<br>N PURPOSE   | •  | PILOT DATA   |  |  |
|--------|---|--|--|--|--|---|--|--|--|--|
| 3-2982 | 8/17/72<br>TIME - 154                             | ALBUQUERQUE,N MEX  | CESSNA 170B<br>N2790D<br>DAMAGE-SUBSTANTIAL  | CR- 0<br>PX- 0                                 | 0 0  | NONCOMMERCIAL<br>PLEASURE/PERSONA   | NONCOMMERCIAL PRIVATE, AGE 43, PLEASURE/PERSONAL TRANSP TOTAL HOURS, ALL TYPE, NOT INSTRU RATED. |  |  |  |
|        | DEPARTURE<br>ALBUQUER<br>TYPE OF AC               | CIDENT<br>ATER LOOP-SWERVE   | E INTNL<br>INTENDED DESTINATION<br>LOS ALAMOS,N MEX                                      | PHASE OF OPERATION TAKEOFF RUN TAKEOFF ABORTED |  |   |  |  |  |  |
|        | PILOT IN<br>FACTOR(S)<br>WEATHER<br>WEATHER BR    | COMMAND - SELECTE  | NG RECEIVED  |  |  | G WIND  |  |  |  |  |
|        | VISIBILITY 5 OR OVE OBSTRUCTIO NONE WIND DIRECTO  | NOT REPORTED AT ACCIDENT SITE                                      | CIDENT SITE  |  | 8000<br>PRECII<br>NONI<br>RELAT<br>LEF<br>WIND | TITATION AT ACCIDEN  I  I  IVE BEARING OF WIND  I CROSS WIND 248-29  VELOCITY-KNOTS  OF FLIGHT PLAN | T SITE   |  |  |  |
| 3-3145 | TIME - 173  DEPARTURE PALM SF TYPE OF AC GROUND-W | POINT<br>PRINGS, CALIF   | PIPER PA-24<br>N6755P<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>ALBUQUERQUE,N MEX |  | LAST I<br>PRI<br>PHASE<br>LAÑI                 |   | L TRANSP   | PRIVATE, AGE 61, 1325<br>TOTAL HOURS, 28 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |
|        | PILOT IN<br>PILOT IN<br>TERRAIN<br>EMERGENCY      | N COMMAND - ATTEMPTI<br>N COMMAND - BECAME I<br>N COMMAND - FAILED | ٠  |  |  |   |  |  |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   | IN         | JUR | IES           |        |  | PILOT DATA   |
|--------|--|---|---|------------|-----|---------------|--------|--|--|
|        | 8/18/72<br>TIME - 16<br>NAME OF A<br>DEPARTURE<br>SALT L<br>TYPE OF AG | ALBUQUERQUE,N MEX 15  IRPORT - CORONADO POINT I AKE CITY,UT   | CESSNA 421<br>N3140K<br>DAMAGE-SUBSTANTIAL                  | CR-<br>PX- | 0   | O<br>O<br>HAS | 1<br>6 | NONGOMMERCIAL                                      |  |
|        | AIRFRAMI<br>MISCELL  | EL - MAINTENANCE,SER<br>E - LANDING GEAR BR<br>ANEOUS ACTS,CONDITIO   | AKING SYSTEM (NORMAL  | SYSTE      | M ) |               |        | ENANCE AND INSPECTION                              |  |
| 3-2934 | NAME OF ADDEPARTURE  | 00<br>IRPORT - MORIARITY<br>POINT I<br>Y•N MEX  | N3403L<br>DAMAGE-SUBSTANTIAL<br>MUNI<br>NTENDED DESTINATION | PX-        | 0   | 0             | 0      | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP F OPERATION | COMMERCIAL, AGE 23, 550<br>TOTAL HOURS, 20 IN TYPE,<br>INSTRUMENT RATED. |
|        | ENGINE I   | FAILURE OR MALFUNCTI<br>MUSH  | ON  |            |     | LA            | ND I   | NG FINAL APPROACH<br>NG FINAL APPROACH             |  |
|        | MISCELLA<br>PILOT II<br>COMPLETE I<br>EMERGENCY                        | CAUSE(S)  N COMMAND - IMPROPER ANEOUS ACTS, CONDITIO  N COMMAND - FAILED T POWER LOSS - COMPLET CIRCUMSTANCES - FOR IDLE PWR DSCNT. STRET |   |            |     |               |        |  |  |

| FILE   |  | LOCATION  | AIRCRAFT DATA  | INJU  | IES                       | /A:    | FLIGHT                                  | PILOT DATA  |
|--------|--|---|--|---|---------------------------|--------|---|---|
| 3-3278 | 10/23/72<br>TIME - 154   | ALBUQUERQUE, N MEX  | SMITH DSA-1  | CR- 0<br>PX- 0  | 1                         | 0 1    | NONCOMMERCIAL                           | COMMERCIAL, FL.INSTR.,  SP AGE 41, 2214 TOTAL HOURS, IN TYPE, INSTRUMENT RATED. |
|        | DEPARTURE<br>ALBUQUER<br>TYPE OF AC                              | QUE,N MEX   | NTENDED DESTINATION LOCAL                                    | ON  PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING   |                           |        |   |   |
|        | STALL  |   |  |   |                           |        | G FINAL APPROACH                        |   |
|        | PILOT IN MISCELLA MISCELLA PILOT IN FACTOR(S) WEATHER COMPLETE P | COMMAND - LACK OF COMMAND - IMPROPER NEOUS ACTS, CONDITIO COMMAND - FAILED T - CONDITIONS CONDUCOWER LOSS - COMPLET |  | LANT & POING EQUIP<br>YING SPEE<br>DN SYSTEM<br>MEOUT-1 I | MENT<br>D<br>I ICT<br>NGI | - I MI | T CONTROLS<br>PROPER OPERATION OF/OR    | FAILED TO USE   |
|        | SKY CONDIT   | ION   | •  | (   | EIL                       | NG .   | AT ACCIDENT SITE                        |   |
|        | CLEAR<br>VISIBILITY<br>5 OR OVE                                  | AT ACCIDENT SITE  |  |   |                           |        | TED<br>ATION AT ACCIDENT SITE           |   |
|        |  | NS TO VISION AT ACC   | IDENT SITE   |   |                           |        | URE-F                                   |   |
|        |  | ATHER CONDITIONS  |  |   | -                         |        | FLIGHT PLAN                             |   |
| 3-3197 | 11/4/72<br>TIME - 153  | SUNLAND,N MEX<br>O  | CESSNA 210D<br>N3901Y<br>DAMAGE-SUBSTANTIAL                  |   | 0                         | 1 1    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAN | o   |
|        | DEPARTURE<br>SUNLAND,  |   | PARK   |   |                           |        | •                                       | NOT INSTRUMENT RATED.   |
|        | TYPE OF AC   |   |  | ı   |                           |        | OPERATION G LEVEL OFF/TOUCHDOWN         |   |
|        | MISCELLA   | - LANDING GEAR SW<br>NEOUS ACTS, CONDITIO   | ITCHES, LEVERS, CRANKIN<br>NS - STUCK<br>IN DOOR-CLOSED POSI |   | IISM:                     | ETC    | •                                       |   |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA  | I          | NJUF<br>F   | RIES<br>S M | /N | PURPOSE  | PILOT DATA  |
|--------|--|--|--|------------|---|-------------|----|--|---|
|        |  |  |  | CR-<br>PX- |   |             |    |  | PRIVATE, AGE 40, 1000 P TOTAL HOURS, 350 IN TYPE, NOT INSTRUMENT RATED. |
|        | DEPARTURE<br>MCCOOK<br>TYPE OF A<br>STALL  | .•NEBR<br>.CCIDENT   | NTENDED DESTINATION<br>LAS VEGAS NEV                               |            |   |             |    | ROUTE STOP<br>;UTAH<br>F OPERATION<br>FF INITIAL CLIMB | NUI INSIKUMENI KATEU.   |
|        | PILOT I<br>PILOT I<br>FACTOR(S)<br>PILOT I<br>WEATHER  | PROBABLE CAUSE(S) PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FACTOR(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED WEATHER - OBSTRUCTIONS TO VISION EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING LOW ON FUEL |  |            |   |             |    | ·  |   |
|        | SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW WIND VELOCITY-KNOTS 5 TYPE OF FLIGHT PLAN NONE   |  |  |            | CEILING AT ACCIDENT SITE 4500 PRECIPITATION AT ACCIDENT SITE SNOW WIND DIRECTION-DEGREES 240 TYPE OF WEATHER CONDITIONS VER |             |    |  |   |
| 3-3546 | TIME - 05  DEPARTURE SANTA F TYPE OF A   | POINT I E,N MEX CCIDENT  | N1650B<br>DAMAGE-DESTROYED<br>NTENDED DESTINATION<br>CLAYTON N MEX | PX-        | 0   | 0           | 0  | PLEASURE/PERSONAL TRANS F OPERATION                    | PRIVATE, AGE 55, 1400 P TOTAL HOURS, 645 IN TYPE, NOT INSTRUMENT RATED. |
|        | COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT CLIMB TO CRUISE  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) MISCELLANEOUS ACTS, CONDITIONS - WINDSHIELD, DIRTY, FOGGY, ETC RESTRICTED VISION TERRAIN - HIGH OBSTRUCTIONS REMARKS- HIT MTN PEAK DRG CLIMB OUT. |  |  |            |   |             |    |  | •   |

| FILE   | DATE LOCATION  | AIRCRAFT DATA   | INJURIES<br>F S M/N                        | FLIGHT<br>PURPOSE  | PILOT DATA  |
|--------|--|---|--|--|---|
| 3-3389 | 7/5/72 COOPERSTOWN,NY TIME - 0945  NAME OF AIRPORT - COOPERST DEPARTURE POINT WATERTOWN,NY TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH FENCE,FEN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJU                                   | PIPER PA-28 N4325T DAMAGE-SUBSTANTIAL OWN INTENDED DESTINATION FARMINGDALE, NY  CEPOSTS | CR- 0 0 1<br>PX- 0 0 2<br>PHASE 0<br>LANDI | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP  F OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL | PRIVATE, AGE 21, 95 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.               |
| 3-2871 | 8/8/72 NEWBURGH,NY TIME - 1434  NAME OF AIRPORT - STEWART DEPARTURE POINT TETERBORO,NJ TYPE OF ACCIDENT WHEELS-UP  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILE FACTOR(S) MISCELLANEOUS ACTS,CONDI                           | DAMAGE-SUBSTANTIAL  INTENDED DESTINATION NEWBURGH, NY  D TO EXTEND LANDING GEAF         | PHASE O<br>LANDI                           | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP  F OPERATION NG LEVEL OFF/TOUCHDOWN         | PRIVATE, AGE 40, 123 TOTAL HOURS, 14 IN TYPE, NOT INSTRUMENT RATED.                     |
| 3-2879 | 8/11/72 STONY BROOK, NY TIME - 1530  NAME OF AIRPORT - CONSCIEN DEPARTURE POINT STONY BROOK, NY TYPE OF ACCIDENT STALL MUSH  PROBABLE CAUSE(S) DUAL STUDENT - FAILED TO PILOT IN COMMAND - INADE REMARKS - FLOAT EQUIPPED. | DAMAGE-SUBSTANTIAL  CE BAY INTENDED DESTINATION LOCAL  OBTAIN/MAINTAIN FLYING           | PHASE O TAKED                              | INSTRUCTIONAL DUAL  F OPERATION FF INITIAL CLIMB                                   | COMMERCIAL, FL.INSTR.,<br>AGE 24, 1070 TOTAL HOURS,<br>25 IN TYPE, INSTRUMENT<br>RATED. |

| FILE   | DATE LOCATION  | AIRCRAFT DATA  | INJURIES<br>F S M/N   | FLIGHT<br>PURPOSE   | PILOT DATA   |
|--------|--|--|---|---|--|
| 3-3130 | B/20/72 HUDSON,NY TIME - 1900  DEPARTURE POINT HUDSON,NY TYPE OF ACCIDENT ENGINE FAILURE OR MALFUI NOSE OVER/DOWN              | CESSNA 150 N6207G DAMAGE-SUBSTANTIAL INTENDED DESTINATION HUDSØN,NY                                    | CR- 0 0 1<br>PX- 0 0 0<br>LAST EN<br>ONEO<br>PHASE 0<br>IN FL | INSTRUCTIONAL SOLO ROUTE STOP NTA,NY F OPERATION IGHT NORMAL CRUISE | STUDENT, AGE 38, 35 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.    |
|        | PILOT IN COMMAND - INAD<br>PILOT IN COMMAND - MISM<br>MISCELLANEOUS ACTS, COND   | ITIONS - INATTENTIVE TO F<br>ITIONS - FUEL EXHAUSTION<br>PLETE ENGINE FAILURE/FLAN                     | TION AND/OR PLA<br>FUEL SUPPLY<br>MEOUT-1 ENGINE              |   |  |
| 3-3231 | 8/27/72 WEEDSPORT,NY<br>TIME - 1345  | PIPER PA-28<br>N659FL<br>DAMAGE-SUBSTANTIAL  |   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF                           | PRIVATE, AGE 57, 500 P TOTAL HOURS, 22 IN TYPE, NOT INSTRUMENT RATED.  |
|        | NAME OF AIRPORT - WHITSFO<br>DEPARTURE POINT<br>WEEDSPORT,NY<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUL<br>GEAR COLLAPSED | ORDS<br>INTENDED DESTINATION<br>LOCAL  | PHASE O<br>Takeo  | F OPERATION<br>FF INITIAL CLIMB<br>NG ROLL                          |  |
|        | PILOT IN COMMAND - MISM<br>MISCELLANEOUS ACTS, COND<br>TERRAIN - ROUGH/UNEVEN<br>FACTOR(S)                                     | ITIONS - FUEL STARVATION  ITIONS - OVERLOAD FAILURE PLETE ENGINE FAILURE/FLAI FORCED LANDING OFF AIRPO | E<br>MEOUT-1 ENGINE   | NN ING  |  |
| 3-3438 | 9/10/72 KNOX,NY TIME - 1555  NAME OF AIRPORT - DUANESBU DEPARTURE POINT KNOX,NY  | DAMAGE-SUBSTANTIAL<br>URG  |   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF                           | PRIVATE, AGE 19, 172 P TOTAL HOURS, 155 IN TYPE, NOT INSTRUMENT RATED. |
|        | TYPE OF ACCIDENT STALL   |  | PHASE U   | F OPERATION<br>IGHT OTHER   |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - FAIL REMARKS- PIC STATED UNABL  | ED TO OBTAIN/MAINTAIN FL'<br>E CONTROL ACFT-SUSPECTED  |   | AIL-LAB TEST DOES NOT SU  | PPORT.   |

| FILE   | –   |  |   | 1          | = | SM | <b>/</b> N | PURPOSE                                   | PILOT DATA   |
|--------|---|--|---|------------|---|----|------------|---|--|
|        |   | HAMBURG, NY                              | PIPER PA-28                                       | CR-        | 0 | 0  | 1          | INSTRUCTIONAL<br>SOLO                     | STUDENT, AGE 48, 39 TOTAL  |
|        | DEPARTURE<br>HAMBURG<br>TYPE OF A<br>GROUND-  |  | INTENDED DESTINATION                              |            | Р | LA | ND I       | F OPERATION<br>NG ROLL<br>NG ROLL         |  |
|        | PILOT I<br>PILOT I  | N COMMAND - IMPROP<br>N COMMAND - IMPROP | ER RECOVERY FROM BOUNCE<br>TO MAINTAIN DIRECTIONA |            |   |    |            |   |  |
| 3-3471 |   |  | DAMAGE-SUBSTANTIAL                                | CR-<br>PX- | 0 | 0  | 1          | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF | STUDENT, AGE 42, 31 TOTAL<br>HOURS, 11 IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | NAME OF AIRPORT - ALBANY COUNTY  DEPARTURE POINT INTENDED DESTINATION  MORRISTOWN,NJ ALBANY,NY  TYPE OF ACCIDENT PHASE OF OPERATION  HARD LANDING LEVEL OFF/TOUCHDOWN  GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN |  |   |            |   |    |            |   |  |
|        | FACTOR(S)   | N COMMAND - IMPROP                       | ER LEVEL OFF<br>IONS - OVERLOAD FAILURE           |            |   |    |            |   |  |

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| FILE   | DATE                            | LOCATION   | AIRCRAFT DATA                     | INJURIES<br>F S M/N                      | FLIGHT<br>PURPOSE                | PILOT DATA  |  |  |  |  |  |
|--------|---------------------------------|--|-----------------------------------|--|----------------------------------|---|--|--|--|--|--|
| 3-3186 |                                 |  |                                   | CR- 0 0 1<br>PX- 0 0 0                   | MISCELLANEOUS<br>AIR SHOW/RACING | PRIVATE, AGE 55, 1101<br>TOTAL HOURS, 8 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |  |  |
|        | NAME OF A                       | AIRPORT - CROTON AIRP<br>E POINT I   | ARK<br>NTENDED DESTINATION        |  |                                  |   |  |  |  |  |  |
|        | CROTN O                         | E POINT I  | LOCAL                             | DH V CE (                                | OF OPERATION                     |   |  |  |  |  |  |
|        |                                 | ON WITH GROUND/WATER   | UNC ONTR OLL ED                   |  | IGHT HOVERING                    | •   |  |  |  |  |  |
|        | PILOT I<br>WEATHER<br>FACTOR(S) | IN COMMAND - ATTEMPTE<br>IN COMMAND - IMPROPER<br>R - UNFAVORABLE WIND                             | OPERATION OF FLIGHT<br>CONDITIONS | CONTROLS                                 | TTY LEVEL                        |   |  |  |  |  |  |
|        | WEATHER B                       | IN COMMAND - LACK OF<br>BRIEFING - NO BRIEFIN<br>FORECAST - FORECAST S                             | G RECEIVED                        | CRAFT                                    |                                  |   |  |  |  |  |  |
|        | SKY CONDI                       |  |                                   |  | S'AT ACCIDENT SITE               |   |  |  |  |  |  |
|        |                                 | Y AT ACCIDENT SITE   |                                   | 4500 PRECIPITATION AT ACCIDENT SITE NONE |                                  |   |  |  |  |  |  |
|        |                                 | IONS TO VISION AT ACC  | IDENT SITE                        | TEMPERA                                  | ATURE-F                          |   |  |  |  |  |  |
|        | WIND DIRE                       | ECTION-DEGREES   |                                   |  | ELOCITY-KNOTS                    |   |  |  |  |  |  |
|        | 250<br>TYPE OF W<br>VFR         | EATHER CONDITIONS  |                                   | 12<br>Type of<br>None                    | FLIGHT PLAN                      |   |  |  |  |  |  |
|        |                                 | REMARKS- HOVER DEMONSTRATION. GUSTING TO 25K. NOT ROTOR CRAFT RATED, NOR DUAL INSTRUCTION IN TYPE. |                                   |  |                                  |   |  |  |  |  |  |
| 3-3534 | 10/16/72                        | ROUSE POINT, NY  | CESSNA 206                        | CR- 0 0 1                                | NONCOMMERCIAL                    | COMMERCIAL, AGE 40, 1304<br>P TOTAL HOURS, ALL IN                         |  |  |  |  |  |
|        | TIME - 16                       | 15   | N5129U<br>DAMAGE-SUBSTANTIAL      | PX- 0 0 0                                | PLEASURE/PERSONAL TRANS          | TYPE, NOT INSTRUMENT  |  |  |  |  |  |
|        | DEPARTURE                       |  | NTENDED DESTINATION               |  |                                  | RATED.  |  |  |  |  |  |
|        | TYPE OF A                       | CCIDENT  | LAKE SUNAPEE, NH                  |  | OF OPERATION                     |   |  |  |  |  |  |
|        | NOSE OV                         |  |                                   | STATI                                    | C IDLING ENGINE(S)               |   |  |  |  |  |  |
|        | FACTOR(S)                       | N COMMAND - IMPROPER   |                                   | CONTROLS                                 |                                  |   |  |  |  |  |  |
|        | SKY CONDI                       |  | 20,102.120,10                     | CEILING                                  | S AT ACCIDENT SITE               |   |  |  |  |  |  |
|        | CLEAR                           | Y AT ACCIDENT SITE   |                                   | UNLIM                                    |                                  |   |  |  |  |  |  |
|        |                                 | ER<br>ONS TO VISION AT ACCI  | DENT SITE                         |  | RECTION-DEGREES                  |   |  |  |  |  |  |
|        | NONE<br>WIND VELO<br>15         | CITY-KNOTS   |                                   | 180<br>TYPE OF<br>VFR                    | WEATHER CONDITIONS               |   |  |  |  |  |  |
|        |                                 | LIGHT PLAN   |                                   | VFK                                      |                                  |   |  |  |  |  |  |
|        |                                 | FLOAT EQPD.WIND GUST   | ING 20K-DRG TURN BFR              | TKOF WIND GUST                           | UNDER R WING TIPPED ACF          | т.  |  |  |  |  |  |

| FILE   | DATE LOCATION   | AIRCRAFT DATA  | INJURIES<br>F S M/N              | FLIGHT<br>PURPOSE  | PILOT DATA   |  |  |  |  |
|--------|---|--|----------------------------------|--|--|--|--|--|--|
| 3-2929 | 10/18/72 ESSEX,NY TIME - 0945  NAME OF AIRPORT - PRIVA DEPARTURE POINT ESSEX,NY TYPE OF ACCIDENT GROUND-WATER LOOP-SWER' NOSE OVER/DOWN | CESSNA 182P<br>N9353G<br>DAMAGE-SUBSTANTIAL<br>TE STRIP<br>INTENDED DESTINATION<br>UNKNOWN/NOT REPORTER                          | CR- 0 0 1<br>PX- 0 0 0           | NONCOMMERCIAL PLEASURE/PERSONAL TRANSI  OF OPERATION OFF RUN OFF RUN | PRIVATE, AGE 52, 130 POTAL HOURS, 20 IN TYPE, NOT INSTRUMENT RATED.                      |  |  |  |  |
|        |   | LED TO MAINTAIN DIRECTION.<br>ITIES - AIRPORT CONDITION<br>SOFT SPOT.  |                                  |  |  |  |  |  |  |
| 3-3259 | 11/1/72 PLATTSBURGH,NTTIME - 0830   | Y AERONCA 7AC<br>N1486E DAMAGE-SUBSTANTIAL   | CR- 0 0 1<br>PX- 0 0 1           | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                             | STUDENT, AGE 20, 20 TOTAL<br>P HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.              |  |  |  |  |
|        | DEPARTURE POINT PLATTSBURGH,NY TYPE OF ACCIDENT   | IND-WATER LOOP-SWERVE TAKEOFF RUN  |                                  |  |  |  |  |  |  |
|        | PILOT IN COMMAND - FAI  | LED TO MAINTAIN DIRECTION.<br>LED TO OBTAIN/MAINTAIN FL'<br>APPLIED FULL PWR,ACFT DRI  | YING SPEED                       |  |  |  |  |  |  |
| 3-3429 | 11/17/72 LEROY,NY<br>TIME - 1806  | CESSNA 172L<br>N7549G<br>DAMAGE-SUBSTANTIAL  | PX- 0 0 2                        | INSTRUCTIONAL<br>DUAL  | COMMERCIAL, FL.INSTR.,<br>AGE 26, 1614 TOTAL HOURS,<br>252 IN TYPE, INSTRUMENT<br>RATED. |  |  |  |  |
|        | NAME OF AIRPORT - BICKFOODEPARTURE POINT LEROY,NY TYPE OF ACCIDENT COLLIDED WITH SNOWBANG   | INTENDED DESTINATION LOCAL   |                                  | OF OPERATION<br>ING LEVEL OFF/TOUCHDOWN                              | KATEU.   |  |  |  |  |
|        | FACTOR(S) AIRPORTS/AIRWAYS/FACIL AIRPORTS/AIRWAYS/FACIL   | ED CLEARANCE<br>DEQUATE SUPERVISION OF FL<br>ITIES - AIRPORT CONDITION<br>ITIES - AIRPORT CONDITION<br>D BANK ABT 1FT HI ON L ED | S SNOW WINDROV<br>S SNOW ON RUNY |  |  |  |  |  |  |

| FILE   | DATE LOCATION  | AIRCRAFT DATA  | INJURIES<br>F S M/N                         | FLIGHT<br>PURPOSE  | PILOT DATA  |
|--------|--|--|---|--|---|
| 3-3430 | 11/21/72 BROCKPORT, NY TIME - 1530  NAME OF AIRPORT - LEDGEDAY DEPARTURE POINT BROCKPORT, NY TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVY GEAR COLLAPSED  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILY FACTOR(S)                              | CESSNA 150J<br>N61103<br>DAMAGE-SUBSTANTIAL<br>E<br>INTENDED DESTINATION<br>LOCAL                          | CR- 0 0 1 PX- 0 0 1  PHASE OF LANDIN LANDIN | NONCOMMERCIAL<br>PLEASURE/PERSONAL TR<br>OPERATION<br>G ROLL<br>G ROLL | PRIVATE, AGE 24, 55 TOTAL<br>ANSP HOURS, 47 IN TYPE, NOT<br>INSTRUMENT RATED. |
| 3-3456 | 12/28/72 SUFFERN,NY TIME - 1330  DEPARTURE POINT SUFFERN,NY TYPE OF ACCIDENT ENGINE FAILURE OR MALFUL COLLIDED WITH TREES  | INTENDED DESTINATION<br>LOCAL  | · PHASE OF<br>IN FLI                        |  |   |
|        | PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM MISCELLANEOUS ACTS, COND TERRAIN - HIGH OBSTRUCT FACTOR(S) WEATHER - DOWNDRAFT, UPDI COMPLETE POWER LOSS - COM WEATHER BRIEFING - NO BRI WEATHER FORECAST - UNKNOW! EMERGENCY CIRCUMSTANCES - | ITIONS — FUEL STARVATION<br>IONS<br>RAFTS<br>PLETE ENGINE FAILURE/FLAP<br>EFING RECEIVED<br>N/NOT REPORTED |   |  |   |
|        | SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SI 5 OR OVER OBSTRUCTIONS TO VISION AT NONE WIND DIRECTION-DEGREES 290 TYPE OF WEATHER CONDITIONS   | ACCIDENT SITE  | UNLIMI PRECIPIT NONE TEMPERATE 38 WIND VELE | ATION AT ACCIDENT SI   | TE  |

| FILE   | DAȚE LOCATION  | AIRCRAFT DATA  | INJURIES<br>F S M/N |   | PILOT DATA  |
|--------|--|--|---------------------|---|---|
| 3-3458 | 12/29/72 SPRING VALLE TIME - 1530  NAME OF AIRPORT - RAMAPI DEPARTURE POINT SPRING VALLEY,NY       | Y•NY PIPER PA-24<br>N5451P<br>DAMAGE-NONE  | CR- 0 1 0           | NONCOMMERCIAL.                              | PRIVATE, AGE 44, 1550<br>TOTAL HOURS, 130 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | TYPE OF ACCIDENT PROPELLER/ROTOR ACCID   |  |                     | F OPERATION<br>C STARTING ENGINE(S)         |   |
|        | - <del></del>  | ARTED ENGINE WITHOUT PROPE<br>NKED ENG+UNATTENDED ACFT.  | R ASSISTANCE/EQ     | UIPMENT                                     |   |
| 3-3452 | 12/29/72 DEER PARK,NY<br>TIME - 1100   | CESSNA 172L<br>N4507Q<br>DAMAGE-SUBSTANTIAL  | PX- 0 0 2           | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP   | PRIVATE, AGE 48, 118 TOTAL HOURS, 15 IN TYPE, NOT INSTRUMENT RATED.         |
|        | NAME OF AIRPORT - DEER DEPARTURE POINT DEER PARK,NY TYPE OF ACCIDENT UNDERSHOOT GEAR COLLAPSED     |  | LANDII              | F OPERATION<br>NG FINAL APPROACH<br>NG ROLL |   |
|        | PILOT IN COMMAND - IM<br>FACTOR(S)<br>MISCELLANEOUS ACTS+CO  | SJUDGED DISTANCE AND ALTIT<br>PROPER RECOVERY FROM BOUNC<br>NDITIONS — OVERLOAD FAILUR<br>LLOW APPROACH,REOUCED POWE | ED LANDING          | RATE  |   |
|        | NEMARKS FET MARING SHA   | LEUN AFFIGACITYN EDOGED FORE   | in Entro III SIM    | NATE:                                       |   |
| 3-2939 | 2/4/72 APEX,NC<br>TIME - 1300  | CESSNA 210G<br>N5891F<br>DAMAGE-SUBSTANTIAL  | PX- 0 0 1           | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP   | PRIVATE, AGE 41, 1500<br>TOTAL HOURS, 500 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | NAME OF AIRPORT - LUTHE<br>DEPARTURE POINT<br>APEX,NC<br>TYPE OF ACCIDENT<br>GROUND-WATER LOOP-SWE | INTENDED DESTINATION<br>LOCAL  |                     | F OPERATION<br>FF RUN                       |   |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - IN PILOT IN COMMAND - FA                                      | ADEQUATE PREFLIGHT PREPARA<br>ILED TO MAINTAIN DIRECTION<br>NOTE R RUDDER PEDALS NOT E                               | TION AND/OR PLAN    | NNING                                       | UNTER.WGT HIT GND.  |

|        |  | -   | AIRCRAFT DATA  | E        | c    | M /N | DIIRPOSE   | <br>PILOT DATA  |
|--------|--|---|--|----------|------|------|--|---|
|        | 7/10/72<br>TIME - 10                         | SCOTLAND NECK, NC                             | CESSNA 1708<br>N8209A<br>DAMAGE-SUBSTANTIAL                            | CR- C    |      | ) 1  | NONCOMMERCIAL  |   |
|        | DEPARTURE<br>SCOTLAN<br>TYPE OF A<br>UNDERSH | POINT I<br>ID NECK,NC<br>CCIDENT              | NTENDED DESTINATION  |          | 1    | AND  | OF OPERATION<br>ING FINAL APPROACH<br>ING FINAL APPROACH |   |
|        | AIRPORT                                      | N COMMAND - FAILED T<br>S/AIRWAYS/FACILITIES  | O SEE AND AVOID OBJEC<br>- AIRPORT CONDITIONS<br>S CROSSING APCH END ( | UNMAR    | ΚĒΙ  | ОВ   | STRUCTIONS   |   |
| 3-2783 | TIME - 19                                    |   | N9538J<br>DAMAGE-SUBSTANTIAL   |          |      |      | NONCOMMERCIAL<br>BUSINESS                                | PRIVATE, AGE 31, 363<br>TOTAL HOURS, 178 IN TYPE<br>NOT INSTRUMENT RATED. |
|        |  | IRPORT - LOWER CREEK<br>POINT I<br>IOMA, TENN |  |          |      |      |  |   |
|        | TYPE OF A                                    | CCIDENT                                       |  |          | - 1  | AND  | DF OPERATION<br>ING FINAL APPROACH<br>ING FINAL APPROACH |   |
|        | FACTOR(S)                                    | N COMMAND - FAILED T                          | O SEE AND AVOID OBJEC  | CTS OR C | IB S | ruc  | TIONS  |   |

| FILE   |  |   | AIRCRAFT DATA  | 1          | =   | S M         | /N            | PURPOSE     | PILOT DATA   |
|--------|--|---|--|------------|-----|-------------|---------------|-------------|--|
|        | 8/13/72<br>TIME - 12<br>DEPARTURE<br>BOONE,N<br>TYPE OF A  | BOONE,NC<br>34<br>POINT   |  | CR-<br>PX- | 0   | 0<br>0<br>0 | 1<br>2<br>E C |             | PRIVATE, AGE 47, 195 TOTAL HOURS, 189 IN TYPE, NOT INSTRUMENT RATED.       |
|        | PILOT I<br>TERRAIN<br>FACTOR(S)<br>WEATHER<br>WEATHER B<br>WEATHER F   | N COMMAND - INADEQU<br>N COMMAND - MISJUDG<br>- ROUGH/UNEVEN<br>- HIGH DENSITY ALT<br>RIEFING - NO BRIEFII<br>ORECAST - UNKNOWN/N | NG RECEIVED  | ALTIT      | JDE | •           | PLA           | NNING       |  |
|        | NONE<br>TYPE OF F<br>NONE  | CIDENT SITE<br>G 5000FT MTNS AFTR TKC   | CEILING AT ACCIDENT SITE UNLIMITED  PRECIPITATION AT ACCIDENT "SITE NONE TYPE OF WEATHER CONDITIONS VFR  OF. |            |     |             |               |             |  |
| 3-3090 | NAME OF A<br>DEPARTURE<br>LINCOLN<br>TYPE OF A   | IRPORT - LINCOLNTON<br>POINT<br>TON,NC<br>CCIDENT   | DAMAGE-SUBSTANTIAL   | CR-<br>PX- |     | PHAS        | E C           | F OPERATION | PRIVATE, AGE 52, 189<br>TOTAL HOURS, 103 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | COLLIDED WITH AUTOMOBILE  PROBABLE CAUSE(S)  PILOT IN COMMAND - STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT FACTOR(S)  TERRAIN - HIGH OBSTRUCTIONS REMARKS- HAND PROPPED ACFT HIT PARKED VEHICLE. |   |  |            |     |             |               |             |  |

| -      |   |   | DRICE  |            |        |     | ~<br><b></b> |   |   |
|--------|---|---|--|------------|--------|-----|--------------|---|---|
| FILE   |   | CATION  | AIRCRAFT DATA                                |            |        |     |              | FLIGHT<br>PURPOSE                                 | PILOT DATA  |
|        | 8/23/72 MENOLA,<br>TIME - 1700  |   | CESSNA 150-J<br>N60110<br>DAMAGE-SUBSTANTIAL | CR-<br>PX- | 0      | 0   | 1            | INSTRUCTIONAL<br>TRAINING                         | PRIVATE, FL.INSTR., AGE 41, 4348 TOTAL HOURS, 39 IN LYPE, NOT INSTRUMENT RATED. |
|        | DEPARTURE POINT TRI COUNTY ARPT TYPE OF ACCIDENT COLLIDED WITH D  | •   | NTENDED DESTINATION                          |            | PH     | ASE | OF           | OPERATION<br>G OTHER                              | NA ILLU   |
|        | PILOT IN COMMAND<br>PILOT IN COMMAND<br>TERRAIN - HIGH O<br>FACTOR(S)<br>MISCELLANEOUS -                  | ) - IMPROPER<br>) - SELECTED<br>)BSTRUCTIONS<br>EVASIVE MAN | EUVER TO AVOID COLLIS                        | OR PL      | A NN I | NG  |              | ONS<br>WIRES NOT SEEN UNTIL T                     | OO LATE.  |
| 3-3123 | 8/24/72 CONCORD<br>TIME - 1615  | ), NC   | CESSNA 170A<br>N9988A<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX- | 0      | 0   | 2<br>1       | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS          | PRIVATE, AGE 43, 474 P TOTAL HOURS, 100 IN TYPE,                                |
|        | NAME OF AIRPORT - DEPARTURE POINT SALISBURY,NC TYPE OF ACCIDENT GROUND-WATER LOO COLLIDED WITH B          | I<br>IP-SWERVE  | NTENDED DESTINATION<br>CONCORD,NC            |            |        | LAN | DIN          | OPERATION<br>G ROLL<br>G ROLL                     |   |
| -      | PROBABLE CAUSE(S) PILOT IN COMMAND  | - FAILED T  | O MAINTAIN DIRECTÍONA                        | L CON      | TROL   |     |              |   |   |
| 3-3102 | 8/25/72 HATTERA<br>TIME - 1836  | S,NC  | PIPER PA-28R<br>N3721T<br>DAMAGE-SUBSTANTIAL |            |        |     |              | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS          | PRIVATE, AGE 29, 188 P TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED.            |
|        | NAME OF AIRPORT -<br>DEPARTURE POINT<br>MORGANTON,NC<br>TYPE OF ACCIDENT<br>UNDERSHOOT<br>COLLIDED WITH O | I   | ELL<br>NTENDED DESTINATION                   |            |        | LAN | DIN          | OPERATION<br>G FINAL APPROACH<br>G FINAL APPROACH | NOT THE HOLE THE HATED.   |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND<br>REMARKS- HIT SAND  |   | D DISTANCE AND ALTITU                        | IDE        |        |     |              |   |   |

| FILE            | DATE                   | LOCATION   | AIRCRAFT DATA   | IN         | JUR<br>F | IES<br>S M | /N  | FLIGHT<br>PURPOSE                                | PILOT DATA   |
|-----------------|------------------------|--|---|------------|----------|------------|-----|--|--|
| 3-3560          | 9/0/72                 | HENDERSONVILLE,NC  | CESSNA 170<br>N4185V<br>DAMAGE-SUBSTANTIAL  | CR-        | 0        | 0          | 1   | NONCOMMERCIAL                                    | COMMERCIAL, FL.INSTR.,<br>AGE 64, 5503 TOTAL HOURS,<br>312 IN TYPE, INSTRUMENT<br>RATED. |
|                 | DEPARTURE I            | NVILLE,NC<br>CIDENT  | NTENDED DESTINATION   |            | P        |            |     | F OPERATION<br>NG ROLL                           | RAIEU.   |
| ·               | MISCELLAN<br>MISCELLAN | - LANDING GEAR BR<br>NEOUS ACTS, CONDITIO<br>NEOUS - FOREIGN MAT | AKING SYSTEM (NORMAL<br>NS - MATERIAL FAILURE<br>ERIAL AFFECTING NORMA<br>E BROKE,LODGED IN BRA | L OPE      | RA T     | ION        | S   |  |  |
| 3-3347          | 9/10/72<br>TIME - 1636 | LINCOLNTON,NC<br>)   | CESSNA 310J<br>N3162L<br>DAMAGE-SUBSTANTIAL   |            | 0        | 0          | 1   | NONCOMMERCIAL PLEASURE/PERSONAL TRAN             | COMMERCIAL, AGE 56, 4060<br>SP TOTAL HOURS, 600 IN TYPE,<br>NOT INSTRUMENT RATED.        |
|                 | DEPARTURE  <br>SANTEE, | S.C.   | NTENDED DESTINATION LINCOLNTON, N.C.  |            |          |            |     | - 005047404                                      |  |
|                 | TYPE OF ACC            | WITH TREES   |   |            | ۲        |            |     | F OPERATION<br>NG ROLL                           |  |
|                 | AIRFRAME               | - MAINTENANCE, SER<br>- LANDING GEAR BR                          | AKING SYSTEM (NORMAL  | SYSTE      | M)       |            |     | ENANCE AND INSPECTION<br>REAK ASSEMBLY.OVERRAN R | UNWAY  |
| 3 <b>-</b> 3509 | 9/16/72<br>TIME - 1708 | MURPHY,NC<br>B   | PIPER PA-28<br>N7225F<br>DAMAGE-DESTROYED   | CR-<br>PX- | 0        | 0          | 1   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAN          | ISP HOURS, 50 IN TYPE, NOT   |
|                 |                        | •  | NTENDED DESTINATION<br>MARIETTA, GA   |            | P        | HAS        | EC  | F OPERATION .                                    | INSTRUMENT RATED.  |
|                 | STALL M                | JSH  |   |            |          | TΔ         | KEC | FF INITIAL CLIMB                                 |  |
|                 | PILOT IN               | COMMAND - PREMATUR<br>COMMAND - FAILED T<br>COMMAND - MISUSED    | E LIFT-OFF<br>O OBTAIN/MAINTAIN FLY<br>OR FAILED TO USE FLAF                                    |            | PEE      | D          |     |  |  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA   | INJ<br>F                    | URIE:<br>S I      | 5<br>1/N                | FLIGHT<br>PURPOSE   | PILOT DATA  |
|--------|---|---|---|-----------------------------|-------------------|-------------------------|---|---|
| 3-2918 | 10/6/72<br>TIME - 09  | CHARLOTTE,NC<br>30<br>POINT<br>INA FAIRGND,NC   | BELL 47D1<br>N13012<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL                    | CR-<br>PX-                  | 0 0               | 1 3                     | COMMERCIAL CTR PASSG-D                                      | COMMERCIAL, AGE 20, 1180<br>TOTAL HOURS, 60 IN TYPE,<br>NOT INSTRUMENT RATED.           |
|        |   | FAILURE OR MALFUNC  | TION  |                             | II                | l FL                    | IGHT NORMAL CRUISE<br>NG POWER-OFF AUTOROTA                 | ATIVE LANDING   |
|        | MISCELL MISCELL PILOT I PILOT I TERRAIN COMPLETE EMERGENCY  | N COMMAND - MISMAN ANEOUS ACTS, CONDIT N COMMAND - FAILED N COMMAND - MISJUD - OTHER POWER LOSS - COMPL CIRCUMSTANCES - F | IONS - INATTENTIVE TO<br>IONS - FUEL EXHAUSTION<br>TO USE OR INCORRECTLY                      | USED M<br>MEOUT-1<br>ORT ON | ISC.              | •                       | PMENT   |   |
| 3-3518 |   | COLFAX,NC<br>17   | BEECH G33<br>N9496Q<br>DAMAGE-DESTROYED   | CR-<br>PX-                  | 2 0<br>2 0        | 0                       | MISCELLANEOUS<br>DEMONSTRATION                              | COMMERCIAL, FL.INSTR.,<br>AGE 46, 1778 TOTAL HOURS<br>600 IN TYPE, INSTRUMENT<br>RATED. |
|        | DEPARTURE<br>WADSWO<br>TYPE OF A                            | IRPORT - GREENSBOR<br>POINT<br>RTH,OHIO<br>CCIDENT<br>D WITH WIRES/POLE   | INTENDED DESTINATION SILER CITY,NC  |                             | LAS<br>CI<br>PHA: | F ENDI                  | ROUTE STOP<br>.X.NC<br>IF OPERATION<br>NG FINAL APPROACH    |   |
|        | FACTOR(S) WEATHER WEATHER WEATHER WEATHER TERRAIN WEATHER B | DESCENDED BLO MDA  - LOW CEILING - RAIN - FOG - TURBULENCE, ASS - HIGH OBSTRUCTIO RIEFING - BRIEFED                       | FOR UNDETERMINED REAS  OCIATED W/CLOUDS AND/O NS BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT | R THUND                     |                   |                         |   |   |
|        | VISIBILIT<br>2 MILES  | TION<br>T/LOWER SCATTERED<br>Y AT ACCIDENT SITE<br>OR LESS<br>ONS TO VISION AT A  |   |                             | PREC<br>DI        | 00<br>: IP I<br>R I Z Z | AT ACCIDENT SITE TATION AT ACCIDENT SITE LE RECTION-DEGREES | ΤΕ  |
|        |   | CITY-KNOTS  |   |                             |                   | OF                      | WEATHER CONDITIONS  |   |

| FILE . | DATE  | LOCATION  | AIRCRAFT DATA  | IN.        | JURIES<br>S M | /N        | FLIGHT<br>PURPOSE                         | PILOT DATA   |
|--------|---|---|--|------------|---------------|-----------|---|--|
| 3-3444 | 12/9/72<br>TIME - 02<br>DEPARTURE<br>JACKSO | WHITAKERS, NC<br>30<br>POINT<br>NVILLE, NC          | PIPER PA-22<br>N6930B<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>KNIGHTDALE,NC | CR-<br>PX- | 0 1 1 0       | 0.        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF | PRIVATE, AGE 32, 376 POTAL HOURS, 237 IN TYPE, NOT INSTRUMENT RATED.       |
|        | I IFE OF A                                  | CCIDENT<br>D WITH TREES                             |  |            | FHAS          | C 01      | F OPERATION<br>NG FINAL APPROACH          |  |
|        | PILOT I<br>FACTOR(S)<br>WEATHER<br>TERRAIN  | N COMMAND - CONTINU<br>N COMMAND - DIVERT           |  |            |               |           |   |  |
|        |   |   | SUBSTANTIALLY CORRECT  |            |               |           |   |  |
|        | SKY CONDI<br>OBSCURA                        |   |  |            | CEIL<br>40    |           | AT ACCIDENT SITE                          |  |
|        | VISIBILIT<br>2 MILES                        | Y AT ACCIDENT SITE OR LESS ONS TO VISION AT A       |  |            | PREC          | IPI.      | TATION AT ACCIDENT SITE                   |  |
|        | FOG<br>WIND VELO<br>CALM                    | CITY-KNOTS<br>LIGHT PLAN                            |  |            | 44            | OF        | WEATHER CONDITIONS                        |  |
|        | NONE<br>REMARKS-                            | PLT ALIGNING ACFT                                   | ON VOR COURSE FOR STRAI  | IGHT IN    | N APCH        | ٠         |   |  |
| 3-3446 | 12/14/72<br>TIME - 11                       | BLACK MTN,NC<br>45                                  | SIKORSKY S-61L<br>N402S<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>ASHVILLE.NC | , ,        | 0 0<br>0 0    | 4<br>0    | MISCELLANEOUS<br>FERRY                    | COMMERCIAL, AGE 26, 3384<br>TOTAL HOURS, 794 IN TYPE,<br>INSTRUMENT RATED. |
|        | DEPARTURE<br>SPARTA                         | POINT<br>NBURG,SC                                   | INTENDED DESTINATION ASHVILLE, NC  |            |               |           |   |  |
|        | TYPE OF A                                   |   |  |            |               |           | F OPERATION<br>IGHT NORMAL CRUISE         |  |
|        |   | N COMMAND - EXERCI:<br>N COMMAND - CONTIN           | SED POOR JUDGMENT<br>UED VFR FLIGHT INTO ADV   | /ERSE /    | √E ATHE       | R C       | ONDITIONS                                 |  |
|        | SKY CONDI<br>OVERCAS                        |   |  |            | CEIL<br>60    |           | AT ACCIDENT SITE                          |  |
|        | VISIBILIT<br>2 MILES                        | Y AT ACCIDENT SITE<br>OR LESS<br>ONS TO VISION AT A |  |            | PREC          | IPI<br>IN | TATION AT ACCIDENT SITE                   |  |
|        | FOG<br>WIND VELO                            | CITY-KNOTS  | CCIDENT SITE   |            | 55<br>Type    | OF        | WEATHER CONDITIONS                        |  |
|        | NONE  | LIGHT PLAN  |  |            | IF            | ĸ         |   |  |
|        | REMARKS-                                    | HELICOPTER WHEELS I                                 | EQUIPPED.  |            |               |           |   |  |

|  |  |   |  |  | PILOT DATA   |
|--|--|---|--|--|--|
| 12/24/72 MORRISVILLE,<br>TIME - 1550   | NC CESSNA 172<br>N3956Q  | CR- 0 0 -1<br>PX- 0 0 0   | NONCOMMERCIAL<br>PLEASURE/PERSONAI   | _ TRANSP   | COMMERCIAL, FL.INSTR., AGE 25, 669 TOTAL HOURS, 96 IN TYPE, NOT INSTRUMENT RATED.  |
| DEPARTURE POINT<br>SCRANTON,PA<br>TYPE OF ACCIDENT   | INTENDED DESTINATION<br>RALEIGH DURHAM,NC  | PHASE (<br>LAND   | ING FINAL APPROACH   | 4  |  |
| PILOT IN COMMAND - MI<br>MISCELLANEOUS ACTS,CO<br>TERRAIN - ROUGH/UNEV<br>COMPLETE POWER LOSS - C<br>EMERGENCY CIRCUMSTANCES | SMANAGEMENT OF FUEL NDITIONS - FUEL EXHAUSTION N OMPLETE ENGINE FAILURE/FL - FORCED LANDING OFF AIR  | N<br>AMEOUT-1 ENGINE<br>PORT ON LAND  | JRN,PILOT AWARE LOW  | √ FUEL,EN  | IG QUIT ON FINAL.  |
| 12/24/72 TAYLORSVILLE<br>TIME - 1215   | ,NC CESSNA 205A<br>N8448Z<br>DAMAGE-DESTROYED  |   |  | _ TRANSP   | COMMERCIAL, AGE 41, 3100 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.  |
| DEPARTURE POINT<br>FORT BRAGG,NC<br>TYPE OF ACCIDENT<br>COLLIDED WITH TREES  | INTENDED DESTINATION BEECH MOUNTAIN,NC   | PHASE   |  |  |  |
| FACTOR(S) TERRAIN - HIGH OBSTRU WEATHER - LOW CEILING WEATHER BRIEFING - BRIE  | CTIONS<br>;<br>FED BY FLIGHT SERVICE PER   | SONNEL, BY PHONI  |  |  |  |
| SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT 3 MILES OR LESS  | SITE   | 500   |  | 「 SITE   |  |
|  | AT ACCIDENT SITE   | WIND D<br>170   |  | NS   |  |
|  | 12/24/72 MORRISVILLE, TIME — 1550  NAME OF AIRPORT — RALEI DEPARTURE POINT SCRANTON,PA TYPE OF ACCIDENT ENGINE FAILURE OR MAL NOSE OVER/DOWN  PROBABLE CAUSE(S) PILOT IN COMMAND — IM PILOT IN COMMAND — IM MISCELLANEOUS ACTS,CO TERRAIN — ROUGH/UNEVE COMPLETE POWER LOSS — C EMERGENCY CIRCUMSTANCES REMARKS— PILOT EXTENDED  12/24/72 TAYLORSVILLE TIME — 1215  DEPARTURE POINT FORT BRAGG,NC TYPE OF ACCIDENT COLLIDED WITH TREES  PROBABLE CAUSE(S) PILOT IN COMMAND — MI FACTOR(S) TERRAIN — HIGH OBSTRU WEATHER — LOW CEILING WEATHER BRIEFING — BRIE WEATHER FORECAST — UNKN SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT 3 MILES OR LESS OBSTRUCTIONS TO VISION FOG WIND VELOCITY—KNOTS | 12/24/72 MORRISVILLE, NC CESSNA 172 TIME - 1550 N39560 DAMAGE-SUBSTANTIA  NAME OF AIRPORT - RALEIGH DURHAM DEPARTURE POINT INTENDED DESTINATION SCRANTON, PA RALEIGH DURHAM, NC TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN  PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISION PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTIO TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FL EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIR REMARKS- PILOT EXTENDED FLIGHT PLAN, DID NOT COMP  12/24/72 TAYLORSVILLE, NC CESSNA 205A N84487 DAMAGE-DESTROYED  DEPARTURE POINT INTENDED DESTINATION FORT BRAGG, NC BEECH MOUNTAIN, NC TYPE OF ACCIDENT COLLIDED WITH TREES  PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PER WEATHER FORECAST - UNKNOWN/NOT REPORTED  SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND VELOCITY-KNOTS | 12/24/72 MORRISVILLE, NC CESSNA 172 CR- 0 0 1 TIME - 1550 N39560 PX- 0 0 0 DAMAGE-SUBSTANTIAL  NAME OF AIRPORT - RALEIGH DURHAM DEPARTURE POINT INTENDED DESTINATION SCRANTON, PA RALEIGH DURHAM, NC TYPE OF ACCIDENT PHASE ( ENGINE FAILURE OR MALFUNCTION LAND NOSE OVER/DOWN LAND  PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - ROUGH/JUNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PILOT EXTENDED FLIGHT PLAN, DID NOT COMP FOR ADD FUEL BU  12/24/72 TAYLORSVILLE, NC CESSNA 205A CR- 1 0 0 TIME - 1215 N8448Z PX- 0 1 1 DAMAGE-DESTROYED  DEPARTURE POINT INTENDED DESTINATION FORT BRAGG, NC BEECH MOUNTAIN, NC TYPE OF ACCIDENT PHASE ( TOWN BEECH MOUNTAIN, NC TYPE OF ACCIDENT PHASE ( TERRAIN - HIGH OBSTRUCTIONS WEATHER - LOW CEILING WEATHER FORECAST - UNKNOWN/NOT REPORTED  SKY CONDITION OVERCAST SHIELESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE PRECIPE MIND VELOCITY-KNOTS PRED  TO AMD TO THE ONE OF THE ORDER OF ONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND D TO THE ONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND D TO THE ONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND D TO THE ONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND D TO THE ONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND D TO THE OWN OF THE OWN OF THE OWN OF THE OWN ONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND D TO THE OWN | 12/24/72 MORRISVILLE, NC CESSNA 172 CR- 0 0 1 NONCOMMERCIAL TIME - 1550 N39560 PX- 0 0 0 PLEASURE/PERSONAL DAMAGE-SUBSTANTIAL  NAME OF AIRPORT - RALEIGH DURHAM DEPARTURE POINT INTENDED DESTINATION SCRANTON, PA RALEIGH DURHAM, NC TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH LANDING FINAL APPROACH LANDING ROLL  PROBABLE CAUSE(S) PLOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL 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 REMARKS- PILOT EXTENDED FLIGHT PLAN, DID NOT COMP FOR ADD FUEL BURN, PILOT AWARE LOSS AMAGE—DESTROYED  12/24/72 TAYLORSVILLE, NC CESSNA 205A CR- 1 0 0 NONCOMMERCIAL N848Z PX- 0 1 1 PLEASURE/PERSONAL DAMAGE—DESTROYED  DEPARTURE POINT INTENDED DESTINATION BEECH MOUNTAIN, NC TYPE OF ACCIDENT BRAGG, NC BEECH MOUNTAIN, NC BEECH MOUNTAIN, NC TYPE OF ACCIDENT COLLIDED WITH TREES IN FLIGHT OTHER  PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE FACTORIS) TERRAIN - HIGH OBSTRUCTIONS MEATHER BRIFETING - BRIEFIED BY FLIGHT SERVICE PERSONNEL, BY PHONE MEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE MEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE MEATHER FORECAST - UNKNOWN/NOT REPORTED  SKY CONDITION COMPAND AT ACCIDENT SITE SOUS PRECIPITATION S | TIME - 1550  CESSNA 172  CESSNA 172  CR- 0 0 1 NONCOMMERCIAL TIME - 1550  DAMAGE-SUBSTANTIAL  NAME OF AIRPORT - RALEIGH DURHAM SCRANTON-PA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/ODN  PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLAMEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PILOT EXTENDED FLIGHT PLAN, DID NOT COMP FOR ADD FUEL BURN, PILOT AWARE LOW FUEL, EN  12/24/72  TAYLOR SVILLE, NC CESSNA 205A CR- 1 0 0 NONCOMMERCIAL TIME - 1215  N844-8Z DAMAGE-DESTROYED  DEPARTURE POINT FORT BRAGG, NC TYPE OF ACCIDENT COLLIDED WITH TREES  DEPARTURE POINT FORT BRAGG, NC TYPE OF ACCIDENT COLLIDED WITH TREES  PROBABLE CAUSE(S) PLIOT IN COMMAND - MISJUDGED ALTITUDE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE MEATHER PORCAST - UNKNOWN/NOT REPORTED  SKY CONDITION OVERCAST WIND VELOCITY-KNOTS  PROCIPITATION AT ACCIDENT SITE NONE SITURITION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS  PROCIPITATION AT ACCIDENT SITE NONE NONE WANTED TO A NOT THE MEATHER CONDITIONS TYPE OF ALESS NONE NONE WAS AND THE ACCIDENT SITE NONE WAS AND THE ACCIDENT SITE NONE NONE WAS AND THE ACCIDENT SITE NONE WAS AND THE ACCIDENT SI |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  | INJ<br>F       | URIES<br>N S                                | /N ·                       | FLIGHT<br>PURPOSE   | PILOT DATA           |
|--------|--|---|--|----------------|---|----------------------------|---|----------------------|
| 3-3459 | 12/31/72 CA<br>TIME - 1630   | PE LOOKOUT,NC  NT ,NC ENT   | PIPER PA-28  | CR-<br>PX-     | 0 0<br>0 0                                  | 1<br>1<br>E O              | NONCOMMERCIAL   |                      |
|        | FACTOR(S) MISCELLANEO TERRAIN - S  | MMAND - SELECTED<br>US ACTS,CONDITIO  | O UNSUITABLE TERRAIN<br>ONS - OVERLOAD FAILURE<br>I SANDY BEACH• |                |   |                            |   |                      |
| 3-2756 | 6/20/72 AR<br>TIME - 1930  | GUSVILLE,N DAK  | BOEING A75N1<br>N51125<br>DAMAGE-SUBSTANTIAL                     |                | 0 0<br>0 0                                  | 1                          | COMMERCIAL<br>AERIAL APPLICATION  | TYPE, NOT INSTRUMENT |
|        | TYPE OF ACCID  | N DAK<br>ENT<br>URE OR MALFUNCT:  | ION  |                | ΙN  | I FL                       | F OPERATION<br>IGHT SWATH RUN<br>NG LEVEL OFF/TOUCHDOWN   | RATED.               |
|        | POWERPLANT MISCELLANEO MISCELLANEO TERRAIN - W FACTOR(S) PILOT IN CO MISCELLANEO COMPLETE POWE | MAINTENANCE, SEF - LUBRICATING SY US ACTS, CONDITTI US ACTS, CONDITTI US ACTS, CONDITTI ET, SOFT GROUND  MMAND - ATTEMPT US ACTS, CONDITTI R LOSS - COMPLET | DNS - LEAK/LEAKAGE DNS - DIL STARVATION  ED OPERATION W/KNOWN D  | TING<br>EFICIE | NC I E S                                    | S IN                       |   |                      |
|        | KIND OF CRO PILOT'S SEA GOGGLES - U COCKPIT CRA TANK/HOPPER ELEVATION-A                        | P - UNKNOWN/NOT<br>T BELT - FASTEN!<br>SED<br>SHPAD - INSTALL!<br>-LOCATION - FOR!<br>REA BEING TREAT!  | REPORTED<br>ED-PROPERLY  |                | TYPE<br>GLOY<br>CRAS<br>CRAS<br>TERE<br>SWA | OF<br>ES H<br>SH B<br>RAIN | OPERATION - SPRAYING CRO CHEMICAL USED - LIQUID C - NOT USED ELMET - AVAILABLE-USED AR - INSTALLED -TYPE - LEVEL,FLAT UN-HOW FLOWN - WIND CALM DD IN PLOWED AREA. | PS<br>HEMICAL-TOXIC  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | IN.        | JUR<br>=    | IES<br>S M                       | /N                                     | FLIGHT<br>PURPOSE  | PILOT DATA   |
|--------|---|--|---|------------|-------------|----------------------------------|--|--|--|
| 3-3139 | 8/30/72<br>TIME - 16-<br>DEPARTURE<br>LANGDO              | NEKOMA,N DAK<br>45<br>POINT<br>N,N DAK<br>CCIDENT<br>D WITH DITCHES              | PIPER PA-20<br>N6922K<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>VALLEY CITY, N DAK     | CR-<br>PX- | 0<br>0<br>L | O<br>O<br>AST<br>NE<br>HAS<br>TA | 1 I<br>2 ENRI<br>KOMA<br>E OF<br>KEOFI | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP<br>OUTE STOP     | PRIVATE, AGE 42, 468 TOTAL HOURS, 117 IN TYPE, NOT INSTRUMENT RATED.     |
|        | PROBABLE ( PILOT II PILOT II FACTOR(S) TERRAIN            | CAUSE(S)<br>N COMMAND - SELECT<br>N COMMAND - INADEQU<br>- HIDDEN OBSTRUCTI      | ED UNSUITABLE TERRAIN<br>DATE PREFLIGHT PREPARA<br>IONS<br>IONS — OVERLOAD FAILURE            |            | ND/         | OR                               | PLANI                                  | NING   |  |
| 3-2989 | TIME - 19   | 15   | PIPER PA-28R<br>N2900R<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>MINNEAPOLIS, MINN       | CR-<br>PX- | 2           | 0                                | 0 0                                    | NONCOMMERCIAL<br>BUSINESS                                  | PRIVATE, AGE 32, 73 TOTAL<br>HOURS, 24 IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | TYPE OF A   | CCIDENT  | ER UNCONTROLLED   |            |             |                                  |  | OPERATION<br>GHT UNCONTROLLED DESCEN                       | т  |
|        | PILOT IN<br>FACTOR(S)<br>WEATHER<br>WEATHER<br>WEATHER BE | N COMMAND - CONTINU N COMMAND - SPATIAL - LOW CEILING - RAIN RIEFING - BRIEFED 6 | JED VFR FLIGHT INTO ADV<br>DISORIENTATION<br>BY FLIGHT SERVICE PERSO<br>SUBSTANTIALLY CORRECT |            |             |                                  |  | NDITIONS   |  |
|        | UNKNOWN A<br>OBSTRUCTION                                  | ED<br>Y AT ACCIDENT SITE<br>/NOT REPORTED<br>DNS TO VISION AT AC                 | CCIDENT SITE  |            | P<br>T      | 12<br>REC<br>RA                  | DO<br>IPITA<br>IN<br>OF 1              | AT ACCIDENT SITE ATION AT ACCIDENT SITE HEATHER CONDITIONS |  |
|        | NONE  | _IGHT PLAN<br>=LEW INTO POOR VIS   | DUE DARKNESS AND RAIN.  |            |             |                                  |  |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  | INJURIES<br>F S M/N      | FLIGHT<br>PURPOSE   | PILOT DATA  |
|--------|--|---|--|--------------------------|---|---|
| 3-3256 | 10/13/72<br>TIME - 170<br>NAME OF AI<br>DEPARTURE                        | CAVALIER,N DAK O  RPORT - CAVALIER POINT ,N DAK CIDENT OT   | CESSNA 150K<br>N5785G<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL   | CR- 0 0 1<br>PX- 0 0 0   | INSTRUCTIONAL SOLO  F OPERATION NG FINAL APPROACH NG LEVEL OFF/TOUCHDOWN  | STUDENT, AGE 34, 21 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.                 |
|        | FACTOR(S)<br>WEATHER   |   |  | ALTITUDE                 |   |   |
|        | 5 OR OVE OBSTRUCTIO NONE TYPE OF FL NONE                                 | AT ACCIDENT SITE R INS TO VISION AT AC  | CIDENT SITE  | UNLIM<br>PRECIPI<br>NONE | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDENT SITE<br>WEATHER CONDITIONS |   |
|        | TIME - 163   |   | N8400E<br>DAMAGE-SUBSTANTIAL   |                          |   | COMMERCIAL, FL.INSTR.,<br>AGE 27, 5400 TOTAL HOURS,<br>1100 IN TYPE, INSTRUMENT<br>RATED. |
| 1      | AKRON,O<br>TYPE OF AC  | HIO<br>CIDENT<br>EXPLOSION IN FLIG  | INTENDED DESTINATION ST.LOUIS,MO   | IN FL                    | F OPERATION<br>IGHT NORMAL CRUISE<br>NG LEVEL OFF/TOUCHDOWN               |   |
|        | MISCELLA MISCELLA SYSTEMS MISCELLA FACTOR(S) MISCELLA MISCELLA EMERGENCY | - ELECTRICAL SYSTEMEDUS ACTS, CONDITION ELECTRICAL SYSTEMEDUS ACTS, CONDITION ACT ACT ACT ACT ACTS, CONDITION ACT | ONS - EXCESSIVE VOLTAG<br>M PROTECTIVE DEVICES<br>ONS - MATERIAL FAILURE<br>ONS - ELECTRICAL FAILU<br>ONS - FIRE IN CABIN,CO<br>RCED LANDING ON AIRPOI | RE<br>OCKPIT,BAGGAGE (   |   | •LDG GR PARTLY DWN•   |

| FILE   | DATE LOCATION   | DN AIRCRAFT DATA  | INJURIES FLIGHT<br>F S M/N PURPOSE   | PILOT DATA   |
|--------|---|---|--|--|
| 3-3223 | 7/11/72 HURON,OHIO<br>TIME - 1015   | PIPER PA-22<br>N4982Z<br>DAMAGE-SURSTANTIAL   | CR- O O 1 INSTRUCTIONAL<br>PX- O O O TRAINING                                    | STUDENT, AGE 38, 18 TOTAL<br>HOURS, 4 IN TYPE, NOT<br>INSTRUMENT RATED.                |
|        | NAME OF AIRPORT - HURO<br>DEPARTURE POINT<br>HURON, OHIO<br>TYPE OF ACCIDENT<br>OVERSHOOT<br>COLLIDED WITH FENC       | INTENDED DESTINATION LOCAL  E,FENCEPOSTS  | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL                      |  |
| ~      | PILOT IN COMMAND -  | MISJUDGED DISTANCE AND SPEED<br>FAILED TO INITIATE GO-AROUND<br>IMPROPER OPERATION OF BRAKES<br>IDE OF RWY,HIT FENCE. |  |  |
| 3-2791 | 7/26/72 N.JACKSON,<br>TIME - 1700   | OHIO CESSNA 170A<br>N9084A<br>DAMAGE-SUBSTANTIAL  | CR- 0 0 2 INSTRUCTIONAL<br>PX- 0 0 1 DUAL  | COMMERCIAL, FL.INSTR.,<br>AGE 28, 882 TOTAL HOURS,<br>10 IN TYPE, INSTRUMENT<br>RATED. |
|        | NAME OF AIRPORT - YOU<br>DEPARTURE POINT<br>N.JACKSON.OHIO<br>TYPE OF ACCIDENT<br>HARD LANDING<br>COLLIDED WITH DITCE | INTENDED DESTINATION<br>LOCAL   | PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCHDOWN<br>LANDING ROLL                |  |
|        | DUAL STUDENT - IMPRO<br>DUAL STUDENT - IMPRO  | INADEQUATE SUPERVISION OF FL<br>DPER LEVEL OFF<br>OPER RECOVERY FROM BOUNCED L<br>LEFT OF RWY.HIŢ DITCH.              |  |  |
| 3-2792 | 7/26/72 XENIA,OHIO<br>TIME - 1030   | BEECH A45<br>NB245E<br>DAMAGE-SUBSTANTIAL   | CR- 0 0 2 INSTRUCTIONAL<br>PX- 0 0 0 DUAL  | COMMERCIAL, FL.INSTR., AGE 51, 1791 TOTAL HOURS, 150 IN TYPE, INSTRUMENT               |
| c.     | NAME OF AIRPORT - GREE<br>DEPARTURE POINT<br>FAIRBORN, OHIO<br>TYPE OF ACCIDENT<br>HARD LANDING<br>GEAR COLLAPSED     | ENE COUNTY  INTENDED DESTINATION  XENIA, OHIO   | PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCHDOWN<br>LANDING LEVEL OFF/TOUCHDOWN | RATED.   |
|        | FACTOR(S)   | OPER LEVEL OFF<br>INADEQUATE SUPERVISION OF FL<br>CONDITIONS - OVERLOAD FAILUR  |  | J  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | INJURIES<br>F S M/                           | FLIGHT<br>N PURPOSE                                   | PILOT DATA  |  |  |  |  |
|--------|---|--|---|--|---|---|--|--|--|--|
| 3-2889 | 8/2/72  | ELYRIA, OHIO<br>30   | BEECH J35<br>N637T<br>DAMAGE-DESTROYED  | CR- 1 0<br>PX- 2 0                           | D NONCOMMERCIAL<br>D PLEASURE/PERSONAL TRAN           | PRIVATE, AGE 55, 900 SP TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.    |  |  |  |  |
|        | NAME OF A<br>DEPARTURE<br>OSHKOSH<br>TYPE OF AC<br>STALL  | IRPORT - WALLHEAD POINT HOWIS COIDENT  | INTENDED DESTINATION<br>UNKNOWN/NOT REPORTED  | PHASE  | OF OPERATION<br>DING FINAL APPROACH                   |   |  |  |  |  |
|        | FACTOR(S) PILOT IN WEATHER MISCELLA WEATHER BI WEATHER FO | N COMMAND - FAILED N COMMAND - IMPROF - OBSTRUCTIONS TO ANEOUS ACTS, CONDIT RIEFING - BRIEFED DRECAST - FORECAST CIRCUMSTANCES - F | TO OBTAIN/MAINTAIN FLY ER IN-FLIGHT DECISIONS OVISION TONS - POORLY PLANNED A BY FLIGHT SERVICE PERSO SUBSTANTIALLY CORRECT RECAUTIONARY LANDING ON DVERSE/UNFAVORABLE WEAT | OR PLANNING APPROACH DNNEL, BY RAD N AIRPORT | 10.   |   |  |  |  |  |
|        | SKY CONDIT  | r I ON   |   | CEILI  | NG AT ACCIDENT SITE                                   |   |  |  |  |  |
|        | BROKEN<br>VISIBILITY                                      | Y AT ACCIDENT SITE   | :   | 750<br>PRECI                                 | O<br>PITATION AT ACCIDENT SITE                        |   |  |  |  |  |
|        | 2 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE   |  |   | NON  |   | •   |  |  |  |  |
|        | HAZE  | HAZE   |   |  | 80<br>WIND VELOCITY-KNOTS                             |   |  |  |  |  |
|        | 119   | CT ION-DEGREES   |   | 11 TYPE OF FLIGHT PLAN NONE                  |   |   |  |  |  |  |
|        | TYPE OF WE  | EATHER CONDITIONS  |   |  |   |   |  |  |  |  |
|        | FIRE AFTER<br>REMARKS- I                                  |  | RN TO FINAL APCH IN DE  | TERIORATING V                                | IS DUE HAZE.MORE SUITABLE                             | ARPTS OVERFLOWN.  |  |  |  |  |
| 3-2854 |   | LEBANON,OHIO   | CHAMPION 7GCAA<br>N2541F<br>DAMAGE-SUBSTANTIAL  |  | 1 NONCOMMERCIAL<br>O PLEASURE/PERSONAL TRAN           | STUDENT, AGE 51, 100<br>ISP TOTAL HOURS, 17 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |  |
|        |   | IRPORT - PRIVATE S   | TRIP  |  |   |   |  |  |  |  |
|        | LEBANON   | ,0010  | INTENDED DESTINATION LOCAL  |  |   |   |  |  |  |  |
|        | TYPE OF AG<br>OVERSHOO<br>NOSE OVI                        | T  |   | LAN  | OF OPERATION<br>DING LEVEL OFF/TOUCHDOWN<br>DING ROLL |   |  |  |  |  |
|        | PILOT II<br>FACTOR(S)                                     | N COMMAND - MISJU  | GED DISTANCE AND SPEED<br>TO INITIATE GO-AROUND   |  |   |   |  |  |  |  |

|        |  | AIRCRAFT DATA                                  | ī          | =    | S M    | /N   | PURPOSE .  | PILOT DATA  |  |
|--------|--|--|------------|------|--------|------|--|---|--|
| 3-2737 | 8/5/72 XENIA, OHIO<br>TIME - 1345  | PICCARD AX6<br>N1695<br>DAMAGE-DESTROYED       | CR-<br>PX- | 0    | 1<br>1 | 0    | NONCOMMERCIAL -<br>PLEASURE/PERSONAL TRANSP              | COMMERCIAL, FL.INSTR.,<br>AGE 26, UNK/NR TOTAL<br>HOURS, 20 IN TYPE, NOT<br>INSTRUMENT RATED. |  |
|        | NAME OF AIRPORT - PORT XENIA DEPARTURE POINT XENIA-OHIO  | NTENDED DESTINATION                            |            |      |        |      |  |   |  |
|        | XENIA-OHIO LOCAL  TYPE OF ACCIDENT  AIRFRAME FAILURE IN FLIGHT FIRE OR EXPLOSION IN FLIGHT  LOCAL  PHASE OF OPERATION  IN FLIGHT CLIMB TO CRUISE  FIRE OR EXPLOSION IN FLIGHT  IN FLIGHT CLIMB TO CRUISE |  |            |      |        |      |  |   |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTE AIRFRAME - FUSELAGE OTHER MISCELLANEOUS ACTS, CONDITION FIRE AFTER IMPACT  | NS - IMPROPERLY SECUR                          | ED         |      |        |      |  |   |  |
|        | REMARKS- FUEL-132 LBS PROPANE  | .VELCKU RIP PANEL UPE                          | NED DI     | E3 P | 116    | ΕN   | NDS BEING TAPED.ENVELUPE C                               | AUGHT FIRE IN AIR.  |  |
| 3-3270 | 8/9/72 CAMBRIDGE,OHIO<br>TIME - 1730   | AERO COMDR 680E<br>N848E<br>DAMAGE-SUBSTANTIAL | CR-<br>PX- | 0    | 0      | 1 2  | NONCOMMERCIAL<br>CORP/EXEC                               | ATR,FLIGHT INSTR., AGE<br>38, 9000 TOTAL HOURS,<br>1800 IN TYPE, INSTRUMENT<br>RATED.         |  |
|        | NAME OF AIRPORT - CAMBRIDE DEPARTURE POINT I ROCHESTER,NY TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTI FIRE OR EXPLOSION IN FLIGH  | ON   |            |      | LA     | ND I | DF OPERATION<br>ING FINAL APPROACH<br>ING FINAL APPROACH |   |  |
|        |  |  |            |      |        |      |  |   |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | IN         | JURIES<br>F S M | I/N               | FLIGHT<br>PURPOSE   | PILOT DATA  |  |
|--------|---|--|---|------------|-----------------|-------------------|---|---|--|
| 3-3111 | 8/10/72<br>TIME - 123   | WEST LIBERTY,OHIO<br>O   | LUSCOMBE 8A<br>N28564<br>DAMAGE-SUBSTANTIAL   |            | 0 0             | 1 0               | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAI                         | PRIVATE, AGE 64, 2169<br>NSP TOTAL HOURS, 1834 IN<br>TYPE, NOT INSTRUMENT<br>RATEO. |  |
|        | DEPARTURE<br>BLUFFTO<br>TYPE OF AC  | POINT II<br>N,OHIO<br>CIDENT   | NTENDED DESTINATION<br>SPRINGFIELD, OHIO  |            | PHAS            | F C               | F OPERATION   |   |  |
|        | COLLISIO  | N WITH GROUND/WATER  | CONTROLLED  |            | L               | ND I              | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN                           | N   |  |
|        | PILOT IN<br>FACTOR(S)<br>TERRAIN  | COMMAND - IMPROPER<br>COMMAND - SELECTED<br>- ROUGH/UNEVEN   | IN-FLIGHT DECISIONS UNSUITABLE TERRAIN CAUTIONARY LANDING OF                                    |            |                 | i                 |   |   |  |
|        | REMARKS- H  |  | SUAL NOISE<br>JGHT HE WAS HAVING TR   | OUBLE.     | •NO 01          | HER               | INDICATION.SHUT ENG DO  | OWN.  |  |
| 3-2877 | 8/10/72<br>TIME - 164   | SWANTON,OHIO<br>8  | BEECH B23-19<br>N6536T<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX- | 0 0<br>0 0      | 1                 | INSTRUCTIONAL<br>SOLO   | STUDENT, AGE 25, 35 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.           |  |
|        | NAME OF AIRPORT - TOLEDO EXPRESS  DEPARTURE POINT  INTENDED DESTINATION  TOLEDO-OHIO  LOCAL |  |   |            |                 |                   |   |   |  |
|        | TYPE OF AC<br>GROUND-W<br>COLLIDED  | /PE OF ACCIDENT  GROUND-WATER LOOP-SWERVE  COLLIDED WITH FENCE; FENCEPOSTS  PHASE OF OPERATION  LANDING ROLL  LANDING ROLL |   |            |                 |                   |   |   |  |
|        | FACTOR(S)   | COMMAND - FAILED TO  | D MAINTAIN DIRECTIONA<br>NS - TOUCH AND GO LAN  |            | TROL            |                   |   |   |  |
| 3-3021 | 8/15/72   | CLEVELAND, OHIO  | MITSUBISHI MU-2B  | CR-        | 0 0             | 2                 | MISCELLANEOUS   | COMMERCIAL, AGE 34, 2840  |  |
|        | TIME - 141  | 0  | N143MA<br>DAMAGE-SUBSTANTIAL  | PX-        | 0 0             | 0                 | TEST  | TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED.   |  |
|        |   | RPORT - CLEVELAND HO<br>POINT II<br>D,OHIO   | NTENDED DESTINATION<br>LOCAL  |            |                 |                   |   |   |  |
|        | TYPE OF AC  | CIDENT   |   |            | PHAS<br>L       | E C<br>NDI<br>NDI | F OPERATION<br>NG TRAFFIC PATTERN-CIP<br>NG LEVEL OFF/TOUCHDOWN | RCL ING   |  |
|        | PILOT IN  | COMMAND - MISMANAGE<br>COMMAND - INADEQUA  | EMENT OF FUEL<br>TE PREFLIGHT PREPARAT<br>NS - FUEL EXHAUSTION                                  | ION A      | ND/OR           | PLA               | NNING   |   |  |
|        | POWERPLA<br>MISCELLA<br>COMPLETE P  | NEOUS ACTS,CONDITION<br>OWER LOSS - COMPLETI   | TRUMENTS FUEL QUANTI<br>NS - FAILURE OF TWO O<br>E ENGINE FAILURE/FLAM<br>CED LANDING ON AIRPOR | R MOR      | E ENGI          | NE S              |   |   |  |

DAC: 582

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA  | INJURIES<br>F S M/N        |   | PILOT DATA   |
|--------|--|--|--|----------------------------|---|--|
| 3-3300 |  |  |  | CR- 0 0 1<br>PX- 0 0 6     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 38, 377 TOTAL HOURS, 14 IN TYPE, NOT INSTRUMENT RATED.  |
|        | DEPARTURE<br>DETROIT<br>TYPE OF AC<br>OVERSHOO   |  |  |                            |   |  |
|        |  | N COMMAND - MISJUDO  | GED DISTANCE AND SPEED<br>TO INITIATE GO-AROUND  |                            |   | ·<br>•   |
| 3-3315 | 8/20/72<br>TIME - 145  | ADA,OHIO   | PIPER PA-24<br>N8449P<br>DAMAGE-DESTROYED  | CR- 1 0 0<br>PX- 1 2 0     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 46, 759 TOTAL HOURS, 247 IN TYPE, NOT INSTRUMENT RATED. |
|        |  | )<br>CCIDENT   | INTENDED DESTINATION<br>LIMA,OHIO  |                            | F OPERATION<br>FF INITIAL CLIMB           |  |
|        | PILOT IN<br>FACTOR(S)<br>PILOT IN<br>WEATHER<br>MISCELLA<br>AIRPORTS<br>MISCELLA<br>WEATHER BE | N COMMAND - INADEQU<br>N COMMAND - FAILED<br>N COMMAND - MISUSEE<br>- HIGH DENSITY ALT<br>ANEOUS ACTS,CONDITI<br>S/AIRWAYS/FACILITIE<br>ANEOUS ACTS,CONDITI<br>RIEFING - NO BRIEFI | O OR FAILED TO USE FLAF<br>ITUDE<br>ITONS - DOWNWIND<br>ES - AIRPORT CONDITIONS<br>IONS - AIRCRAFT CAME TO | PS<br>5 OTHER              |   |  |
|        | SKY CONDIT   |  |  | 25000                      |   |  |
|        | 5 OR OVE   | / AT ACCIDENT SITE<br>ER<br>DNS TO VISION AT AC  | CCIDENT SITE   | PRECIPI<br>NONE<br>TEMPERA | TATION AT ACCIDENT SITE                   |  |
|        | NONE   | CTION-DEGREES  |  | 82                         | LOCITY-KNOTS                              |  |
|        | 160<br>TYPE OF WE<br>VFR   | ATHER CONDITIONS   |  | 7<br>TYPE OF<br>NONE       | FLIGHT PLAN                               |  |
|        |  | RWY UNSUITABLE LENG  | OTH DUE CONDS OF MAX GR  |                            | DENS ALT 2100 FT.FAILED                   | TO USE FLAPS.  |

| FILE   |   |   | AIRCRAFT DATA   | F  | S M/N          | PURPOSE        |              | PILOT DATA   |  |  |
|--------|---|---|---|--|----------------|----------------|--------------|--|--|--|
|        |   | ORT CLINTON, OHIO   | FORD MTR CO 4-AT-B  | CR- 0<br>PX- 0                                 | 0 1            |                |              | COMMERCIAL, AGE 33, 5078<br>TOTAL HOURS, 2637 IN<br>TYPE, INSTRUMENT RATED.  |  |  |
|        | NAME OF AIRPORT - PORT CLINTON  |   |   |  |                |                |              |  |  |  |
|        |   |   | NTENDED DESTINATION   |  |                |                |              |  |  |  |
|        | PORT CLINT<br>TYPE OF ACCI  |   | PUT-IN-BAY, OHIO  |  | HASE O         | F OPERATION    |              |  |  |  |
|        |   | LURE OR MALFUNCTI   | ON  |  |                | FF INITIAL CL  | IMB          |  |  |  |
|        | STALL   |   |   |  | LANDI          | NG TRAFFIC PA  | TTERN-CIRCLI | NG   |  |  |
|        | MISCELLANE<br>MISCELLANE<br>PERSONNEL<br>PILOT IN C<br>PARTIAL POWE   | - ENGINE CONTROL OUS ACTS, CONDITIO OUS ACTS, CONDITIO OMAINTENANCE, SER OMMAND - FAILED T R LOSS - PARTIAL | S-COCKPIT MIXTURE C<br>NS - IMPROPERLY SECU<br>NS - IMPROPERLY SINST<br>VICING, INSPECTION I<br>O OBTAIN/MAINTAIN FL<br>LOSS OF POWER - 1 EN<br>TY WIRE FAILED, ALLOW | RED<br>ALLED<br>NADEQUATE<br>YING SPEE<br>GINE | MAINT<br>D     | ENANCE AND INS | į.           | POOR COND.   |  |  |
|        |   |   |   |  |                |                |              |  |  |  |
| 3-3101 | TIME - 1455   | EST UNION,OHIO  | N481P<br>DAMAGE-SUBSTANTIAL   |  |                |                |              | COMMERCIAL, AGE 38, 320<br>TOTAL HOURS, 175 IN TYPE<br>NOT INSTRUMENT RATED. |  |  |
|        | DEPARTURE PO<br>CHARLSTON   | INT I   | NTENDED DESTINATION MUNCIE, IND   |  |                |                |              |  |  |  |
|        | TYPE OF ACCI  | DENT<br>ITH OBJECT  |   | F  |                | F OPERATION    |              |  |  |  |
|        | COLLIDED W  | III OBSECT  |   |  | LANUI          | NG ROLL        |              |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS TERRAIN - HIDDEN OBSTRUCTIONS |   |   |  |                |                |              |  |  |  |
|        | FACTOR(S) WEATHER -   | THUNDERSTORM ACTI   | VITY  |  |                |                |              |  |  |  |
|        | WEATHER BRIE  | FING - BRIEFED BY   | FLIGHT SERVICE PERS   |  |                | N              |              |  |  |  |
|        | EMERGENCY CI  |   | CAUTIONARY LANDING O<br>ERSE/UNFAVORABLE WEA  |  | T              |                |              |  |  |  |
|        | SKY CONDITIO  | N   |   | (  | EILING<br>3500 | AT ACCIDENT S  | ITE          |  |  |  |
|        | VISIBILITY A<br>5 OR OVER   | T ACCIDENT SITE   |   | PRECIPITATION AT ACCIDENT SITE RAIN            |                |                |              |  |  |  |
|        | OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS HAZE VFR   |   |   |  |                |                |              |  |  |  |
|        | TYPE OF FLIGHT PLAN NONE  |   |   |  |                |                |              |  |  |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | IN                | JURI<br>S | ES<br>M/    | 'N          | FLIGHT<br>PURPOSE                         | PILOT DATA  |
|--------|---|--|---|-------------------|-----------|-------------|-------------|---|---|
| 3-3060 | 8/26/72<br>TIME - 173<br>NAME OF AI<br>DEPARTURE  | STRONGSVILLE,OHIO O  RPORT - STRONGSVIL POINT II   | CESSNA 177<br>N2291Y<br>DAMAGE-SUBSTANTIAL<br>E MUNI<br>NTENDED DESTINATION | CR-<br>PX-        | 0         | 0<br>0      | 1 3         | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 40, 350<br>TOTAL HOURS, 5 IN TYPE,<br>NOT INSTRUMENT RATED.                  |
|        | TYPE OF AC<br>STALL M                             | CIDENT   | LUCAL   |                   |           |             |             | F OPERATION<br>FF INITIAL CLIMB           |   |
|        |   | COMMAND - FAILED TO  | D OBTAIN/MAINTAIN FLY<br>FAMILIARITY WITH AIRC                              |                   | PEED      |             |             |   |   |
| 3-3232 |   | OREGON,OHIO<br>5   | BELL 47G<br>N7895B<br>DAMAGE-SUBSTANTIAL                                    |                   | 0         | 0<br>0      | 1           | NONCOMMERCIAL<br>BUSINESS                 | COMMERCIAL, FL.INSTR.,<br>AGE 32, 517 TOTAL HOURS,<br>85 IN TYPE, NOT INSTRUMEN<br>RATED. |
|        | DEPARTURE<br>OREGON,O<br>TYPE OF ACI<br>HARD LAN  | CIDENT   | NTENDED DESTINATION<br>LOCAL  |                   |           |             |             | F OPERATION<br>NG POWER-OFF AUTOROTATIV   |   |
|        | FACTOR(S) ROTORCRAI MISCELLAI MISCELLAI EMERGENCY | COMMAND - IMPROPER  FT - FLIGHT CONTROL  NEOUS ACTS, CONDITION  NEOUS ACTS, CONDITION  CIRCUMSTANCES - FOR |   | SIVE<br>ORT ON    | LAN       | D           |             |   |   |
| 3-3242 | 9/3/72<br>TIME - 181                              | GENEVA,OHIO<br>5   | CESSNA 150<br>N5698E<br>DAMAGE-DESTROYED                                    | CR-<br>PX-<br>OT- | 2 0 0     | 0<br>0<br>0 | 0<br>0<br>3 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | TYPE, NOT INSTRUMENT  |
|        | DEPARTURE GENEVA, OF                              | RPORT - HOUSERS STR<br>POINT IN<br>HÌO<br>CIDENT   |   |                   |           |             |             | - OPERATION<br>IGHT BUZZING               | RATED.  |
|        | PILOT IN  | COMMAND - FAILED TO<br>COMMAND - EXERCISED<br>NEOUS ACTS, CONDITION  | O OBTAIN/MAINTAIN FLY<br>O POOR JUDGMENT<br>NS — UNWARRANTED LOW            |                   |           |             |             |   |   |
|        |   |  | N-OCCUPANTS DRG RESCU   | JE ATMT           | •         |             |             |   | ,   |

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| FILE   | DATE   | LOCATION   | AIRCRAFT DATA                                  | INJ<br>F   | URIE<br>S  | S<br>M/N | FLIGHT<br>PURPOSE                                      | PILOT DATA   |
|--------|--|--|--|------------|------------|----------|--|--|
| 3-3499 | 9/10/72<br>TIME - 1315                             | NEW PHIL, OHIO   | CESSNA 210<br>N2349F<br>DAMAGE-SUBSTANTIAL     | CR-<br>PX- | 0.0        | 1        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS               | STUDENT, AGE 44, 153<br>P TOTAL HOURS, 64 IN TYPE,<br>NOT INSTRUMENT RATED.  |
|        | NAME OF AIR  | PORT - CLEAVER FIE<br>OINT I<br>N,OHIO<br>IDENT              | LD<br>NTENDED DESTINATION<br>NEW PHIL,OHIO     |            | РΗΔ        | SE (     | OF OPERATION<br>ING LEVEL OFF/TOUCHDOWN                |  |
|        | FACTOR(S)<br>AIRFRAME                              | COMMAND - FAILED T   | O EXTEND LANDING GEAR                          |            | CATI       | NG (     | COMPONENTS   |  |
| 3-3574 | 9/17/72<br>TIME - 1630                             | PROCTORVILLE,OHIO  | PIPER PA-28 N1828T                             | CR-<br>PX- | 0 0        | 1        | NONCOMMERCIAL<br>PRACTICE                              | PRIVATE, AGE 31, 75 TOTAL<br>HOURS, 31 IN TYPE, NOT<br>INSTRUMENT RATED.   |
|        | DEPARTURE P<br>ATHALIA,<br>TYPE OF ACC<br>COLLIDED | OINT I<br>OHIO<br>IDENT<br>WITH FENCE,FENCEP                 | NTENDED DESTINATION<br>COLUMBUS, OHIO          |            | PHA<br>T   | SE (     | NONCOMMERCIAL PRACTICE  OF OPERATION OFF INITIAL CLIMB | INSTRUMENT RATED.  |
|        | FACTOR(S) TERRAIN - TERRAIN -                      | COMMAND - SELECTED  HIGH OBSTRUCTIONS  HIGH VEGETATION       |  | F UNDE     | RWIR       | ES•f     | FLIGHT CONTINUED WITH DAM                              | IAGED ACFT   |
| 3-3591 | 9/18/72<br>TIME + 1810                             | CHESAPEAKE, OHIO   | CESSNA 305A<br>N5253G<br>DAMAGE-SUBSTANTIAL    | CR-<br>PX- | 0 0<br>0 0 | 2        | INSTRUCTIONAL<br>DUAL                                  | COMMERCIAL, AGE 37, 277 TOTAL HOURS, 3 IN TYPE, INSTRUMENT RATED.  |
|        | NAME OF AIR  | PORT - LAWERENCE<br>OINT I<br>E,OHIO                         | COUNTY<br>NTENDED DESTINATION<br>LOCAL         |            | DHA        | SE (     | DF OPERATION   | THE TRUE TO THE TENT OF THE TE |
|        |  | TER LOOP-SWERVE  |  |            | L          | AND      | ING ROLL<br>ING ROLL                                   |  |
|        | AIRFRAME<br>MISCELLAN<br>FACTOR(S)                 | - MAINTENANCE,SER<br>- LANDING GEAR BR<br>EOUS ACTS,CONDITIO | AKING SYSTEM (NORMAL<br>NS - LEAK/LEAKAGE      | SYSTEM     |            | AIN      | FENANCE AND INSPECTION                                 |  |
|        |  |  | NS - TOUCH AND GO LAN<br>NS - OVERLOAD FAILURE |            |            |          |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   | INJU                         | JR I    | ES         | FLIGHT<br>PURPOSE  | PILOT DATA  |  |  |
|--------|--|---|---|------------------------------|---------|------------|--|---|--|--|
| 3-3584 | 9/19/72 MIL<br>TIME - 1015   | LERSBURG, OHIO  | CESSNA 172  | CR- C                        | )       | 0 1        | NONCOMMERCIAL  | PRIVATE, AGE 32, 158 SP TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED. |  |  |
|        | NAME OF AIRPORT - HOLMES CNTY DEPARTURE POINT INTENDED DESTINATION CANTON,OHIO COLUMBUS,OHIO TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF ABORTED NOSE OVER/DOWN TAKEOFF ABORTED |   |   |                              |         |            |  |   |  |  |
|        | PILOT IN COM<br>MISCELLANEOU<br>FACTOR(S)<br>MISCELLANEOU<br>MISCELLANEOU<br>AIRPORTS/AIR  | MAND - INADEQUA<br>MAND - DELAYED<br>S ACTS, CONDITIO<br>S ACTS, CONDITIO<br>S ACTS, CONDITIO | - AIRPORT CONDITIONS  | KEOFF<br>JND-WATI<br>L AVAII | R-      | L00P-      | -SWERVE  |   |  |  |
| 3-2704 | TIME - 1810  NAME OF AIRPOR  | T - HANAWALT<br>IT I  | PIPER PA-22<br>N1715P<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION<br>MT STERLING, OHIO | CR- (PX-                     | )<br>PH | O O  ASE ( | NONCOMMERCIAL PLEASURE/PERSONAL TRAN  OF OPERATION ING LEVEL OFF/TOUCHDOWN ING LEVEL OFF/TOUCHDOWN | STUDENT, AGE 46, 50 TOTAL SP HOURS, 20 IN TYPE, NOT INSTRUMENT RATED.   |  |  |
|        | PILOT IN COM<br>FACTOR(S)<br>PERSONNEL -<br>MISCELLANEOU   | MAND - IMPROPER<br>MAND - IMPROPER<br>FLIGHT INSTRUCT   | LEVEL OFF<br>RECOVERY FROM BOUNCE<br>OR INADEQUATE SUPERV<br>NS - OVERLOAD FAILURE      | ISION (                      |         |            | łT   |   |  |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | F                       | S M  | /N                 | FLIGHT<br>- PURPOSE   | PILOT DATA   |
|--------|---|--|---|-------------------------|------|--------------------|---|--|
| 3-2743 | TIME - 163  NAME OF AI DEPARTURE ELYRIA,O TYPE OF AC                                | RPORT - WALLHEAD<br>POINT :<br>HIO<br>CIDENT<br>AILURE OR MALFUNCT!  | STINSON 108-3<br>N547C<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL   | CR- 0<br>PX- 0          | PHAS | l<br>l<br>E OF     | NONCOMMERCIAL   |  |
|        | POWERPLA MISCELLA MISCELLA TERRAIN FACTOR(S) PERSONNE MISCELLA COMPLETE P EMERGENCY | COMMAND - MISMANAC<br>NT - FUEL SYSTEM S<br>NEOUS ACTS, CONDITIO<br>- ROUGH/UNEVEN<br>L - MAINTENANCE, SEF<br>NEOUS ACTS, CONDITIO<br>OWER LOSS - COMPLET  | SELECTOR VALVES  DIS - IMPROPER ALIGNM  DIS - FUEL STARVATION  RVICING, INSPECTION IN  RVICING, INSPECTION  RVICING, | NADEQUAT<br>E<br>MEOUT1 | E MA | INT                | ENANCE AND INSPECTION   |  |
| 3-3280 | NAME OF AI DEPARTURE CLEVELA TYPE OF AC ENGINE F                                    | RPORT - CINCINNAT<br>POINT<br>ND,OHIO  | N4123F<br>DAMAGE-DESTROYED<br>I,INC '<br>INTENDED DESTINATION<br>CINCINNATI,OHIO  | PX- 0                   | PHAS | 1<br>SE OI<br>I FL | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP F OPERATION IGHT NORMAL CRUISE NG FINAL APPROACH | PRIVATE, AGE 48, 495 TOTAL HOURS, 457 IN TYPE, INSTRUMENT RATED. |
|        | MISCELLA<br>TERRAIN<br>FACTOR(S)<br>MISCELLA<br>COMPLETE P                          | NT - ENGINE STRUCTU<br>NEOUS ACTS, CONDITIO<br>- HIGH OBSTRUCTION:<br>NEOUS ACTS, CONDITIONEDUS ACTS, COMPLETIONEDUS - COMPLETIONEDUS | URE CYLINDER ASSEMBLY<br>DNS - MATERIAL FAILUR<br>S<br>DNS - PREVIOUS DAMAGE<br>FE ENGINE FAILURE/FLAI<br>RCED LANDING OFF AIRPO  | E<br>MEOUT-1            |      | NE                 |   |  |

| FILE   | DATE LOCATION   |   | INJURIES<br>F S M/N    | FLIGHT<br>PURPOSE   | PILOT DATA  |
|--------|---|---|------------------------|---|---|
| 3-3279 | 10/27/72 COLOMBUS,OH  | N1773H<br>Damage-Substantial  | CR- 0 0 1<br>PX- 0 0 1 | NONCOMMERCIAL   |   |
|        | NAME OF AIRPORT - POR' DEPARTURE POINT COLOMBUS,OHIO TYPE OF ACCIDENT WHEELS-UP                   |   |                        | OF OPERATION<br>NG LEVEL OFF/TOUCHDOWN                      | 5   |
|        | MISCELLANEOUS ACTS, CO  | EAR NORMAL RETRACTION/EXTE<br>INDITIONS - LACK OF LUBRICA<br>INDITIONS - MATERIAL FAILUR<br>D NOT LOCK DWN. | TION-SPECIFIC P        | ART, NOT SYSTEM   |   |
| 3-3010 | 10/27/72 BLUE CREEK,C   | DHIO PIPER PA-32<br>N3821W<br>DAMAGE-SUBSTANTIAL  |                        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                   | COMMERCIAL, AGE 39, 269 TOTAL HOURS, 55 IN TYPE, NOT INSTRUMENT RATED.        |
|        | DEPARTURE POINT<br>AUBURN,IND<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MAL<br>COLLIDED WITH TREES | INTENDED DESTINATION PINEHURST,SC   | PHASE O<br>IN FL       | F OPERATION<br>IGHT NORMAL CRUISE<br>NG LEVEL OFF/TOUCHDOWN |   |
|        | TERRAIN - HIGH OBSTRU<br>COMPLETE POWER LOSS - C  | ONDITIONS - MATERIAL FAILUR   | MEOUT-1 ENGINE         |   |   |
| 3-3406 | 10/27/72 LODI,OHIO<br>TIME - 1644   | CESSNA 150L<br>N52800<br>DAMAGE-DESTROYED   | CR- 2 0 0<br>PX- 0 0 0 | INSTRUCTIONAL<br>DUAL                                       | COMMERCIAL, FL.INSTR.,<br>AGE 36, 962 TOTAL HOURS,<br>275 IN TYPE, INSTRUMENT |
|        | DEPARTURE POINT<br>MEDINA, OHIO<br>TYPE OF ACCIDENT<br>UNDETERMINED                               | INTENDED DESTINATION LOCAL  |                        | F OPERATION<br>WN/NOT REPORTED                              | RATED.  |
|        | PROBABLE CAUSE(S) MISCELLANEOUS - UNDET REMARKS- OBS IN NEAR VE                                   | ERMINED RTICAL DIVE TO IMPACT. NO A   | ACFT OR ENG MAL        | FUNCTION FOUND.   |   |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA                                    | INJURIES<br>F S M/N    | FLIGHT<br>PURPOSE                 | PILOT DATA  |  |  |  |  |
|--------|--|---|--|------------------------|-----------------------------------|---|--|--|--|--|
|        | 11/6/72 NR.Z   | ANESVILLE, OHIO   | BELL 47G-2,                                      | CR- 0 0 1              | MISCELLANEOUS                     | COMMERCIAL, FL.INSTR.,<br>AGE 37, 3245 TOTAL HOURS,<br>84 IN TYPE, NOT INSTRUMENT<br>RATED. |  |  |  |  |
|        | DEPARTURE POI  | NT I  |  |                        |                                   |   |  |  |  |  |
|        | DEPARTURE POINT INTENDED DESTINATION  ZAMESVILLE; OHIO LOCAL  TYPE OF ACCIDENT PHASE OF OPERATION  ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE  MISCELLANEOUS STATIC IDLING ROTORS |   |  |                        |                                   |   |  |  |  |  |
|        | POWERPLANT MISCELLANEO PILOT IN CO FACTOR(S) TERRAIN — R PARTIAL POWER EMERGENCY CIR   | PROBABLE CAUSE(S)  POWERPLANT - ENGINE STRUCTURE MASTER AND CONNECTING RODS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. |  |                        |                                   |   |  |  |  |  |
| 3-3292 | 5/19/72 YU<br>TIME - 1025  | KON,OKLA  | HILLER ACFT FH1100<br>N748FH<br>DAMAGE-DESTROYED | CR- 0 0 1<br>PX- 0 0 0 | MISCELLANEOUS<br>OTHER PUBLIC     | AIRLINE TRANSPORT, AGE<br>32, 8300 TOTAL HOURS, 14<br>IN TYPE, INSTRUMENT<br>RATED.         |  |  |  |  |
|        | DEPARTURE POI  | ARPT, OKLA  | INTENDED DESTINATION<br>LOCAL                    |                        | OF OPERATION ING POWER-ON LANDING |   |  |  |  |  |
|        | PROBABLE CAUS<br>PILOT IN CO   |   | R OPERATION OF FLIGHT                            | CONTROLS               |                                   |   |  |  |  |  |

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| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  | INJURIES<br>F S M/N  | FLIGHT<br>PURPOSE   | PILOT DATA  |  |  |  |  |
|--------|--|---|--|--|---|---|--|--|--|--|
|        | 6/26/72  | BISON,OKLA<br>50  | CESSNA 182A  | CR- 0 0 1<br>PX- 0 0 3   | NONCOMMERCIAL   | PRIVATE, AGE 46, 293 SP TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.   |  |  |  |  |
|        | ENID, OK   | KLA<br>CCIDENT<br>FAILURE OR MALFUNC  | INTENDED DESTINATION<br>LOCAL<br>TION  | IN FL  | F OPERATION<br>IGHT NORMAL CRUISE<br>NG LEVEL OFF/TOUCHDOWN | NATED •   |  |  |  |  |
|        | MISCELLA WEATHER MISCELLA TERRAIN COMPLETE A WEATHER BA WEATHER BA | N COMMAND - IMPROP<br>ANEOUS ACTS, CONDIT<br>- CONDITIONS COND<br>ANEOUS ACTS, CONDIT<br>- ROUGH/UNEVEN<br>POWER LOSS - COMPL<br>RIEFING - NO BRIEF<br>PRECAST - UNKNOWN/ | UCIVE TO CARB./INDUCTIONS - ICE-CARBURETOR  ETE ENGINE FAILURE/FLANT ING RECEIVED NOT REPORTED | ING EQUIPMENT-I<br>DN SYSTEM ICING<br>MEOUT-1 ENGINE   | MPROPER OPERATION OF/OR                                     | FAILED TO USE   |  |  |  |  |
|        | SKY CONDIT<br>CLEAR<br>VISIBILITY<br>5 OR OVE<br>OBSTRUCTION       | TION<br>Y AT ACCIDENT SITE  |  | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 88 TYPE OF FLIGHT PLAN NONE |   |   |  |  |  |  |
| 3-3294 | TIME - 144   | (RPORT - RIVERSIDE<br>POINT<br>OKLA   | DEHAVILLAND DH82A<br>N3549<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>LOCAL                | PX- 1 0 0  |   | PRIVATE, AGE 31, 166 |  |  |  |  |
|        | PILOT IN   | CAUSE(S)<br>N COMMAND - ATTEMP<br>N COMMAND - FAILED  | TED OPERATION BEYOND E:<br>TO OBTAIN/MAINTAIN FL<br>ER OPERATION OF FLIGHT                     | XPERIENCE/ABILI<br>YING SPEED  | NG TRAFFIC PATTERN-CIR( TY LEVEL                            | CLING   |  |  |  |  |

| FILE    | DATE LOCATION   | AIRCRAFT DATA   | INJURIES<br>F S M/N  | FLIGHT<br>PURPOSE   |  | PILOT DATA  |
|---------|---|---|--|---|--|---|
| 3-3141  | 8/17/72 GUYMON,OKLA TIME - 0830  DEPARTURE POINT ROLLA,KANS TYPE OF ACCIDENT COLLIDED WITH OBJECT COLLIDED WITH DITCHES   | PIPEP PA-25<br>N4959Y   | CR- 0 0 1<br>PX- 0 0 0   | COMMERCIAL ASSOC CROP CTU  F OPERATION NG ROLL NG ROLL  | - ACTIVITY   | COMMERCIAL, AGE 29, 1112<br>TOTAL HOURS, 77 IN TYPE,<br>INSTRUMENT RATED.   |
|         | PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTOR(S) TERRAIN - HIGH VEGETATION  |   |  | ·   |  |   |
|         | SPECIAL DATA TOTAL HOURS IN CROP CONTI KIND OF CROP - CORN PILOT'S SEAT BELT - UNKNI GOGGLES - NOT USED COCKPIT CRASHPAD - INSTA TANK/HOPPER-LOCATION - FI ELEVATION-AREA BEING TRE. REMARKS- ATTEMPTED LANDING | ROL - 77  DWN/NOT REPORTED  LLED  DRWARD OF PILOT  ATED-FEET - 3505  ON DIRT ROAD, WEEDS HITT | KIND OF<br>TYPE OF<br>GLOVES<br>CRASH HI<br>CRASH B<br>TERRAIN<br>SWATH RI<br>ING RIGHT WING | OPERATION - SI<br>CHEMICAL USED<br>-NOT USED<br>ELMET - AVAILAG<br>AR - INSTALLED<br>-TYPE - LEVEL,<br>UN-HOW FLOWN -<br>CAUSED LOSS OF | PRAYING CROP<br>- LIQUID CH<br>BLE-USED<br>-LAT<br>WIND CALM<br>- DIRECTIONA | PS<br>HEMICAL-TOXIC<br>AL CONTROL.  |
| 3-3298  | 8/20/72 WETUMKA,OKLA<br>TIME - 1530<br>DEPARTURE POINT<br>OKEMAH,OKLA   | DAMACE DECEDOVED  |  | NONCOMMERCIAL<br>PLEASURE/PERSO   |  | COMMERCIAL, AGE 33, 275<br>TOTAL HOURS, O IN TYPE,<br>NOT INSTRUMENT RATED. |
|         | OKEMAH,OKLA<br>TYPE OF ACCIDENT<br>STALL SPIN   | LOCAL .   | PHASE OI<br>IN FL  | F OPERATION<br>IGHT NORMAL CR   | RUISE  |   |
|         | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILE  | O TO OBTAIN/MAINTAIN FLY  |  | ÷   |  |   |
| 3-33.73 | 9/15/72 OKLAHOMA CTY,OK<br>TIME - 1502  | DAMAGE-SUBSTANTIAL  |  | INSTRUCTIONAL<br>SOLO   |  | STUDENT, AGE 48, 203<br>TOTAL HOURS, 51 IN TYPE,<br>NOT INSTRUMENT RATED.   |
|         | NAME OF AIRPORT - DOWNTOWN DEPARTURE POINT ARDMORE, OKLA .TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH FENCE, FENCE   | INTENDED DESTINATION OKLAHOMA CTY, OKLA   |  | F OPERATION<br>NG LEVEL OFF/1<br>NG ROLL  | FOUCHDOWN  |   |
|         | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJU  | DGED DISTANCE AND SPEED   |  |   |  |   |

| FILE   | DATE LOCATION  | AIRCRAFT DATA  | INJURIES FLIGHT<br>F S M/N PURPOSE   | PILOT DATA   |
|--------|--|--|--|--|
|        | 9/16/72 PONCA CITY,OKLA<br>TIME - 1130   | AERONCA 7AC<br>N82434<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL | CR- 0 0 1 NONCOMMERCIAL PX- 0 0 1 . PLEASURE/PERSONAL TRANSP                 | PRIVATE, AGE 33, 215   |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - SELEC FACTOR(S) TERRAIN - ROUGH/UNEVÉN EMERGENCY CIRCUMSTANCES -          |  |  |  |
| 3-3589 | 9/19/72 LAWTON,OKLA<br>TIME - 1245   | CESSNA 337<br>N2477S<br>DAMAGE-SUBSTANTIAL                                   | bx- 0 0 0 BOSINESS   | PRIVATE, AGE 34, 435 TOTAL HOURS, 35 IN TYPE, NOT INSTRUMENT RATED.              |
|        | NAME OF AIRPORT - LAWTON DEPARTURE POINT<br>CLINTON,OKLA<br>TYPE OF ACCIDENT<br>HARD LANDING<br>GEAR COLLAPSED |  | PHASE OF OPERATION  LANDING LEVEL OFF/TOUCHDOWN  LANDING LEVEL OFF/TOUCHDOWN |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPRO PILOT IN COMMAND - IMPRO FACTOR(S) MISCELLANEOUS ACTS, CONDI        | PER RECOVERY FROM BOUNCE   |  |  |
| 3-2802 | 9/23/72 YUKON,OKLA<br>TIME - 1545  | PIPER PA-28<br>N9349W<br>DAMAGE-SUBSTANTIAL                                  | CR- 0 0 2 INSTRUCTIONAL<br>PX- 0 0 0 DUAL                                    | COMMERCIAL, FL.INSTR.,<br>AGE 44, 982 TOTAL HOURS,<br>21 IN TYPE, NOT INSTRUMENT |
|        | NAME OF AIRPORT - CIMARRON<br>DEPARTURE POINT<br>OKLAHOMA CITY,OKLA<br>TYPE OF ACCIDENT<br>HARD LANDING        | INTENDED DESTINATION · LOCAL   | PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCHDOWN                            | RATED.   |
|        | PROBABLE CAUSE(S)  DUAL STUDENT IMPROPER  DUAL STUDENT - MISJUDGED  PILOT IN COMMAND - INADE                   | SPEED AND ALTITUDE   | С  |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | I N J I                               | UR I E<br>S            | S<br>M/N   | FLIGHT<br>PURPOSE  | PILOT DATA   |
|--------|--|--|---|---------------------------------------|------------------------|--|--|--|
| 3-3520 | 10/9/72<br>TIME - 17!<br>DEPARTURE<br>BERRYV<br>TYPE OF AGENGINE                             | TALIHINA,OKLA<br>50<br>POINT<br>ILLE,ARK   | NAVION A<br>N8523H<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>DALLAS,TEX  | CR-<br>PX-                            | 1 C<br>0 1             | 0<br>0<br>SE_C                                   | NONCOMMERCIAL PLEASURE/PERSONAL TRANS OF OPERATION IGHT NORMAL CRUISE NG LEVEL OFF/TOUCHDOWN         | PRIVATE, AGE 40, 510<br>P TOTAL HOURS, 460 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | MISCELLA<br>TERRAIN<br>FACTOR(S)<br>POWERPLA<br>MISCELLA<br>PERSONN<br>COMPLETE<br>EMERGENCY | N COMMAND - MISMAN ANEOUS ACTS, CONDIT - ROUGH/UNEVEN  ANT - FUEL SYSTEM ANEOUS ACTS, CONDIT - MAINTENANCE, S POWER LOSS - COMPL CIRCUMSTANCES - F | PUMPS IONS - FUEL STARVATION  PUMPS IONS - IMPROPERLY INST ERVICING, INSPECTION I ETE ENGINE FAILURE/FLA ORCED LANDING OFF AIRP | ALLED<br>NADEQUA<br>MEQUT-1<br>ORT ON | ENC<br>LAND            | INE  | ENANCE AND INSPECTION  STALLED, HAD BLOWN FUSE.  | CRASHED ON HILLSIDE  |
| 3-2935 | NAME OF A<br>DEPARTURE<br>COLLIN   | IRPORT - ENID WOD<br>POINT<br>SVILLE,OKLA<br>CCIDENT   | DAMAGE-SUBSTANTIAL  |                                       | PH.                    | SE C   | NONCOMMERCIAL PLEASURE/PERSONAL TRANS OF OPERATION NG LEVEL OFF/TOUCHDOWN                            | PRIVATE, AGE 44, 897 SP TOTAL HOURS, 14 IN TYPE, NOT INSTRUMENT RATED.       |
|        | GEAR COMPROBABLE (PILOT IN PILOT IN PILOT (S) WEATHER  | LLAPSED  CAUSE(S)  N COMMAND - SELECT  N COMMAND - IMPROP  N COMMAND - IMPROP  - UNFAVORABLE WIN   | ER RECOVERY FROM BOUNC  | ED LAND                               | L<br>XIST              | AND I  | NG LEVEL OFF/TOUCHDOWN   |  |
|        | 5 OR OV<br>OBSTRUCTION<br>NONE<br>WIND DIRECTOR  | Y AT ACCIDENT SITE   |   |                                       | PRE<br>N<br>REL<br>WIN | NLIM<br>CIPI<br>ONE<br>ATIV<br>IGHT<br>D VE<br>2 | AT ACCIDENT SITE ITED TATION AT ACCIDENT SITE E BEARING OF WIND CROSS WIND 068-112 DEGRELOCITY-KNOTS | REES   |

| FILE   |   |  | AIRCRAFT DATA  | i          | F          | S M            | /N                    | PURPOSE               | PILOT DATA  |
|--------|---|--|--|------------|------------|----------------|-----------------------|-----------------------|---|
| 3-2812 | 8/10/72<br>TIME - 0930<br>NAME OF AIR<br>DEPARTURE F<br>JOHN DAY,<br>TYPE OF ACC  | JOHN DAY, OREG  PORT - JOHN DAY OINT OREG IDENT ILURE OR MALFUNC                                   | N209D<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL   | CR-        | 0<br>0     | O<br>O<br>PHAS | 1<br>3<br>E O<br>ND I | COMMERCIAL            | COMMERCIAL, AGE 27, 3642 TOTAL HOURS, 200 IN TYPE, INSTRUMENT RATED.          |
|        | MISCELLAN<br>MISCELLAN<br>COMPLETE PO<br>EMERGENCY C  | COMMAND - MISMAN<br>EOUS ACTS, CONDIT<br>EOUS ACTS, CONDIT<br>WER LOSS - COMPL<br>IRCUMSTANCES - F | IAGEMENT OF FUEL IONS - INATTENTIVE TO IONS - FUEL EXHAUSTION ETE ENGINE FAILURE/FLAI ORCED LANDING ON AIRPOI MPLETE RCVRY•M/R BLADE | MEOUT-:    | i E<br>Pla | NG I<br>NE     | BAS                   |                       |   |
| 3-3172 | NAME OF AIR   | PORT - ROSEBURG  | N5955X<br>DAMAGE-SUBSTANTIAL<br>MUNICIP  | CR-<br>PX- | 0          | 0              | 2 0                   | INSTRUCTIONAL<br>DUAL | COMMERCIAL, AGE 41, 2622<br>TOTAL HOURS, 75 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE POINT INTENDED DESTINATION  ROSEBURG, OREG LOCAL  TYPE OF ACCIDENT PHASE OF OPERATION  ROLL OVER LANDING POWER-ON LANDING   |  |  |            |            |                |                       |                       |   |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT DUAL STUDENT - IMPROPER OPERATION OF FLIGHT CONTROLS DUAL STUDENT - SPONTANEOUS-IMPROPER ACTION REMARKS- DURG LDG FROM A HOVER STUDENT SUDDENLY MOVED CYCLIC CTL FULL REAR. |  |  |            |            |                |                       |                       |   |

| FILE                | DATE   | LOCATION  | AIRCRAFT DATA   | IN                        | JUF<br>F | S M                 | /N              | FLIGHT<br>PURPOSE  | PILOT DATA  |
|---------------------|--|---|---|---------------------------|----------|---------------------|-----------------|--|---|
| 3-3307              | 8/25/72<br>TIME - 05   | PENDLETON, OREG<br>50   | CALLAIR A-9<br>N7201V<br>DAMAGE-DESTROYED   | CR-<br>PX-                | 1 0      | 0                   | 0               | COMMERCIAL<br>AERIAL APPLICATION   | COMMERCIAL, AGE 52,<br>10000 TOTAL HOURS, 2500 II<br>TYPE, NOT INSTRUMENT<br>RATED. |
|                     | PENDLET<br>TYPE OF A   | ON, OREG  |   |                           |          |                     |                 | F OPERATION<br>IGHT SWATH RUN  | (4.125)   |
|                     |  | CAUSE(S)<br>N COMMAND - FAILED  | TO SEE AND AVOID OBJEC  | TS OR                     | OE       | STR                 | υст             | IONS   |   |
|                     | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>SWATH R | ATA OURS IN CROP CONTRO CROP - OTHER SEAT BELT - FAILED - NOT USED CRASHPAD - NOT INS PPER-LOCATION - FOR SPRAYING RUSSIAN TH | ON IMPACT<br>TALLED<br>WARD OF PILOT<br>CALM  |                           | (        | YPE<br>SLOV<br>CRAS | OF<br>ES<br>H H | OPERATION - OTHER CHEMICAL USED - LIQU - NOT USED ELMET - AVAIALABLE-NO AR - INSTALLED -TYPE - ROLLING |   |
| 3-3355              | NAME OF A  | MCMINVILLE,OREG<br>15<br>IRPORT - MCMINNVIL<br>POINT<br>LLE,OREG  | DAMAGE-SUBSTANT/IAL<br>LE MUNI<br>INTENDED DESTINATION<br>LOCAL   |                           |          |                     |                 |  | PRIVATE, AGE 52, 241 ANSP TOTAL HOURS, 20 IN TYPE, NOT INSTRUMENT RATED.            |
|                     | TYPE OF ACCIDENT COLLIDED WITH PARKED AIRCRAFT                 |   |   |                           |          | HAS<br>TA           | XI              | F OPERATION<br>OTHER   |   |
|                     | PILOT I<br>PILOT I   | N COMMAND - IMPROPE<br>N COMMAND - IMPROPE<br>N COMMAND - IMPROPE   | R OPERATION OF POWERPI<br>R OPERATION OF BRAKES<br>R STARTING PROCEDURES<br>LL THROTTLE.PARKING BE        | AND/O                     | R F      | LIG                 | нт              | CONTROLS   | DMG.  |
| 3 <del>-</del> 3562 |  |   | HUGHES 269A<br>N8752F<br>DAMAGE-DESTROYED   | CR-<br>PX-                | 0        | 1                   | 0               | NONCOMMERCIAL<br>PRACTICE  | PRIVATE, AGE 24, 96 TOTAL<br>HOURS, 25 IN TYPE, NOT<br>INSTRUMENT RATED.            |
|                     | DEPARTURE POINT INTENDED DESTINATION PORTLAND, OREG LOCAL      |   |   |                           |          | I١                  | I FL            | F OPERATION<br>IGHT NORMAL CRUISE<br>NG POWER-OFF AUTOROT  | ATIVE. LANDING  |
|                     | PROBABLE PILOT I MISCELL PILOT I COMPLETE EMERGENCY            | CAUSE(S) N COMMAND - MISMANA ANEOUS ACTS,CONDIT; N COMMAND - FAILED POWER LOSS - COMPLE CIRCUMSTANCES - FC                    | GEMENT OF FUEL ONS - FUEL STARVATION TO MAINTAIN ADEQUATE I TE ENGINE FAILURE/FLAI RCED LANDING OFF AIRPO | ROTOR<br>MEOUT-<br>ORT ON | 1 E      | P.M.<br>ENG I       | NE              |  |   |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA                                 |            |  |     |     | FLIGHT<br>PURPOSE                         | PILOT DATA  |
|--------|---|--|---|------------|--|-----|-----|---|---|
| 3-3508 | TIME - 06  NAME OF A DEPARTURE                  | IRPORT - PVT STRIP<br>POINT II<br>EWATR,OREG   | N2999N DAMAGE-SUBSTANTIAL NTENDED DESTINATION |            |  | 0   | 1   | NONCOMMERCIAL PLEASURE/PERSONAL TRANSF    | COMMERCIAL, AGE 20, 510<br>P TOTAL HOURS, 4 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | PROBABLE  | D WITH TREES<br>CAUSE(S)<br>N COMMAND MISJUDGER  | O ALTITUDE                                    |            |  | 1 4 | NEL | FF INITIAL CLIMB                          |   |
| 3-3577 | TIME - 18                                       | 00   | N849OR<br>DAMAGE-SUBSTANTIAL                  | CR-<br>PX- |  |     |     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF |   |
|        | DEPARTURE                                       | NAME OF AIRPORT - PORTLAND INTL DEPARTURE POINT INTENDED DESTINATION PORTLAND, OREG EUGENE, OREG |   |            |  |     |     |   |   |
|        | TYPE OF ACCIDENT  COLLIDED WITH PARKED AIRCRAFT |  |   |            |  |     | _   | OF OPERATION<br>TO TAKEOFF                |   |

| FILE   | DATE   | LOCATION  | ATRCRAFT DATA  | TALHI    | RIES<br>S M                    | /N                        | FLIGHT<br>PURPOSE  |                                | PILOT DATA   |  |
|--------|--|---|--|----------|--------------------------------|---------------------------|--|--------------------------------|--|--|
| 3-3586 | TYPE OF AC   | GLIDE,OREG<br>O<br>POINT<br>EG<br>CIDENT<br>WITH TREES  | PIPER PA-25<br>N7134Z<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL         |          | O<br>O<br>PHASE                | 1<br>0                    | COMMERCIAL AERIAL APPLICATION  OPERATION IGHT. SWATH RUN   |                                | COMMERCIAL, AGE 40, 2600<br>TOTAL HOURS, 350 IN TYPE,<br>NOT INSTRUMENT RATED. |  |
|        | WEATHER WEATHER WEATHER FACTOR(S)  | COMMAND - EXERCIS<br>- TURBULENCE, ASSO<br>- DOWNDRAFT, UPDRAF<br>- THUNDERSTORM ACT                                | CIATED W/CLOUDS AND/OF   | R THUNDE | RSTOF                          | RMS                       |  |                                |  |  |
| :      | SKY CONDITION  UNKNOWN/NOT REPORTED  VISIBILITY AT ACCIDENT SITE  5 OR OVER  OBSTRUCTIONS TO VISION AT ACCIDENT SITE  UNKNOWN/NOT REPORTED  TYPE OF FLIGHT PLAN  NONE  CEILING AT ACCIDENT SITE  UNKNOWN/NOT REPORTED  VFR  CEILING AT ACCIDENT SITE  UNKNOWN/NOT REPORTED  VFR  CEILING AT ACCIDENT SITE  UNKNOWN/NOT REPORTED  VFR  VFR  VFR |   |  |          |                                |                           |  |                                |  |  |
|        | KIND OF<br>CRASH HE<br>CRASH BA<br>TERRAIN-  | URS IN CROP CONTRO<br>CROP - PASTURE<br>LMET - AVAILABLE-U<br>R - INSTALLED<br>TYPE - ROLLING<br>N-HOW FLOWN - CROS | SED  | -        | TYPE<br>COCK<br>TANK,<br>ELEV, | OF<br>PIT<br>PHOP<br>ATIO | OPERATION - FERTILI CHEMICAL USED - DRY CRASHPAD - INSTALLE PPER-LOCATION - FORW DN-AREA BEING TREATE RE TURNAROUND - THIR | CHEMI<br>D<br>ARD OF<br>D-FEE1 | [CAL-TOXIC<br>= PILOT<br>Γ - 600   |  |
| 3-3192 | NAME OF AI<br>DEPARTURE  | O<br>RPORT - MOUNTAIND<br>POINT<br>ROUND,WASH<br>CIDENT   | ERCOUPE 415-CD N3340H DAMAGE-SUBSTANTIAL ALE INTENDED DESTINATION NORTH PLAINS, OREG | PX- 0    | O<br>PHASE                     | 2<br>= OF                 | NONCOMMERCIAL PLEASURE/PERSONAL T  OPERATION NG LEVEL OFF/TOUCHD   | RANSP                          | PRIVATE, AGE 34, 296<br>TOTAL HOURS, 134 IN TYPE,<br>NOT INSTRUMENT RATED.     |  |
|        | MISCELLA   | COMMAND - FAILED  | TO INITIATE GO-AROUND<br>ONS - NOT ALIGNED WITH<br>WY.                               | I RUNWAY | /INTE                          | END (                     | ED LANDING AREA  |                                |  |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA  | IN   | IJU!<br>F | RIES<br>S M | /N | FLIGHT<br>PURPOSE                  |        | PILOT DATA   |  |  |
|--------|---|--|--|--|-----------|-------------|----|------------------------------------|--------|--|--|--|
|        | 10/7/72<br>TIME - 13  | BURNS, OREG  OO  IRPORT - AIRPLANE F   | DAMAGE-SUBSTANTIAL   | CP-  |           |             |    |                                    |        | PRIVATE, AGE 53, 323<br>TOTAL HOURS, 73 IN TYPE,<br>NOT INSTRUMENT RATED.                |  |  |
|        | G KUUND-  | REG<br>CCIDENT<br>WATER LOOP-SWERVE<br>D WITH OBJECT                               | SANDY, UREG  | PHASE OF OPERATION TAKEOFF RUN TAKEOFF ABORTED |           |             |    |                                    |        |  |  |  |
|        | MISCELL<br>FACTOR(S)  | E - LANDING GEAR &<br>ANEOUS ACTS, CONDITI   | HEELS, TIRES, AXLES ONS - MATERIAL FAILURE S - AIRPORT CONDITIONS                                |  | IER       |             |    |                                    |        |  |  |  |
|        |   | ROCKS OFF SIDE OF F  |  |  |           |             |    |                                    |        | r  |  |  |
| 3-3047 | 11/11/72<br>TIME - 14   | GRAND RONDE, OREG<br>OO  | PIPER PA-28<br>N9526J<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-                                     | 0         | 0           | 1  | NONCOMMERCIAL<br>PLEASURE/PERSONAL | TRANSP | PRIVATE, AGE 36, 200 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.                     |  |  |
|        | DEPARTURE<br>TILLAM<br>TYPE OF A  | OGK, OREG  | INTENDED DESTINATION<br>GRAND RONDE, OREG  |  |           |             |    | F OPERATION<br>NG ROLL             |        |  |  |  |
|        | FACTOR(S)<br>AIRPORT  | N COMMAND - SELECTE<br>S/AIRWAYS/FACILITIE   | D UNSUITABLE TERRAIN  S - AIRPORT CONDITIONS  FT WET GRASS STRIP。                                | . WET  | - R       | UNWA        | Y  |                                    |        |  |  |  |
|        |   |  |  |  |           |             |    |                                    |        |  |  |  |
| 3-3222 | 7/11/72<br>TIME - 12  | KUTZTOWN,PA<br>230   | CHAMPION 7GCAA<br>N9090L<br>DAMAGE-SUBSTANTIAL   | PX-  |           |             |    | MISCELLANEOUS<br>TOWING GLIDERS    |        | COMMERCIAL, FL.INSTR.,<br>AGE 24, 1229 TOTAL HOURS<br>384 IN TYPE, INSTRUMENT'<br>RATED. |  |  |
|        | NAME OF AIRPORT - KUTZTOWN  DEPARTURE POINT INTENDED DESTINATION  KUTZTOWN,PA LOCAL  TYPE OF ACCIDENT PHASE OF OPERATION  UNDERSHOOT LANDING FINAL APPROACH |  |  |  |           |             |    |                                    |        |  |  |  |
|        | PROBABLE PILOT I FACTOR(S) MISCELL MISCELL TERRAIN  | N COMMAND - MISJUDO  ANEOUS ACTS, CONDITE  ANEOUS ACTS, CONDITE  - HIGH VEGETATION | GED DISTANCE AND ALTITU<br>GONS - POORLY PLANNED A<br>GONS - DOWNWIND<br>AFTR REL TOW ROPES.NOSE | .PPROA   |           |             |    | NG LEVEL OFF/TOUC                  | HDOWN  |  |  |  |

| FILE   |   |  |  |            | F    | S             | 1/N | FLIGHT<br>PURPOSE                              | PILOT DATA   |  |
|--------|---|--|--|------------|------|---------------|-----|--|--|--|
|        | 7/26/72<br>TIME - 19                          | FREEDOM,PA   | N7480<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX- | 0    | 0             | 1   | MISCELLANEOUS<br>FERRY                         | COMMERCIAL, AGE 29, 1934 TOTAL HOURS, 92 IN TYPE, INSTRUMENT RATED.                    |  |
|        | NAME OF A DEPARTURE FREEDOM TYPE OF A NOSE OV | ,PA<br>CCIDENT   | NTENDED DESTINATION<br>LOCAL   |            | F    |               |     | OF OPERATION<br>ING ROLL                       |  |  |
|        |   |  | OPERATION OF BRAKES<br>SET.  | AND/0      | IR F | = <b>L</b> I( | нт  | CONTROLS                                       |  |  |
| 3-2964 | 8/13/72<br>TIME - 14                          | GETTYSBURG, PA<br>00   | PIPER J4<br>N26895<br>DAMAGE-SUBSTANTIAL                                 | PX-        |      |               |     | INSTRUCTIONAL<br>DUAL                          | COMMERCIAL, FL.INSTR.,<br>AGE 31, 635 TOTAL HOURS,<br>15 IN TYPE, INSTRUMENT<br>RATED. |  |
|        |   | URG,PA<br>CCIDENT  | TENDED DESTINATION LOCAL  PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN |            |      |               |     |  |  |  |
|        | DUAL ST<br>FACTOR(S)                          | N COMMAND - INADEQUA<br>UDENT - IMPROPER LEV                       | TE SUPERVISION OF FL<br>EL OFF<br>NS - POORLY PLANNED                    |            | сн   |               |     |  |  |  |
| 3-3087 | 8/19/72<br>TIME - 16                          | SLIPPERY ROCK,PA   | CESSNA 140<br>N72765<br>DAMAGE-DESTROYED                                 |            |      |               |     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF      | COMMERCIAL, FL.INSTR., AGE 39, 1130 TOTAL HOURS, 40 IN TYPE, INSTRUMENT                |  |
|        | DEPARTURE<br>SLIPPER<br>TYPE OF A<br>ENGINE   | Y ROCK, PA   | NTENDED DESTINATION<br>LOCAL   |            | f    | T,            | KEC | OF OPERATION<br>OFF INITIAL CLIMB<br>ING OTHER | RATED.   |  |
|        | TERRAIN<br>COMPLETE                           | ANT - MISCELLANEOUS<br>- HIGH OBSTRUCTIONS<br>POWER LOSS - COMPLET | POWERPLANT FAILURE I<br>E ENGINE FAILURE/FLAI<br>CED LANDING OFF AIRPO   | MEOUT-     | 1 E  | -<br>ENG I    |     | ED REASONS                                     |  |  |

| FILE   | DATE LOCATION  | AIRCRAFT DATA  | INJURIES<br>F S M/N                           | FLIGHT<br>PURPOSE  | PILOT DATA   |
|--------|--|--|---|--|--|
| 3-3098 | 8/20/72 VOLANT,PA<br>TIME - 1000   | STARDUSTER TOO<br>N3263<br>DAMAGE-SUBSTANTIAL  | PX- 0 0 0                                     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                          | PRIVATE, AGE 30, 110 TOTAL HOURS, 22 IN TYPE, NOT INSTRUMENT RATED.        |
|        | NAME OF AIRPORT - KLOCKNEDEPARTURE POINT UNKNOWN/NOT REPORTED TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED |  | PHASE (                                       | DF OPERATION<br>ING LEVEL OFF/TOUCHDOWN<br>ING LEVEL OFF/TOUCHDOWN |  |
|        | FACTOR(S)  | OPER LEVEL OFF<br>OPER RECOVERY FROM BOUNC<br>ITIONS - OVERLOAD FAILUR                   |   |  |  |
| 3-3299 | 8/20/72 MEDIA,PA<br>TIME - 1800  | PIPER PA-28<br>N3930R  |   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                          | PRIVATE, AGE 31, 145 TOTAL HOURS, 140 IN TYPE,                             |
|        | DEPARTURE POINT<br>OCEAN CITY,NJ<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFU<br>COLLIDED WITH BUILDING  |  | IN FI   | DF OPERATION<br>LIGHT NORMAL CRUISE<br>ING FINAL APPROACH          | NOT INSTRUMENT RATED.  |
|        |  | PITIONS - FUEL STARVATION<br>ED TO SEE AND AVOID OBJE<br>PLETE ENGINE FAILURE/FLA        | CTS OR OBSTRUC <sup>*</sup><br>MEOUT-1 ENGINE | TIONS  |  |
| 3-3360 | 9/3/72 AMBLER,PA<br>TIME - 1710  | CESSNA 150<br>N14220<br>DAMAGE-DESTROYED   |   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                          | PRIVATE, AGE 35, 213<br>TOTAL HOURS, 206 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | NAME OF AIRPORT - WINGS<br>DEPARTURE POINT   | FIELD INTENDED DESTINATION   |   |  |  |
|        | AMBLER,PA TYPE OF ACCIDENT ENGINE FAILURE OR MALFU COLLIDED WITH TREES                                     | LOCAL  | IN F  | DF OPERATION .<br>LIGHT NORMAL CRUISE<br>ING FINAL APPROACH        |  |
|        |  | ITIONS - INATTENTIVE TO<br>ITIONS - FUEL EXHAUSTION<br>IONS<br>PLETE ENGINE FAILURE/FLAM | MEOUT-1 ENGINE                                |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  | IN           | JU<br>F | RIES<br>S M    | /N                   | FLIGHT<br>PURPOSE  |        | . PILOT DATA  |
|--------|--|---|--|--------------|---------|----------------|----------------------|--|--------|---|
| 3-3359 | 9/3/72<br>TIME - 1<br>NAME OF<br>DEPARTUR<br>MONTGM<br>TYPE OF<br>ENGINE | AIRPORT - TURNER FIE<br>E POINT I<br>ERYVILLE,PA  | CESSNA 140<br>N2192V<br>DAMAGE-SUBSTANTIAL<br>LD<br>NTENDED DESTINATION<br>LOCAL | CR-<br>PX-   | 0       | O<br>O<br>PHAS | 1<br>0<br>E 0<br>KE0 | NONCOMMERCIAL PLEASURE/PERSONAL  F OPERATION FF INITIAL CLIMB NG OTHER | TRANSP | PRIVATE, AGE 41, 889<br>TOTAL HOURS, 34 IN TYPE,<br>NOT INSTRUMENT RATED.     |
|        | POWERP<br>MISCEL<br>POWERP<br>MISCEL<br>TERRAI<br>PARTIAL                | CAUSE(S) LANT - ENGINE STRUCTU LANEOUS ACTS, CONDITIO LANT - IGNITION SYSTE LANEOUS ACTS, CONDITIO N - HIGH OBSTRUCTIONS POWER LOSS - PARTIAL Y CIRCUMSTANCES - FOR | NS - JAMMED<br>M SPARK PLUG<br>NS - GROUNDED<br>LOSS OF POWER - 1 ENG            | GINE         | l L     | AND            |                      |  |        |   |
| 3-3396 |  | BRISTOL,PA<br>815   | PIPER PA-28<br>N3696R<br>DAMAGE-DESTROYED  | CR-<br>PX-   | 0       | 0              | 1 2                  | NONCOMMERCIAL<br>PLEASURE/PERSONAL                                     | TRANSP | PRIVATE, AGE 64, 165<br>TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | DEPARTUR<br>BRISTO<br>TYPE OF<br>UNDERS                                  | ACCIDENT  | NTENDED DESTINATION<br>LOCAL   |              |         | LA             | ND I                 | F OPERATION<br>NG FINAL APPROACH<br>NG FINAL APPROACH                  |        | ·   |
|        | PILOT<br>FACTOR(S<br>MISCEL  | CAUSE(S)<br>IN COMMAND - MISJUDGE<br>)<br>LANEOUS ACTS,CONDITIC<br>N - HIGH OBSTRUCTIONS  | NS - SUNGLARE  | UDE          |         |                |                      |  |        |   |
| 3-3428 | 9/15/72<br>TIME <del>-</del> 1   | JEANNETTE PA<br>500   | CESSNA 172K<br>N84763<br>DAMAGE-SUBSTANTIAL                                      | P X -        |         |                |                      |  |        | ATR, FLIGHT INSTR., AGE<br>35, 4140 TOTAL HOURS,<br>2070 IN TYPE, INSTRUMENT  |
|        | DEPARTUR<br>JEANNE   | ACCIDENT  |  |              |         |                |                      | F OPERATION<br>FF INITIAL CLIMB  |        | RATED.  |
|        | PILOT<br>PILOT<br>PILOT  | CAUSE(S) IN COMMAND - IMPROPER IN COMMAND - MISUSED IN COMMAND - FAILED T PIC DEMONSTRATING SH  | OR FAILED TO USE FLATO OBTAIN/MAINTAIN FL  | PS<br>YING S | SPE     | ED             |                      |  |        |   |

|        |  |                  | BK1EF:  | S UF A | CCI | DENT | 3            |  |   |  |  |
|--------|--|------------------|---|--------|-----|------|--------------|--|---|--|--|
| FILE   | DATE   | LOCATION         | AIRCRAFT DATA   |        |     |      | N            | FLIGHT<br>PURPOSE                                      | PILOT DATA  |  |  |
| 3-3469 | 9/16/72<br>TIME - 171  | PERKASIE,PA<br>5 | AERONCA 7BCM<br>N4008A<br>DAMAGE-SUBSTANTIAL                |        |     |      |              | ONCOMMERCIAL<br>LEASURE/PERSONAL, TRANSP               | PRIVATE, AGE 52, 164 TOTAL HOURS, 12 IN TYPE, NOT INSTRUMENT RATED. |  |  |
|        | NAME OF AID<br>DEPARTURE DEPARTURE DEPARTURE   |                  |   |        |     |      |              |  |   |  |  |
|        | 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  |                  |   |        |     |      |              |  |   |  |  |
| 3-3576 | 9/18/72<br>TIME - 0930   |                  | CESSNA 172<br>N3990F  |        |     |      | 1 IN<br>0 SO |  | STUDENT, AGE 47, 67 TOTAL<br>HOURS, 21 IN TYPE, NOT                 |  |  |
|        | DEPARTURE N  |                  | DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>NEW HANOVER, PA |        |     | •    |              |  | INSTRUMENT RATED.   |  |  |
|        | TYPE OF ACC<br>HARD LANG<br>GEAR COLI  | DING             |   |        | Р   | LAN  | DING         | PERATION<br>LEVEL OFF/TOUCHDOWN<br>LEVEL OFF/TOUCHDOWN |   |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION |                  |   |        |     |      |              |  |   |  |  |
|        | FACTOR(S)  TERRAIN - HIGH OBSTRUCTIONS  MISCELLANEOUS ACTS.CONDITIONS - OVERLOAD FAILURE                             |                  |   |        |     |      |              |  |   |  |  |
|        | EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER                              |                  |   |        |     |      |              |  |   |  |  |
|        | KEMAKKS- AV  | OIDING WIRES LDG | IN FIELD.   |        |     |      |              |  |   |  |  |

| FILE   | DATE LOCATION   | AIRCRAFT DATA   | INJURIES FL<br>FSM/N PL  | LIGHT<br>JR <b>P</b> OSE | PILOT DATA  |  |  |  |  |  |  |
|--------|---|---|--|--------------------------|---|--|--|--|--|--|--|
| 3-3004 | 10/7/72 WHITEHAVEN,PA<br>TIME - 2016<br>DEPARTURE POINT<br>PHILADELPHIA,PA  | BELL 206A<br>N6260N<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>AVOCA,PA | CR- 1 0 0 COMME<br>PX- 1 0 0 AIR T   | ERCIAL<br>FAXI—PASSG     | COMMERCIAL, AGE 39, 9338<br>TOTAL HOURS, 935 IN TYPE,<br>NOT INSTRUMENT RATED.      |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES IN FLIGHT NORMAL CRUISE   |   |  |                          |   |  |  |  |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS  FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER - FOG WEATHER - UNFAVORABLE WIND CONDITIONS TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT |   |  |                          |   |  |  |  |  |  |  |
|        | FOG<br>TYPE OF FLIGHT PLAN<br>NONE<br>FIRE AFTER IMPACT   | ACCIDENT SITE   | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE RAIN TYPE OF WEATHER CONDITIONS VFR |                          |   |  |  |  |  |  |  |
|        | REMARKS- OBS FOLLOWING CAR:   | S ON HIWAY IN POOR VIS.   | TURNED INTO FOG BANK   | CAND HI TERRAIN. S       | TRONG GUSTY WINDS.  |  |  |  |  |  |  |
| 3-3489 | 10/15/72 PHILADELPHIA,PA<br>TIME - 1127   | LOCKHEED HOWARD<br>N361MC<br>DAMAGE-DESTROYED                               | CR- 0 0 2 NONCO<br>PX- 0 0 6 CORP  | DMMERCIAL<br>/EXEC       | AIRLINE TRANSPORT, AGE<br>50, 3768 TOTAL HOURS, 68<br>IN TYPE, INSTRUMENT<br>RATED. |  |  |  |  |  |  |
|        | NAME OF AIRPORT - PHILA.IN<br>DEPARTURE POINT<br>NEWARK,NJ<br>TYPE OF ACCIDENT<br>GEAR RETRACTED  |   | PHASE OF OPER<br>LANDING RO  |                          | NATED.  |  |  |  |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - INADVIFIRE AFTER IMPACT REMARKS- CREW MEMBER RETRAC  |   |  |                          |   |  |  |  |  |  |  |

|        | DATE LOCATI  | ON AIRCRAFT   |                             | F S M/I       | N PURPOSE   |  | PILOT DATA   |  |  |  |  |  |
|--------|--|---|-----------------------------|---------------|---|--|--|--|--|--|--|--|
|        | 11/22/72 ROARING SP<br>TIME - 1544   | RING, PA PIPER PA-32<br>N8672N                                  | CR-<br>PX-                  | 0 0           | 1 NONCOMMERCIAL                                     |  | COMMERCIAL, AGE 21, 717<br>TOTAL HOURS, 73 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |  |  |
|        | DEPARTURE POINT<br>ALTOONA, PA   | INTENDED DESTI  | NATION                      |               |   |  |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT   |   |                             |               |   |  |  |  |  |  |  |  |
|        | ENGINE FAILURE OR M<br>COLLIDED WITH DITC  |   |                             |               |   |  |  |  |  |  |  |  |
|        | PROBABLE CAUSE(S)  |   |                             |               |   |  |  |  |  |  |  |  |
|        | PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS.CONDITIONS - FUEL STARVATION   |   |                             |               |   |  |  |  |  |  |  |  |
|        |  | IMPROPER RECOVERY FROM  |                             | ID ING        |   |  |  |  |  |  |  |  |
|        | FACTOR(S)  |   |                             |               |   |  |  |  |  |  |  |  |
|        | MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE  |   |                             |               |   |  |  |  |  |  |  |  |
|        | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND   |   |                             |               |   |  |  |  |  |  |  |  |
|        | EMERGENCY CIRCUMSTANC  | ES - EORCED LANDING OF  | FF AIRPORT ON               | ΙΙΔΝΟ         |   |  |  |  |  |  |  |  |
|        |  | ES - FORCED LANDING OF<br>NK SWITCHED R:UN REST                 |                             |               | T BFR FENCE.  |  |  |  |  |  |  |  |
|        |  |   |                             |               | T BFR FENCE.  |  |  |  |  |  |  |  |
| 3-3433 | REMARKS- EX FUEL L TA  | NK SWITCHED R,UN REST   | ART ENG.T/D A               | 0 0           | 2 INSTRUCTIONAL                                     |  | COMMERCIAL, FL.INSTR.,   |  |  |  |  |  |
| 3-3433 | REMARKS— EX FUEL L TA  | NK SWITCHED R,UN REST   | ART ENG.T/D A<br>CR-<br>PX- | ABT 850F      | 2 INSTRUCTIONAL                                     |  | AGE 52, 12352 TOTAL<br>HOURS, 368 IN TYPE,                                   |  |  |  |  |  |
| 3-3433 | REMARKS- EX FUEL L TA  11/25/72 NR.CHESTER,P TIME - 1035  NAME OF AIRPORT - PHI  | A PIPER PA-23 N6185Y DAMAGE-SUBS                                | CR-<br>PX-<br>TANTIAL       | 0 0           | 2 INSTRUCTIONAL                                     |  | AGE 52, 12352 TOTAL  |  |  |  |  |  |
| 3-3433 | REMARKS- EX FUEL L TA  11/25/72 NR.CHESTER,P TIME - 1035  NAME OF AIRPORT - PHI  | A PIPER PA-23 N6185Y DAMAGE-SUBS                                | CR-<br>PX-<br>TANTIAL       | 0 0           | 2 INSTRUCTIONAL                                     |  | AGE 52, 12352 TOTAL<br>HOURS, 368 IN TYPE,                                   |  |  |  |  |  |
| 3-3433 | REMARKS- EX FUEL L TA  11/25/72 NR.CHESTER,P TIME - 1035  NAME OF AIRPORT - PHI DEPARTURE POINT. PENNS LANDING,PA  | A PIPER PA-23 N6185Y DAMAGE-SUBS                                | CR-<br>PX-<br>TANTIAL       | 0 0<br>0 0    | 2 INSTRUCTIONAL<br>1 DUAL                           |  | AGE 52, 12352 TOTAL<br>HOURS, 368 IN TYPE,                                   |  |  |  |  |  |
| 3-3433 | REMARKS- EX FUEL L TA  11/25/72 NR.CHESTER,P TIME - 1035  NAME OF AIRPORT - PHI  | A PIPER PA-23 N6185Y DAMAGE-SUBS                                | CR-<br>PX-<br>TANTIAL       | 0 0 0 0 PHASE | 2 INSTRUCTIONAL                                     |  | AGE 52, 12352 TOTAL<br>HOURS, 368 IN TYPE,                                   |  |  |  |  |  |
| 3-3433 | REMARKS- EX FUEL L TA  11/25/72 NR.CHESTER,P TIME - 1035  NAME OF AIRPORT - PHI DEPARTURE POINT. PENNS LANDING,PA TYPE OF ACCIDENT NOSE OVER/DOWN PROBABLE CAUSE(S)                                | A PIPER PA-23 N6185Y DAMAGE-SUBS  LADELPHIA INTL INTENDED DESTI | CR-<br>PX-<br>TANTIAL       | 0 0 0 0 PHASE | 2 INSTRUCTIONAL 1 DUAL OF OPERATION                 |  | AGE 52, 12352 TOTAL<br>HOURS, 368 IN TYPE,                                   |  |  |  |  |  |
| 3-3433 | REMARKS— EX FUEL L TA  11/25/72 NR.CHESTER,P TIME — 1035  NAME OF AIRPORT — PHI DEPARTURE POINT. PENNS LANDING,PA TYPE OF ACCIDENT NOSE OVER/DOWN  PROBABLE CAUSE(S) TERRAIN — HIDDEN OB FACTOR(S) | A PIPER PA-23 N6185Y DAMAGE-SUBS  LADELPHIA INTL INTENDED DESTI | CR-<br>PX-<br>TANTIAL       | ABT 850F      | 2 INSTRUCTIONAL 1 DUAL  OF OPERATION I FROM LANDING |  | AGE 52, 12352 TOTAL<br>HOURS, 368 IN TYPE,                                   |  |  |  |  |  |

| FILE   | DATE  | LOCATION        | AIRCRAFT DATA                               | INJ                      | UR I I        | S<br>M/   | N                               |  | PILOT DATA   |
|--------|---|-----------------|---|--------------------------|---------------|---|---------------------------------|--|--|
| 3-3598 | 11/30/72<br>TIME - 15   | AVOCA,PA<br>20  | BEECH D50<br>N634H<br>DAMAGE-DESTROYED      | CR-<br>PX-               | <u>1</u><br>0 | )   | 0                               | NONCOMMERCIAL<br>BUSINESS                | COMMERCIAL, AGE 48, 413<br>TOTAL HOURS, 8 IN TYPE,<br>INSTRUMENT RATED.      |
|        | MARTHA:<br>TYPE OF A  |                 |   |                          |               |   | OPERATION<br>G INITIAL APPROACH | INSTRUMENT MATERS                        |  |
|        | PROBABLE ( PILOT IN WEATHER MISCELL, FACTOR(S) WEATHER WEATHER BI WEATHER FO  |                 |   |                          |               |   |                                 |  |  |
|        | SKY CONDITORSCURATION  OBSCURATION  VISIBILITY  1/4 MILLO  OBSTRUCTION  NONE  |                 | PRI   | BOO<br>ECI<br>SNO<br>MPE | PIT<br>W      | AT ACCIDENT SITE  ATION AT ACCIDENT SITE  URE-F         |                                 |  |  |
|        | TYPE OF WEATHER CONDITIONS IFR REMARKS- UN MAINTAIN.ALT DRG ASR APCH, CRASHED ABT   |                 |   |                          | ΤY            | PE<br>[FR   |                                 | FLIGHT PLAN  IDT ICG CONDS,AIRMET.       |  |
|        |   |                 |   |                          |               |   | •                               |  |  |
| 3-3441 | 12/2/72<br>TIME - 204   | LITITZ,PA<br>40 | PIPER PA-23<br>N4040P<br>DAMAGE-SUBSTANTIAL | CR-<br>PX-               | 0             | )   | 1<br>0                          | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS | PRIVATE, AGE 31, 660<br>P TOTAL HOURS, 125 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | NAME OF AS<br>DEPARTURE<br>KANSAS<br>TYPE OF AG<br>ENGINE OF<br>GEAR COU  |                 |   | ΙN                       | FĹI           | OPERATION<br>GHT NORMAL CRUISE<br>G LEVEL OFF/TOUCHDOWN |                                 |  |  |
|        | PROBABLE CAUSE(S)  PILOT IN COMMAND - MISMANAGEMENT OF FUEL  MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION  TERRAIN - ROUGH/UNEVEN  FACTOR(S)  |                 |   |                          |               |   |                                 |  |  |
|        | MISCELLANEOUS ACTS, CONDITIONS - FAILURE OF TWO OR MORE ENGINES MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND |                 |   |                          |               |   |                                 |  |  |

| FILE   | DATE  | LOCATION                          | AIRCRAFT DATA                                    | INJU<br>F            | RIES<br>S M        | /N  | FLIGHT<br>PURPOSE               | PILOT DATA  |  |  |  |
|--------|---|-----------------------------------|--|----------------------|--------------------|---|---------------------------------|---|--|--|--|
|        | 12/19/72 DOW<br>TIME - 1650   |                                   |  | CR- 0<br>PX- 0       | 0                  | 0 1 NONCOMMERCIAL<br>0 0 PLEASURE/PERSONAL TRANSP | STUDENT, AGE 27, 79 TOTAL       |   |  |  |  |
|        |   | T - SHANNON FI                    | ELD<br>INTENDED DESTINATION<br>DOWNINGTOWN, PA   |                      |                    |   |                                 |   |  |  |  |
|        | TYPE OF ACCIDE  |                                   |  |                      | PHAS               | E 0   | F OPERATION                     |   |  |  |  |
|        |   | RE OR MALFUNCT                    | ION  | IN FLIGHT DESCENDING |                    |   |                                 |   |  |  |  |
|        | HARD LANDING  | i                                 |  |                      | LA                 | NDI   | NG POWER-OFF AUTOROTATI\        | 'E LANDING  |  |  |  |
|        | PROBABLE CAUSE(S)  PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE |                                   |  |                      |                    |   |                                 |   |  |  |  |
|        | COMPLETE POWER  | LOSS - COMPLE                     | TE ENGINE FAILURE/FLAM<br>T OF DEST.HARD AUTOROT | 1E0UT-1              | ENG I              | NE  |                                 |   |  |  |  |
| 3-3457 | 12/29/72 BED<br>TIME - 1212   | FORD, PA                          | CESSNA 310N<br>N41010                            | CR- 0                | 1                  | 0   | NONCOMMERCIAL                   | COMMERCIAL, FL.INSTR.,<br>AGE 58, 25475 TOTAL             |  |  |  |
|        | 11ME - 1212   |                                   | DAMAGE-SUBSTANTIAL                               | PA- 0                | U                  | U   | CURPTEREC                       | HOURS, 29475 TOTAL HOURS, 2945 IN TYPE, INSTRUMENT RATED. |  |  |  |
|        | NAME OF AIRPOR<br>DEPARTURE POIN<br>ALTOONA, PA   |                                   | INTENDED DESTINATION BEDFORD.PA                  |                      |                    |   |                                 | INSTRUMENT RATES.   |  |  |  |
|        | TYPE OF ACCIDE  | NT                                | 323.3.13,777                                     |                      | PHASE OF OPERATION |   |                                 |   |  |  |  |
|        | HARD LANDING  |                                   |  |                      |                    |   | NG LEVEL OFF/TOUCHDOWN          |   |  |  |  |
|        | GEAR COLLAPS  | Eυ                                |  |                      | LA                 | NUI   | NG LEVEL OFF/TOUCHDOWN          |   |  |  |  |
|        | PROBABLE CAUSE  |                                   |  |                      |                    |   |                                 |   |  |  |  |
|        | PILOT IN COM<br>FACTOR(S)   | MAND - IMPROPE                    | R LEVEL OFF                                      |                      |                    |   |                                 |   |  |  |  |
|        |   | WNDRAFT, UPDRAF                   | TS   |                      |                    |   |                                 |   |  |  |  |
|        |   |                                   | ONS - OVERLOAD FAILURE                           | •                    |                    |   |                                 |   |  |  |  |
|        |   | NG - NO BRIEFII<br>ST - UNKNOWN/N |  |                      |                    |   | -                               |   |  |  |  |
|        | SKY CONDITION   |                                   |  |                      |                    |   | AT ACCIDENT SITE                |   |  |  |  |
|        | CLEAR<br>VISIBILITY ÁT  | ACCIDENT SITE                     |  |                      | PREC               | ΙΡΙ   | ITED<br>TATION AT ACCIDENT SITE |   |  |  |  |
|        | 5 OR OVER OBSTRUCTIONS T  | CIDENT SITE                       |  | NO<br>RELA           |                    | E BEARING OF WIND                                 |                                 |   |  |  |  |
|        | NONE<br>WIND DIRECTION  |                                   |  | AT<br>DNIW           | ΙL                 | WIND 158-202 DEGREES<br>LOCITY-KNOTS              |                                 |   |  |  |  |
|        | 110   | D CONDITIONS                      |  |                      | 5<br>TVDE          | 0.5   | FLICHT DIAN                     |   |  |  |  |
|        | TYPE OF WEATHE  | v CONDITION2                      |  |                      | NO                 |   | FLIGHT PLAN                     |   |  |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA                             | INJU<br>F |     |                           | FLIGHT<br>PURPOSE   | PILOT DATA   |
|--------|--|---|---|-----------|-----|---------------------------|---|--|
|        |  | BLOCK ISLAND, RI                                | CESSNA 172L                               | CR- O     |     |                           | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                   | COMMERCIAL, AGE 58, 775<br>TOTAL HOURS, 250 IN TYPE<br>INSTRUMENT RATED. |
|        | NAME OF AIR<br>DEPARTURE P<br>NEWARK • N<br>TYPE OF ACC<br>HARD LAND   | OINT<br>J<br>IDENT                              | INTENDED DESTINATION<br>BLOCK ISLAND, RI  |           |     |                           | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN                       |  |
|        | PROBABLE CA<br>PILOT IN  | USE(S)<br>COMMAND - IMPROP                      | ER LEVEL OFF                              |           |     |                           |   |  |
| 3-3309 | 8/25/72<br>TIME - 1519   | BLOCK ISLAND, RI                                | BEECH B35<br>N8874A<br>DAMAGE-SUBSTANTIAL | CR- O     | 0 0 | 1 3                       | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                   | PRIVATE, AGE 44, 400 TOTAL HOURS, 336 IN TYPE NOT INSTRUMENT RATED.      |
|        | TYPE OF ACC  | IDENT   | INTENDED DESTINATION MARTHAS VINYARD MAS  | SS        |     |                           | F OPERATION   | NOT INSTRUMENT NATED.  |
|        | COLLISION WITH GROUND/WATER CONTROLLED  PROBABLE CAUSE(S)  PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS WEATHER - LOW CEILING FACTOR(S)  PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING TERRAIN - OTHER WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER CONSIDERABLY WORSE THAN FORECAST EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER |   |   |           |     |                           |   |  |
|        | 1/4 MILE   | AT ACCIDENT SITE<br>OR LESS<br>S TO VISION AT A |   |           | PRE | OO<br>CIPI<br>ONE<br>E OF | AT ACCIDENT SITE TATION AT ACCIDENT SITE WEATHER CONDITIONS |  |

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|        |  |  | DNIEFS                                      | OF AC  | 1 | DEN        | 13 |                        |   |  |  |
|--------|--|--|---|--|---|------------|----|------------------------|---|--|--|
| FILE   | DATE   | LOCATION   | AIRCRAFT DATA                               | I N.   |   | IES<br>S M |    | FLIGHT<br>PURPOSE      | PILOT DATA  |  |  |
| 3-3367 | 9/4/72<br>TIME - 081   |  |   | PRIVATE, AGE 43, 2500 P TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |   |            |    |                        |   |  |  |
|        | NAME OF AIRPORT - T.F.GREEN  DEPARTURE POINT INTENDED DESTINATION  EDGARTOWN, MASS PROVIDENCE, RI  TYPE OF ACCIDENT PHASE OF OPERATION  ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH  NOSE OVER/DOWN LANDING LEVEL OFF/TOUCHDOWN |  |   |  |   |            |    |                        |   |  |  |
|        | PILOT IN<br>MISCELLAI<br>MISCELLAI<br>TERRAIN -<br>COMPLETE PO   | AUSE(S)  COMMAND - MISMANA COMMAND - INADEQUI NEOUS ACTS, CONDITI NEOUS ACTS, CONDITI NEOUS ACTS, CONDITI NEOUS ACTS, CONDITI NEOUGH/UNEVEN DWER LOSS - COMPLE CIRCUMSTANCES - FOI |   |  |   |            |    |                        |   |  |  |
| 3-3532 | TIME - 095   |  | AERONCA 7AC<br>N4328E<br>DAMAGE-SUBSTANTIAL |  |   |            |    | MISCELLANEOUS<br>FERRY | COMMERCIAL, AGE 28, 1650<br>TOTAL HOURS, 53 IN TYPE,<br>INSTRUMENT RATED. |  |  |
|        | DEPARTURE POINT INTENDED DESTINATION  JACKSONVILLE, FLA HUNTSVILLE, ALA  TYPE OF ACCIDENT PHASE OF OPERATION  COLLIDED WITH DIRT BANK LANDING ROLL   |  |   |  |   |            |    |                        |   |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - HIDDEN OBSTRUCTIONS EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT LOW ON FUEL   |  |   |  |   |            |    |                        |   |  |  |
|        | VELIAKKO- LI   | REMARKS- FERRY FLT FOR MAINT.LNDD TO REFUEL ACFT FROM CAN OF FUEL ABOARD ACFT.   |   |  |   |            |    |                        |   |  |  |

| FILE   | DATE LO  | CATION  | AIRCRAFT DATA   | IN   | JUR I | ES<br>M/N   | FLI(<br>PURI | GHT<br>POSE       | PILOT DATA          |  |  |  |  |
|--------|--|---|---|--|-------|---|--------------|-------------------|---------------------|--|--|--|--|
|        | 8/4/72 KLINE,<br>TIME - 1000   |   |   | CR- O O 1 COMMERCIAL PX- O O AERIAL APPLICATION L                      |       |   |              |                   |                     |  |  |  |  |
|        | DEPARTURE POINT FAIRFAX,SC TYPE OF ACCIDENT ENGINE FAILURE NOSE OVER/DOWN  |   | NTENDED DESTINATION LOCAL   | ON  PHASE OF OPERATION IN FLIGHT SWATH RUN LANDING LEVEL OFF/TOUCHDOWN |       |   |              |                   |                     |  |  |  |  |
|        | MISCELLANEOUS A<br>TERRAIN - ROUGH<br>FACTOR(S)<br>MISCELLANEOUS A<br>MISCELLANEOUS A  | GINE STRUCTU<br>CTS,CONDITIO<br>CUNEVEN<br>CTS,CONDITIO<br>CTS,CONDITIO | RE CRANKSHAFT  NS - MATERIAL FAILURE  NS - SEPARATION IN FL  NS - WINDSHIELD, DIRTY                         |  |       |   | D VISION     |                   |                     |  |  |  |  |
|        | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE<br>EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND  |   |   |  |       |   |              |                   |                     |  |  |  |  |
|        | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1600 KIND OF CROP - OTHER PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 160 REMARKS- PROP SEPD,OIL ON WINDSHIELD.SPRAYING PEAN  |   |   |  |       | KIND OF OPERATION - SPRAYING CROPS  TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HEMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - UPWIND ANUTS-BENLATE. |              |                   |                     |  |  |  |  |
|        | ř  |   |   |  |       |   |              |                   |                     |  |  |  |  |
| 3-2816 | 8/5/72 CONWAY, SC CESSNA 182 CR 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 40, 1140 TIME - 1915 N5412B PX 0 0 3 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 166 IN TYPE DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION BARNWELL, SC MYRTLE BEACH, SC TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH OBJECT CROSS OF PHASE OF OPERATION COLLIDED WITH OBJECT LANDING ROLL |   |   |  |       |   |              |                   |                     |  |  |  |  |
|        | COMPLETE POWER LO<br>EMERGENCY CIRCUMS   | GINE STRUCTU<br>D - FAILED T<br>SS - COMPLET<br>TANCES - FOR            | RE OTHER<br>O SEE AND AVOID OBJEC<br>E ENGINE FAILURE/FLAM<br>CED LANDING OFF AIRPO<br>AMSHAFT & CRANKSHAFT | EOUT-  | 1 EN  | IGINE<br>ID   |              | ERG LNDG ON HWY.W | WING HIT ROADSIGNS. |  |  |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  | IN                                | JUR<br>F  | S                                     | I/N                     | FLIGHT<br>PURPOSE  |   |
|--------|--|---|--|-----------------------------------|-----------|---------------------------------------|-------------------------|--|---|
| 3-2864 | 8/7/72<br>TIME - 054<br>DEPARTURE<br>OZARK,/<br>TYPE OF AG   | WATERBORO,SC<br>+5<br>POINT<br>ALA<br>CCIDENT<br>-AILURE OR MALFUNC | CESSNA 150<br>N3555L<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>SUMPTER,SC   | CR-PX-                            | 0<br>0    | 0<br>0<br>0<br>0<br>0                 | 1<br>0<br>SE C          | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP  OF OPERATION ING FINAL APPROACH NG ROLL      | COMMERCIAL, AGE 23, 840<br>TOTAL HOURS, 174 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | MISCELLA<br>TERRAIN<br>FACTOR(S)<br>WEATHER<br>WEATHER<br>MISCELLA<br>COMPLETE B<br>WEATHER B<br>WEATHER F   | N COMMAND - CONTINUANCOUS ACTS, CONDIT                              | JED VFR FLIGHT INTO ADVIONS - FUEL EXHAUSTION  TONS - OVERLOAD FAILURE TE ENGINE FAILURE/FLAN Y FLIGHT SERVICE PERSO SUBSTANTIALLY CORRECT DRCED LANDING OFF AIRPO | E<br>MEOUT <del>-</del><br>ONNEL, | 1 E<br>B\ | ENG I                                 | NE                      |  |   |
|        | 1/2 MILE<br>OBSTRUCTIO<br>GROUND F<br>TYPE OF WE<br>IFR  | TION<br>Y AT ACCIDENT SITE<br>E OR LESS<br>DNS TO VISION AT AG      |  |                                   | F         | UN<br>PREC<br>NC<br>NINC<br>CA<br>YPE | IKNO<br>IP)<br>NE<br>VE | G AT ACCIDENT SITE DWN/NOT REPORTED TATION AT ACCIDENT SITE LOCITY-KNOTS FLIGHT PLAN |   |
| 3-3162 | TIME - 192<br>DEPARTURE  | POINT<br>N-SALEM,NC<br>CCIDENT                                      | CESSNA 172G<br>N4311L<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>BATESBURG,SC  | PX-                               | 0         | O<br>PHAS                             | 1<br>5E 0               | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP  OF OPERATION ING ROLL                        | PRIVATE, AGE 25, 56 TOTAL<br>HOURS, 6 IN TYPE, NOT<br>INSTRUMENT RATED.       |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVIFACTOR(S) TERRAIN - ROUGH/UNEVEN TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF APPROACHING DARKNESS ADVERSE/UNFAVORABLE WEATI |   |  |                                   |           |                                       | R (                     | CONDITIONS   |   |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA   | I N.        | JUR<br>F          | IES<br>S M           | /N  | FLIGHT<br>PURPOSE  | PILOT DATA   |
|--------|---|---|---|-------------|-------------------|----------------------|---|--|--|
| 3-2958 | 8/12/72<br>TIME - 16                        | GAFFNEY,SC<br>30  | LUSCOMBE 8E<br>N2489K<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX-  | 0                 | 0                    | 1<br>1  | NONCOMMERCIAL ,<br>PLEASURE/PERSONAL TRANSP                        | PRIVATE, AGE 40, 200 P TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.         |
|        | DEPARTURE<br>MONROE                         | CCIDENT   | INTENDED DESTINATION<br>GAFFNEY,SC  |             |                   | -                    |   | - OPERATION<br>NG ROLL   |  |
|        | PROBABLE<br>PILOT I                         |   | PER OPERATION OF BRAKES   | AND/OF      | R F               | LIG                  | HT (  | CONTROLS   |  |
| 3-3120 | DEPARTURE                                   | PELZER,SC<br>00<br>PDINT<br>RE,SC   | STINSON 108<br>N97283<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>PELZER,SC                      |             |                   |                      |   | •  | STUDENT, AGE 45, 25 TOTAL P HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.       |
|        | TYPE OF A ENGINE                            |   |   |             | Ρ                 | LA                   | NDI   | F OPERATION<br>NG <sup>T</sup> FINAL APPROACH<br>NG FINAL APPROACH |  |
|        | MISCELL<br>TERRAIN<br>COMPLETE<br>EMERGENCY | N COMMAND - IMPROF<br>ANEOUS ACTS, CONDIT<br>- HIGH OBSTRUCTIO<br>POWER LOSS - COMPL<br>CIRCUMSTANCES - F | PER OPERATION OF POWERPICIONS - FUEL STARVATION INS LETE ENGINE FAILURE/FLAF FORCED LANDING OFF AIRPO | MEOUT-      | 1 E               | NGI                  |   | NT CONTROLS  | ·  |
| 3-3400 | 9/4/72<br>TIME - 14                         | MCCOLL,SC   | PIPER PA-18A<br>N4890A<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION                                  | CR-<br>PX-  | 0                 | 0                    | 1 0   | COMMERCIAL<br>AERIAL APPLICATION                                   | COMMERCIAL, AGE UNK/NR,<br>3729 TOTAL HOURS, 980 IN<br>TYPE, INSTRUMENT RATED. |
|        | JOHNS,<br>TYPE OF A                         | NC<br>CCIDENT   | INTENDED DESTINATION LOCAL  |             | Р                 | HAS                  | E Of  | - OPERATION<br>IGHT SWATH RUN                                      |  |
|        | PROBABLE<br>PILOT I                         | CAUSE(S)<br>N COMMAND - MISJUD  | OGED CLEARANCE  |             |                   |                      |   |  |  |
|        | PILOT'S<br>GOGGLES<br>COCKPIT               | NED-PROPERLY<br>NSTALLED<br>FT OF PILOT   |   | G<br>C<br>C | LOV<br>RAS<br>RAS | ES ·<br>H HI<br>H B/ | OPERATION - SPRAYING CR<br>CHEMICAL USED - LÍQUID<br>- NOT USED<br>ELMET - AVAILABLE-USED<br>AR - NOT INSTALLED<br>-TYPE - LEVEL,FLAT | OPS<br>CHEMICAL-TOXIC  |  |

|  |   |   |  | F   | S M  | /N  | PURPOSE   | PILOT DATA  |  |  |
|--|---|---|--|---|--|---|---|---|--|--|
| 9/13/72<br>TIME - 174  | GREENWOOD, SC<br>5  | BEECH E33   | CR-  | 0   | 0  | 1   | NONCOMMERCIAL   | PRIVATE, AGE 53, 612  |  |  |
|  |   | INTENDED DESTINATION  |  |   |  |   |   |   |  |  |
| ABBEVIL  | LE SC   |   |  |   |  |   |   |   |  |  |
|  |   |   |  |   |  |   |   |   |  |  |
|  |   | TO ASSURE THE GEAR WAS  | DOMN   | AN  | D L  | OCKE  | ED.   |   |  |  |
| 9/15/72<br>TIME - 171  | JOHNS ISLAND, SC  | PIPER PA-28<br>N4825T<br>DAMAGE-SURSTANTIAL   | CR-<br>PX-   | 0   | 0<br>0   | 1<br>0  | INSTRUCTIONAL<br>SOLO   | STUDENT, AGE 25, 11 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.   |  |  |
| NAME OF AIR  | RPORT - JOHNS ISLA  |   |  |   |  |   |   | INSTRUMENT RATED.   |  |  |
| DEPARTURE JOHNS IS   | POINT<br>LAND•SC  | INTENDED DESTINATION LOCAL  |  |   |  |   |   |   |  |  |
| TYPE OF AC   | CIDENT  |   |  | Ρ   |  |   |   |   |  |  |
|  |   |   |  |   |  |   |   |   |  |  |
| PROBABLE CAUSE(S)  |   |   |  |   |  |   |   |   |  |  |
| PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL . PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS                           |   |   |  |   |  |   |   |   |  |  |
| FACTOR(S)  |   |   |  |   |  |   |   |   |  |  |
| MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING  REMARKS- PLT ON INITIAL SOLO OVERCONTROLLED IN ATTEMPT TO MAINTAIN DIRECTIONAL CONTROL. |   |   |  |   |  |   |   |   |  |  |
|  | 9/13/72 TIME - 174  NAME OF AI DEPARTURE ABBEVIL TYPE OF AC WHEELS-U  PROBABLE C PILOT IN  9/15/72 TIME - 171  NAME OF AI DEPARTURE JOHNS IS TYPE OF AC GROUND-W COLLIDED  PROBABLE C PILOT IN PILOT IN FACTOR(S) MISCELLAM | 9/13/72 GREENWOOD, SC TIME - 1745  NAME OF AIRPORT - GREENWOOD DEPARTURE POINT ABBEVILLE SC TYPE OF ACCIDENT WHEELS-UP  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED  9/15/72 JOHNS ISLAND, SC TIME - 1715  NAME OF AIRPORT - JOHNS ISLA DEPARTURE POINT JOHNS ISLAND, SC TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH OBJECT  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED PILOT IN COMMAND - IMPROPE FACTOR(S) MISCELLANEOUS ACTS, CONDITI | 9/13/72 GREENWOOD, SC BEECH E33 TIME - 1745 N3162  NAME OF AIRPORT - GREENWOOD DEPARTURE POINT ABBEVILLE SC GREENWOOD, SC TYPE OF ACCIDENT WHEELS-UP  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS  9/15/72 JOHNS ISLAND, SC PIPER PA-28 N4825T DAMAGE-SUBSTANTIAL  NAME OF AIRPORT - JOHNS ISLAND DEPARTURE POINT JOHNS ISLAND, SC LOCAL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH OBJECT  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONA PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LAN | 9/13/72 GREENWOOD, SC BEECH E33 CRTIME - 1745 N3162 PX-  NAME OF AIRPORT - GREENWOOD  DEPARTURE POINT INTENDED DESTINATION  ABBEVILLE SC GREENWOOD, SC  TYPE OF ACCIDENT  WHEELS-UP  PROBABLE CAUSE(S)  PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN  9/15/72 JOHNS ISLAND, SC PIPER PA-28 CRTIME - 1715 N4825T PX-  DAMAGE-SUBSTANTIAL  NAME OF AIRPORT - JOHNS ISLAND  DEPARTURE POINT INTENDED DESTINATION  JOHNS ISLAND, SC LOCAL  TYPE OF ACCIDENT  GROUND-WATER LOOP-SWERVE  COLLIDED WITH OBJECT  PROBABLE CAUSE(S)  PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CON  PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTR  FACTOR(S)  MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING | 9/13/72 GREENWOOD, SC BEECH E33 CR- 0 TIME - 1745 N3162 PX- 0  NAME OF AIRPORT - GREENWOOD DEPARTURE POINT INTENDED DESTINATION ABBEVILLE SC GREENWOOD, SC TYPE OF ACCIDENT WHEELS-UP  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AN  9/15/72 JOHNS ISLAND, SC PIPER PA-28 CR- 0 TIME - 1715 N4825T PX- 0  DAMAGE-SUBSTANTIAL  NAME OF AIRPORT - JOHNS ISLAND DEPARTURE POINT INTENDED DESTINATION JOHNS ISLAND, SC LOCAL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH OBJECT  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTRO PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING | 9/13/72 GREENWOOD, SC BEECH E33 CR- 0 0 TIME - 1745 N3162 PX- 0 0  NAME OF AIRPORT - GREENWOOD DEPARTURE POINT ABBEVILLE SC GREENWOOD, SC TYPE OF ACCIDENT WHEELS-UP  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOTED AND AND LOTED ACTOR OF THE GEAR WAS DOWN AND LOTED AND AND LOTED ACTOR OF THE GEAR WAS DOWN AND LOTED AND AND LOTED ACTOR OF THE GEAR WAS DOWN AND LOTED AND AND AND LOTED AND AND AND LOTED AND AND AND LOTED AND AND AND AND LOTED AND AND AND AND AND AND AND AND AND AN | 9/13/72 GREENMOOD, SC BEECH E33 CR- 0 0 1 TIME - 1745 N3162 PX- 0 0 1  NAME OF AIRPORT - GREENWOOD DEPARTURE POINT ABBEVILLE SC TYPE OF ACCIDENT WHEELS-UP  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKE  9/15/72 JOHNS ISLAND, SC PIPER PA-28 CR- 0 0 1 TIME - 1715 N4825T PX- 0 0 0 DAMAGE-SUBSTANTIAL  NAME OF AIRPORT - JOHNS ISLAND DEPARTURE POINT INTENDED DESTINATION JOHNS ISLAND, SC LOCAL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH OBJECT TAKEOF  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING | 9/13/72 GREENWOOD, SC BEECH E33 CR- 0 0 1 NONCOMMERCIAL TIME - 1745 N3162 PX- 0 0 1 PLEASURE/PERSONAL TRANSI DAMAGE-SUBSTANTIAL NAME OF AIRPORT - GREENWOOD DEPARTURE POINT ABBEVILLE SC TYPE OF ACCIDENT WHEELS-UP  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED  9/15/72 JOHNS ISLAND, SC TIME - 1715 DAMAGE-SUBSTANTIAL NAME OF AIRPORT - JOHNS ISLAND DEPARTURE POINT JOHNS ISLAND, SC TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH OBJECT  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING |  |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA                            | INJURIES<br>F S M/     | /N                | FLIGHT<br>PURPOSE   |         | PILOT DATA  |  |  |  |  |  |
|--------|--|--|--|------------------------|-------------------|---|---------|---|--|--|--|--|--|
| 3-3561 | 9/17/72<br>TIME - UN   | GAFFNEY, SC<br>K/NR  | CESSNA 140<br>N2218N<br>DAMAGE-DESTROYED | CR- 1 0<br>PX- 0 0     | 0                 | NONCOMMERCIAL<br>PLEASURE/PERSONAL T  | RANSP   | PRIVATE, AGE 52, 453 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.                          |  |  |  |  |  |
|        | DEPARTURE  | POINT  | INTENDED DESTINATION<br>EASTMAN, GA      |                        |                   |   |         | NATED •   |  |  |  |  |  |
|        | TYPE OF A  | NTON,NC<br>CCIDENT   | EASIMAN, GA                              | PHASE                  | E OF              | OPERATION   |         |   |  |  |  |  |  |
|        | COLLISI  | ON WITH GROUND/WATE  | R UNCONTROLLED                           | IN                     | FLI               | GHT UNCONTROLLED  | DESCENT |   |  |  |  |  |  |
|        |  | N COMMAND - CONTINU<br>N COMMAND - SPATIAL   | ED VFR FLIGHT INTO AD DISORIENTATION     | VERSE WEATHER          | R CC              | ONDITIONS   |         |   |  |  |  |  |  |
|        | PILOT I  | N COMMAND - INADEQU  | ATE PREFLIGHT PREPARA                    | TION AND/OR F          | PLAN              | INING   |         |   |  |  |  |  |  |
|        | WEATHER<br>WEATHER B   | THUNDERSTORM ACT<br>RIEFING - NO BRIEFI  | NG RECEIVED                              |                        |                   |   |         |   |  |  |  |  |  |
|        | WEATHER F  | ORECAST - FORECAST<br>IRCRAFT - LATER REC  | SUBSTANTIALLY CORRECT                    |                        |                   |   |         |   |  |  |  |  |  |
|        | SKY CONDI  |  |  |                        |                   | AT ACCIDENT SITE  |         |   |  |  |  |  |  |
|        |  | I/NOT REPORTED 'Y AT ACCIDENT SITE   |  |                        |                   | IN/NOT REPORTED<br>TATION AT ACCIDENT S                                       | SITE    |   |  |  |  |  |  |
|        | UNKNOWN  | /NOT REPORTED  | CIDENT CITE                              | RA1                    | IN.               | WEATUER CONSTITUTE  |         |   |  |  |  |  |  |
|        | UNKNOWN<br>TYPE OF F   | INS TO VISION AT ACION ATON AT ACION ATON AT ACION AT ACION ATON ATON ATON ATON ATON ATON ATON AT | CIDENT SITE                              | IFF                    |                   | WEATHER CUNDITIONS  |         |   |  |  |  |  |  |
|        |  | NONE<br>REMARKS- LINE OF THUNDERSTORMS IN AREA.  |  |                        |                   |   |         |   |  |  |  |  |  |
| 3-3190 | 9/21/72  | RIDGE SPRINGS+SC   | HUGHES 269A                              | CR- 0 0                | 1                 | COMMERCIAL  |         | COMMERCIAL EL INSTR.  |  |  |  |  |  |
|        | TIME - 11  | 31   | N8735F<br>DAMAGE-SUBSTANTIAL             | PX- 0 0                | ō                 | AERIAL APPLICATION  |         | COMMERCIAL, FL.INSTR.,<br>AGE 25, 623 TOTAL HOURS,<br>ALL IN TYPE, NOT INSTRU-<br>MENT RATED. |  |  |  |  |  |
|        | DEPARTURE  | POINT  | INTENDED DESTINATION LOCAL               |                        |                   |   |         | MENT RATED.   |  |  |  |  |  |
|        | RIDGE<br>TYPE OF A   | SPRINGS,SC<br>ACCIDENT   | LOCAL                                    | PHASE                  | F OF              | OPERATION   |         |   |  |  |  |  |  |
|        |  | FAILURE OR MALFUNCT  |  | IN                     | FLI               | GHT NORMAL CRUISE<br>IG POWER-OFF AUTORO                                      | TATIVE  | LANDING   |  |  |  |  |  |
|        |  |  | POWERPLANT FAILURE                       | FOR UNDETERM:          | INEC              | ) REASONS   |         |   |  |  |  |  |  |
|        | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND |  |  |                        |                   |   |         |   |  |  |  |  |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES  | IOURS IN CROP CONTRO<br>CROP - COTTON<br>SEAT BELT - NOT FA<br>NOT USED  | IL - UNKNOWN/NOT REPOR<br>STENED         | TYPE<br>GLOVE<br>COCKE | OF<br>ES -<br>PIT | OPERATION - SPRAYIN<br>CHEMICAL USED - LIG<br>NOT USED<br>CRASHPAD - NOT INST | OUID CH | EMICAL-TOXIC  |  |  |  |  |  |
|        | TERRAIN  | AR - NOT INSTALLED<br>I-TYPE - LEVEL,FLAT<br>LNDD IN SOFT PLOWED   | FLD.                                     |                        |                   | PPER-LOCATION - AFT<br>IN-HOW FLOWN - UNKNO                                   |         |   |  |  |  |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  | INJU       | JRIE<br>S                   | S<br>M/N                                   | FLIGHT<br>PURPOSE  | PILOT DATA  |
|--------|--|---|--|------------|-----------------------------|--|--|---|
|        | 10/12/72<br>TIME - 162:<br>NAME OF AII<br>DEPARTURE<br>NORFOLK<br>TYPE OF AC<br>AIRFRAME<br>COLLIDED<br>PROBABLE C.<br>AIRFRAME<br>MISCELLAI | SPARTANBURG, SC  RPORT - SPARTANBUR POINT , VA CIDENT FAILURE ON GROUN: WITH PARKED AIRCH AUSE(S) - LANDING GEAR BI NEOUS ACTS, CONDITION | CESSNA 206 N5017U DAMAGE-SUBSTANTIAL RG DNTN INTENDED DESTINATION SPARTANBURG, SC RAFT RAKING SYSTEM (NORMAL | CR- (PX- ( | PHA<br>T                    | SE (                                       | NONCOMMERCIAL<br>BUSINESS<br>OF OPERATION<br>FROM LANDING<br>FROM LANDING              | PRIVATE, AGE 36, 219 TOTAL HOURS, 55 IN TYPE, NOT INSTRUMENT RATED. |
| 3-2986 | NAME OF AID<br>DEPARTURE DEPARTURE DE<br>LEMMON, S<br>TYPE OF ACC  | -<br>RPORT - LEMMON MUN<br>POINT<br>DAK<br>CIDENT<br>ATER LOOP-SWERVE   | CESSNA 170A<br>N5740C<br>DAMAGE-SUBSTANTIAL<br>ICIPAL<br>INTENDED DESTINATION<br>LOCAL                       |            | РНД                         | SE (                                       | INSTRUCTIONAL TRAINING  OF OPERATION OFF RUN   | STUDENT, AGE 38, 40 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
|        | FACTOR(S) PILOT IN WEATHER -   | COMMAND - FAILED  | NG RECEIVED  |            | _                           | ING  | WIND   |   |
|        | 5 OR OVER<br>OBSTRUCTION<br>NONE<br>WIND DIRECT<br>40  | AT ACCIDENT SITE  | CIDENT SITE  |            | PRE<br>N<br>REL<br>WIN<br>1 | OOOO<br>CIPI<br>ONE<br>ATIV<br>EFT<br>D VE | G AT ACCIDENT SITE  CONTROL OF WIND CROSS WIND 248-292 D CROST WIND STANDS FRIGHT PLAN |   |

| FILE   | DATE  | LOCATION  | * AIRCRAFT DATA   |        | F    | SM    | 1/N  | PURPOSE                                   | PILOT DATA   |
|--------|---|---|---|--------|------|-------|------|---|--|
|        | 8/20/72<br>TIME - 0920  | PIERRE,S DAK<br>D<br>RPORT - PIERRE MU<br>POINT<br>DAK<br>CIDENT                                    | DAMAGE-SUBSTANTIAL  |        |      | PHAS  | SE C | NONCOMMERCIAL                             | PRIVATE, AGE 74, 3000 TOTAL HOURS, 502 IN TYPE, NOT INSTRUMENT RATED.        |
|        | PROBABLE CA<br>PILOT IN<br>FIRE AFTER   | COMMAND - FAILED  | O TO EXTEND LANDING GEAR  | ₹      |      |       |      |   |  |
| 3-2836 |   | CANTON, S DAK<br>7  | NARDI SA FN-333<br>N623<br>DAMAGE-SUBSTANTIAL   | P X -  | 0    | 0     | 1    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF | CERTIFICATE OTHER, AGE<br>47, 650 TOTAL HOURS, 10 IN<br>TYPE, NOT INSTRUMENT |
|        | TDEPARTURE POINT INTENDED DESTINATION  KANSAS CITY,MO  TYPE OF ACCIDENT  ENGINE FAILURE OR MALFUNCTION  GEAR COLLAPSED  RATED.  RATED.                    |   |   |        |      |       |      |   |  |
|        | MISCELLAN<br>TERRAIN -<br>FACTOR(S)<br>MISCELLAN<br>COMPLETE PO<br>EMERGENCY (  | COMMAND - INADEG<br>NEOUS ACTS, CONDIT<br>- ROUGH/UNEVEN<br>NEOUS ACTS, CONDIT<br>DWER LOSS - COMPL | QUATE PREFLIGHT PREPARATIONS - OIL EXHAUSTION-ITIONS - OVERLOAD FAILURE ETE ENGINE FAILURE/FLATE FORCED LANDING OFF AIRPORTURE OIL CAP. | ENGINE | ·1 6 | JBR I | CAT  | TION SYSTEM                               |  |
| 3-3254 | 10/7/72<br>TIME - 0850  | MIOLAND,S DAK<br>)  | PIPER PA-22<br>N1426A<br>DAMAGE-DESTROYED   |        |      |       |      |   | PRIVATE, AGE 40, 550 TOTAL HOURS, 373 IN TYPE, NOT INSTRUMENT RATED.         |
|        | DAMAGE-DESTROYED  DEPARTURE POINT INTENDED DESTINATION  MIDLAND,S DAK PIERRE,S DAK  TYPE OF ACCIDENT PHASE OF OPERATION  STALL MUSH TAKEOFF INITIAL CLIMB |   |   |        |      |       |      |   | NOT INDINGUICAN MATERIA  |
|        | FÁCTOR(S)<br>TERRAIN -  | COMMAND - FAILED<br>- HIGH OBSTRUCTION  | O TO OBTAIN/MAINTAIN FLY<br>DNS<br>DCATED ON RISING TRRN.   | YING S | PEE  | Đ     |      |   |  |

| FILE  | DATE   | LOCATION   | AIRCRAFT DATA              | INJU           | RIES       |   | FLIGHT                        | PILOT DATA   |
|-------|--|--|----------------------------|----------------|------------|---|-------------------------------|--|
|       | 10/20/72 NR.MURDO,S DAK<br>TIME - 1530   |  |                            | CR- 0<br>PX- 0 |            |   |                               | COMMERCIAL, AGE 25, 2100<br>TOTAL HOURS, 1345 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|       | DEPARTURE POINT<br>MURDO,S DAK<br>TYPE OF ACCIDEN<br>STALL MUSH                            |  | INTENDED DESTINATION LOCAL |                |            |   | F OPERATION<br>IGHT SWATH RUN |  |
|       |  | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN F |                            |                |            |   |                               |  |
|       | COCKPIT CRASH<br>TANK/HOPPER-LI  |  |                            | CRAS           | нн<br>нв   | OPERATION - SPRAYING<br>CHEMICAL USED - LIQU<br>- NOT USED<br>ELMET - AVAILABLE-USE<br>AR - NOT INSTALLED<br>-TYPE - HILLY<br>UN-HOW FLOWN - UNKNOW | D                             |  |
| -3173 |  |  | DAMAGE-SUBSTANTIAL         | CR- 0<br>PX- 0 | 0          | 1   | NONCOMMERCIAL<br>BUSINESS     | AIRLINE TRANSPORT, AGE 48, 8592 TOTAL HOURS, 200 IN TYPE, INSTRUMENT RATEO.        |
|       | DEPARTURE POINT<br>SEVIERVILLE,<br>TYPE OF ACCIDEN<br>COLLIDED WITH                        | TENN<br>T  | INTENDED DESTINATION LOCAL | 1              | PHAS<br>LA | E O   | F OPERATION<br>NG OTHER       |  |
|       | PROBABLE CAUSE( PILOT IN COMM PILOT IN COMM TERRAIN - HIG EMERGENCY CIRCUI REMARKS- GOT TO | LNDD IN TREES.   |                            |                |            |   |                               |  |

| FILE   | DATE   | LOCATION                           | AIRCRAFT DATA  | IN.                            | URIES<br>S M | /N   | FLIGHT<br>PURPOSE   | PILOT   | DATA                   |  |  |
|--------|--|------------------------------------|--|--------------------------------|--------------|--|---|---|------------------------|--|--|
| 3-3466 | 9/15/72 NR<br>TIME - 0845  | JACKSON, TENN                      | PIPER PA-25<br>N4747Y<br>DAMAGE-SUBSTANTIAL                                | CR-<br>PX-                     | 0 0<br>0 0   | 1  | COMMERCIAL<br>ASSOC CROP CTL ACT                          | COMMERCIAL, A IVITY TOTAL HOURS, TYPE, NOT INS RATED. | GE 30, 1538<br>1015 IN |  |  |
|        | NAME OF AIRPORT - SOD DUSTER STRIP DEPARTURE POINT INTENDED DESTINA HUMBOLT,TENN LOCAL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE   | INTENDED DESTINATION LOCAL         |  | PHASE OF OPERATION TAKEOFF RUN |              |  |   |   |                        |  |  |
|        | FACTOR(S)<br>TERRAIN -   | COMMAND - FAILE<br>WET,SOFT GROUND |  | AL CONI                        | ROL          |  |   |   |                        |  |  |
|        | TERRAIN - HIGH VEGETATION  SPECIAL DATA  TOTAL HOURS IN CROP CONTROL - 1015  KIND OF CROP - UNKNOWN/NOT REPORTED  PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED  GOGGLES - NOT USED  COCKPIT CRASHPAD - INSTALLED  TANK/HOPPER-LOCATION - FORWARD OF PILOT  ELEVATION—AREA BEING TREATED—FEET - 300 |                                    |  |                                |              | KIND OF OPERATION - SEEDING CROPS TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - ROLLING SWATH RUN-HOW FLOWN - WIND CALM |   |   |                        |  |  |
| 3-2991 | TIME - 1315  DEPARTURE P  TRIMBLE,  TYPE OF ACC  | DINT<br>TENN                       | PIPER PA-25<br>N6306Z<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>LOCAL |                                | PHAS         | E O  | COMMERCIAL AERIAL APPLICATION  F OPERATION IGHT SWATH RUN | COMMERCIAL, A<br>TOTAL HOURS,<br>NOT INSTRUMEN        |                        |  |  |
|        | FACTOR(S)  |                                    | TO SEE AND AVOID OBJEC   | OBSTR                          | UCT          | TIONS  |   |   |                        |  |  |
|        | SPECIAL DATA  TOTAL HOURS IN CROP CONTROL - 676  KIND OF CROP - COTTON  PILOT'S SEAT BELT - FASTENED-PROPERLY  GOGGLES - NOT USED  TANK/HOPPER-LOCATION - FORWARD OF PILOT  ELEVATION-AREA BEING TREATED-FEET - 330  FIRE AFTER IMPACT  REMARKS- HIT WIRES. PLT DIED 9/30/72.                  |                                    |  |                                |              | KIND OF OPERATION — DEFOLIATION (LIQUID) TYPE OF CHEMICAL USED — LIQUID CHEMICAL—TOXIC GLOVES — NOT USED CRASH HELMET — AVAILABLE—USED TERRAIN—TYPE — ROLLING SWATH RUN—HOW FLOWN — WIND CALM                |   |   |                        |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA                               | INJURIES<br>F S M/N               | FLIGHT<br>PURPOSE  | PILOT DATA   |  |  |
|--------|--|---|---|-----------------------------------|--|--|--|--|
| 3-2703 | 10/4/72  <br>TIME - 19<br>DEPARTURE<br>JACKSO<br>TYPE OF A | NR.KNOXVILLE,TENN<br>30<br>Point ir<br>nville,fla   | CESSNA 337G<br>N1826M<br>DAMAGE-SUBSTANTIAL | CR- 0 0 1<br>PX- 0 0 0            | NONCOMMERCIAL<br>BUSINESS  | PRIVATE, AGE 49, 13005<br>TOTAL HOURS, 700 IN TYPE,<br>INSTRUMENT RATED,                 |  |  |
|        | PILOT II FACTOR(S) WEATHER WEATHER WEATHER WEATHER WEATHER | N COMMAND - CONTINUED N COMMAND - MISJUDGED - LOW CEILING - RAIN  | ) ALTITUDE                                  | /ERSE WEATHER C                   | ONDITIONS  |  |  |  |
|        | VISIBILIT 1/2 MIL OBSTRUCTION FOG TYPE OF FOON             | TION /NOT REPORTED Y AT ACCIDENT SITE E OR LESS ONS TO VISION AT ACCI LIGHT PLAN CONTO FLT, LNDD ON ARF |   | 400<br>PRECIPI<br>RAIN<br>TYPE OF | AT ACCIDENT SITE  TATION AT ACCIDENT SITE  WEATHER CONDITIONS MINIMUMS |  |  |  |
| 3-3189 | 10/13/72<br>TIME - 00                                      | OLIVER SPGS,⊤ENN<br>05  | CESSNA 172K<br>N79433<br>DAMAGE-DESTROYED   |                                   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                              | COMMERCIAL, FL.INSTR.,<br>AGE 30, 1379 TOTAL HOURS,<br>310 IN TYPE, INSTRUMENT<br>RATED. |  |  |
|        | KNOXVI   | POINT IN<br>LLE,TENN<br>CCIDENT<br>ON WITH GROUND/WATER   | LOCAL                                       |                                   | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE                             |  |  |  |
|        | PILOT II<br>MISCELL<br>FACTOR(S)<br>TERRAIN<br>FIRE AFTE   | N COMMAND - MISJUDGET<br>N COMMAND - PHYSICAL<br>ANEOUS ACTS, CONDITION<br>- HIGH OBSTRUCTIONS          |   |                                   |  |  |  |  |

| FILE   | DATE  | LOCATION                            | AIRCRAFT DATA  | INJ        | URIE<br>S   | S<br>4/N                            | FLIGHT<br>PURPOSE  | PILOT DATA  |
|--------|---|-------------------------------------|--|------------|---|-------------------------------------|--|---|
| 3-3523 |   | EADS,TENN<br>5<br>POINT<br>ON,TENN  | CESSNA 150L N18142 DAMAGE-DESTROYED INTENDED DESTINATION UNKNOWN/NOT REPORTE   | CR-<br>PX- | 1 0<br>1 0  | 0                                   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP  | PRIVATE, AGE 29, 51 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.     |
|        | TYPE OF ACCIDENT<br>STALL SPIN  |                                     | ONNION NO. NE. ONTE  |            |   |                                     | F OPERATION<br>IGHT OTHER  |   |
|        | MISCELLA  | COMMAND - FAILE<br>NEOUS ACTS,CONDI | D TO OBTAIN/MAINTAIN FL<br>TIONS — UNWARRANTED LOW<br>ENDS HOUSES.STALLED FROM | FLYING     |   | ICAL                                | L BANK.  |   |
| 3-2936 | 10/22/72<br>TIME - 094  | KINGSTON,TENN<br>5                  | PIPER PA-24<br>N1190<br>DAMAGE-SUBSTANTIAL                                     |            | 0 0<br>0 0  | 1 2                                 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF  | PRIVATE, AGE 52, 8500 P TOTAL HOURS, 1300 IN TYPE, NOT INSTRUMENT RATED.      |
|        | DEPARTURE I<br>MIAMI,FI<br>TYPE OF ACC<br>OVERSHOOT   | CIDENT                              | INTENDED DESTINATION<br>KINGSTON, TENN   |            | PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCHDOWN<br>LANDING ROLL |                                     | NG LEVEL OFF/TOUCHDOWN   | KATED.  |
|        | FACTOR(S)   | COMMAND - MISJU                     | DGED DISTANCE AND SPEED IES - AIRPORT CONDITION                                | S WET      | RUNW  | ΔY                                  |  |   |
| 3-3064 | DEPARTURE   | POINT                               | DAMAGE-DESTROYED INTENDED DESTINATION  | CR-<br>PX- | 0 0<br>0 0  | 1 0                                 | COMMERCIAL<br>AERIAL APPLICATION   | COMMERCIAL, AGE 36, 2000<br>TOTAL HOURS, 950 IN TYPE<br>NOT INSTRUMENT RATED. |
|        | SUNRAY,TI<br>TYPE OF ACC<br>STALL   |                                     | LOCAL  |            | PHA<br>I  | SE C                                | F OPERATION<br>IGHT PROCEDURE TURNAROUN  | ND  |
|        | PROBABLE CA   |                                     | D TO OBTAIN/MAINTAIN FL  | YING SE    | EED   |                                     |  |   |
|        | SPECIAL DATA  TOTAL HOURS IN CROP CONTROL - 300  KIND OF CROP - GRAIN FIELDS  PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED  GOGGLES - NOT USED  COCKPIT CRASHPAD - NOT INSTALLED  TANK/HOPPER-LOCATION - FORWARD OF PILOT  ELEVATION-AREA BEING TREATED-FEET - 3500  PROCEDURE TURNAROUND - FIRST 1/3 OF TURN |                                     | OWN/NOT REPORTED  NSTALLED ORWARD OF PILOT ATED-FEET - 3500                    |            | TYP<br>GLO<br>CRA<br>CRA<br>TER                                   | E OF<br>VES<br>SH F<br>SH E<br>RAIN | OPERATION - SPRAYING CRO<br>CHEMICAL USED - LIQUID (<br>- NOT USED<br>ELMET - AVAIALABLE-NOT US<br>AR - NOT INSTALLED<br>-TYPE - LEVEL, FLAT<br>UN-HOW FLOWN - CROSSWIND | CHEMICAL-NONTOXIC   |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   | INJ<br>F          | JRIE<br>S                  | S<br>M/N                     | FLIGHT<br>PURPOSE   |   |  |  |
|--------|--|---|---|-------------------|----------------------------|------------------------------|---|---|--|--|
| 3-2717 | 4/17/72 DATIME - 1830  NAME OF AIRPO DEPARTURE POI  CANTON,TEX TYPE OF ACCIO   | ALLAS,TEX<br>ORT - WHITE ROCK<br>ORT<br>SENT  | PIPER PA-28<br>N95177<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX-<br>OT- | PHA                        | 1 0 1 1 SE C                 | NONCOMMERCIAL PLEASURE/PERSONAL TO F OPERATION NG FINAL APPROACH                                | PRIVATE, AGE 20, 174<br>RANSP TOTAL HOURS, 25 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |
|        | PERSONNEL -<br>FACTOR(S)   | MMAND - FAILED<br>- MISCELLANEOUS-  | TO SEE AND AVOID OTHER<br>PERSONNEL PILOT OF OT<br>TO FOLLOW APPROVED PRO             | HER AI            | RCRA                       |                              | IVES,ETC.   |   |  |  |
|        | CONTROLLING<br>TRAFFIC ADV<br>CONTROL ZON<br>HORIZONTAL<br>EVASIVE ACT   | G AGENCY - NO CO<br>ISORY ISSUED -<br>IE/AREA - NO<br>COLLISION ANGLE<br>ION TAKEN - NO | .VED - SMALL US GEN.AV.<br>INTROL'<br>NONE<br>DEGREES - 180<br>D LCL ESTABLISHED PROC |                   | R AD<br>CON<br>CON<br>V ER | AR C<br>TROL<br>VERG<br>TICA | TL/SURVEILLANCE - RAI<br>LED/UNCONTROLLED AIR:<br>ENCE ANGLE-DEGREES -<br>L COLLISION ANGLE-DEG | GREES - 5   |  |  |
| 3-2717 | NAME OF AIRPO<br>DEPARTURE POI<br>DALLAS,TEX   | RT - WHITE ROCK<br>NT   | PIPER PA-28<br>N1512J<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL          |                   | 0 0                        | 1                            |   | STUDENT, AGE 48, 31 TOTAL RANSP HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.       |  |  |
|        | COLLISION WITH AIRCRAFT BOTH IN FLIGHT  PROBABLE CAUSE(S)  PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT  PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT  FACTOR(S)   |   |   |                   |                            |                              |   |   |  |  |
|        | PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC.  SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVSMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - NO HORIZONTAL COLLISION ANGLE-DEGREES - 360 EVASIVE ACTION TAKEN - NO REMARKS- N1512J LNDD ON TOP OF N95177. N95177 ALTIMETER READING ABT 260FT LOW. |   |   |                   |                            |                              |   |   |  |  |

|        |   |   | BRIEF:   | S UF A         |                     | DENI                                | 2                     |  |  |
|--------|---|---|--|----------------|---------------------|-------------------------------------|-----------------------|--|--|
| FILE   | DATE LOC  | ATION                                     | AIRCRAFT DATA  |                |                     | IES<br>S M/                         | N                     | FLIGHT<br>PURPOSE  | PILOT DATA   |
| 3-3074 | 6/15/72 SANTA R<br>TIME - 1830<br>NAME OF AIRPORT -<br>DEPARTURE POINT  |   | PIPER PA-25<br>N4713V<br>DAMAGE-SUBSTANTIAL<br>AGENDED DESTINATION   |                |                     |                                     |                       | COMMERCIAL<br>AERIAL APPLICATION   | COMMERCIAL, AGE 22, 2030<br>TOTAL HOURS, 800 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | SANTA ROSA, TEX<br>TYPE OF ACCIDENT<br>COLLIDED WITH &  |   | LOCAL  |                |                     |                                     |                       | OPERATION GHT STARTING SWATH RUN   |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND FACTOR(S) TERRAIN - HIGH C   |   | SEE AND AVOID OBJEC  | CTS OR         | 08                  | STRU                                | CT1                   | IONS   |  |
|        | SPECIAL DATA TOTAL HOURS IN C KIND OF CROP - C PILOT'S SEAT BEL GOGGLES - NOT US COCKPIT CRASHPAD TANK/HOPPER-LOCA ELEVATION-AREA | OTȚON<br>T - UNKNOWN<br>ED<br>TION - FORW | VNOT REPORTED OARD OF PILOT  |                | T<br>GI<br>CI<br>TI | YPE<br>LOVE<br>RASH<br>RASH<br>ERRA | OF<br>S -<br>HE<br>BA | OPERATION - SPRAYING CF<br>CHEMICAL USED - LIQUID<br>- USED -<br>ELMET - AVAILABLE-USED<br>IR - INSTALLED<br>-TYPE - LEVEL, FLAT<br>NN-HOW FLOWN - WIND CALM | CHEMICAL-TOXIC   |
| 3-2771 | 6/25/72 AMARILL<br>TIME - 1230  |   | CESSNA 182<br>N92282<br>DAMAGE-SUBSTANTIAL   |                |                     |                                     |                       | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS   | PRIVATE, AGE 21, 67 TOTAL<br>SP HOURS, 6 IN TYPE, NOT<br>INSTRUMENT RATED.     |
|        | NAME OF AIRPORT - DEPARTURE POINT AMARILLO,TEX TYPE OF ACCIDENT HARD LANDING  |   | NTENDED DESTINATION<br>LOCAL   |                | P                   |                                     |                       | - OPERATION<br>NG LEVEL OFF/TOUCHDOWN  |  |
|        | FACTOR(S)   | - IMPROPER                                | LEVEL OFF<br>RECOVERY FROM BOUNCE<br>NS - POORLY PLANNED A   |                |                     | G                                   |                       |  |  |
| 3-2828 | 6/30/72 TOYAH, 1  | EX  | ROLLANDER LS-1C<br>N85AA   |                |                     |                                     |                       | MISCELLANEOUS<br>AIR SHOW/RACING   | COMMERCIAL, AGE 48, 1000<br>TOTAL HOURS, 372 IN TYPE,                          |
|        | DEPARTURE POINT<br>MARFA TEX<br>TYPE OF ACCIDENT<br>STALL   | I   | DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION<br>MARFA TEX   |                |                     | PE<br>HASE                          | COS<br>OF             | ROUTE STOP<br>STEX<br>OPERATION<br>OF FINAL APPROACH   | NOT INSTRUMENT RATED.  |
|        | MISCELLANEOUS -<br>FACTOR(S)<br>PILOT IN COMMAND<br>EMERGENCY CIRCUMST  | EVASIVE MAN - IMPROPER ANCES - PRE        | UNSUITABLE TERRAIN<br>EUVER TO AVOID COLLIS<br>IN-FLIGHT DECISIONS<br>CAUTIONARY LANDING DI<br>AY TRAFFIC DURING LDO | OR PL<br>F AIR | POR                 | Т                                   | SE                    | LOW WITH A HIGH ANGLE (  | DF BANK.   |

| FILE   | DATE LOCATION   | AIRGRAFT DATA   | INJURIES<br>F S M/N    | FLIGHT<br>PURPOSE  | PILOT DATA  |
|--------|---|---|------------------------|--|---|
| 3-2774 | 7/1/72 ROCKWELL, TEX<br>TIME - 1532   | SCHWEIZER SGS1-2<br>N1119S<br>DAMAGE-SUBSTANTIAL        | CR- 0 0 1<br>PX- 0 0 0 |  | STUDENT, AGE 36, 22 TOTAL<br>HOURS, 12 IN TYPE, NOT<br>INSTRUMENT RATED.  |
|        | NAME OF AIRPORT - ROCKWEL DEPARTURE POINT ROCKWELLTEX TYPE OF ACCIDENT GEAR COLLAPSED   | L<br>INTENDED DESTINATION<br>LOCAL                      |                        | OF OPERATION<br>ING LEVEL OFF/TOUCHDOW                           | N   |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - SELE FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, COND EMERGENCY CIRCUMSTANCES - REMARKS- ENCNTRD HIGH SIN | ITIONS - OVERLOAD FAILUR<br>FORCED LANDING OFF AIRPO    |                        |  |   |
| 3-3383 | 7/4/72 ROCKWELL,TEX<br>TIME - 1509  | SCHWEIZER SGS233<br>N7769S<br>DAMAGE-SUBSTANTIAL        | PX- 0 0 0              |  | STUDENT, AGE 48, 5 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.  |
|        | NAME OF AIRPORT - ROCKWAL<br>DEPARTURE POINT<br>ROCKWELL, TEX<br>TYPE OF ACCIDENT<br>UNDERSHOOT<br>COLLIDED WITH WIRES/PO                               | L<br>INTENDED DESTINATION<br>LOCAL                      | PHASE ·<br>L AND       | OF OPERATION<br>ING FINAL APPROACH<br>ING FINAL APPROACH         |   |
|        |   | UDGED DISTANCE AND ALTITUED TO SEE AND AVOID OBJECTIONS |                        | TIONS  |   |
| 3-3385 | 7/6/72 GALVESTON, TEXTIME - 1030  | CESSNA 150F<br>N6875F<br>DAMAGE-SUBSTANTIAL             | PX- 0 0 0              |  | STUDENT, AGE 47, 71 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | NAME OF AIRPORT - SCHOLES DEPARTURE POINT TOMBALL, TEX TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED   |   | PHASE LAND             | OF OPERATION<br>ING LEVEL OFF/TOUCHDOW<br>ING LEVEL OFF/TOUCHDOW | N   |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPR FACTOR(S) MISCELLANEOUS ACTS, COND MISCELLANEOUS ACTS, COND   |   | E                      |  |   |

| FILE  | DATE   | LOCATION   | AIRCRAFT DATA   | INJ   | JRII<br>S                | S<br>M/                        | N                              | FLIGHT<br>PURPOSE  | PILOT DATA   |  |  |
|-------|--|--|---|---|--------------------------|--------------------------------|--------------------------------|--|--|--|--|
|       | 7/10/72<br>TIME - 15   | WHARTON,TEX<br>345   | CESSNA 188<br>N9702V<br>DAMAGE-DESTROYED                  | CR-<br>PX-  | 0 (                      | )<br>)                         | 1<br>0                         | COMMERCIAL<br>AERIAL APPLICATION   | COMMERCIAL, AGE 24, 346<br>TOTAL HOURS, 44 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |
|       |  | I,TEX  | JNI<br>INTENDED DESTINATION<br>LOCAL                      |   |                          |                                |                                | OPERATION  | •  |  |  |
|       | STALL  |  |   |   |                          | N                              | FLI                            | GHT PROCEDURE TURNAR   | DUND   |  |  |
|       | PROBABLE<br>PILOT I  |  | TO OBTAIN/MAINTAIN FLY                                    | ING SP  | EED                      |                                |                                |  |  |  |  |
|       | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>ELEVATI   | ATA  JOURS IN CROP CONTRI  CROP — COTTON  S SEAT BELT — UNKNOT  NOT USED  CRASHPAD — INSTALI  PPER—LOCATION — FOR  ON—AREA BEING TREA'  JRE TURNAROUND — SEC | WN/NOT REPORTED<br>LED<br>WARD OF PILOT<br>TED-FEET - 100 |   | GLI<br>GLI<br>CRI<br>CRI | PE<br>DVE<br>ASH<br>ASH<br>RRA | OF-<br>S -<br>HE<br>.BA<br>IN- | OPERATION - SPRAYING CHEMICAL USED - LIOUI NOT USED LMET - AVAILABLE-USED R - INSTALLED TYPE - LEVEL, FLAT N-HOW FLOWN - CROSSWI | D CHEMICAL-TOXIC   |  |  |
| -3220 | 7/10/72<br>TIME - 10   | TEXARKANA, TEX   | CESSNA 150<br>N6026G<br>DAMAGE-SUBSTANTIAL                |   | 0 (                      | )                              | 1                              | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA   | PRIVATE, AGE 30, 82 TOTAL<br>NSP HOURS, 45 IN TYPE, NOT<br>INSTRUMENT RATED. |  |  |
|       | NAME OF A<br>DEPARTURE<br>TEXARKA  |  |   |   |                          |                                |                                |  |  |  |  |
|       | TYPE OF A  | PHASE OF OPERATION TAKEOFF ABORTED   |   |   |                          |                                |                                |  |  |  |  |
|       | PROBABLE CAUSE(S) . PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF |  |   |   |                          |                                |                                |  |  |  |  |
|       | WEATHER<br>MISCELL<br>WEATHER B  |  | IONS - DOWNWIND<br>ING RECEIVED                           | TION AN   | D/0I                     | ₹ P                            | LAN                            | NING   |  |  |  |
|       | SKY CONDI<br>BROKEN  |  |   | CEILING AT ACCIDENT SITE 3200   |                          |                                |                                |  |  |  |  |
|       | 5 OR OV  |  |   | PRECIPITATION AT ACCIDENT SITE NONE                                       |                          |                                |                                |  |  |  |  |
|       | OBSTRUCTI<br>NONE<br>TEMPERATU   | ONS TO VISION AT A   | CCIDENT SITE  | RELATIVE BEARING OF WIND TAIL WIND 158-202 DEGREES WIND DIRECTION-DEGREES |                          |                                |                                |  |  |  |  |
|       | 89   | OCITY-KNOTS  |   |   |                          | 200                            |                                | WEATHER CONDITIONS   |  |  |  |
|       | 10<br>TYPE OF F<br>NONE  | LIGHT PLAN   |   |   | . '1                     |                                |                                |  |  |  |  |
|       |  | NUNE<br>REMARKS- TKOF RWY01,1800FT SOD STRIP.  |   |   |                          |                                |                                |  |  |  |  |

| FILE            |   | AIRCRAFT DATA                              |   |  | PILOT DATA   |
|-----------------|---|--|---|--|--|
| 3-3213          | 7/11/72 BAYLOR, TEX<br>TIME - 1127  | CESSNA 140<br>N89691<br>DAMAGE-SUBSTANTIAL | CR- 0 0 2<br>PX- 0 0 0  | INSTRUCTIONAL  | COMMERCIAL, FL.INSTR.,<br>AGE 58, 4449 TOTAL HOURS,<br>450 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|                 | NAME OF AIRPORT - RANCH :<br>DEPARTURE POINT<br>BAYLOR,TEX<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFU<br>NOSE OVER/DOWN | INTENDED DESTINATION                       | PHASE O<br>TAKEO<br>LANDII  | F OPERATION<br>FF INITIAL CLIMB<br>NG LEVEL OFF/TOUCHDO  |  |
|                 |   |  | E<br>GINE   |  |  |
| 3 <b>-3</b> 423 | DEPARTURE POINT   | DAMAGE-SUBSTANTIAL                         | CR- 0 0 1<br>PX- 0 0 0  | COMMERCIAL<br>AERIAL APPLICATION   | COMMERCIAL, AGE 43, 1429<br>TOTAL HOURS, 110 IN TYPE,<br>NOT INSTRUMENT RATED.                 |
|                 | GARDEN CITY, TEX TYPE OF ACCIDENT COLLIDED WITH WIRES/PO  |  | PHASE OF  | OPERATION<br>IGHT SWATH RUN  |  |
|                 | PROBABLE CAUSE(S) PILOT IN COMMAND - FAIL FACTOR(S) TERRAIN - HIGH OBSTRUCT MISCELLANEOUS ACTS, COND                        |  | CTS OR OBSTRUCT   | IONS   |  |
|                 | KIND OF CROP - COTTON PILOT'S SEAT BELT - FAS GOGGLES - NOT USED COCKPIT CRASHPAD - INST                                    | FORWARD OF PILOT<br>REATED-FEET - 2730     | TYPE OF<br>GLOVES -<br>CRASH HI<br>CRASH BI<br>TERRAIN-<br>SWATH RI | CHEMICAL USED - LIQU<br>- NOT USED<br>ELMET - AVAILABLE-USE<br>RR - INSTALLED<br>-TYPE - LEVEL,FLAT<br>JN-HOW FLOWN - UNKNOW | ID CHEMICAL-TOXIC  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA                             | INJ<br>F   | IUR<br>:    | IES<br>S M               | /N                             | FLIGHT<br>PURPOSE   | PILOT DATA   |
|--------|--|--|---|------------|-------------|--------------------------|--------------------------------|---|--|
| 3-2786 | 7/25/72<br>TIME - 183<br>NAME OF AI<br>DEPARTURE<br>BELLVILL<br>TYPE OF AC<br>OVERSHOO | BELLVILLE, TEX 15  RPORT - GRAWUNDER POINT E, TEX CIDENT   | CESSNA 170B                               | CR-<br>PX- | 0           | 0<br>0<br>HAS<br>LA      | 1 N(<br>2 PI<br>5 OF (         | ONCOMMERCIAL  | PRIVATE, AGE 28, 205 POTAL HOURS, 99 IN TYPE, NOT INSTRUMENT RATED.                            |
|        | PILOT IN<br>MISCELLA<br>FACTOR(S)<br>AIRFRAME<br>MISCELLA<br>MISCELLA                  | N COMMAND - MISJUDGE<br>N COMMAND - FAILED<br>NEOUS ACTS, CONDITION<br>E - LANDING GEAR BE<br>NEOUS ACTS, CONDITION<br>NEOUS ACTS, CONDITION |   | SYSTEM     | 1)          |                          |                                | ERVE<br>TO KEEP FM RUNNING OFF  | = END.   |
| 3-2805 | TIME - 153   | 30   | DAMAGE-DESTROYED                          | CR-<br>PX- | 0           | 0                        | 0 A                            | DMMERCIAL<br>SSOC CROP CTL ACTIVITY   | COMMERCIAL, FL.INSTR.,<br>AGE 28, 1378 TOTAL HOURS,<br>ALL IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | DEPARTURE<br>SILVERTO  | CCIDENT  | MUNI<br>INTENDED DESTINATION<br>LOCAL     |            | Ρ           |                          |                                | DPERATION<br>INITIAL CLIMB  |  |
|        | FACTOR(S)  |  | TO OBTAIN/MAINTAIN FLY                    | ING SF     | PEE         | D                        |                                |   |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HOR                                   | OURS IN CROP CONTROL<br>CROP - GRAIN FIELD:  | N∕NOT REPORTED<br>TALLED<br>MARD OF PILOT |            | G<br>C<br>C | YPE<br>LOV<br>RAS<br>RAS | OF CHES - I<br>H HELI<br>H BAR | PERATION - SPRAYING CRO<br>HEMICAL USED - LIQUID O<br>NOT USED<br>MET - AVAILABLE-USED<br>- INSTALLED<br>YPE - LEVEL,FLAT |  |

| FILE            | DATE  | LOCATION  | AIRCRAFT DATA   | INJURIE:<br>F S I                   | 5<br>1/N | FLIGHT<br>PURPOSE  |  |  |  |  |  |  |
|-----------------|---|---|---|-------------------------------------|----------|--|--|--|--|--|--|--|
| 3 <b>-</b> 3296 | 8/3/72<br>TIME - 0  | AUSTIN,TEX<br>923<br>AIRPORT - ROBT.MUELL   | LOCKHEED PV-1<br>N446DD<br>DAMAGE-SUBSTANTIAL   | CR- 0 0<br>PX- 0 0                  | 1 2      | NONCOMMERCIAL<br>BUSINESS  | COMMERCIAL, AGE 57,<br>20470 TOTAL HOURS, 308 IN<br>TYPE, INSTRUMENT RATED.    |  |  |  |  |  |
|                 | TIPE UF   | FAILURE OR MALFUNCT   |   | II                                  | ۱ FL     | F OPERATION<br>IGHT NORMAL CRUISE<br>NG LEVEL OFF/TOUCHDOW                 | ın   |  |  |  |  |  |
|                 | PROBABLE CAUSE(S)  PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION  MISCELLANEOUS ACTS, CONDITIONS - OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM  PILOT IN COMMAND - IMPROPER IFR OPERATION  PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND  FACTOR(S)  PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT  AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY WEATHER - RAIN |   |   |                                     |          |  |  |  |  |  |  |  |
|                 | MISCEL<br>MISCEL<br>PARTIAL<br>WEATHER<br>WEATHER   | LANEOUS ACTS, CONDITI<br>LANEOUS ACTS, CONDITI<br>POWER LOSS - PARTIAL<br>BRIEFING - BRIEFED E<br>FORECAST - FORECAST | ONS - HYDROPLANING ON<br>LOSS OF POWER - 1 ENG<br>Y FLIGHT SERVICE PERSO<br>SUBSTANTIALLY CORRECT | ENGINE RSONNEL, BY PHONE            |          |  |  |  |  |  |  |  |
|                 | B R O K E N   | SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE  |   |                                     |          | CEILING AT ACCIDENT SITE 900 PRECIPITATION AT ACCIDENT SITE                |  |  |  |  |  |  |
|                 | 5 OR 0'   |   | CIDENT SITE   | RAIN SHOWERS<br>TEMPERATURE-F<br>76 |          |  |  |  |  |  |  |  |
|                 | WIND DIR<br>100   | ECTION-DEGREES  |   | WIND VELOCITY-KNOTS  8              |          |  |  |  |  |  |  |  |
|                 | IFR   | WEATHER CONDITIONS  | T DTDMD ANNHALED DAY S  | I                                   | R        | FLIGHT PLAN WY AVBL.USED WRONG SW  | EOD MANIBERS   |  |  |  |  |  |
|                 | KEMAKK3-  | CAUSE OF OIL EXH NO   | II DIRMOSANNOALED DAT E   | . ACDITIO                           | N N      | WY AVELOUSED WRONG SW  | FUR W/WIFEKS.  |  |  |  |  |  |
| 3-2733          | 8/4/72<br>TIME - 0  | DEL RIO,TEX<br>730  | PIPER PA-28<br>N5319L<br>DAMAGE-SUBSTANTIAL   | CR- 0 0<br>PX- 0 0                  | 1        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA                                     | PRIVATE, AGE 37, 290<br>NSP TOTAL HOURS, 197 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |  |  |
|                 | DEPARTURI<br>RNK R.<br>TYPE OF A<br>OVERSHO   | ACCIDENI  | H STRIP<br>INTENDED DESTINATION<br>HOUSTON, TEX   | PHA:                                | AND I    | ROUTE STOP<br>VILLE,TEX<br>F OPERATION<br>NG LEVEL OFF/TOUCHDOW<br>NG ROLL | 'N   |  |  |  |  |  |
|                 | PILOT :   |   | ED DISTANCE AND SPEED   |                                     |          |  |  |  |  |  |  |  |
|                 | FACTOR(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS  |   |   |                                     |          |  |  |  |  |  |  |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | IN         | JUR:   | ES<br>M, | /N     | FLIGHT<br>PURPOSE                                   | PILOT DATA  |
|--------|--|--|---|------------|--------|----------|--------|---|---|
| 3-2732 | 8/4/72<br>TIME - 1845<br>NAME OF AIR<br>DEPARTURE R<br>STAMFORD<br>TYPE OF ACC | STAMFORD, TEX  RPORT - ARLEDGE F POINT TEX CIDENT        | CESSNA 150H<br>N23313<br>Damage-substantial   | CR-<br>PX- | 0<br>0 | 0<br>0   | 1<br>0 | INSTRUCTIONAL TRAINING OPERATION                    | STUDENT, AGE 42, 18 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.               |
|        | MISCELLAN  | R/DOWN<br>AUSE(S)<br>- LANDING GEAR<br>NEOUS ACTS,CONDIT | WHEELS,TIRES,AXLES<br>IONS - MATERIAL FAILURE<br>ERVICING,INSPECTION IN                         |            |        | LAI      | ND IN  | IG ROLL IG ROLL ENANCE AND INSPECTION               |   |
| 3-2860 | 8/6/72<br>TIME - 1915  | WAXAHACHIE,TEX   | BEECH B23<br>N5094T<br>DAMAGE-SUBSTANTIAL   | PX-        | 0      | 0        | 1 2    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS            | PRIVATE, AGE 23, 116 P TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED.                    |
|        | DEPARTURE I  | RPORT - O'BRIEN A<br>POINT                               | IRPARK INTENDED DESTINATION   |            |        |          |        |   |   |
|        | TYPE OF ACC  | CIDENT   | WAXAHACHIE, TEX   |            |        | LA       | ND IN  | OPERATION<br>IG LEVEL OFF/TOUCHDOWN<br>IG GO-AROUND |   |
|        | PILOT IN<br>PILOT IN<br>FACTOR(S)  | COMMAND - SELECT<br>COMMAND - MISJUD                     | ED WRONG RUNWAY RELATIV<br>GED DISTANCE AND SPEED<br>D IN INITIATING GO-AROU<br>IONS - DOWNWIND |            | EXI    | 11 T 3   | NG N   | IND   |   |
|        | PILOT IN   | COMMAND - IMPROP   | ER RECOVERY FROM BOUNCE   | D LAN      | DIN    | ;        |        |   |   |
| 3-3112 |  | DALLAS, TEX  | PIPER PA-28<br>N6700J<br>DAMAGE-SUBSTANTIAL   |            | 0      | 0        | 2      | INSTRUCTIONAL<br>DUAL                               | COMMERCIAL, FL.INSTR.,<br>AGE 24, 685 TOTAL HOURS,<br>245 IN TYPE, INSTRUMENT<br>RATED. |
|        | DALLAS, TE   | X  | INTENDED DESTINATION LOCAL  |            |        |          |        | OPERATION  HOPERATION                               | NATEU.  |
|        |  |  | D ACTION IN ABORTING TA   | KEOFF      |        |          |        | >   |   |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA  | IN.        | JUR<br>=              | IES<br>S M/                                 | 'N                      | FLIGHT<br>PURPOSE   | PILOT DATA  |
|--------|---|--|--|------------|-----------------------|---|-------------------------|---|---|
| 3-3109 | 8/9/72<br>TIME - 111  | SEBASTIAN, TEX   | SNOW 600S2C<br>N1628S<br>DAMAGE-SUBSTANTIAL                                  | CR-<br>PX- | 0                     | 0   | 1 0                     | COMMERCIAL<br>AERIAL APPLICATION  | COMMERCIAL, FL.INSTR., AGE 30, 1373 TOTAL HOURS, 342 IN TYPE, NOT INSTRU-     |
|        | SEBASTIA<br>TYPE OF AC  |  | INTENDED DESTINATION<br>LOCAL  |            |                       |   |                         | F OPERATION<br>IGHT SWATH RUN   | MENT RATEU.   |
|        | PROBABLE O  |  | TO SEE AND AVOID OBJEC   | CTS OR     | ОВ                    | STRU  | JCT                     | IONS  |   |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HOP                | OURS IN CROP CONTR<br>CROP - COTTON<br>SEAT BELT - UNKNO<br>- NOT USED | WN/NOT REPORTED<br>STALLED<br>RWARD OF PILOT                                 |            | T<br>G<br>C<br>C<br>T | YPE<br>LOVE<br>Rash<br>Rash<br>Err <i>i</i> | OF<br>S H<br>H B<br>H B | OPERATION - DEFOLIATI CHEMICAL USED - LIQUI NOT USED ELMET - AVAILABLE-USED AR - INSTALLED -TYPE - LEVEL,FLAT UN-HOW FLOWN - CROSSWI    | D CHEMICAL-NONTOXIC   |
| 3-3091 | 8/19/72<br>TIME - 090   | SHALLOWATER, TEX   | PIPER PA-25<br>N6098Z<br>DAMAGE-SUBSTANTIAL                                  | CR-<br>PX- | 0                     | 0   | 1                       | COMMERCIAL<br>AERIAL APPLICATION  | COMMERCIAL, AGE 22, 574<br>TOTAL HOURS, 205 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | SHALLOWA<br>TYPE OF AC  | NTER,TEX   | INTENDED DESTINATION LOCAL   |            | P                     | HASE  | : 01                    | F OPERATION   |   |
|        | ENGINE F  | AILURE OR MALEUNC  | TION<br>ER CONTROLLED  |            |                       | ΙN  | FL:                     | IGHT PULLUP FROM SWAT<br>NG LEVEL OFF/TOUCHDOW  | H RUN<br>N  |
|        | TERRAIN<br>COMPLETE P   | NT - MISCELLANEOU<br>- ROUGH/UNEVEN<br>POWER LOSS - COMPL              | S POWERPLANT FAILURE F<br>ETE ENGINE FAILURE/FLAN<br>ORCED LANDING OFF AIRPO | MEOUT-     | l E                   | NGIN  |                         | D REASONS   |   |
|        | TYPE OF<br>GLOVES -<br>CRASH HE<br>CRASH BA<br>TERRAIN-<br>SWATH RU | OURS IN CROP CONTR<br>CHEMICAL USED - L                                | IQUID CHEMICAL-TOXIC   |            | P<br>G<br>C<br>T      | ILOT<br>OGGL<br>OCKF<br>ANK/                | S<br>ES<br>IT<br>HOI    | OPERATION - SPRAYING<br>SEAT BELT - UNKNOWN/N<br>- NOT USED<br>CRASHPAD - INSTALLED<br>PPER-LOCATION - FORWAR<br>ON-AREA BEING TREATED- | OT RÉPORTED<br>D OF PILOT   |

|        |  | N AIRCRAFT DATA   | INJURIES<br>F S M/N                                  | FLIGHT<br>PURPOSE                                       | PILOT DATA   |
|--------|--|---|--|---|--|
| 3-3100 | 8/22/72 MERTZON, TEX<br>TIME - 1213<br>DEPARTURE POINT<br>SAN ANGELO, TEX<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MA<br>COLLIDED WITH DITCH | CESSNA 150J<br>N61112<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>SAN ANGELO,TEX   | CR- 0 0 1<br>PX- 0 0 0<br>LAST EN<br>MCCA<br>PHASE 0 | INSTRUCTIONAL SOLO ROUTE STOP MEY,TEX FORMAL CRUISE     | STUDENT, AGE 39, 28 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.  |
|        | MISCELLANEOUS ACTS,C<br>MISCELLANEOUS ACTS,C   | MPROPER OPERATION OF POWERP<br>ONDITIONS - ANTI-ICING/DEIC<br>ONDITIONS - ICE-CARBURETOR<br>AILED TO MAINTAIN DIRECTION           | ING EQUIPMENT-I                                      |   | DR.FAILED TO USE   |
|        | TERRAIN - OTHER COMPLETE POWER LOSS - WEATHER BRIEFING - BRI WEATHER FORECAST - UNK  | CONDUCTIVE TO CARB./INDUCTI COMPLETE ENGINE FAILURE/FLA EFED BY FLIGHT SERVICE PERS NOWN/NOT REPORTED S - FORCED LANDING OFF AIRP | MEOUT-1 ENGINE<br>ONNEL, BY PHONE                    |   |  |
|        | SKY CONDITION BROKEN VISIBILITY AT ACCIDENT 5 OR OVER OBSTRUCTIONS TO VISION   |   | 10000<br>PRECIPI<br>NONE<br>TEMPERA                  | TATION AT ACCIDENT SIT                                  | re   |
|        | NONE<br>TYPE OF WEATHER CONDIT<br>VFR<br>REMARKS- SWERVED OFF D  |   | 85<br>TYPE OF<br>VFR                                 | FLIGHT PLAN   |  |
| 3-3023 | NAME OF AIRPORT - WICH   | DAMAGE-SUBSTANTIAL  | CR- 0 0 1<br>PX- 0 0 1                               | NONCOMMERCIAL<br>CORP/EXEC                              | COMMERCIAL, AGE 31, 1090<br>TOTAL HOURS, 633 IN TYPE,<br>INSTRUMENT RATED. |
|        | TYPE OF ACCIDENT PROPELLER/ROTOR FAIL MISCELLANEOUS  | URE PROPELLER   | IN FL  | F OPERATION<br>IGHT NORMAL CRUISE<br>IGHT NORMAL CRUISE |  |
|        | MISCELLANEOUS ACTS,C   | ER AND ACCESSORIES BLADES<br>ONDITIONS - FATIGUE FRACTU<br>ONDITIONS - VIBRATION, EXCES   | SIVE   |   |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | INJURIES                                 | FLIGHT   |                                   | PILOT DATA   |
|--------|--|--|---|--|--|-----------------------------------|--|
| 3-3022 | 8/22/72<br>TIME - 064<br>NAME OF AI<br>DEPARTURE<br>DE LEON,<br>TYPE OF AC | DE LEON,TEX<br>O<br>RPORT - DE LEON MU   | CALLAIR A-9 N3576G DAMAGE-SUBSTANTIAL NICIPAL INTENDED DESTINATION LOCAL  | CR- 0 0 PX- 0 0                          | OF OPERATION   | CTL ACTIV1TY                      | COMMERCIAL, AGE 33, 3960<br>TOTAL HOURS, 280 IN TYPE,<br>INSTRUMENT RATED. |
|        | FACTOR(S) WEATHER WEATHER WEATHER BR                                       | AUSE(S) COMMAND - FAILED - UNFAVORABLE WINE - SUDDEN WINDSHIFT IEFING - NO BRIEFI RECAST - UNKNOWN/M                                     | CONDITIONS ING RECEIVED   |  |  |                                   |  |
|        | 5 OR OVE   | AT ACCIDENT SITE<br>R<br>NS TO VISION AT AC  | CCIDENT SITE  | UNL<br>PRECI<br>NON                      | NG AT ACCIDEN<br>IMITED<br>PITATION AT A<br>E<br>DF WEATHER CO                 | CCIDENT SITE                      |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HOP<br>SWATH RU           | JRS IN CROP CONTRO<br>CROP - OTHER<br>SEAT BELT - UNKNOW<br>- NOT USED<br>CRASHPAD - NOT INS<br>PER-LOCATION - FOR<br>N-HOW FLOWN - UNKN | IN/NOT REPORTED STALLED RWARD OF PILOT                                    | TYPE<br>GLOVE<br>CRASH<br>CRASH<br>TERRA | OF CHEMICAL U<br>S - NOT USED<br>HELMET - AVA<br>BAR - NOT IN<br>IN-TYPE - LEV | ILABLE-USED<br>STALLED<br>EL,FLAT | CHEMICAL-NONTOXIC  |
| 3-3272 | NAME OF AI   | RPORT - EAGLE MTN  | LAKE LA-4 N5021L DAMAGE-SUBSTANTIAL LAKE INTENDED DESTINATION SAGINAW,TEX | CR- 0 0<br>PX- 0 0                       | 1 NONCOMMERC<br>2 BUSINESS   | IAL                               | PRIVATE, AGE 40, 322<br>TOTAL HOURS, 134 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | COLLIDED  PROBABLE C.  | CIDENT<br>WITH OBJECT  |   |  | OF OPERATION<br>DING ROLL  |                                   |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA  | I N J      | UR I<br>S | ES<br>M/             | 'N           | FLIGHT<br>PURPOSE                                      | PILOT DATA   |
|--------|---|--|--|------------|-----------|----------------------|--------------|--|--|
|        | 8/28/72<br>TIME - 08<br>NAME OF A<br>DEPARTURE<br>MANOR,TI<br>TYPE OF A<br>GROUND-I<br>COLL IDE | MANOR, TEX  IRPORT - BIRDS NES POINT EX CCIDENT WATER LOOP-SWERVE D WITH DIRT BANK  CAUSE(S) | BELLANCA 7ACA<br>N9136L<br>DAMAGE-SUBSTANTIAL<br>IT<br>INTENDED DESTINATION<br>LOCAL | CR-<br>PX- | 0<br>0    | O<br>O<br>ASE<br>LAN | 1 NO<br>0 PL | NCOMMERCIAL<br>EASURE/PERSONAL TRA<br>PERATION<br>ROLL | PRIVATE, AGE 23, 51 TOTAL<br>ANSP HOURS, 4 IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | PILOT II  | N COMMAND - FAILED   | TO MAINTAIN DIRECTIONA   | AL CONT    | ROL       |                      |              |  |  |
| 3-3137 | 8/30/72<br>TIME - 14  | WILDORADO,TEX<br>20  | CESSNA 172<br>N5631A<br>DAMAGE-SUBSTANTIAL   |            | 0         | 0                    | 1 IN<br>0 SO | STRUCTIONAL<br>LO                                      | STUDENT, AGE 42, 41 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.    |
|        | DEPARTURE   | LO,TEX<br>CCIDENT  |  |            | РН        | TU<br>ASE            | JCUMCA       | TE STOP<br>RI,N MEX<br>PERATION<br>ROLL                |  |
|        |   | N COMMAND - SELECTE  | D UNSUITABLE TERRAIN S - AIRPORT CONDITIONS  | S SOFT     | · RU      | NWA                  | ۱Y           |  |  |
| 3-3352 | 9/3/72<br>TIME - 12   |  | CESSNA 150G<br>N2958S<br>DAMAGE-SUBSTANTIAL  |            |           |                      |              | NCOMMERCIAL<br>ACTICE                                  | STUDENT, AGE 28, 24 TOTAL<br>HOURS, 16 IN TYPE, NOT<br>INSTRUMENT RATED.     |
|        | DEPARTURE   | WOOD,TEX<br>CCIDENT<br>NDING   | INTENDED DESTINATION LOCAL   |            |           | LAN                  | DING         | PERATION<br>LEVEL OFF/TOUCHDOW<br>LEVEL OFF/TOUCHDOW   | wn   |
|        | FACTOR(S)   | N COMMAND - IMPROPE  | R LEVEL OFF<br>ONS - OVERLOAD FAILURE  | <b>.</b>   |           |                      |              |  |  |

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| FILE   | DATE  | LOCATION  | AIRCRAFT DATA  | INJ<br>F         | URIE<br>S     | S<br>M/N           | FLIGHT<br>PURPOSE  | PILOT DATA   |
|--------|---|---|--|------------------|---------------|--------------------|--|--|
|        |   | FRIEND SWOOD, TEX   | PIPER PA-28<br>N6380R<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-       | 0 0           | 1<br>1             | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                          | PRIVATE, FL. INSTR., AGE<br>46, 169 TOTAL HOURS, 25 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | DEPARTURE<br>CLOVER<br>TYPE OF A<br>ENGINE  |   | NTENDED DESTINATION<br>CLOVER FIELD  |                  | PH A<br>I     | SE C<br>N FL       | RROUTE STOP<br>S CITY<br>F OPERATION<br>IGHT DESCENDING<br>NG ROLL |  |
|        | MISCELL<br>AIRPORT<br>COMPLETE<br>EMERGENCY | N COMMAND - MISMANAG<br>ANEOUS ACTS,CONDITIO<br>S/AIRWAYS/FACILITIES<br>POWER LOSS - COMPLET<br>CIRCUMSTANCES - FOR | NS - FUEL STARVATION<br>- AIRPORT CONDITIONS<br>E ENGINE FAILURE/FLAM<br>CED LANDING ON AIRPOR | EOUT-1<br>T/SEAP | ENG<br>LANE   | BAS                | SE/HELIPT•<br>I LND DWN WND•OVERRAN RNWY:                          | •FACTOR DARKNESS   |
| 3-3394 | 9/8/72<br>TIME - 15                         | ZAPATA,TEX<br>00  | PIPER PA-34<br>N1035U<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-       | 0 0           | 1                  | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                          | PRIVATE, AGE 50, 313 TOTAL HOURS, 141 IN TYPE, NOT INSTRUMENT RATED.                     |
|        | DEPARTURE                                   | CKTON, TEX<br>CCIDENT   | NTENDED DESTINATION ZAPATA, TEX  |                  |               |                    | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN                              |  |
|        | FACTOR(S)                                   | CAUSE(S)<br>N COMMAND - IMPROPER<br>- UNFAVORABLE WIND  |  |                  |               |                    |  |  |
|        | VISIBILIT                                   | OBSCURATION<br>Y AT ACCIDENT SITE<br>ER   | JOSNI CLIS   |                  | PRE<br>R      | 000<br>CIPI<br>AIN | AT ACCIDENT SITE TATION AT ACCIDENT SITE                           |  |
|        | NONE<br>WIND DIRE<br>50                     | ONS TO VISION AT ACC  | IDENI SITE   |                  | 6<br>WIN<br>2 | 5<br>D VE<br>O     | TURE-F<br>LOCITY-KNOTS   |  |
|        | VFR   | EATHER CONDITIONS<br>NOSE GEAR,RIGHT PROP   | ELLER AND WINDSHIELD   | DAMAGE           | U             |                    | FLIGHT PLAN<br>WN/NOT REPORTED                                     |  |

| FILE   | DATE LOC  | CATION  | AIRCRAFT DATA   | INJUR<br>F                                 | IES<br>S M/N                    | FLIGHT<br>PURPOSE   | PILOT DATA  |
|--------|---|---|---|--|---------------------------------|---|---|
| 3-3506 | 9/14/72 DALLAS, TIME - 1900  NAME OF AIRPORT - DEPARTURE POINT DALLAS, TEX TYPE OF ACCIDENT COLLIDED WITH TO COLLIDED WITH TO PROBABLE CAUSE(S) PILOT IN COMMAND MISCELLANEOUS AC PILOT IN COMMAND FACTOR(S) TERRAIN - HIGH CEMERGENCY CIRCUMST | RED BIRD INVIRES/POLES FREES O - FAILED TO O - EXERCISED TS,CONDITION O - PHYSICAL DBSTRUCTIONS FANCES - PREC | PIPER PA-32 N1246T DAMAGE-DESTROYED  ITENDED DESTINATION LOCAL  D SEE AND AVOID OBJECT POOR JUDGMENT IS - UNWARRANTED LOW IMPAIRMENT  CAUTIONARY LANDING ON FECTED OR KNOWN AIRCR | CR- OPX- OPX- OPX- OPX- OPX- OPX- OPX- OPX | 1 0 3  HASE CIN FL LANDI STRUCT | NONCOMMERCIAL PLEASURE/PERSONAL TRANSF F OPERATION IGHT BUZZING NG FINAL APPROACH | P TOTAL HOURS, 8 IN TYPE, NOT INSTRUMENT RATED.                     |
| i−3474 | TIME - 1415  DEPARTURE POINT LAMPASAS,TEX TYPE OF ACCIDENT STALL MUSH PROBABLE CAUSE(S)   | IN<br>O - FAILED TO<br>RAFT,UPDRAFTS  | N1154  DAMAGE-SUBSTANTIAL ITENDED DESTINATION TEMPLE, TEX  O OBTAIN/MAINTAIN FLY  | *PX- 0                                     | 0 1<br>HASE O                   | NONCOMMERCIAL PLEASURE/PERSONAL TRANSF F OPERATION IGHT NORMAL CRUISE             | COMMERCIAL, AGE 40, 3280 TOTAL HOURS, 22 IN TYPE, INSTRUMENT RATED. |
|        | SKY CONDITION SCATTERED VISIBILITY AT ACCI 5 OR OVER OBSTRUCTIONS TO VI NONE  |   | DENT SITE   | Р  | 4500<br>RECIPI<br>NONE          | AT ACCIDENT SITE  TATION AT ACCIDENT SITE  TURE-F                                 |   |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA   | INJU<br>F                 | RIES<br>S M | /N   | FLIGHT<br>PURPOSE                   | PILOT DATA   |
|--------|---|---|---|---------------------------|-------------|------|-------------------------------------|--|
| 3-2759 | 9/27/72 \<br>TIME - 1755  |   | PIPER PA-24   | CR- 0                     | 0           | 1    |                                     | PRIVATE, AGE 30, 1965                                |
|        | NAME OF AIR   | PORT - MCGREGOR<br>DINT   | INTENDED DESTINATION  |                           |             |      |                                     |  |
|        | WACO, TEX   |   | KILEEN, TEX   |                           |             |      |                                     |  |
|        | TYPE OF ACC   | IDEN I<br>[LURE OR MALFUN(  | CTION   |                           |             |      | F OPERATION<br>IGHT CLIMB TO CRUISE |  |
|        | GEAR COLL   |   | CITON   |                           | _           |      | NG ROLL                             |  |
| ć      | PILOT IN ( MISCELLANG TERRAIN FACTOR(S) MISCELLANG PARTIAL POWI EMERGENCY C | COMMAND - FAILER COMMAND - MISMAI COUS ACTS, CONDI COUS ACTS, CONDI COUS ACTS, CONDI CR LOSS - PARTI CRCUMSTANCES - I | D TO FOLLOW APPROVED PRO<br>NAGEMENT OF FUEL<br>TIONS - FUEL STARVATION<br>TIONS - OVERLOAD FAILURE<br>AL LOSS OF POWER - 1 ENG<br>FORCED LANDING OFF AIRPO<br>SUSPECTED MECHANICAL DIS<br>STRICTED TO LEVEL FLT ON | INE<br>RT ON L<br>CREPANC | AND         | ЕСТ  | IVES,ETC.                           |  |
| 3-3238 | 10/2/72<br>TIME - 1439  |   | CESSNA 150<br>N6718G  | PX- 0                     |             |      | INSTRUCTIONAL<br>TRAINING           | STUDENT, AGE 21, 31 TOTAL<br>HOURS, ALL IN TYPE, NOT |
|        | DEPARTURE PO  | INT   | DAMAGE-SUBSTANTIAL INTENDED DESTINATION   |                           | LAST        | ΕN   | ROUTE STOP                          | INSTRUMENT RATED.                                    |
|        | LUBBOCK,  | EX  | LUBBOCK, TEX  |                           | Δ           | NDR  | EW TEX                              |  |
|        | TYPE OF ACC   |   | CTION   |                           | PHAS        | E 0  | F OPERATION                         |  |
|        | COLLIDED I  | LURE OR MALFUN<br>VITH CROP   | CITUN   |                           |             |      | IGHT DESCENDING<br>NG ROLL          |  |
|        | PROBABLE CAI  |   |   |                           |             |      |                                     |  |
|        |   |   | TIONS - FUEL EXHAUSTION   |                           |             |      |                                     |  |
|        | MISCELLANI<br>TERRAIN -<br>FACTOR(S)  | EOUS ACTS, CONDITION HIGH VEGETATION  | TIONS - FUEL EXHAUSTION   |                           |             | o    | 0.171.7                             |  |
|        | MISCELLANI<br>TERRAIN -<br>FACTOR(S)<br>PILOT IN (                          | EDUS ACTS,CONDI<br>HIGH VEGETATION<br>COMMAND - FAILEN  | TIONS - FUEL EXHAUSTION   |                           |             | QU I | PMENT                               |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   | IN         | JUR<br>F | S M    | I/N                    | FLIGHT<br>PURPOSE  | PILOT DATA   |
|--------|--|---|---|------------|----------|--------|------------------------|--|--|
| 3-2764 | 10/3/72<br>TIME - 15<br>NAME OF A<br>DEPARTURE<br>AUSTIN<br>TYPE OF A  | NR.CYPRESS MILL, TEX<br>30<br>IRPORT - LAZY V RANCE<br>POINT IN   | PIPER PA-28<br>N9419W<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX- | 0<br>0   | 0<br>0 | 1<br>3<br>5E 0         | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP  F OPERATION IGHT BUZZING | PRIVATE, AGE 23, 71 TOTAL  |
|        | PROBABLE<br>PILOT I<br>PILOT I<br>MISCELL  |   | D POOR JUDGMENT<br>NS - UNWARRANTED LOW   | FLYIN      | 08       |        |                        |  |  |
| 3-2766 | TIME - 09  | TURKEY,TEX 30 IRPORT - TURKEY POINT II  | DAMAGE-SUBSTANTIAL  |            | 0        | 0      | 1 0                    | COMMERCIAL<br>AERIAL APPLICATION                                 | COMMERCIAL, AGE 34, 1235<br>TOTAL HOURS, 377 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | TYPE OF A<br>ENGINE  |   |   |            |          | I١     | I FL                   | F OPERATION<br>IGHT SWATH RUN<br>NG ROLL                         |  |
|        | MISCELL<br>MISCELL<br>TERRAIN<br>FACTOR(S)<br>MISCELL<br>COMPLETE  | IEL - MAINTENANCE, SERVANEOUS - FOREIGN MATI<br>ANEOUS ACTS, CONDITION<br>- ROUGH/UNEVEN<br>ANEOUS ACTS, CONDITION<br>POWER LOSS - COMPLETE | ERIAL AFFECTING NORMA<br>NS - FUEL STARVATION<br>NS - OVERLOAD FAILURE<br>E ENGINE FAILURE/FLAN | L OPE      | RAT      | 10N    | is<br>•                | ENANCE AND INSPECTION  |  |
|        | KIND OF CROP - COTTON TYPE OF CHEMICAL PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - USED GOGGLES - NOT USED CRASH HELMET - AV COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTAL TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - RC |   |   |            |          |        | ELMET - AVAILABLE-USED |  |  |

| FILE   | DATE LOCATION   | AIRCRAFT DATA  | INJURIES FLIGHT<br>F S M/N PURPOSE                                 | PILOT DATA   |
|--------|---|--|--|--|
|        | 10/6/72 WEATHERFORD, TEX<br>TIME - 2015   | CESSNA 182<br>N2169G<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>DALLAS,TEX                         | CR- 0 0 1 NONCOMMERCIAL<br>PX- 0 0 0 BUSINESS                      | COMMERCIAL, AGE 28, 501<br>TOTAL HOURS, 18 IN TYPE,<br>INSTRUMENT RATED.           |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQU PILOT IN COMMAND - MISMANA MISCELLANEOUS ACTS, CONDITI TERRAIN - OTHER COMPLETE POWER LOSS - COMPLE EMERGENCY CIRCUMSTANCES - FO   | ATE PREFLIGHT PREPARA' GEMENT OF FUEL ONS - FUEL EXHAUSTION TE ENGINE FAILURE/FLAI RCED LANDING OFF AIRP | TION AND/OR PLANNING<br>MEDUT-1 ENGINE                             |  |
| 3-2804 | 10/13/72 BRAZORIA, TEX<br>TIME - 1730   | MOONEY M20B<br>N74546<br>Damage-Substantial  | PX- 0 0 0 FERRY  | COMMERCIAL, AGE 60,<br>13000 TOTAL HOURS, 200 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | NAME OF AIRPORT - JEFFERSON<br>DEPARTURE POINT<br>LAKE JACKSON,TEX<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCT<br>GEAR COLLAPSED  | INTENDED DESTINATION BAY CITY, TEX   | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL            | (A) LU.  |
|        | PROBABLE CAUSE(S)  PERSONNEL - MAINTENANCE, SE  POWERPLANT - IGNITION SYST  TERRAIN - ROUGH/UNEVEN  FACTOR(S)  MISCELLANEOUS ACTS, CONDITI  COMPLETE POWER LOSS - COMPLE  EMERGENCY CIRCUMSTANCES - FO  REMARKS - R MACNETO FAILED, L | EM MAGNETOS  ONS — OVERLOAD FAILURE TE ENGINE FAILURE/FLAI RCED LANDING OFF AIRPO                        | NADEQUATE MAINTENANCE AND INSPECTION  E MEOUT-1 ENGINE DRT ON LAND |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA  | IN.        | JUR I E<br>S                              | S<br>M/N                               | FLIGHT<br>PURPOSE   | PILOT DATA   |
|--------|---|--|--|------------|---|--|---|--|
| 3-3490 | 10/15/72<br>TIME - 093  | COMSTOCK, TEX  |  | CR-<br>PX- |   |  | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS  |  |
|        | SAN ANT<br>TYPE OF AC   | ONIO, TEX  |  |            |   |  | OF OPERATION<br>LIGHT LOW PASS  | INSTRUMENT RATED.  |
|        | FACTOR(S) TERRAIN MISCELLA MISCELLA   | FAILED  - HIGH OBSTRUCTIO  NEOUS ACTS CONDIT  NEOUS ACTS CONDIT  | TO SEE AND AVOID OBJE  NS IONS - UNWARRANTED LOW IONS - AIRCRAFT CAME T WALLS, HIT WIRES ABOUT | FLYIN      | 3<br>IN h                                 | ATE                                    | R   |  |
| 3-2927 | 10/17/72<br>TIME - 103  | UVALDE,TEX   | PIPER PA25<br>N6662Z<br>DAMAGE-SUBSTANTIAL   | PX-        | 0 0                                       | 1                                      | COMMERCIAL<br>AERIAL APPLICATION  | COMMERCIAL, AGE 49, 7000<br>TOTAL HOURS, 4500 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | DEPARTURE<br>UVALDE,T<br>TYPE OF AC<br>ENGINE F                                   | RPORT - GARNER F<br>POINT<br>EX<br>CIDENT<br>AILURE OR MALFUNC<br>VATER LOOP-SWERVE  | INTENDED DESTINATION LOCAL   |            | _   |  | OF OPERATION<br>LIGHT SWATH RUN<br>ING ROLL   | ·  |
|        | MISCELLA<br>POWERPLA<br>MISCELLA<br>MISCELLA<br>TERRAIN<br>COMPLETE P             | NT - EXHAUST SYST NEOUS ACTS, CONDIT NT - FUEL SYSTEM NEOUS ACTS, CONDIT NOOUS ACTS, CONDIT HIGH VEGETATION POWER LOSS - COMPL | IONS - MATERIAL FAILUR<br>LINES AND FITTINGS<br>IONS - OVERHEATED<br>IONS - FUEL STARVATION    | MEOUT-     |   |  |   |  |
|        | SPECIAL DA<br>TOTAL HO<br>KIND OF<br>GLOVES -<br>CRASH HE<br>CRASH BA<br>TERRAIN- | NTA DURS IN CROP CONTR CROP — OTHER USED ELMET — AVAILABLE— RR — INSTALLED TYPE — LEVEL,FLAT                                   | OL - 5000<br>USED  | OK! UN     | K IN<br>TYF<br>GOO<br>COO<br>T AN<br>EL E | D O<br>E O<br>GLE<br>KPI<br>K/H<br>VAT | F OPERATION - SPRAYING CF<br>F CHEMICAL USED - LIQUID<br>S - NOT USED<br>T CRASHPAD - INSTALLED<br>OPPER-LOCATION - FORWARD<br>ION-AREA BEING TREATED-FE<br>URE TURNAROUND - THIRD 1/ | CHEMICAL-NONTOXIC  OF PILOT SET - 940  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA   | INJU<br>F      | RIES<br>S M | /N                                       | FLIGHT<br>PURPOSE                         | PILOT DATA  |  |
|--------|---|---|---|----------------|-------------|--|---|---|--|
| 3-3525 | 10/20/72<br>TIME - 15   | GOLDTHWAITE, TEX<br>30                          | PIPER PA-24<br>N9111P<br>DAMAGE-DESTROYED                           | CR- 1          | 0           | Ω  | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 33, 185  |  |
|        | SAN SA<br>TYPE OF A   | POINT<br>BA,TEX<br>CCIDENT<br>E FAILURE IN FLIG |   |                |             |  |   |   |  |
|        | PROBABLE PILOT I PILOT II PILOT II MISCELL FACTOR(S) WEATHER WEATHER MISCELL WEATHER B WEATHER F                                |   |   |                |             |  |   |   |  |
|        | SKY CONDI<br>OBSCURA<br>VISIBILIT<br>1 MILE   |   |   | 10<br>PREC     | 0           | AT ACCIDENT SITE TATION AT ACCIDENT SITE |   |   |  |
|        | OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE—F FOG 60 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN BELOW MINIMUMS NONE |   |   |                |             |  |   |   |  |
|        | REMARKS-  | TOOK OFF IN KNOWN                               | POOR WEA.6 FT OUTBD PA  | NEL OF L       | WNG         | SEP                                      | ARATED IN FLT.ACCDT SITE 8                | 3 MI FROM DEP ARPT  |  |
| 3-3000 | TIME - 16   | 12  | PIPER PA-28<br>N4256T<br>DAMAGE-DESTROYED                           | CR- 0<br>PX- 0 | 1<br>0      | 0<br>2                                   | NONCOMMERCIAL<br>PRACTICE                 | PRIVATE, AGE 36, 169<br>TOTAL HOURS, 34 IN TYPE,<br>NOT INSTRUMENT RATED. |  |
|        | TYPE OF A   | ,TEX  | INTENDED DESTINATION LOCAL  |                |             |  | F OPERATION<br>IGHT BUZZING               |   |  |
|        | PILOT II  | N COMMAND - FAILED<br>N COMMAND - EXERCI        | TO SEE AND AVOID OBJE<br>SED POOR JUDGMENT<br>ONS - UNWARRANTED LOW | IONS           |             |  |   |   |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | IN         | JUI<br>F | RIES       | /N             | FLIGHT<br>PURPOSE   |          | PILOT DATA   |  |
|--------|--|--|---|------------|----------|------------|----------------|---|----------|--|--|
|        | 10/29/72<br>TIME - 18  | FORT HANCOCK, TEX 15 POINT   | CESSNA 421<br>N5959M<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION        | CR-<br>PX- | 1        | 0<br>0     | 0              | NONCOMMERCIAL<br>PLEASURE/PERSONAL                          | TRANSP   | PRIVATE, AGE 40, 4710<br>TOTAL HOURS, 15 IN TYPE,<br>NOT INSTRUMENT RATED. |  |
|        |  | CHRISTI, TEX   | PHOENIX, ARIZ   |            |          |            | - 0            | F OPERATION   |          |  |  |
|        | TYPE OF ACCIDENT PHASE OF OPERATION UNDETERMINED IN FLIGHT OTHER |  |   |            |          |            |                |   |          |  |  |
|        | MISSING A  | ANEOUS - UNDETERMIN<br>IRCRAFT - LATER REC<br>R IMPACT                               |   | r DESCE    | ΝT       | FOR        | UN             | DETERMINED REASON.  | RECOVER  | Y DATE 12/9/72.  |  |
| 3-3236 | 10/30/72<br>TIME - 13:   | FABENS, TEX<br>30  |   |            | 0        | 0          | 1              | INSTRUCTIONAL<br>SGLO                                       |          | STUDENT, AGE 21, 25 TOTAL<br>HOURS, ALL IN TYPE, NOT                       |  |
|        | NAME OF A  | IRPORT - FABENS  | DAMAGE-SUBSTANTIAL  | L          |          |            |                |   |          | INSTRUMENT RATED.  |  |
|        | DEPARTURE  | POINT<br>UCES,N MEX<br>CCIDENT   | INTENDED DESTINATION LAS CRUCES, N MEX                                  |            | F        | PHAS       | E D            | ROUTE STOP<br>AND PARK,N MEX<br>F OPERATION<br>NG GO-AROUND |          |  |  |
|        | FACTOR(S)<br>PILOT I<br>MISCELL                                  | N COMMAND - FAILED<br>N COMMAND - IMPROPE<br>ANEOUS ACTS, CONDIT                     | TO OBTAIN/MAINTAIN FE<br>R OPERATION OF POWERS<br>ONS - ANTI-ICING/DEIO | PLANT &    | . P(     | DWER       |                |   | DF/OR FA | ILED TO USE  |  |
|        | SCATTER<br>VISIBILIT   | WEATHER - HIGH DENSITY ALTITUDE  SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE |   |            |          |            | L I M<br>I P I | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDENT              | SITE     |  |  |
|        |  | 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE                               |   |            |          |            | NE<br>ERA      | TURE-F  |          |  |  |
|        |  | CTION-DEGREES  |   |            |          | WINE<br>20 |                | LOCITY-KNOTS  |          |  |  |
|        | TYPE OF W  | 230 TYPE OF WEATHER CONDITIONS VFR REMARKS- CARB HEAT ON.DENS ALT APRX 5700FT.       |   |            |          |            | OF             | FLIGHT PLAN   |          |  |  |
|        |  |  |   |            |          |            |                |   |          |  |  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA   | TN.I       | URTE | S            | FLIGHT                                     | PILOT DATA   |
|--------|---|---|---|------------|------|--------------|--|--|
| 3-2954 | 11/3/72<br>TIME - 150   | ROBY, TEX   | GRUMMAN G-164<br>N10231<br>DAMAGE-DESTROYED                           | CR-<br>PX- | 0 1  | L . 0<br>) 0 | COMMERCIAL<br>AERIAL APPLICATION           | COMMERCIAL, FL.INSTR., AGE 23, 1200 TOTAL HOURS, 20 IN TYPE, INSTRUMENT RATED. |
|        | DEPARTURE   | POINT IN  | NTENDED DESTINATION   |            |      |              |  | NATED  |
|        | TIPE OF AC  |   | CONTROLLED  |            |      |              | OF OPERATION<br>LIGHT MANEUVER TO A        | VOID OBSTRUCTION   |
|        | PILOT IN FACTOR(S)  | COMMAND - MISJUDGER<br>COMMAND - IMPROPER   | D DISTANCE, SPEED, ALI<br>OPERATION OF POWERP<br>FAMILIARITY WITH AIR |            |      |              |  |  |
|        | TOTAL HO KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP SWATH RU FIRE AFTER | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 300 KIND OF CROP - COTTON PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT SWATH RUN-HOW FLOWN - CROSSWIND FIRE AFTER IMPACT REMARKS- FAILED TO INCREASE PROP RPM DURING ATTE |   |            |      |              |  | SED<br>RD 1/3 OF TURN  |
| 3-3290 | 11/4/72<br>TIME - 154   | ROBERT LEE,TEX<br>5   | CESSNA 150L<br>N18103<br>DAMAGE-SUBSTANTIAL                           |            | 0 (  | 0 1          | INSTRUCTIONAL<br>SOLO                      | STUDENT, AGE 24, 22 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.      |
|        |   | RPORT - ROBERT LEE<br>POINT II  |   |            |      |              |  |  |
|        | SAN ANG<br>TYPE OF AC   | ELO,TEX<br>CIDENT   | NTENDED DESTINATION LOCAL   |            | РН   | ASE (        | OF OPERATION                               |  |
|        | HARD LAN<br>GEAR COL  |   |   |            |      |              | ING LEVEL OFF/TOUCH<br>ING LEVEL OFF/TOUCH |  |
|        | PILOT IN FACTOR(S)  | COMMAND - IMPROPER<br>COMMAND - IMPROPER  | LEVEL OFF<br>RECOVERY FROM BOUNC<br>NS - OVERLOAD FAILUR              | ED LAND    |      |              | *  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  | INJ          | IUR<br>:                   | IES<br>S M                                | /N                          | FLIGHT<br>PURPOSE   |          | PILOT DATA   |
|--------|--|---|--|--------------|----------------------------|---|-----------------------------|---|----------|--|
| 3-3204 | 11/5/72 F TIME - 1150  NAME OF AIRN DEPARTURE PO RIVERSIDE TYPE OF ACC COLLIDED W  PROBABLE CAL PILOT IN ( PILOT IN ( FACTOR(S)) MISCELLANE  | PORT - STEHLING DINT II TEX IDENT WITH WIRES/POLES  JSE(S) COMMAND - FAILED TO COMMAND - DIVERTED | CESSNA 172<br>N7140A<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION<br>LOCAL | CTS OR       | O<br>O<br>O<br>D<br>O<br>B | 1<br>O<br>HAS<br>IN                       | O<br>1<br>E O<br>FL         | NONCOMMERCIAL PLEASURE/PERSONA F OPERATION IGHT LOW PASS IONS           | L TRANSP | PRIVATE, AGE 43, 1290 TOTAL HOURS, 55 IN TYPE, NOT INSTRUMENT RATED.       |
| 3-3519 | NAME OF AIRF<br>DEPARTURE PO<br>DALLAS, TEX<br>TYPE OF ACC   | PORT - WHITE ROCK<br>DINT II  | N6204D<br>DAMAGE-DESTROYED<br>NTENDED DESTINATION<br>MONTGOMERY,ALA        | P X <b>-</b> | 1<br>P                     | 0<br>HAS                                  | O<br>E 0                    | NONCOMMERCIAL PLEASURE/PERSONA  F OPERATION IGHT UNCONTROLLE            | L TRANSP | PRIVATE, AGE 26, 1223<br>TOTAL HOURS, 16 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT |   |  |              |                            |   |                             |   |          |  |
|        | SKY CONDITION PARTIAL OBSCURATION VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF WEATHER CONDITIONS IFR FIRE AFTER IMPACT REMARKS— CRASHED IN ALLEY BETWEEN 2 ROWS OF HOUSES  |   |  |              |                            | 50<br>REC<br>NO<br>EMP<br>63<br>YPE<br>IF | O<br>IPI<br>NE<br>ERA<br>OF | AT ACCIDENT SITE TATION AT ACCIDEN TURE-F FLIGHT PLAN FTER T/O IN KNOWN |          |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA                              | INJURIES<br>F S M                               | /N  | FLIGHT<br>PURPOSE  | PILOT DATA   |  |  |  |
|--------|--|--|--|---|---|--|--|--|--|--|
| 3-3054 | 11/9/72<br>TIME - 173<br>NAME OF AI<br>DEPARTURE<br>ROANOKE,<br>TYPE OF AC<br>GROUND-W   | ROANOKE, TEX<br>O<br>RPORT - AERO VALI<br>POINT                    | BEECH A23<br>N1473L<br>DAMAGE-SUBSTANTIAL  | CR- 0 0<br>PX- 0 0                              | 2<br>0<br>E 0<br>ND I   | NONCOMMERCIAL PLEASURE/PERSONAL TRAÑSI F OPERATION NG ROLL NG ROLL | PRIVATE, AGE 24, 86 TOTAL<br>P HOURS, 32 IN TYPE, NOT<br>INSTRUMENT RATED.               |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT WEATHER - UNFAVORABLE WIND CONDITIONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER  |  |  |   |   |  |  |  |  |  |
|        | 5 OR OVE OBSTRUCTIO NONE WIND DIREC 260 TYPE OF WE VFR   | AT ACCIDENT SITE R NS TO VISION AT A TION-DEGREES ATHER CONDITIONS |  | UN<br>PREC<br>NO<br>RELA<br>W IND<br>25<br>TYPE | CEILING AT ACCIDENT SITE  UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND RIGHT CROSS WIND 068-112 DEGREES WIND VELOCITY-KNOTS 25 TYPE OF FLIGHT PLAN NONE |  |  |  |  |  |
| 3-3041 | 11/10/72<br>TIME - 211   | GROSEBECK,TEX<br>5   | PIPER J3C-85<br>N25102<br>DAMAGE-DESTROYED | CR- 0 0<br>PX- 0 0                              | 1   | COMMERCIAL<br>ASSOC CROP CTL ACTIVITY                              | COMMERCIAL, FL.INSTR.,<br>AGE 25, 4505 TOTAL HOURS,<br>530 IN TYPE, INSTRUMENT<br>RATED. |  |  |  |
|        | MEXIA,T  | EX   | INTENDED DESTINATION LOCAL                 |   |   | F OPERATION<br>IGHT NORMAL CRUISE                                  | NATEU.   |  |  |  |
| -      | PROBABLE CAUSE(S)  PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION  POWERPLANT - FUEL SYSTEM FILTERS, STRAINERS, SCREENS  MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED  POWERPLANT - FUEL SYSTEM SELECTOR VALVES  MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE  FACTOR(S)  MISCELLANEOUS ACTS, CONDITIONS - FIRE IN ENGINE  EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND  SMOKE IN COCKPIT  REMARKS- GASCOLATOR BOWL LOOSE, FUEL SELECTOR BROKEN, UN SHUT OFF FUEL. ACFT DESTROYED BY FIRE AFT LDG. |  |  |   |   |  |  |  |  |  |

| FILE   |  |                                 |  | F S            |         | FLIGHT<br>PURPOSE  | PILOT DATA   |
|--------|--|---------------------------------|--|----------------|---------|--------------------|--|
| 3-3058 | 11/11/72<br>TIME - 165<br>DEPARTURE<br>TEMPLE,<br>TYPE OF AC | CORPS CHRISTI,TEX  5  POINT TEX | N14730<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION<br>CORPS CHRISTI,TEX | CR- 0<br>PX- 0 | O O F   | OPERATION  ROLL    | PRIVATE, AGE 28, 126 TOTAL HOURS, 125 IN TYPE, NOT INSTRUMENT RATED. |
|        | TERRAIN FACTOR(S) PILOT IN SYSTEMS MISCELLA MISCELLA WEATHER | COMMAND - CONTINUE              |  |                |         |                    |  |
|        |  | NOT REPORTED AT ACCIDENT SITE   |  | PR             | 1500    | AT ACCIDENT SITE   |  |
|        | OBSTRUCTIO<br>HAZE<br>TYPE OF FL<br>VFR                      | NS TO VISION AT ACC             | IDENT SITE   |                | PE OF I | WEATHER CONDITIONS | <b>.</b>   |

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|  |   |   | AIRCRAFT DATA | F   | SI | 1/N | PURPOSE               | PILOT DATA   |  |  |  |  |
|--|---|---|---------------|---|----|-----|-----------------------|--|--|--|--|--|
|  |   |   |               |   |    |     |                       | COMMERCIAL, AGE 55, 6973<br>TOTAL HOURS, 2100 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |  |  |  |  |
|  |   | NAME OF AIRPORT - GILLESPIE COUNTY DEPARTURE POINT INTENDED DESTINATION   |               |   |    |     |                       |  |  |  |  |  |
|  |   | BURG, TEX   |               |   |    |     |                       |  |  |  |  |  |
|  | TYPE OF ACCIDENT PHASE OF OPERATION   |   |               |   |    |     |                       |  |  |  |  |  |
|  | ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB WHEELS-UP TAKEOFF ABORTED |   |               |   |    |     |                       |  |  |  |  |  |
|  | MISCELLAN FACTOR(S) WEATHER PARTIAL POW WEATHER BRI                           | MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP FACTOR(S)  WEATHER - CONDITIONS CONDUCIVE TO CARB. / INDUCTION SYSTEM ICING PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED |               |   |    |     |                       |  |  |  |  |  |
|  | SKY CONDITI   |   |               |   |    |     | AT ACCIDENT SITE      |  |  |  |  |  |
|  |   | OT REPORTED<br>AT ACCIDENT SITE   |               |   |    | 000 | TATION AT ACCIDENT SI | T.   |  |  |  |  |
|  | 5 OR OVER   |   |               |   |    | NE  | TATION AT ACCIDENT 31 | ''   |  |  |  |  |
|  | OBSTRUCTION   | S TO VISION AT ACC  | IDENT SITE    |   |    |     | BEARING OF WIND       |  |  |  |  |  |
|  | NONE  | _   |               |   |    |     | IND 338-022 DEGREES   |  |  |  |  |  |
|  | TEMPERATURE   | <del>-</del> F  |               |   |    |     | RECTION-DEGREES       |  |  |  |  |  |
|  |   |   |               | 50 135 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS |    |     |                       |  |  |  |  |  |
|  | 50<br>WIND VELOCI   | TY-KNOTS  |               |   |    |     | WEATHER CONDITIONS    |  |  |  |  |  |
|  |   | TY-KNOTS  |               |   |    | OF  | WEATHER CONDITIONS    |  |  |  |  |  |

|        |   | •  | DRIEL  | 0. 7    |          | DEIVIS       |                     |          |  |  |  |
|--------|---|--|--|---------|----------|--------------|---------------------|----------|--|--|--|
| FILE   | DATE LOCA   |  | AIRCRAFT DATA  | IN      | JUR<br>= | IES<br>S M/N | FLIGHT<br>PURPOSE   |          | PILOT DATA   |  |  |
| 3-3016 | 11/22/72 MT.VERNI<br>TIME - 2130  | ON,TEX   | PIPER PA-24<br>N5723P<br>DAMAGE-DESTROYED  | CR-     | 1        | 0 0          | NONCOMMERCIAL       |          | COMMERCIAL, AGE 39, 472<br>TOTAL HOURS, 21 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |
|        | DEPARTURE POINT<br>SULPHUR SPRGS, TI  | IN   | TENDED DESTINATION LOCAL   |         |          |              |                     |          |  |  |  |
|        | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATION IN FLIGHT BUZZING  |  |  |         |          |              |                     |          |  |  |  |
|        | FACTOR(S) PILOT IN COMMAND MISCELLANEOUS AC MISCELLANEOUS AC WEATHER - FOG WEATHER BRIEFING - | - MISJUDGED TS, CONDITION - PHYSICAL TS, CONDITION TS, CONDITION NO BRIEFING | CLEARANCE S - UNWARRANTED LOW IMPAIRMENT S - ALCOHOLIC IMPAIR S - AIRCRAFT CAME TO | RMENT   | )F       |              |                     |          |  |  |  |
|        | SKY CONDITION<br>CLEAR  |  |  |         |          | UNL I        |                     |          |  |  |  |
|        | VISIBILITY AT ACCII   | DENT SITE  |  |         | Р        | RECIP        | ITATION AT ACCIDEN  | IT SITE. |  |  |  |
|        | OBSTRUCTIONS TO VIS<br>GROUND FOG<br>TYPE OF FLIGHT PLAN                                      |  | DENT SITE  |         | Т        |              | F WEATHER CONDITION | DNS      |  |  |  |
|        | NONE  | ALCOHOL LEV  | EL 0.092 PCT. FLEW   | INTO 1  | 4 K E    |              | UT 2 ET DE EOC ON   | LAVE     |  |  |  |
|        | WENANNO- PET BEUUD  | ALCOHOL LEV  | CL U.U.Z PUI. PLEW .   | TIAIO F | 41       | ABU          | UI Z FI UF FUG UN   | LANE     |  |  |  |

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|        |  |  | ORICE  | 3 UF A |   |       |                                       |   |  |  |
|--------|--|--|--|--------|---|-------|---------------------------------------|---|--|--|
| FILE   | DATE   | LOCATION   | AIRCRAFT DATA                                      |        |   |       | FLIGHT<br>PURPOSE                     | PILOT DATA  |  |  |
| 3-3414 | TIME - 14  |  | N5191S<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION |        |   |       | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE 33, 500 P TOTAL HOURS, 20 IN TYPE, NOT INSTRUMENT RATED. |  |  |
|        | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATION LANDING OTHER |  |  |        |   |       |                                       |   |  |  |
|        | MISCELL<br>FACTOR(S)<br>WEATHER<br>WEATHER E<br>WEATHER F                                | IN COMMAND - IMPROP<br>ANEOUS ACTS, CONDIT<br>OR - HIGH DENSITY AL<br>BRIEFING - NO BRIEF<br>FORECAST - UNKNOWN/ | ING RECEIVED                                       | CANYO  | N |       |                                       |   |  |  |
|        | SKY CONDI  | ITION  |  |        |   |       | G AT ACCIDENT SITE                    |   |  |  |
|        | VISIBILIT<br>5 OR OV   | TY AT ACCIDENT SITE<br>VER   |  |        |   | CIPI  | ITATION AT ACCIDENT SITE              |   |  |  |
|        | NONE   | IONS TO VISION AT A  | CCIDENT SITE                                       |        |   | PE OF | WEATHER CONDITIONS                    |   |  |  |
|        | NONE   | LIGHT PLAN   |  |        |   |       |                                       |   |  |  |
|        | FIRE AFTE<br>REMARKS-  | ER IMPACT<br>CRASH LNDD ON MT R  | DAD.   |        |   |       |                                       |   |  |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | INJ<br>F                                     | URIES<br>S M | /N                               | FLIGHT<br>PURPOSE                           | PILOT DATA  |  |  |  |  |
|--------|--|--|---|--|--------------|----------------------------------|---|---|--|--|--|--|
|        | 7/14/72<br>TIME - 10<br>DEPARTUR<br>SALT I                               | NR.MORGAN,UT<br>020<br>E POINT<br>AKE CITY,UT<br>ACCIDENT                  | BEECH 35-G33<br>N91620<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>DENVER, COLO                        | CR-<br>PX-                                   | 0 0<br>0 0   | 1<br>1<br>E O                    | NONCOMMERCIAL<br>BUSINESS<br>F OPERATION    | PRIVATE, AGE 44, 2020<br>TOTAL HOURS, 170 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |  |
|        | WHEELS   | FAILURE OR MALFUNCT<br>-UP   | IUN   |  |              |                                  | IGHT NORMAL CRUISE<br>NG LEVEL OFF/TOUCHDOW | N   |  |  |  |  |
|        | POWERPI<br>MISCELI<br>PILOT<br>MISCELI<br>MISCELI<br>FACTOR(S<br>PERSONI | LANEOUS ACTS,CONDITI<br>LANEOUS ACTS,CONDITI<br>)<br>NEL - OPERATIONAL SU  | ONS - OVERHEATED ATE PREFLIGHT PREPARA: ONS - INSTRUMENTS-MISS ONS - INTENTIONAL WHEE PERVISORY PERSONNEL ( | READ OR<br>ELS-UP                            | FAIL         | ΕD                               |   | ERVICES, REGULATION   |  |  |  |  |
|        | COMPLETE<br>WEATHER<br>WEATHER   | BRIEFING - BRIEFED B<br>FORECAST - FORECAST                                | TE ENGINE FAILURE/FLA?<br>Y FLIGHT SERVICE PERS!<br>SUBSTANTIALLY CORRECT<br>RCED LANDING OFF AIRP(         | ONNEL,                                       | BY PH        |                                  |   |   |  |  |  |  |
|        | SKY COND   | ITION  |   |  |              |                                  | AT ACCIDENT SITE                            |   |  |  |  |  |
|        | CLEAR<br>VISIBILI  |  |   |  |              | ITED _<br>TATION AT ACCIDENT SIT | E   |   |  |  |  |  |
|        | 5 OR O'<br>OBSTRUCT<br>NONE  | CIDENT SITE  |   | NO<br>TEMP<br>82                             | ERΔ          | TURE-F                           |   |   |  |  |  |  |
|        | WIND DIR<br>330  | WIND DIRECTION-DEGREES   |   |  |              |                                  | WIND VELOCITY-KNOTS<br>10                   |   |  |  |  |  |
|        | VFR  | WEATHER CONDITIONS   |   |  | NO           | NE                               | FLIGHT PLAN                                 |   |  |  |  |  |
|        | REMARKS-   | ACFT PLACARDED TO R  | EMOVE WINTER OIL COOL   | ER BAFF                                      | LES A        | BOV                              | E 70 DEG.                                   |   |  |  |  |  |
| 3-3110 | TIME - O   |  | CESSNA 180<br>N9324C<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-                                   | 0 0<br>0 0   | 1                                | COMMERCIAL<br>AIR TAXI-PASSG                | COMMERCIAL, AGE 28, 2187<br>TOTAL HOURS, 87 IN TYPE,<br>INSTRUMENT RATED.   |  |  |  |  |
|        |  |  | INTENDED DESTINATION  |  |              |                                  |   |   |  |  |  |  |
|        | TYPE OF GROUND   |  | KANAB, UT   | PHASE OF OPERATION LANDING ROLL LANDING ROLL |              |                                  |   |   |  |  |  |  |
|        | PROBABLE<br>AIRFRAM<br>SYSTEM<br>MISCELI<br>FACTOR(S<br>MISCELI          | CAUSE(S)  ME - LANDING GEAR B S - HYDRAULIC SYSTEM LANEOUS ACTS, CONDITI ) | ONS - OVERLOAD FAILURE  | TINGS  |              | .40 I                            | NO NOEE                                     |   |  |  |  |  |

| FILE            | DATE   | LOCATION  | AIRCRAFT DATA   | IV                | JUR:        | ES<br>M          | /N          | FLIGHT<br>PURPOSE  | PILOT DATA  |
|-----------------|--|---|---|-------------------|-------------|------------------|-------------|--|---|
| 3 <b>-</b> 3026 | 8/17/72<br>TIME - 12                         | GROUSE CREEK,UT   | CESSNA 190 N4318N DAMAGE-SUBSTANTIAL INTENDED DESTINATION LUCIN,UT  | CR-<br>PX-<br>OT- | 0<br>0<br>0 | 0<br>0<br>1      | 1<br>0<br>0 | NONCOMMERCIAL<br>BUSINESS  | PŘÍVATE, AGE 41, 1969<br>TOTAL HOURS, 800 IN TYPE<br>NOT INSTRUMENT RATED.  |
|                 | GROUSE<br>TYPE OF A<br>COLLIDE               |   |   |                   |             |                  |             |  |   |
|                 | PILOT I<br>MISCELL                           | N COMMAND - EXERCISE<br>N COMMAND - MISJUDGE<br>ANEOUS ACTS, CONDITIO                       |   |                   |             | 3 01             | F P         | ICKUP TRUCK MOVG ON HWY.   | ACFT CRSHD ON HWY.  |
| 3-3099          | 8/22/72<br>TIME - 18                         | PARK CITY,UT  | CESSNA 150K<br>NB365M<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION | CR-<br>PX-        | 0           | 0                | 1           | NONCOMMERCIAL PLEASURE/PERSONAL TRANSI F OPERATION IGHT UNCONTROLLED DESCE | PRIVATE, AGE 49, 885<br>P TOTAL HOURS, 24 IN TYPE,<br>NOT INSTRUMENT RATED. |
|                 | SALT L<br>TYPE OF A<br>COLLISI               | AKE CITY INT<br>CCIDENT<br>ON WITH GROUND/WATER   | LOCAL . R UNCONTROLLED  |                   | PH          | IASI<br>IN       | E O<br>FL   | F OPERATION<br>IGHT UNCONTROLLED DESCE                                     | NT  |
|                 | WEATHER<br>WEATHER<br>WEATHER B<br>WEATHER F | - HIGH DENSITY ALTI<br>- DOWNDRAFT, UPDRAFT<br>RIEFING - NO BRIEFIN<br>ORECAST - UNKNOWN/NO | S<br>IG RECEIVED  |                   |             |                  | ILI         | TY LEVEL   |   |
|                 | SKY CONDI<br>CLEAR<br>VISIBILIT              | TION Y AT ACCIDENT SITE   |   |                   |             | UNI              | LIM         | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIÓENT SITE                        |   |
|                 | NUNE   | ER<br>ONS TO VISION AT ACC<br>LIGHT PLAN  | IDENT SITE  |                   | T١          | NOI<br>PE<br>VFI | OF          | WEATHER CONDITIONS   |   |
|                 | NONE   | -   | CENT DUE DOWNDRAFT.HI   | T GND             | АТ          | 800              | 00F         | T MSL.   |   |
| 3-3306          | 9/4/72<br>TIME - 18                          | DELTA,UT<br>05  | BEECH 35<br>N2832V<br>DAMAGE-SUBSTANTIAL                            | CR-<br>PX-        | 0           | 0<br>0           | 1 3         | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF                                  | TYPE, NUT INSTRUMENT  |
|                 | DEPARTURE<br>DELTA, U<br>TYPE OF A           | IRPORT - DELTA MUNI<br>POINT I<br>T<br>CCIDENT<br>D WITH DITCHES                            | NTENDED DESTINATION IDAHO FALLS, ID                                 |                   |             |                  |             | F OPERATION<br>TO TAKEOFF  | RATED.  |
|                 |  | N COMMAND - IMPROPER  | OPERATION OF BRAKES D DISTANCE AND SPEED                            | AND/O             | R FL        | IGH              | ⊣Т (        | CONTROLS   |   |

| FILE   | DATE LOCAT   | ION AIRCRAFT DATA   | INJURIES<br>F S M/N       | FLIGHT<br>PURPOSE                            | PILOT DATA   |
|--------|--|---|---------------------------|--|--|
| 3-3513 | 9/16/72 OGDEN,UT<br>TIME - 1530<br>DEPARTURE POINT<br>OGDEN,UT<br>TYPE OF ACCIDENT     | LUSCOMBE 8C<br>N28741<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION   | CR- 0 1 0<br>PX- 0 1 0    | NONCOMMERCIAL PLEASURE/PERSONAL TRANSF       | COMMERCIAL, AGE 21, 275 TOTAL HOURS, 80 IN TYPE, INSTRUMENT RATED.     |
|        | STALL SPIN   |   |                           | IGHT ACROBATICS                              | •  |
|        | PILOT IN COMMAND<br>PILOT IN COMMAND<br>MISSING AIRCRAFT LA                            | ATTEMPTED OPERATION BEYOND EX<br>IMPROPER OPERATION OF FLIGHT<br>OPERATED CARELESSLY<br>ATER RECOVERED<br>M SPIN.RCVRD 9/17/72. |                           | TY LEVEL                                     |  |
| 3-2895 | 9/20/72 OGDEN,UTAN<br>TIME - 0615  | H CESSNA 150J<br>N51369<br>DAMAGE—SUBSTANTIAL   | CR- 0 0 1<br>PX- 0 0 1    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF    | COMMERCIAL, AGE 23, 251 TOTAL HOURS, 59 IN TYPE,                       |
|        | DEPARTURE POINT IDAHO FALLS,ID TYPE OF ACCIDENT ENGINE FAILURE OR I COLLIDED WITH DITE | H CESSNA 150J N51369 DAMAGE-SUBSTANTIAL INTENDED DESTINATION OGDEN, UTAH MALFUNCTION CHES                                       | PHASE C<br>Landi<br>Landi | OF OPERATION<br>NG FINAL APPROACH<br>NG ROLL | NUI INSTRUMENT KATED.  |
|        | PILOT IN COMMAND<br>MISCELLANEOUS ACTS<br>MISCELLANEOUS ACTS<br>TERRAIN - ROUGH/UN     | MISMANAGEMENT OF FUEL INADEQUATE PREFLIGHT PREPARAT ,CONDITIONS - MISCALCULATED FU ,CONDITIONS - FUEL EXHAUSTION                | ION AND/OR PLA            | ANNING                                       |  |
| 3-3516 | 9/26/72 NR.HANKSVIL  | LE,UT FUNK B85C<br>N1636N<br>DAMAGE-DESTROYED   | CR- 1 0 0<br>PX- 0 0 0    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF    | PRIVATE, AGE 48, 531 P TOTAL HOURS, 310 IN TYPE, NOT INSTRUMENT RATED. |
|        |  |   | PHASE C                   | OF OPERATION<br>DWN/NOT REPORTED             | NO. AND INDICATE RATED.  |
|        | PROBABLE CAUSE(S)<br>MISCELLANEOUS - UN<br>MISSING AIRCRAFT - L<br>REMARKS- ACCDT DATE |   | IM MTN MESA ABO           | OUT 1600 FT FROM ABANDONE!                   | ) STRIP•NO MALFUNC•  |

| FILE   | DATE LOCATIO   | N AIRCRAFT DATA   | INJURIES<br>F S M/N    | FLIGHT<br>PURPOSE                                       | PILOT DATA   |
|--------|--|---|------------------------|---|--|
| 3-2911 | 10/5/72 EPHRIAM,UT<br>TIME - 1835<br>DEPARTURE POINT<br>EPHRIAM,UT   | CESSNA 180<br>N5326D<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL | CR- 0 0 1<br>PX- 0 0 2 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP               | PRIVATE, AGE 33, 396 TOTAL HOURS, 110 IN TYPE, NOT INSTRUMENT RATED.         |
|        | TYPE OF ACCIDENT COLLIDED WITH TREES   |   |                        | OF OPERATION<br>LIGHT OTHER                             |  |
|        |  | XERCISED POOR JUDGMENT<br>ONDITIONS - FLEW INTO BLIND<br>TY ALTITUDE        | CANYON                 |   |  |
|        | SKY CONDITION<br>CLEAR<br>VISIBILITY AT ACCIDENT   | SITE  | UNLI<br>PRECIP         | G AT ACCIDENT SITE<br>MITED<br>ITATION AT ACCIDENT SITE |  |
|        | 5 OR OVER OBSTRUCTIONS TO VISION NONE TYPE OF FLIGHT PLAN NONE   | AT ACCIDENT SITE  | NONE<br>TYPE O<br>VFR  | F WEATHER CONDITIONS                                    |  |
| 3-2809 | 7/30/72 ELY,VT<br>TIME - 1200  | CESSNA 305A<br>N8275<br>DAMAGE-SUBSTANTIAL                                  |                        | NONCOMMERCIAL<br>BUSINESS                               | COMMERCIAL, AGE 20, 627<br>TOTAL HOURS, 89 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | NAME OF AIRPORT - POST DEPARTURE POINT FRANCONIA, NH TYPE OF ACCIDENT GROUND-WATER LOOP-SW COLLIDED WITH OBJEC       | INTENDED DESTINATION ELY, VT ERVE   | LAND                   | DF OPERATION<br>ING ROLL<br>ING ROLL                    |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - F REMARKS- HIT HUMMOCK O  | AILED TO MAINTAIN DIRECTIONA<br>N ROAD ADJ TO RWY.                          | AL CONTROL .           |   |  |
| 3-3086 | 8/8/72 W DOVER,VT<br>TIME - 1300   | CESSNA 172<br>N19740<br>DAMAGE-SUBSTANTIAL                                  | CR- 0 0 1<br>PX- 0 0 3 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP               | PRIVATE, AGE 28, 2050<br>TOTAL HOURS, 500 IN TYPE,<br>NOT INSTRUMENT RATED.  |
|        | NAME OF AIRPORT - MT S<br>DEPARTURE POINT<br>NEW HAVEN, CONN<br>TYPE OF ACCIDENT<br>OVERSHOOT<br>COLLIDED WITH DITCH | NOW INTENDED DESTINATION W DOVER,VT   | LAND                   | OF OPERATION<br>ING LEVEL OFF/TOUCHDOWN<br>ING ROLL     |  |
|        |  | ISJUDGED DISTANCE AND SPEED<br>AILED TO INITIATE GO-AROUND                  |                        |   |  |

| FILE           | DATE  | LOCATION   | AIRCRAFT DATA   | INJUR<br>F                          | IES<br>S M      | /N         | FLIGHT<br>PURPOSE                                  | PILOT DATA   |
|----------------|---|--|---|-------------------------------------|-----------------|------------|--|--|
| 3-3440         | 11/24/72<br>TIME - 1530   | MOUNT SNOW,VT  | BELL 206A<br>N3527T<br>Damage-Substantial   | ÇR- 0<br>PX- 0                      | 0               | 1 N<br>2 C | ONCOMMERCIAL<br>ORP/EXEC                           | COMMERCIAL, AGE 37, 5937<br>TOTAL HOURS, 2010 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|                | DEPARTURE F<br>MOUNT SNO<br>TYPE OF ACC<br>ENGINE FA<br>COLLISION | NW,VT<br>:IDENT<br>:ILURE OR MALEUNCA  | INTENDED DESTINATION LOCAL TION ER UNCONTROLLED   |                                     |                 |            | OPERATION<br>INITIAL CLIMB<br>POWER-OFF AUTOROTATI | VE LANDING   |
|                | PILOT IN<br>COMPLETE PO<br>EMERGENCY (                            | IT - MISCELLANEOUS<br>COMMAND - FAILED<br>WER LOSS - COMPLE<br>IRCUMSTANCES - FO     | POWERPLANT FAILURE F<br>TO OBTAIN/MAINTAIN FLY<br>TE ENGINE FAILURE/FLAM<br>DRCED LANDING OFF AIRPE<br>UTOROTATIVE GLIDE,LOST | 'ING SPEE<br>1EOUT-1 E<br>IRT ON LA | D<br>NG I<br>ND | NE         |  | EBRIS•   |
| <b>3-34</b> 37 | 6/2/72<br>Tîme - 1810   | ORANGE • VA  | MOONEY M20E<br>N55520<br>DAMAGE-SUBSTANTIAL   |                                     | 0               |            | ONCOMMERCIAL<br>LEASURE/PERSONAL TRANS             | PRIVATE, AGE 47, 435 P TOTAL HOURS, 218 IN TYPE, INSTRUMENT RATED.                 |
|                | DEPARTURE F<br>WASHINGT<br>TYPE OF ACC<br>GROUND-WA               | RPORT - ORANGE COU<br>TOINT<br>ON,DC<br>IDENT<br>TER LOOP-SWERVE<br>WITH FENCE,FENCE | INTENDED DESTINATION ORANGE, VA   | P                                   | LA              | ND ING     | OPERATION<br>ROLL<br>ROLL                          |  |
|                | FACTOR(S) AIRPORTS  | COMMAND - FAILED 'AIRWAYS/FACILITIE  | TO MAINTAIN DIRECTIONA ES - AIRPORT CONDITIONS ARD LOUD NOISE, REACTED  | OTHER                               |                 | WR.AC      | FT VEERED L HIT SNOW F                             | · · · · · · · · · · · · · · · · · · ·  |
| 3-3219         | 7/11/72<br>TIME - 1030  |  | MAULE M4220C<br>N2053U<br>DAMAGE-SUBSTANTIAL  |                                     |                 |            | ONCOMMERCIAL<br>RACTICE                            | PRIVATE, AGE 33, 74 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.          |
|                |   | R,VA<br>IDENT<br>ING   |   | P                                   | LA              | NDING      | OPERATION<br>LEVEL OFF/TOUCHDOWN<br>ROLL           | INSTRUMENT RATED.  |
|                | PILOT IN FACTOR(S)  | COMMAND - IMPROPE  | ER LEVEL OFF<br>ER RECOVERY FROM BOUNCE<br>IONS - OVERLOAD FAILURE  |                                     | IG              |            |  |  |

|        |   |  | BRIEFS   | OF AC  | CCI    | DEN                  | TS                |   |   |  |
|--------|---|--|--|--------|--------|----------------------|-------------------|---|---|--|
| FILE   | DATE  | LOCATION   | AIRCRAFT DATA  |        |        | IES<br>S M           |                   | FLIGHT<br>PURPOSE   | PILOT DATA  |  |
| 3-2962 | TIME - 152  DEPARTURE PHILADE  TYPE OF AC ENGINE F COLLIDED  PROBABLE C POWERPLAI MISCELLAI PILOT IN FACTOR(S) TERRAIN PARTIAL PO | POINT LPHIA, PA CIDENT AILURE OR MALFUNG WITH CROP  AUSE(S) NT - IGNITION SYS NEOUS - FOREIGN P COMMAND - SELECT HIGH VEGETATION WER LOSS - PARTIA | TEM MAGNETOS<br>MATERIAL AFFECTING NORMA<br>FED UNSUITABLE TERRAIN | L OPSF | O<br>P | O<br>HAS<br>IN<br>LA | E C<br>FL<br>ND I | NONCOMMERCIAL PLEASURE/PERSONAL TRANSF  OF OPERATION IGHT NORMAL CRUISE ING LEVEL OFF/TOUCHDOWN | PRIVATE, AGE 55, 2962 P TOTAL HOURS, 904 IN TYPE, NOT INSTRUMENT RATED. |  |
|        | REMARKS- ENG BKFIRED AFTR FLY THRU HVY RAIN. WATER IN MAG DISTRIB BLOCKS. LNDD ON DIRT RD. WING HIT CORN TOPS.                    |  |  |        |        |                      |                   |   |   |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA  | IN.  | JUR<br>=   | S M                    | /N  | FLIGHT<br>PURPOSE      | PILOT DATA   |  |  |
|--------|--|--|--|--|--|------------------------|-----|------------------------|--|--|--|
|        |  |  |  | CR-<br>PX-   |  |                        |     |                        | COMMERCIAL, AGE 29, 1560 IVITY TOTAL HOURS, 1420 IN TYPE, NOT INSTRUMENT RATED.  |  |  |
|        | DEPARTURE<br>RICHLAN<br>TYPE OF A                              |  | INTENDED DESTINATION LOCAL   |  |  |                        |     |                        |  |  |  |
|        | PILOT I<br>MISCELL<br>TERRAIN<br>WEATHER<br>WEATHER B          | IN COMMAND - INADEQ<br>IN COMMAND - FAILED   | TITUDE<br>ING RECEIVED   | USED N   |  |                        |     |                        |  |  |  |
|        | 3/4 MIL  |  |  | CEILING AT ACCIDENT SITE 600 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F |  |                        |     |                        |  |  |  |
|        | FOG<br>WIND DIRE   |  | 68<br>WIND VELOCITY-KNOTS  |  |  |                        |     |                        |  |  |  |
|        | 240<br>TYPE OF W<br>VFR  |  | 6<br>TYPE OF FLIGHT PLAN<br>NONE   |  |  |                        |     |                        |  |  |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>ELEVATI | HOURS IN CROP CONTR CROP — FOREST—TRE S SEAT BELT — UNKNO MODEL — NOT USED CRASHPAD — NOT USED ONEST — NOT USED CRASHPAD — NOT IN ON—AREA BEING TREA | WN/NOT REPORTED<br>STALLED<br>DES  | OF<br>ES<br>H F<br>H E   | - NOT USED ELMET - NOT AVAILABI AR - NOT INSTALLED -TYPE - MOUNTAINOUS | QUID CHEMICAL-NONTOXIC |     |                        |  |  |  |
| 3-3260 | TIME - 15  | AMELIA,VA  | CESSNA 150<br>N4282U<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX-   | 0  | 0                      | 1   | INSTRUCTIONAL<br>SOLO  | STUDENT, AGE 23, 49 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.  |  |  |
|        | TYPE OF A  | POINT<br>BBORO,VA  | INTENDED DESTINATION FARMVILLE, VA   |  | F  |                        |     | F OPERATION<br>NG ROLL | AND THE STATE OF T |  |  |
|        | PILOT I<br>FACTOR(S)<br>TERRAIN<br>EMERGENCY                   | N COMMAND - BECAME<br>N COMMAND - SELECT<br>I - ROUGH/UNEVEN<br>'CIRCUMSTANCES - P   | LOST/DISORIENTED<br>ED UNSUITABLE TERRAIN '<br>RECAUTIONARY LANDING DI<br>CTRD HAZE•LNDD IN UNIM |  |  |                        | LD. |                        |  |  |  |

| FILE            | DATE LOCAT  | ION AIRCRAFT DATA  | INJURIES<br>F S M/N | FLIGHT<br>PURPOSE                                     | PILOT DATA  |
|-----------------|---|--|---------------------|---|---|
| 3-3431          | 11/25/72 HOPEWELL,<br>TIME - 1900   | VA PIPER PA-24<br>N6946P<br>DAMAGE-SUBSTANTIA  | PX- 0 0 0           | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP             | PRIVATE, AGE 29, 414 TOTAL HOURS, 111 IN TYPE, NOT INSTRUMENT RATED,      |
|                 | NAME OF AIRPORT - HO<br>DEPARTURE POINT<br>PARKERSBURG, W VA<br>TYPE OF ACCIDENT<br>OVERSHOOT<br>COLLIDED WITH FEN      | PEWELL<br>INTENDED DESTINATION<br>HOPEWELL, VA   | PHASE O<br>LANDI    | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG GO-AROUND | NOT INSTRUMENT NATEO:   |
|                 |   | MISJUDGED DISTANCE AND SPEE<br>DELAYED IN INITIATING GO-AR   |                     |   |   |
| 3-3434          | 11/28/72 CHARLOTTS<br>TIME - 1430   | VILLE, VA ENSTROM F-28A<br>N9569<br>DAMAGE-SUBSTANTIA  | PX- 0 0 0           |   | STUDENT, AGE 32, 120 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.      |
|                 | CHARLOTTESVILLE, V  | INTENDED DESTINATION   |                     |   |   |
|                 | PILOT IN COMMAND -<br>FACTOR(S)<br>MISCELLANEOUS ACTS   | SELECTED WRONG RUNWAY RELAT<br>FAILED TO MAINTAIN DIRECTION<br>CONDITIONS - DOWNWIND<br>AS ACFT SPEED DECREASED, PLT | NAL CONTROL         |   |   |
| 3 <b>-3</b> 442 | 12/3/72 PORT SMOUTH<br>TIME - 1100  | H,VA CESSA 170B<br>N8129A<br>DAMAGE-SUBSTANTIA   | PX- 0 0 0           |   | PRIVATE, AGE 53, 682<br>TOTAL HOURS, 19 IN TYPE,<br>NOT INSTRUMENT RATED. |
|                 | NAME OF AIRPORT - POR<br>DEPARTURE POINT<br>PORTSMOUTH, VA<br>TYPE OF ACCIDENT<br>GROUND-WATER LOOP-:<br>NOSE OVER/DOWN | RTSMOUTH<br>INTENDED DESTINATION<br>LOCAL  | PHASE O             | = OPERATION<br>NG ROLL<br>NG ROLL                     |   |
|                 | PILOT IN COMMAND -  | FAILED TO MAINTAIN DIRECTION MISUSED OR FAILED TO USE FL. NDINGS MADE WITH ZERO FLAPS,                               | APS                 | ) FULL FLAPS IN GUSTING C                             | ONDITIONS.  |

| FILE   | DATE                                    | LOCATION  | AIRCRAFT DATA   | INJU<br>F                      | R I<br>S  | ES<br>M/            | 'n          | FLIGHT<br>PURPOSE                | PILOT DATA   |
|--------|---|---|---|--------------------------------|-----------|---------------------|-------------|----------------------------------|--|
| 3-3263 | 12/13/72<br>TIME - 1048                 | ROANOKE, VA   | FAIRCHILD FH1100<br>N30VA<br>DAMAGE-SUBSTANTIAL                                   | CR- C                          |           | 1                   | 0           | MISCELLANEOUS<br>OTHER PUBLIC    | COMMERCIAL, AGE 33, 1792<br>TOTAL HOURS, 1472 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        |   | PORT - WOODRUM FI<br>DINT<br>A  |   |                                |           |                     |             |                                  | NATED.   |
|        | TYPE OF ACC                             | DINT<br>A<br>IDENT<br>WITH GROUND/WATE  | R UNCONTROLLED  |                                |           |                     |             | F OPERATION<br>NG FINAL APPROACH |  |
|        | ROTORCRAF<br>MISCELLAN<br>MISCELLAN     | COMMAND - INADEQU<br>T - FLIGHT CONTRO<br>EDUS ACTS,CONDITI<br>EDUS - FOREIGN MA<br>IRCUMSTANCES - FO<br>LA | TERIAL AFFECTING NORMARCED LANDING ON AIRPORTERAL CONTROL PROBLEM                 | H CONTR<br>L OPERA<br>RT/SEAPL | T I<br>AN | . SY<br>ONS<br>IE E | ST<br>S     | EM .                             | •  |
| •      | REMARKS- DR                             |   | TCH CONTROL PROBLEM ETED, TOOLS LEFT ON ENG                                       |                                |           |                     | )B <b>V</b> | D BY PLT FELL INTO C             | YCLE AREA JAMMED CTLS.   |
|        |   | (   |   |                                |           |                     |             |                                  |  |
| 3-3449 | 12/17/72<br>TIME - 1630                 | SOUTH BOSTON, VA  | ERCO 415-C<br>N87119<br>DAMAGE-DESTROYED  | CR- C                          | )         | 0                   | 0           | NONCOMMERCIAL<br>PRACTICE        | STUDENT, AGE 34, 66 TOTAL<br>HOURS, 39 IN TYPE, NOT<br>INSTRUMENT RATED.           |
|        | DEPARTURE P<br>SOUTH BOS<br>TYPE OF ACC | TON, VA   | INTENDED DESTINATION  |                                |           |                     |             | F OPERATION<br>OTHER             |  |
|        |   | COMMAND - STARTED   | ENGINE WITHOUT PROPER<br>GINE, ACFT ROLLED ACROS                                  |                                |           |                     |             |                                  |  |
| 3-3264 | 12/26/72<br>TIME - 1500                 | FAIRFAX,VA  | ENSTROM F28A<br>N4469<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>FAIRFAX,VA | CR- (                          | )         | 0                   | 1           | MISCELLANEOUS<br>POLICE PATROL   | COMMERCIAL, AGE 25, 895<br>TOTAL HOURS, 221 IN TYPE,                               |
|        | DEPARTURE P<br>DULLES A<br>TYPE OF ACC  |   | INTENDED DESTINATION<br>FAIRFAX, VA   |                                |           |                     |             | F OPERATION                      | NOT INSTRUMENT RATED.  |
|        | COLLIDED                                | WITH TREES  |   |                                |           | IN                  | FL          | IGHT HOVERING                    |  |
|        | PILOT IN                                | COMMAND - DIVERTE<br>COMMAND - FAILED   | D ATTENTION FROM OPERA<br>TO MAINTAIN ADEQUATE F<br>TENTION, WHILE AT A 100       | ROTOR R.                       | Ρ.        | м.                  |             |                                  | INTO TREES.  |

| FILE            |  |                                   |   | F          | :   | S M | 'N | FLIGHT<br>PURPOSE  |  |  |
|-----------------|--|-----------------------------------|---|------------|-----|-----|----|--|--|--|
|                 | 6/29/72 ALDE<br>TIME - 1530  | RWD MANR, WASH                    | CESSNA 150H<br>N7106S<br>DAMAGE-SUBSTANTIAL                               | CR-<br>PX- |     |     |    |  |  | STUDENT, AGE 32, 17 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.  |
|                 |  | II<br>NOR, WASH                   | TENDED DESTINATION  |            | Ρ   |     | -  | F OPERATION<br>FF' INITIAL CLIMB                           |  |  |
|                 | PROBABLE CAUSE(<br>PILOT IN COMM<br>FIRE AFTER IMPA  | AND - FAILED TO                   | O OBTAIN/MAINTAIN FL  | YING SF    | PEE | D   |    |  |  |  |
| 3 <b>-</b> 3079 | 7/7/72 TWIS  |                                   | BELL 47G-2<br>N6717D<br>DAMAGE-SUBSTANTIAL                                | CR-<br>PX- |     |     |    | COMMERCIAL<br>·AERIAL APPLICATION                          |  | PRIVATE, AGE 26, 1359<br>TOTAL HOURS, 48 IN TYPE,<br>NOT INSTRUMENT RATED. |
|                 | NAME OF AIRPORT - TWISP MUNI DEPARTURE POINT INTENDED DESTINATION  |                                   |   |            |     |     |    |  |  |  |
|                 | TWISP, WASH  |                                   | LOCAL   |            |     |     |    |  |  |  |
|                 | TYPE OF ACCIDEN COLLIDED WITH  |                                   |   |            | Р   |     | _  | F OPERATION<br>IGHT SWATH RUN                              |  |  |
|                 | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS                                     |                                   |   |            |     |     |    |  |  |  |
|                 | FACTOR(S)<br>MISCELLANEOUS   | ACTS, CONDITION<br>H OBSTRUCTIONS |   |            |     |     |    |  |  |  |
|                 | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1400 KIND OF CROP - MOSQUITO CONTROL PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED |                                   |   |            |     |     | OF | OPERATION - SPRAYING<br>CHEMICAL USED - LIQU<br>- NOT USED |  |  |
|                 | GOGGLES - NOT<br>TERRAIN-TYPE  |                                   | CRASH HELMET - AVAILABLE-USED<br>ELEVATION-AREA BEING TREATED-FEET - 1690 |            |     |     |    |  |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   | IN         | JUR I E<br>S  | S<br>M/N                           | FLIGHT<br>PURPOSE                                      | PILOT DATA  |
|--------|--|---|---|------------|---|------------------------------------|--|---|
| 3-3029 | 7/10/72<br>TIME - 1900   | VASHON HGHTS,WASH   | PIPER PA-28<br>N5725W<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX- | 0 0   | 1<br>3                             | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP              | PRIVATE, AGE 38, 132 RANSP TOTAL HOURS, 65 IN TYPE, NOT INSTRUMENT RATED.     |
|        | DEPARTURE I<br>SEATTLE<br>TYPE OF ACC<br>OVERSHOO  | CIDENT  | NTENDED DESTINATION<br>PORT ORCHARD, WASH   |            | L   | AND 1                              | OF OPERATION<br>ING LEVEL OFF/TOUCHD<br>ING ROLL       | OWN   |
|        | PILOT IN FACTOR(S)   | COMMAND - CONTINUE<br>COMMAND - MISJUDGE  | D VFR FLIGHT INTO ADV<br>D DISTANCE AND SPEED   |            |   |                                    |  |   |
|        | WEATHER AIRPORTS. WEATHER BR. WEATHER FOR  | - LOW CEILING<br>/AIRWAYS/FACILITIES<br>IEFING - NO BRIEFIN<br>RECAST - FORECAST S<br>CIRCUMSTANCES - PRE | TE PREFLIGHT PREPARAT  - AIRPORT CONDITION: G RECEIVED UBSTANTIALLY CORRECT CAUTIONARY LANDING ON ERSE/UNFAVORABLE WEAT | S WET      | RUNW  |                                    | ANN ING  |   |
|        | VISIBILITY<br>5 OR OVE   | AT ACCIDENT SITE  | IDENT SITE  |            | PRE<br>R  | 500<br>CIPI<br>AIN<br>PER <i>A</i> | G AT ACCIDENT SITE<br>ITATION AT ACCIDENT S<br>ATURE-F | ITE   |
|        | 90<br>TYPE OF WEA  | TION-DEGREES ATHER CONDITIONS   |   |            | 4<br>TYP  |                                    | ELOCITY-KNOTS<br>FLIGHT PLAN                           |   |
|        | REMARKS- PI  | LT RPRTD LOW CLOUDS   | •   |            |   |                                    |  |   |
| 3-3269 |  |   | HILLER ACFT FH1100<br>N590FH<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION   |            | 0 0<br>0 0  | 1 2                                | COMMERCIAL<br>AIR TAXI-PASSG                           | COMMERCIAL, AGE 27, 1480<br>TOTAL HOURS, 25 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | ENUMCLAN<br>TYPE OF ACI<br>ENGINE FA<br>ROLL OVER  |   | 1   | N FL       | DF OPERATION<br>.IGHT NORMAL CRUISE<br>ING POWER-OFF AUTORO | TATIVE LANDING                     |  |   |
|        | PROBABLE CA<br>POWERPLAN<br>MISCELLAN<br>TERRAIN<br>COMPLETE PO<br>EMERGENCY<br>REMARKS— T | D.LND ON 30 DEG SLOPE.  |   |            |   |                                    |  |   |

| FILE            | DATE  | LOCATION  | AIRCRAFT DATA   | IN         | JUR<br>F | RIES<br>S M     | /N          | FLIGHT<br>PURPOSE                         | PILOT DATA   |
|-----------------|---|---|---|------------|----------|-----------------|-------------|---|--|
| 3-2798          | 7/27/72 WENA<br>TIME - 1818<br>NAME OF AIRPORT<br>DEPARTURE POINT<br>WENATCHEE, WAS<br>TYPE OF ACCIDEN<br>FIRE OR EXPLO   | TCHEE, WASH  - PANGBORN  H  TT  SION IN FLIC  | CONVAIR PB4Y-2<br>N6816D<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>LOCAL | CR-<br>PX- | 0<br>0   | O<br>O<br>PHASI | 2<br>0      | COMMERCIAL<br>ASSOC FIRE CTL ACTIVITY     | COMMERCIAL, AGE 53,<br>10600 TOTAL HOURS, 1000 IN<br>TYPE, INSTRUMENT RATED. |
|                 | MISCELLANEOUS<br>REMARKS- FLAMES  |   | NED<br>FT SECTION OF FUSELAGE   | FORWA      | RD       | OF '            | ΓΑΙ         | .•  |  |
| 3 <b>-</b> 2797 | 7/27/72 ELLI<br>TIME - 0730   | SFORD, WASH   | PIPER PA-22<br>N2618P<br>DAMAGE-SUBSTANTIAL                                   |            | 0        | 0 .             | 1           | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | TYPE, NOT INSTRUMENT   |
|                 | TYPE OF ACCIDEN<br>GROUND-WATER   | ARTURE POINT INTENDED DESTINATION MARTHA LAKE, WASH E OF ACCIDENT ROUNDO-WATER LOOP-SWERVE HOSE OVER/DOWN |   |            | P        | L A             | ND I        | OPERATION NG ROLL NG ROLL                 | RATED.   |
|                 | PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - HIGH VEGETATION REMARKS- ACFT WG HIT TALL GRASS.   |   |   |            |          |                 |             |   |  |
| 3-2724          | 8/3/72 ASOT<br>TIME - 0430<br>DEPARTURE POINT<br>LEWISTON, ID<br>TYPE OF ACCIDEN  |   | STINSON 108-2<br>N9572K<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>LOCAL  |            | L        | AST<br>ASI      | EN<br>II TC |   | PRIVATE, AGE 47, 475<br>TOTAL HOURS, 164 IN TYPE,<br>NOT INSTRUMENT RATED.   |
|                 | COLLIDED WITH WIRES/POLES IN FLIGHT LOW PASS  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) PILOT IN COMMAND - MISJUDGED ALTITUDE MISCELLANEOUS ACTS, CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE REMARKS- |   |   |            |          |                 |             |   |  |

|        |   |  | AIRCRAFT DATA                         |     | F | S              | /N             | FLIGHT<br>PURPOSE                | PILOT DATA |  |
|--------|---|--|---------------------------------------|-----|---|----------------|----------------|----------------------------------|------------|--|
|        | 8/5/72<br>TIME - 19<br>DEPARTURI<br>FORT SI<br>TYPE OF A  | FORT SHAW, WASH<br>900<br>E POINT<br>HAW, WASH<br>ACCIDENT | CESSNA 180D                           | CR- | 0 | 0<br>0<br>PHAS | 1<br>1<br>SE C | NONCOMMERCIAL                    |            |  |
|        | PILOT :   |  | R LEVEL OFF<br>ONS - OVERLOAD FAILURE | ŧ   |   |                |                |                                  |            |  |
| 3-2880 | 8/12/72<br>TIME - 0   |  |                                       | PX- |   |                |                | COMMERCIAL<br>AERIAL APPLICATION |            |  |
|        | NAME OF AIRPORT - YAKIMA MUNI DEPARTURE POINT INTENDED DESTINATION WILEY CITY, WASH LOCAL TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES IN FLIGHT PULLUP FROM SWATH RUN  |  |                                       |     |   |                |                |                                  |            |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION  FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE REMARKS- PULLED UP INTO WIRES AVDG BEE BOARDS. CHOLINESTERACE READING OF 23. |  |                                       |     |   |                |                |                                  |            |  |

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| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | I          | NJUF<br>F | RIES<br>S M                  | /N                     | FLIGHT<br>PURPOSE  | PILOT DATA   |
|--------|---|--|---|------------|-----------|------------------------------|------------------------|--|--|
|        | 8/14/72<br>TIME - 16<br>NAME OF A<br>DEPARTURE          | ROCKFORD,WASH  OO  IRPORT - FARM STRIP POINT RD,WASH CCIDENT | CESSNA 120<br>N77336<br>DAMAGE-SUBSTANTIAL                    | CR-<br>PX- | 0         | 0<br>0<br>PHAS               | 1<br>0                 | NONCOMMERCIAL  | PRIVATE, AGE 33, 203 P TOTAL HOURS, 107 IN TYPE, NOT INSTRUMENT RATED.   |
|        | PILOT II<br>FACTOR(S)                                   | N COMMAND - INADEQUA<br>N COMMAND - FAILED 1                 |   |            |           |                              |                        |  |  |
|        | 5 OR OV OBSTRUCTION NONE WIND VELOG CALM TYPE OF FINONE | T<br>Y AT ACCIDENT SITE<br>ER<br>DNS TO VISION AT ACC        |   |            | F         | 40<br>REC<br>NO<br>EMP<br>83 | OO<br>IPI<br>NE<br>ERA | AT ACCIDENT SITE TATION AT ACCIDENT SITE TURE-F WEATHER CONDITIONS     |  |
| 3-3118 | TIME - 130 DEPARTURE LAKE UI TYPE OF A                  | POINT I  | N4495E<br>DAMAGE-MINOR<br>NTENDED DESTINATION<br>EDMONDS,WASH | CR-<br>PX- | 0         | 1<br>PHAS                    | 0<br>E 0               | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP  F OPERATION C IDLING ENGINE(S) | PRIVATE, AGE 24, 93 TOTAL<br>HOURS, 27 IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | FACTOR(S)<br>PILOT II                                   | EL - MISCELLANEOUS-P<br>N COMMAND - INADEQUA                 | ERSONNEL PASSENGER TE SUPERVISION OF FLITEPPED OUT OF ACFT ON |            | EFTF      | LOA                          | ТΔ                     | ND WAS HIT BY PROP.  |  |

| FILE   | DATE  | LOCATION                                   | AIRCRAFT DATA  | IN    | JUR<br>F | IES<br>S M      | /N              | FLIGHT<br>PURPOSE  | PILOT DATA  |  |  |
|--------|---|--|--|-------|----------|-----------------|-----------------|--|---|--|--|
|        | 8/19/72 V<br>TIME - 1215<br>NAME OF AIRP<br>DEPARTURE PO  | ANCOUVER, WASH  PORT - EVERGREEN  INT WASH | WACO UPF-7   | CR-   | 0        | 1<br>O<br>HAS   | 0<br>0          | MISCELLANEOUS<br>AIR SHOW/RACING   | COMMERCIAL, AGE 60,<br>20200 TOTAL HOURS, 450 IN<br>TYPE, INSTRUMENT RATED. |  |  |
|        | FACTOR(S)<br>TERRAIN -  |  | TO OBTAIN/MAINTAIN FLY                                     | ING S | PEE      | D               |                 |  |   |  |  |
| 3-3341 | TIME - 1845  NAME OF AIRE DEPARTURE PO OLYMPIA WA TYPE OF ACCI ENGINE FAI   | PORT - OLYMPIA<br>DINT<br>ASH              | N4281R DAMAGE-SUBSTANTIAL  INTENDED DESTINATION LOCAL  ION |       | 0        | O<br>PHAS<br>LA | 5<br>E 0<br>NDI | NONCOMMERCIAL PLEASURE/PERSONAL TRANSF F OPERATION NG TRAFFIC PATTERN-CIRCI NG LEVEL OFF/TOUCHDOWN | P TOTAL HOURS, 5 IN TYPE,<br>NOT INSTRUMENT RATED.                          |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL SELECTOR POSITIONED BETWEEN TANKS MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION 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 |  |  |       |          |                 |                 |  |   |  |  |

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| FILE   | DATE  | LOCATION    | AIRCRAFT DATA                  |            |        |       |          | FLIGHT<br>PURPOSE               |         | PILOT DATA   |  |
|--------|---|-------------|--------------------------------|------------|--------|-------|----------|---------------------------------|---------|--|--|
| 3-3486 |   |             | DAMAGE-DESTROYED               | CR-<br>PX- | 1<br>1 | 0 0   | NO<br>PL | NCOMMERCIAL<br>.EASURE/PERSONAL | TRANSP  | PRIVATE, AGE 54, 1207<br>TOTAL HOURS, 214 IN TYPE<br>INSTRUMENT RATED. |  |
|        |   |             | INTENDED DESTINATION           |            |        |       |          |                                 |         |  |  |
|        | TYPE OF A   | E,WASH      | OMAK, WASH                     |            | D.L    | A C E | 05 0     | PERATION                        |         |  |  |
|        |   |             | R UNCONTROLLED                 |            |        |       |          | IT UNCONTROLLED                 | DESCENT |  |  |
|        | PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE |             |                                |            |        |       |          |                                 |         |  |  |
|        | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT   |             |                                |            |        |       |          |                                 |         |  |  |
|        | SKY CONDI<br>BROKEN   |             | CEILING AT ACCIDENT SITE       |            |        |       |          |                                 |         |  |  |
|        | VISIBILIT   |             | PRECIPITATION AT ACCIDENT SITE |            |        |       |          |                                 |         |  |  |
|        |   | CIDENT SITE | TEMPERATURE-F<br>46            |            |        |       |          |                                 |         |  |  |
|        | WIND VELO   | CITY-KNOTS  |                                |            |        |       | F WE     | ATHER CONDITION                 | S       |  |  |
|        | CALM  |             |                                |            |        | VFR   |          |                                 |         |  |  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA  | IN     | JUR<br>F | RIES             | /N        | FLIGHT<br>PURPOSE                                | PILOT DATA   |
|--------|---|---|--|--------|----------|------------------|-----------|--|--|
|        | 10/10/72<br>TIME - 211<br>NAME OF AI                              | BELLINGHAM,WASH<br>15<br>IRPORT - BELLINGHA                         | CESSNA 210<br>N9557T<br>DAMAGE-SUBSTANTIAL<br>M MUNI<br>INTENDED DESTINATION | CR-    | 0        | 0                | 1         | NONCOMMERCIAL                                    |  |
|        | FRIDAY HARBOR, WASH  TYPE OF ACCIDENT HARD LANDING NOSE OVER/DOWN |   |  |        |          | LA               | ND I      | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG ROLL |  |
|        | PILOT IN<br>FACTOR(S)   | COMMAND - EXERCIS   | R RECOVERY FROM BOUNCE   | ED LAN | ID IN    | 1G               |           |  |  |
|        | SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE    |   |  |        |          | 6 C              | 00<br>IPI | AT ACCIDENT SITE                                 |  |
|        | 5 OR OVER  5 OR OVER  NONE  |   |  |        |          | NO<br>VIND<br>30 | DIF       | ECTION-DEGREES                                   |  |
|        | WIND VELOCITY-KNOTS 30 TYPE OF FLIGHT PLAN VFR                    |   |  |        |          |                  | OF        | WEATHER CONDITIONS                               |  |
|        | REMARKS- W  | IND GUSTING TO 35   | KTS.LDG RWY 34   |        |          |                  |           |  |  |
| 3-2815 | 10/10/72<br>TIME - 180  | DIXIE,WASH  | PIPER PA-23<br>N6707Y<br>DAMAGE-DESTROYED                                    |        |          |                  |           | NONCOMMERCIAL<br>BUSINESS                        | PRIVATE, AGE 60, 5597<br>TOTAL HOURS, 70 IN TYPE,<br>INSTRUMENT RATED. |
|        |   |   | LA CTY<br>INTENDED DESTINATION<br>WALLA WALLA,WASH                           |        |          |                  |           |  |  |
|        | TYPE OF AC  |   |  |        | P        |                  |           | OPERATION<br>NG INITIAL APPROACH                 |  |
|        | FACTOR(S)<br>MISCELLA<br>MISCELLA                                 | N COMMAND - IMPROPE<br>ANEOUS ACTS, CONDITI<br>ANEOUS ACTS, CONDITI |  |        |          |                  |           |  |  |

| FILE   |  |   | AIRCRAFT DATA   | I N J U F      | RIES<br>S M/N       | FLIGHT<br>PURPOSE  |        | PILOT DATA   |
|--------|--|---|---|----------------|---------------------|--|--------|--|
| 3-2741 | 10/13/72 MOSES TIME - 1612   | LAKE,WASH<br>I                              | PIPER PA-22 N8143D DAMAGE-SUBSTANTIAL NTENDED DESTINATION LOCAL                 | CR- O<br>PX- O | 0 1<br>0 3<br>PHASE | NONCOMMERCIAL  | TRANSP | COMMERCIAL, AGE 35, 445<br>TOTAL HOURS, 103 IN TYPE,<br>INSTRUMENT RATED.      |
|        |  | D - FAILED T                                | UNSUITABLE TERRAIN<br>O MAINTAIN DIRECTIONA                                     | L CONTRO       | DL                  |  |        |  |
| 3-2902 | 10/23/72 REPUBL<br>TIME - 1145   | IC,WASH                                     | STINSON 108-2<br>N201C<br>DAMAGE-SUBSTANTIAL                                    | F X = 0        | 0 1                 | NONCOMMERCIAL<br>PRACTICE                                |        | STUDENT, AGE 43, 51 TOTAL<br>HOURS, 17 IN TYPE, NOT<br>INSTRUMENT RATED.       |
|        | NAME OF AIRPORT — DEPARTURE POINT REPUBLIC, WASH TYPE OF ACCIDENT GROUND-WATER LOU NOSE OVER/DOWN      | I   | NTENDED DESTINATION LOCAL   |                | TAKE                | OF OPERATION<br>OFF RUN<br>OFF RUN                       |        | AND THOUSAND MATERIA   |
|        | PILOT IN COMMANI   | D - IMPROPER<br>S/FACILITIES                | O MAINTAIN DIRECTIONA OPERATION OF BRAKES - AIRPORT CONDITIONS TO GRAVEL TO SOD | AND/OR F       |                     | CONTROLS   |        |  |
| 3-3007 | 10/25/72 CONNELI<br>TIME - 1530  | L,WASH                                      | ROBERTSON 182J<br>N3392F<br>DAMAGE-SUBSTANTIAL                                  |                |                     | NONCOMMERCIAL<br>BUSINESS                                |        | COMMERCIAL, FL.INSTR.,<br>AGE 28, 1133 TOTAL HOURS,<br>350 IN TYPE, INSTRUMENT |
|        | NAME OF AIRPORT —<br>DEPARTURE POINT<br>SPOKANE WASH<br>TYPE OF ACCIDENT<br>UNDERSHOOT<br>HARD LANDING | I   | TY APT<br>NTENDED DESTINATION<br>CONNELL,WASH                                   | F              | LAND                | OF OPERATION<br>ING FINAL APPROACH<br>ING LEVEL OFF/TOUC |        | RATED.   |
|        |  | D - INADEQUA<br>CELLANE <mark>O</mark> US-P | TE SUPERVISION OF FLI<br>ERSONNEL PASSENGER<br>T SHORT OF RWY.                  | GHT _          |                     |  |        |  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA  | INJURIES<br>F S M/N    | FLIGHT<br>PURPOSE  | PILOT DATA  |
|--------|---|---|--|------------------------|--|---|
| 3-3040 | 11/10/72<br>TIME - 145  | SPOKANE, WASH<br>O  | CESSNA 150<br>N5527G<br>DAMAGE-SUBSTANTIAL                     | CR- 0 0 1<br>PX- 0 0 0 | INSTRUCTIONAL<br>SOLO                                      | STUDENT, AGE 20, 10 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | NAME OF AI<br>DEPARTURE<br>SPOKANE,<br>TYPE OF AC<br>HARD LAN<br>GEAR COL | CIDENT<br>DING  | TL<br>INTENDED DESTINATION<br>LOCAL                            | LANDI                  | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG ROLL           | I   |
|        | PILOT IN FACTOR(S)  | COMMAND - IMPROPE<br>COMMAND - IMPROPE                                    | R LEVEL OFF<br>R RECOVERY FROM BOUNC<br>ONS — OVERLOAD FAILURI |                        |  |   |
| 3-3208 | 11/12/72<br>TIME - 120  | LONGMIRE,WASH<br>O  | CESSNA 172<br>N1837Y<br>DAMAGE-DESTROYED                       | CR- 0 1 0<br>PX- 0 0 2 | NONCOMMERCIAL<br>BUSINESS                                  | PRIVATE, AGE 23, 128 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.      |
|        | ASHFORD<br>TYPE OF AC<br>ENGINE F   | ,WASH   | INTENDED DESTINATION<br>LOCAL<br>ION                           |                        | F <sup>-</sup> OPERATION<br>IGHT NORMAL CRUISE<br>NG OTHER | AAILU.  |
|        | TERRAIN<br>TERRAIN<br>COMPLETE P<br>EMERGENCY                             | NT - MISCELLANEOUS<br>- HIGH OBSTRUCTION<br>- OTHER<br>OWER LOSS - COMPLE | TE ENGINE FAILURE/FLA<br>RCED LANDING OFF AIRPO                | MEOUT-1 ENGINE         | D REASONS  |   |
| 3-2789 | 7/26/72<br>TIME - 173   | CHARLESTON,W VA<br>9  | PIPER PA-30<br>N8258Y<br>DAMAGE-SUBSTANTIAL                    | CR- 0 0 1<br>PX- 0 0 2 | NONCOMMERCIAL<br>BUSINESS                                  | PRIVATE, AGE 49, 4040<br>TOTAL HOURS, 2000 IN<br>TYPE, INSTRUMENT RATED.  |
|        | DEPARTURE<br>ORLANDO<br>TYPE OF AC  | ,FLA<br>CIDENT<br>ATER LOOP-SWERVE  | INTENDED DESTINATION<br>HUNTINGTON,W VA                        | LANDI                  | F OPERATION<br>NG ROLL<br>NG ROLL                          |   |
|        | FACTOR(S)   | COMMAND - FAILED  | TO MAINTAIN DIRECTION,<br>ONS - OVER-LOAD FAILURI              |                        |  |   |
|        | elik  |   |  |                        |  |   |

|       |  |  |       |      | •  |  |
|-------|--|--|-------|------|--|--|
| FILE  | DATE LOCATIO   |  | F     | S M/ |  | PILOT DATA   |
| -3575 | 9/18/72 BUCKHANNON,<br>TIME - 1415   | W VA CESSNA 140  | CR- ( | 0 0  | 1 NONCOMMERCIAL<br>1 PLEASURE/PERSONAL TRAN                | PRIVATE, AGE 24, 172   |
|       | NAME OF AIRPORT - LEW<br>DEPARTURE POINT<br>CHARLESTON, WVA<br>TYPE OF ACCIDENT<br>GROUND-WATER LOOP-SW<br>COLLIDED WITH FENCE | INTENDED DESTINATION FT BELVOIR, VA  |       | LAN  | OF OPERATION<br>DING ROLL<br>DING ROLL                     |  |
|       |  | MPROPER LEVEL OFF<br>MPROPER RECOVERY FROM BOUNC<br>AILED TO MAINTAIN DIRECTION            |       |      |  |  |
| -2711 | TIME - 1300<br>NAME OF AIRPORT - LAN   | DAMAGE-SUBSTANTIAL   |       |      |  | STUDENT, AGE 31, 29 TOTAL<br>ISP HOURS, 19 IN TYPE, NOT<br>INSTRUMENT RATED. |
|       | CHARLESTON, W VA<br>TYPE OF ACCIDENT<br>OVERSHOOT<br>STALL MUSH  | LOCAL  |       | LAN  | OF OPERATION<br>DING LEVEL OFF/TOUCHDOWN<br>DING GO-AROUND | ı  |
|       | PILOT IN COMMAND - D   | ISJUDGED SPEED AND ALTITUDE<br>ELAYED IN INITIATING GO-AROI<br>AILED TO OBTAIN/MAINTAIN FL |       | ED   |  |  |

| FILE   |  |  | AIRCRAFT DATA   |                                     | F  | S M       | /N  | PURPOSE                                 | PILOT DATA |
|--------|--|--|---|-------------------------------------|----|-----------|-----|---|------------|
| 3-2930 | 10/18/72<br>TIME - 17                        | MAYSEL,W VA<br>30  | PIPER PA-22<br>N3386A<br>DAMAGE-SUBSTANTIAL   | CR-                                 | 0  | 0         | 1   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAN |            |
|        |  | POINT<br>BORO,NC   | INTENDED DESTINATION MINERVA, OHIO  |                                     |    |           |     |   |            |
|        | TYPE OF A                                    |  | MINERVATORIO  |                                     | D  | HASI      | = 0 | F OPERATION                             |            |
|        | NOSE OV                                      |  |   |                                     |    |           |     |   |            |
|        | WEATHER<br>WEATHER<br>WEATHER B<br>WEATHER F | RIEFING - BRIEFED E<br>ORECAST - UNKNOWN/N<br>CIRCUMSTANCES - FC<br>AC<br>AF | BY FLIGHT SERVICE PERSO<br>NOT REPORTED<br>BY SERVICE AND ING OFF AIRPO<br>VERSE/UNFAVORABLE WEAT<br>PROACHING DARKNESS | RT ON                               | LA | ND        |     | AT ACCIDENT SITE                        |            |
|        |  | LOWER SCATTERED  |   |                                     | C  | +1L<br>40 |     | AT ACCIDENT, SITE                       |            |
|        |  | Y AT ACCIDENT SITE OR LESS   |   | PRECIPITATION AT ACCIDENT SITE RAIN |    |           |     |   |            |
|        | OBSTRUCTI<br>FOG                             | ONS TO VISION AT AC  |   |                                     |    |           |     |   |            |
|        | TYPE OF F<br>NONE                            | LIGHT PLAN   |   |                                     |    |           |     |   |            |

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| FILE   | DATE LOCAT  | ION AIRCRAFT DATA  | INJURIES<br>F S M/N  | FLIGHT<br>PURPOSE   | PILOT DATA  |  |  |  |
|--------|---|--|--|---------------------|---|--|--|--|
| 3-3323 | 10/28/72 KEYSER,W<br>TIME - 0845<br>NAME OF AIRPORT - KE<br>DEPARTURE POINT<br>PITTSBURGH,PA<br>TYPE OF ACCIDENT                            | VA PIPER PA-28<br>N917HP<br>DAMAGE-DESTROYED   | CR- 1 0 0 INS<br>PX- 0 0 0 SOI   | STRUCTIONAL<br>LO   | STUDENT, AGE 43, 34 TOTAL<br>HOURS, 23 IN TYPE, NOT<br>INSTRUMENT RATED.  |  |  |  |
|        | PILOT IN COMMAND -<br>FACTOR(S)<br>PILOT IN COMMAND -<br>WEATHER - LOW CEIL<br>WEATHER - FOG<br>WEATHER BRIEFING - B                        | CONTINUED VFR FLIGHT INTO A SPATIAL DISORIENTATION  FAILED TO FOLLOW APPROVED PING  RIEFED BY FLIGHT SERVICE PER ORECAST SUBSTANTIALLY CORREC                        | ROCEDURES,DIRECTIVES   |                     |   |  |  |  |
|        | SKY CONDITION OBSCURATION VISIBILITY AT ACCIDE 1/4 MILE OR LESS OBSTRUCTIONS TO VISI FOG TYPE OF FLIGHT PLAN NONE REMARKS- BECAME LOST      | ON AT ACCIDENT SITE  | CEILING AT ACCIDENT SITE  UNKNOWN/NOT REPORTED  PRECIPITATION AT ACCIDENT SITE  NONE  TYPE OF WEATHER CONDITIONS  IFR  IP TOLD PLT NOT TO DEP FOR HOME BASE.PLT DEP,FLEW INTO WEA. |                     |   |  |  |  |
| 3-3439 | NAME OF AIRPORT - MA  | INTENDED DESTINATION BALTIMORE, MD   | L<br>PHASE OF OF   |                     | PRIVATE, AGE 43, 124<br>TOTAL HOURS, 72 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |
|        | HARD LANDING  PROBABLE CAUSE(S) PILOT IN COMMAND — MISCELLANEOUS ACTS FACTOR(S) MISCELLANEOUS ACTS COMPLETE POWER LOSS EMERGENCY CIRCUMSTAN | MISMANAGEMENT OF FUEL ,CONDITIONS - FUEL EXHAUSTIO ,CONDITIONS - PILOT FATIGUE - COMPLETE ENGINE FAILURE/FL CES - FORCED LANDING OFF AIR TION ONE HALF MILE SHORT OF | LANDING  N  AMEOUT-1 ENGINE PORT ON LAND   | LEVEL OFF/TOUCHDOWN | D.  |  |  |  |

| FILE           | DATE LOCATION   | AIRCRAFT DATA  | F . S M/N  | PURPOSE  | PILOT DATA   |  |  |  |  |
|----------------|---|--|--|--|--|--|--|--|--|
|                | 12/11/72 CEREDO,W VA<br>TIME - 1220   | BEECH 65-A80<br>N314Q<br>Damage-Substantial  | CR- 0 0 1<br>PX- 0 0 2   | NONCOMMERCIAL  | COMMERCIAL, AGE 50,<br>12142 TOTAL HOURS, 337 IN<br>TYPE, INSTRUMENT RATED.            |  |  |  |  |
|                |   | PARKERSBURG, W VA HUNTINGTON, W VA TYPE OF ACCIDENT PHASE OF OPERATION   |  |  |  |  |  |  |  |
|                | PROBABLE CAUSE(S) PILOT IN COMMAND - INADVER  | TENTLY RETRACTED GEAR  |  |  |  |  |  |  |  |
| <b>3-</b> 3529 | 6/2/72 COCHRANE, WIS<br>TIME - 0004   | CESSNA 207<br>N91005<br>Damage-destroyed   |  | COMMERCIAL AIR TAXI-CARGO S-D                                | COMMERCIAL, FL.INSTR.,<br>AGE 30, 2871 TOTAL HOURS,<br>861 IN TYPE, INSTRUMENT         |  |  |  |  |
|                | DEPARTURE POINT INTENDED DESTINATION LACROSSE, WIS MINNEAPOLIS, MINN TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT  |  |  |  |  |  |  |  |  |
|                | PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICA FIRE AFTER IMPACT REMARKS- CHF PLT STATED PLT  |  | E FLYING BEFO  | PRE•   |  |  |  |  |  |
| 3-3077         | 6/13/72 MENOMONIE,WIS<br>TIME - 1900  | PIPER J3C<br>N3607K<br>DAMAGE-SUBSTANTIAL  | CR- 0 0 2<br>PX- 0 0 0   | INSTRUCTIONAL DUAL   | COMMERCIAL, FL.INSTR.,<br>AGE 32, 832 TOTAL HOURS,<br>31 IN TYPE, INSTRUMENT<br>RATED. |  |  |  |  |
|                | NAME OF AIRPORT - MENOMONIE<br>DEPARTURE POINT<br>MENOMONIE, WIS<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCI<br>NOSE OVER/DOWN  | INTENDED DESTINATION LOCAL   | TAKE   | OF OPERATION<br>OFF INITIAL CLIMB<br>ING LEVEL OFF/TOUCHDOWN |  |  |  |  |  |
|                | PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS PERSONNEL - MAINTENANCE, SE MISCELLANEOUS - FOREIGN MA MISCELLANEOUS ACTS, CONDITI COMPLETE POWER LOSS - COMPLE EMERGENCY CIRCUMSTANCES - FC REMARKS- FLOAT EQUIPPED. 3/81 | RVICING, INSPECTION IN<br>ITERIAL AFFECTING NORMA<br>ONS - INTERFERENCE WIT<br>ITE ENGINE FAILURE/FLAN<br>RCED LANDING OFF AIRPO | NADEQUATE MAIN<br>AL OPERATIONS<br>IH FLIGHT CONT<br>MEOUT-1 ENGINE<br>DRT ON LAND | TENANCE AND INSPECTION                                       | ITROL STICK MOVEMENT.  |  |  |  |  |

| FILE   |   |   | F S M/N       |  | PILOT DATA   |  |  |  |  |  |
|--------|---|---|---------------|--|--|--|--|--|--|--|
|        | 7/4/72 HALES CORNERS,W<br>TIME - 1245   |   | CR- 1 0 0 M   |  | PRIVATE, AGE 41, 428 TOTAL HOURS, 49 IN TYPE, INSTRUMENT RATED.        |  |  |  |  |  |
|        | NAME OF AIRPORT - RAINBOW DEPARTURE POINT INTENDED DESTINATION MILWAUKEE, WISC LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL IN FLIGHT LOW PASS |   |               |  |  |  |  |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILE FACTOR(S) PILOT IN COMMAND - MISUS PILOT IN COMMAND - MISJU REMARKS- AIR DROPPING FAVO                 | ED OR FAILED TO USE FLA<br>DGED ALTITUDE          | PS            | DW ALT PASS,FLAPS FULL                   | DOWN •   |  |  |  |  |  |
|        |   |   |               |  |  |  |  |  |  |  |
| 3-2806 | 7/28/72 RIO,WISC<br>TIME - 1930   | PIPER PA-28<br>N5450W<br>DAMAGE-SUBSTANTIAL       | PX- 0 0 1 F   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS | PRIVATE, AGE 37, 1000 P TOTAL HOURS, 30 IN TYPE, NOT INSTRUMENT RATED. |  |  |  |  |  |
|        | NAME OF AIRPORT - COWGILL DEPARTURE POINT RIO,WISC TYPE OF ACCIDENT COLLIDED WITH AUTOMOBIL   | INTENDED DESTINATION LOCAL                        |               | OPERATION<br>S ROLL                      | NOT INSTRUMENT RATES.  |  |  |  |  |  |
|        | PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR MISCELLANEOUS - FOREIGN REMARKS- RAN OFF RWY,HIT T  | MATERIAL AFFECTING NORM                           | AL OPERATIONS | CYL.                                     |  |  |  |  |  |  |
|        |   |   |               |  |  |  |  |  |  |  |
| 3-2844 | 8/1/72 RICE LAKE, WIS<br>TIME - 0945  | TAYLORCRAFT BL-65<br>N29570<br>DAMAGE-SUBSTANTIAL | PX- 0 1 0 I   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS | PRIVATE, AGE 24, 130 P TOTAL HOURS, 67 IN TYPE, NOT INSTRUMENT RATED.  |  |  |  |  |  |
|        | NAME OF AIRPORT - RICE LAK<br>DEPARTURE POINT   |   |               |  | NOT THOREW KATED   |  |  |  |  |  |
|        | RICE LAKE, WIS  TYPE OF ACCIDENT  STALL SPIN  | ONAMIA, MINN                                      |               | OPERATION<br>F INITIAL CLIMB             |  |  |  |  |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPRO PILOT IN COMMAND - FAILE FACTOR(S)   | D TO OBTAIN/MAINTAIN FL                           |               |  |  |  |  |  |  |  |
|        | PILOT IN COMMAND - MISJU<br>MISCELLANEOUS - VORTEX T<br>FIRE AFTER IMPACT   |   |               |  |  |  |  |  |  |  |

| FILE   | DATE                                       | LOCATION   | AIRCRAFT DATA   | INJUR<br>F                | IES<br>S M/N | FLIGHT<br>PURPOSE                     | PILOT DATA   |
|--------|--|--|---|---------------------------|--------------|---------------------------------------|--|
|        | 8/1/72<br>TIME - 10<br>DEPARTURE           | REDGRANITE, WIS<br>30<br>POINT<br>ITE, WIS   | TRAVEL AIR 4000 N241 DAMAGE-SUBSTANTIAL INTENDED DESTINATION WAUTOMA, WIS   | CR- 0<br>PX- 0            | 0 1 0        | NONCOMMERCIAL                         | COMMERCIAL, AGE 52, 4900<br>TRANSP TOTAL HOURS, 10 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | FACTOR(S)<br>PILOT I<br>TERRAIN            | CAUSE(S)<br>N COMMAND - SELECT<br>N COMMAND - INADEQ<br>- HIGH VEGETATION            | ED UNSUITABLE TERRAIN<br>UATE PREFLIGHT PREPARA<br>TH BRAKE ATTACH LEVERS   |                           | OR PL        |                                       |  |
| 3-2894 | 8/13/72<br>TIME - 12<br>NAME OF A          |  | DAMAGE-SUBSTANTIAL  | 1 / 0                     | 0. 1<br>0 0  | ·NONCOMMERCIAL<br>PLEASURE/PERSONAL 1 | COMMERCIAL, AGE 43, 407 TRANSP TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED.         |
|        |  | ILLE,WIS<br>CCIDENT<br>LLAPSED   | INTENDED DESTINATION<br>LOCAL   | Р                         | LAND         | OF OPERATION<br>ING ROLL<br>ING ROLL  |  |
|        | FACTOR(S)<br>AIRPORT<br>AIRPORT<br>MISCELL | N COMMAND - INADEG<br>S/AIRWAYS/FACILITI<br>S/AIRWAYS/FACILITI<br>ANEOUS ACTS,CONDIT | UATE PREFLIGHT PREPARA ES - AIRPORT CONDITION ES - AIRPORT CONDITION IONS - OVERLOAD FAILUR ROCK UNDER SOFT RUNWAY            | S HIDDEN<br>S SOFT R<br>E | HAZAF        |                                       | ·  |
| 3-2950 | 8/14/72<br>TIME - 08                       | PALMYRA,WIS<br>30  | CESSNA 150<br>N17100<br>DAMAGE-SUBSTANTIAL  | PX- 0                     |              | INSTRUCTIONAL<br>SOLO                 | STUDENT, AGE 19, 33 TOTA<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.             |
|        | DEPARTURE<br>GRAYSL<br>TYPE OF A           | AKE ILL  | INTENDED DESTINATION PALMYRA, WIS   |                           |              | OF OPERATION<br>ING ROLL              | INSTRUMENT RATES.  |
|        | PILOT I<br>FACTOR(S)<br>PILOT I<br>MISCELL | N COMMAND - FAILED<br>N COMMAND - SELECT<br>N COMMAND - INADEQ<br>ANEOUS ACTS,CONDIT | TO SEE AND AVOID OBJE<br>ED UNSUITABLE TERRAIN<br>UATE PREFLIGHT PREPARA'<br>IONS - NOT ALIGNED WIT<br>IVEWAY FOR THE LANDING | TION AND/<br>H RUNWAY/    | OR PL        | ANNING                                |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   |            |             | S M                                 |                                    |  |          | PILOT DATA  |
|--------|--|--|---|------------|-------------|-------------------------------------|------------------------------------|--|----------|---|
| 3-2968 | TIME - 11  NAME OF A DEPARTURE BARABO TYPE OF A  | IRPORT - NECEDAH POINT O,WIS                     | CESSNA 3100 N75880 DAMAGE-SUBSTANTIAL INTENDED DESTINATION NECEDAH, WIS | CR-<br>PX- | 0           | O<br>'HAS                           | 2<br>E (                           | NONCOMMERCIAL PLEASURE/PERSC  OF OPERATION NG LEVEL OFF/T                              |          | PRIVATE, AGE 57, 3600<br>TOTAL HOURS, 182 IN TYPE,<br>INSTRUMENT RATED. |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER - SUDDEN WINDSHIFT FACTOR(S) MISCELLANEOUS ACTS.CONDITIONS - DOWNWIND |  |   |            |             |                                     |                                    |  |          |   |
|        | 5 OR OV<br>OBSTRUCTI<br>NONE<br>TEMPERATU<br>90  | T<br>Y AT ACCIDENT SIT<br>ER<br>ONS TO VISION AT |   |            | P<br>R<br>W | 25<br>REC<br>NO<br>ELA<br>RI<br>IND | O<br>IPI<br>NE<br>TIV<br>SHT<br>VE | AT ACCIDENT SI<br>TATION AT ACCID<br>E BEARING OF WI<br>CROSS WIND 068<br>LOCITY-KNOTS | ENT SITE | s   |

| FILE   |  | N AIRCRAFT DATA  | F S M/N   | FLIGHT<br>PURPOSE   | PILOT DATA  |
|--------|--|--|---|---|---|
| 3-2965 | 8/14/72 NEW GLARUS, W<br>TIME - 1310   | DAMAGE-SUBSTANTIAL INTENDED DESTINATION  | CR- 0 0 1<br>PX- 0 0 0                              |   | STUDENT, AGE 32, 77 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED. |
|        | PILOT IN COMMAND - IN<br>FACTOR(S)<br>WEATHER - TURBULENCE;<br>TERRAIN - HIGH VEGET;<br>PILOT IN COMMAND - A                           | ELECTED UNSUITABLE TERRAIN MPROPER IN-FLIGHT DECISIONS , ASSOCIATED W/CLOUDS AND/OF ATION TTEMPTED OPERATION BEYOND E) S - PRECAUTIONARY LANDING OF ADVERSE/UNFAVORABLE WEAT | THUNDERSTORMS  (PERIENCE/ABILI)  F AIRPORT          | TY LEVEL  |   |
|        | SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT 5 OR OVER OBSTRUCTIONS TO VISION NONE WIND DIRECTION-DEGREES 240 TYPE OF WEATHER CONDIT | AT ACCIDENT SITE   | 3000<br>PRECIPI<br>NONE<br>TEMPERA<br>87<br>WIND VE | AT ACCIDENT SITE TATION AT ACCIDENT SIT TURE-F LOCITY-KNOTS FLIGHT PLAN | E .   |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | IN   | JUR<br>F          | RIES<br>S N | 5<br>1 / N | FLIGHT<br>PURPOSE  | PILOT DATA  |
|--------|--|--|---|--|-------------------|-------------|------------|--|---|
| 3-3024 | 8/17/72<br>TIME - 200  | ELK MOUND,WIS  | ALON A-2<br>N65250<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-   | 0                 | 0<br>0      | 2          | INSTRUCTIONAL<br>DUAL  | COMMERCIAL, FL.INSTR.,<br>AGE 58, 8500 TOTAL HOURS, IN TYPE, INSTRUMENT<br>RATED. |
|        | EAU CLA  | AIRE,WIS   | INTENDED DESTINATION<br>LOCAL   |  | Ρ                 | I١          | ۱ F        | OF OPERATION<br>IGHT OTHER<br>ING OTHER                            | KATED.  |
|        | MISCELLA<br>MISCELLA<br>PILOT IN<br>FACTOR(S)<br>WEATHER<br>MISCELLA<br>PARTIAL PO<br>WEATHER BR<br>WEATHER FC   | N COMMAND - IMPROP<br>NEOUS ACTS, CONDIT<br>NEOUS ACTS, CONDIT<br>N COMMAND - FAILED<br>- CONDITIONS COND<br>ANEOUS ACTS, CONDIT<br>DWER LOSS - PARTIA<br>RIEFING - NO BRIEF<br>PRECAST - UNKNOWN/ |   | ING EQUING S ON SYS TIONS GINE   | UIP<br>PEE<br>TEM | I I (       | NT         | IMPROPER OPERATION OF/   | OR FAILED TO USE  |
|        | SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF FLIGHT PLAN NONE REMARKS- SIMULATED FORCED LDG. |  |   | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF WEATHER CONDITIONS VFR |                   |             |            |  |   |
| 3-3288 | 9/3/72<br>TIME - 162<br>NAME OF AI<br>DEPARTURE<br>PORTAGE<br>TYPE OF AC<br>STALL  | RPORT - PRIVATE S<br>POINT<br>WIS  | PIPER PA-28<br>N6218W<br>DAMAGE-SUBSTANTIAL<br>TRIP<br>INTENDED DESTINATION<br>ENDEAVOR, WIS    | CR-<br>PX-   | 0                 | O           | O<br>SE (  | NONCOMMERCIAL PLEASURE/PERSONAL TR  OF OPERATION OFF INITIAL CLIMB | STUDENT, AGE 28, 70 TOTAL ANSP HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.          |
|        | FACTOR(S) PILOT IN   | N COMMAND - FAILED<br>N COMMAND - INADEQU  | TO OBTAIN/MAINTAIN FLY<br>JATE PREFLIGHT PREPARAT<br>ED WRONG RUNWAY RELATIV<br>IONS — DOWNWIND | TION AI  | ND/               | OR '        |            |  |   |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA  | ΙN         | JUR<br>F | IES<br>S M | ;<br>I/N | FLIGHT<br>PURPOSE                       | PILOT DATA   |  |
|--------|--|--|--|------------|----------|------------|----------|---|--|--|
| 3-3361 | 9/3/72   |  | CESSNA 177   | CR-<br>PX- |          |            |          |   | PRIVATE, AGE 42, 1100 ISP TOTAL HOURS, 120 IN TYPE, NOT INSTRUMENT RATED.    |  |
|        | DEPARTURE<br>SULLIVAN<br>TYPE OF AC                          | CIDENT   | NTENDED DESTINATION LOCAL  |            |          |            |          | F OPERATION<br>FF INITIAL CLIMB         |  |  |
|        | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ABORT TAKEOFF |  |  |            |          |            |          |   |  |  |
|        | FIRE AFTER   |  | OPERATION OF POWERPL   | ANT &      | . PC     | WEF        | PLA      | NT CONTROLS                             |  |  |
| 3-3350 | 9/4/72<br>TIME - 120   | LAKE GENEVA,WIS  | CESSNA 172<br>N172KA<br>DAMAGE-SUBSTANTIAL                             | CR-<br>PX- | 0        | 0          | 1        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAN | PRIVATE, AGE 33, 78 TOTAL<br>ISP HOURS, 22 IN TYPE, NOT<br>INSTRUMENT RATED. |  |
|        | DEPARTURE<br>LAKE GEN<br>TYPE OF AC                          | RPORT - PLAYBOY CLU POINT REVA, WIS CIDENT WITH AUTOMOBILE                     | JB ARPT<br>:NTENDED DESTINATION<br>KALAMAZOO,MICH                      |            |          |            |          | F OPERATION<br>TO TAKEOFF               |  |  |
|        | FACTOR(S) PILOT IN PERSONNE                                  | N COMMAND - MISJUDGE<br>N COMMAND - DIVERTED<br>EL - MISCELLANEOUS-F           | ) ATTENTION FROM OPERA<br>PERSONNEL DRIVER OF V                        | EHICL      | E        |            |          | FT<br>ILE WATCHING TO AVOID A           | NOTHER LNDG ACFT.  |  |
| 3-3354 | 9/4/72<br>TIME - 102   | OSCEOLA,WIS  | N511.C   |            |          |            |          | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAN | SP TOTAL HOURS, 46 IN TYPE,  |  |
|        | NAME OF AI<br>DEPARTURE<br>WHITE B<br>TYPE OF AC             | RPORT - OSCEOLA MU<br>POINT 1<br>BEAR LK, MINN<br>CCIDENT<br>PATER LOOP-SWERVE | NTENDED DESTINATION OSCEOLA, WIS                                       |            | P        | L.A        | ND I     | F OPERATION<br>NG ROLL<br>NG ROLL       | NOT INSTRUMENT RATED.  |  |
|        | PROBABLE O<br>PILOT IN<br>PILOT IN                           | :AUSE(S)<br>  COMMAND — IMPROPER<br>  COMMAND — IMPROPER                       | : OPERATION OF BRAKES<br>RECOVERY FROM BOUNCE<br>O MAINTAIN DIRECTIONA | D LAN      | DIN      | L I G      |          |   |  |  |

| FILE              | DATE   | LOCATION   | AIRCRAFT DATA  | INJUF<br>F     | IES<br>S M/N          | FLIGHT<br>PURPOSE  |                            | PILOT DATA  |
|-------------------|--|--|--|----------------|-----------------------|--|----------------------------|---|
| 3-3370            | 9/11/72 ANT  | IGO,WIS  | GRUMMAN G-164<br>N73W<br>DAMAGE-SUBSTANTIAL  | CR- 0<br>PX- 0 | 0 1                   | COMMERCIAL ASSOC CROP  | CTL ACTIVITY               | COMMERCIAL, FL.INSTR.,<br>AGE 32, 8500 TOTAL HOURS,<br>2500 IN TYPE, INSTRUMENT<br>RATED. |
|                   | DEPARTURE POINT<br>ANTIGO, WIS<br>TYPE OF ACCIDED<br>COLLISION WIT | T<br>NT<br>TH GROUND/WATE                                | INTENDED DESTINATION PLAINFIELD, WIS R UNCONTROLLED                                |                |                       | OF OPERATION<br>LIGHT UNCONTI  | ROLLED DESCEN              |   |
|                   | PERSONNEL - M<br>FACTOR(S)   | AAND - PHYSICA<br>AAINTENANCE,SE                         | AL IMPAIRMENT<br>RVICING, INSPECTION IN<br>ONS - AIRCRAFT CAME TO                  |                |                       |  | NSPECTION                  |   |
|                   | CRASH HELMET<br>CRASH BAR - :                                      | - AVAIALABLE-<br>INSTALLED                               | OL - 1820<br>LY CHEMICAL-NONTOXIC<br>NOT USED<br>NDED BY CHEMICAL DUST             | (              | OCKP I                | T CRASHPAD -   | INSTALLED<br>N - FORWARD O | F PILOT   |
| <del>-</del> 3503 | 9/12/72 SURTIME - 1530  DEPARTURE POINT ANTIGO WIS                 | -  | PIPER PA-25<br>N4598Y<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>SURING, WIS | CR- 0<br>PX- 0 | 1 0                   | O COMMERCIAL<br>O AERIAL APPL  | I CATI ON                  | COMMERCIAL, AGE 32, 630<br>TOTAL HOURS, 280 IN TYPE,<br>NOT INSTRUMENT RATED.             |
|                   | TYPE OF ACCIDE   | L UK HALI UNCI   |  |                | IN F                  | OF OPERATION<br>LIGHT STARTION<br>ING LEVEL OFF                              |                            |   |
|                   | POWERPLANT -   | MAINTENANCE,SE<br>IGNITION SYST<br>ENGINE CONTRO         | RVICING, INSPECTION IN<br>EM MAGNETOS<br>NLS-COCKPIT MIXTURE CO                    |                |                       |  | NSPECTION                  |   |
|                   | COMPLETE POWER   | LOSS - COMPLE  | TE ENGINE FAILURE/FLAM<br>DRCED LANDING OFF AIRPO                                  |                |                       |  |                            |   |
|                   | KIND OF CROP<br>PILOT'S SEAT                                       | BELT - FASTEN  | DL - 280<br>IED-PROPERLY   | 1              | YPE C                 | - NOT USED   | ED - LIQUID C              | (LIQUID)<br>HEMICAL-NONTOXIC  |
|                   | GOGGLES - USE<br>COCKPIT CRASH<br>TANK/HOPPER-L<br>ELEVATION-ARE   | ED<br>HPAD - INSTALL<br>LOCATION - FOR<br>EA BEING TREAT |  | (<br>(<br>1    | RASH<br>ERRAI<br>WATH | HELMET - AVAI<br>BAR - INSTALLI<br>N-TYPE - LEVEI<br>RUN-HOW FLOWN<br>TEETH. |                            |   |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA   | INJ<br>F         | URIES<br>S M        | /N  | FLIGHT<br>PURPOSE                                       | PILOT DATA  |
|--------|---|---|---|------------------|---------------------|---|---|---|
| 3-3587 | 9/19/72<br>TIME - 164   | CROSS PLAINS, WIS   | NAVAL FCTY N3N-3<br>N6358T<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-       | 0 0                 | 1<br>1  | NONCOMMERCIAL .<br>PLEASURE/PERSONAL TRANS              | COMMERCIAL, FL.INSTR., P AGE 48, 5131 TOTAL HOURS, 215 IN TYPE, INSTRUMENT RATED. |
|        | DEPARTURE POINT   |   | INTENDED DESTINATION<br>LOCAL<br>ION<br>R CONTROLLED  |                  | PHAS<br>IN<br>LA    | E OF<br>FLI<br>NDIN                                     | OPERATION<br>GHT NORMAL CRUISE<br>G LEVEL OFF/TOUCHDOWN | KATED.  |
|        | PILOT IN<br>MISCELLA<br>COMPLETE P<br>EMERGENCY   | N COMMAND - INADEQUA<br>I COMMAND - MISMANAG<br>ANEOUS ACTS, CONDITIO<br>POWER LOSS - COMPLET | ATE PREFLIGHT PREPARAT<br>SEMENT OF FUEL<br>DNS - FUEL EXHAUSTION<br>TE ENGINE FAILURE/FLAM<br>KCED LANDING OFF AIRPO | 1EOUT-1          | ENGI                |   | NING  |   |
| 3-3193 | 10/4/72<br>TIME - 163   | BURLINGTON, WIS   | PIPER PA-24<br>N6459P<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX-       | 0 0<br>0 0          | 1   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                | PRIVATE, AGE 36, 170 P TOTAL HOURS, 24 IN TYPE, NOT INSTRUMENT RATED.             |
|        | TIME - 1635  NAME OF AIRPORT - S  DEPARTURE POINT  BURLINGTON, WIS  TYPE OF ACCIDENT  ENGINE FAILURE OR MALFUNCTION  COLLIDED WITH CROP | INTENDED DESTINATION ELGIN, ILL   |   | PHAS<br>IN<br>LA | E OF<br>FLI<br>NDIN | OPERATION<br>GHT NORMAL CRUISE<br>G LEVEL OFF/TOUCHDOWN |   |   |
|        | TERRAIN   | ANT - MISCELLANEOUS<br>- HIGH VEGETATION  | POWERPLANT FAILURE F  |                  |                     |   | REASONS   |   |
| 3-3202 | 11/4/72<br>TIME - 235   | FRANKLIN,WIS  | CESSNA 172D<br>N2841U<br>DAMAGE-SUBSTANTIAL   |                  | 0 0<br>0 0          | 1 3   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                | PRIVATE, AGE 33, 119 P TOTAL HOURS, 52 IN TYPE, NOT INSTRUMENT RATED.             |
|        | DEPARTURE<br>CHICAGO<br>TYPE OF AC<br>OVERSHOO  | CIDENI  |   |                  | LA                  | NDIN  | OPERATION<br>G LEVEL OFF/TOUCHDOWN<br>G GO-AROUND       | NUT INSTRUMENT RATED.   |
|        | PILOT IN<br>FACTOR(S)<br>PILOT IN<br>MISCELLA   | I COMMAND - MISJUDGE  | DNS — DOWNWIND  | JND              |                     |   |   |   |

| FILE   | DATE  | LOCATION  | AIRCRAET DATA   | I١         | JUR        | IES           |                | FLIGHT.   |          | PILOT DATA  |
|--------|---|---|---|------------|------------|---------------|----------------|---|----------|---|
| 3-3482 | 11/5/72<br>TIME - 150<br>NAME OF AI<br>DEPARTURE<br>MILWAUK<br>TYPE OF AC<br>UNDERSHO | HARTFORD, WIS DO  IRPORT - HARTFORD POINT I EEE, WIS CCIDENT  | CESSNA 120<br>N2425N<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION   | CR-<br>PX- | 0          | O<br>O<br>HAS | 1<br>1<br>E OF | NONCOMMERCIAL PLEASURE/PERSONAL OPERATION G FINAL APPROACH G FINAL APPROACH | TRANSP   | PRIVATE, AGE 61, 1160<br>TOTAL HOURS, 662 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | FACTOR(S)<br>TERRAIN  | COMMAND - FAILED T - HIGH OBSTRUCTIONS  | O SEE AND AVOID OBJEC   |            |            | -             |                |   |          |   |
| 3-3555 | NAME OF AI<br>DEPARTURE<br>PORTAGE<br>TYPE OF AC                                      | IRPORT - NEW HOLSTEI POINT I E,WIS CCIDENT FAILURE OR MALFUNCTI   | DAMAGE-SUBSTANTIAL<br>N MUNI<br>NTENDED DESTINATION<br>NEW HOLSTEIN, WIS  | CR-<br>PX- | Р          | HAS<br>LA     | E OF           | NONCOMMERCIAL PLEASURE/PERSONAL OPERATION G FINAL APPROACH G ROLL           |          | PRIVATE, AGE 37, 370 TOTAL HOURS, 102 IN TYPE, NOT INSTRUMENT RATED.        |
|        | MISCELLA<br>TERRAIN<br>TERRAIN<br>COMPLETE F<br>EMERGENCY                             | N COMMAND - IMPROPER ANEOUS ACTS, CONDITIO - ROUGH/UNEVEN - SNOW-COVERED POWER LOSS - COMPLET CIRCUMSTANCES - FOR | OPERATION OF PUWERPL<br>NS - ENGINE LOADED UP<br>E ENGINE FAILURE/FLAM<br>CED LANDING ON AIRPOR<br>AT IDLE, ENG DID NOT R | SEOUT-     | 1 E<br>Pla | NG I<br>NE    | NE<br>BASE     | /HELIPT.  | DD SHORI | ,VEERED RT&FLIPED   |

| FILE            | DATE  | LOCATION   | AIRCRAFT DATA   | INJURIE:<br>F S N                           | ;<br>1 / N                              | FLIGHT<br>PURPOSE  |  |
|-----------------|---|--|---|---|---|--|--|
| 3-3550          | 12/15/72<br>TIME - 15   | LAKE GENEVA, WIS<br>30   | CESSNA 310<br>N6886T<br>DAMAGE-SUBSTANTIAL                                  | CR- 0 0<br>PX- 0 0                          | 1                                       | NONCOMMERCIAL<br>PLEASURE/PERSONAL T   | PRIVATE, AGE 44, 899  FRANSP TOTAL HOURS, 450 IN TYPE,  'INSTRUMENT RATED. |
|                 | DEPARTURE<br>LAKE GE<br>TYPE OF A<br>GROUND-                              | NEVA, WIS  | NTENDED DESTINATION AURORA, ILL   | T,  | KEC                                     | F OPERATION<br>FF RUN<br>FF INITIAL CLIMB  |  |
|                 | PILOT I<br>FACTOR(S)<br>WEATHER   | N COMMAND - FAILED T<br>N COMMAND - PREMATUR<br>- UNFAVORABLE WIND   |   | •   | 40 H                                    | RUNWAY   |  |
|                 | 5 OR OV OBSTRUCTI NONE WIND DIRE 315 TYPE OF W VFR                        | ED<br>Y AT ACCIDENT SITE   | CIDENŤ SITE   | UI<br>PRE(<br>NI<br>REL.<br>WIN<br>1<br>TYP | ILIM<br>IPI<br>INE<br>ATIV<br>EFT<br>VE | AT ACCIDENT SITE ITED TATION AT ACCIDENT S E BEARING OF WIND CROSS WIND 248-292 D LOCITY-KNOTS FLIGHT PLAN                 |  |
| 3 <b>-</b> 2736 | T IME - 08  | ,WYO   | HUGHES 2698<br>N9460F<br>DAMAGE-DESTROYED<br>NTENDED DESTINATION<br>LOCAL   |   |   |  | COMMERCIAL, AGE 26, 2565<br>TOTAL HOURS, 750 IN TYPE,<br>INSTRUMENT RATED. |
|                 | PROBABLE<br>PILOT I<br>PILOT I  | N COMMAND - FAILED T<br>N COMMAND - IMPROPER   | CONTROLLED  O MAINTAIN ADEQUATE   COPERATION OF POWERP COPERATION OF FLIGHT | ROTOR R.P.M<br>LANT & POWE                  | 1                                       | IGHT PULLUP FROM SW  | WATH RUN   |
|                 | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>ELEVATI<br>PROCEDU | OURS IN CROP CONTROI<br>CROP - OTHER<br>SEAT BELT - FASTENI<br>- USED<br>CRASHPAD - NOT INS<br>PPER-LOCATION - AFT<br>ON-AREA BEING TREATI | ED-PROPERLY<br>FALLED<br>OF PILOT   | TYP<br>GLO'<br>CRA<br>CRA<br>TERI           | OF<br>VES<br>SH F<br>SH E               | OPERATION - DEFOLIA CHEMICAL USED - LIQ - USED ELMET - AVAILABLE-US IAR - NOT INSTALLED I-TYPE - HILLY UN-HOW FLOWN - WIND | QUÍD CHEMÍCÁL-NONTOXIC<br>SED  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA  | IN         | JUR<br>F | IES<br>S M             | /N                    | FLIGHT<br>PURPOSE   | PILOT DATA  |
|--------|--|--|--|------------|----------|------------------------|-----------------------|---|---|
|        | 9/25/72<br>TIME - 083<br>DEPARTURE<br>STURGIS<br>TYPE OF AC                          | MIDWEST,WYO O POINT G,S DAK  | CESSNA 170A<br>N1253D<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>CASPER, WYO             | CR-<br>PX- | 1<br>0   | 0<br>0<br>0            | 0<br>0                | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP   | STUDENT, AGE 54, 370<br>TOTAL HOURS, 19 IN TYPE,<br>NOT INSTRUMENT RATED.   |
|        | PILOT IN FACTOR(S) WEATHER WEATHER WEATHER WEATHER                                   | COMMAND - INITIA<br>COMMAND - SPATIAL<br>- LOW CEILING<br>- FOG      | ING RECEIVED   | WEATHE     | R C      | OND                    | ΙΤΙ                   | ONS   |   |
|        | 1/2 MILE   | AT ACCIDENT SITE<br>OR LESS<br>ONS TO VISION AT AC                   | CCIDENT SITE   |            | F        | 20<br>REC<br>SN<br>EMP | O<br>IPI<br>OW<br>ERA | TAT ACCIDENT SITE  TATION AT ACCIDENT SITE  TURE-F  WEATHER CONDITIONS              |   |
| 3-2727 | 10/11/72<br>TIME - 140<br>DEPARTURE<br>GLENDO,<br>TYPE OF AC<br>OVERSHOO<br>NOSE OVE | POINT<br>WYO<br>CIDENT<br>IT   | CESSNA 180B<br>N9122T<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>GLENDO, WYO           | P X        | 0        | O<br>PHAS<br>LA        | 1<br>E C<br>ND I      | NONCOMMERCIAL<br>AERIAL SURVEY<br>OF OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG ROLL | PRIVATE, AGE 42, 1106<br>TOTAL HOURS, 194 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | PILOT IN<br>PILOT IN<br>FACTOR(S)<br>TERRAIN   | I COMMAND — SELECTE COMMAND — DELAYED COMMAND — IMPROPE ROUGH/UNEVEN | ED UNSUITABLE TERRAIN D IN INITIATING GO-AROU ER OPERATION OF POWERPI RESPOND TO RAPID PWR 1 | LANT &     |          |                        |                       |   |   |

| FILE            | DATË   | LOCATION  | AIRCRAFT DATA  | INJURIES<br>F S M/N     | FLIGHT<br>PURPOSE   | PILOT DATA   |
|-----------------|--|---|--|-------------------------|---|--|
| 3-2745          | 10/13/72<br>TIME - 155                         | CHEYENNE,WYO  | CESSNA T210F<br>N6185R<br>DAMAGE-DESTROYED   | CR- 0 0 1<br>PX- 0 0 3  | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                        | COMMERCIAL, FL.INSTR., P AGE 30, 370 TOTAL HOURS, 1 IN TYPE, INSTRUMENT RATED. |
|                 | DEPARTURE<br>DENVER,<br>TYPE OF AC<br>ENGINE F | RPORT - CHEYENNE<br>POINT<br>COLO<br>CIDENT<br>AILURE OR MALFUNG<br>WITH WIRES/POLE | INTENDED DESTINATION CHEYENNE, WYO   | LANDII                  | F DPERATION<br>NG FINAL APPROACH<br>NG FINAL APPROACH           |  |
|                 | PILOT IN<br>TERRAIN<br>COMPLETE P              | COMMAND - IMPROF<br>COMMAND - LACK (<br>- HIGH OBSTRUCTION<br>OWER LOSS - COMPL     | PER OPERATION OF POWERP<br>OF FAMILIARITY WITH AIR<br>ONS<br>LETE ENGINE FAILURE/FLA<br>ORCED LANDING OFF AIRP | CRAFT<br>MEOUT-1 ENGINE | NT CONTROLS   |  |
| 3 <b>-</b> 2907 | TIME - 163                                     | 5   | CESSNA 170B<br>N7681<br>DAMAGE-SUBSTANTIAL   | PX~ 0 0 1               | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                        | COMMERCIAL, AGE 39, 298 TOTAL HOURS, 29 IN TYPE, NOT INSTRUMENT RATED.         |
|                 | DEPARTURE HANNA, WY TYPE OF AC HARD LAN        | POINT<br>O<br>CIDENT  | INTENDED DESTINATION<br>LOCAL  | L AND I                 | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG LEVEL OFF/TOUCHDOWN |  |
|                 |  | COMMAND - IMPROF  | PER LEVEL OFF<br>O TO MAINTAIN DIRECTION   | AL CONTROL              |   |  |
|                 |  |   | ES - AIRPORT CONDITION OCKED WHEEL MADE CONTAC   |                         |   |  |
| 3-3596          |  |   | DAMAGE_DESTROYED   |                         | MISCELLANEOUS<br>UNKNOWN/NOT REPORTED                           | PRIVATE, AGE 43, 163 TOTAL HOURS, 139 IN TYPE, NOT INSTRUMENT RATED.           |
|                 | TYPE OF AC                                     | POINT<br>ALE,MISS<br>CIDENT<br>AIRCRAFT,NOT RECO                                    | INTENDED DESTINATION UNKNOWN/NOT REPORTE   | PHASE O                 | F OPERATION<br>WN/NOT REPORTED                                  | NOT INSTRUMENT KATES   |
|                 |  | AUSE(S)<br>NEOUS — UNDETERMI<br>CFT DMG,PLT INJ F                                   |  |                         |   |  |

| FILE   |   | AIRCRAFT DATA                                  | F S M/N                | PURPOSE                                  | PILOT DATA   |
|--------|---|--|------------------------|--|--|
|        | 10/3/72 MISSING AIRC<br>TIME - UNK/NR                                 | RAFT CESSNA 172K                               | CR- 1 0 0              | NONCOMMERCIAL                            | PRIVATE, AGE 59, 190 P TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.  |
|        | DEPARTURE POINT<br>SANTA ANA, CALIF                                   | INTENDED DESTINATION LOCAL                     |                        |  | NATED :  |
|        | TYPE OF ACCIDENT MISSING AIRCRAFT, NOT                                |  |                        | DF OPERATION<br>DWN/NOT REPORTED         |  |
|        | PROBABLE CAUSE(S) MISCELLANEOUS - UNDET REMARKS- INJURY INDEX,A       |  |                        |  |  |
| 2-2622 | 10/19/72 MISSING AIDS   | PART MOONEY MAGE                               | CD- 1 0 0              | NONCOMMEDICAL                            | DRIVATE ACE E/ 20/0  |
| 3-3522 | 10/18/72 MISSING AIRC<br>TIME - UNK/NR                                | RAFT MOONEY M2OC<br>N5971Q<br>DAMAGE-DESTROYED |                        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS | PRIVATE, AGE 54, 2848 P TOTAL HOURS, 1998 IN TYPE, NOT INSTRUMENT RATED.   |
|        | DEPARTURE POINT CORTEZ,COLO TYPE OF ACCIDENT MISSING AIRCRAFT,NOT     | INTENDED DESTINATION SALT LAKE CITY,UT         |                        | DF OPERATION<br>DWN/NOT REPORTED         | KATED.   |
|        | PROBABLE CAUSE(S)<br>MISCELLANEOUS - UNDET<br>REMARKS- ACFT DMG AND I | ERMINED .                                      | ONNIC                  | NAVAGE REFOREES                          |  |
| 3-3405 | 10/23/72 MISSING AIRC<br>TIME - UNK/NR                                |  | CR- 2 0 0<br>PX- 0 0 0 |  | COMMERCIAL, FL.INSTR.,<br>AGE UNK/NR, 1400 TOTAL<br>HOURS, UNK/NR IN TYPE, |
|        | DEPARTURE POINT OGDEN,UT TYPE OF ACCIDENT MISSING AIRCRAFT,NOT        | INTENDED DESTINATION HAVRE, MONT               |                        | OF OPERATION<br>WWN/NOT REPORTED         | INSTRUMENT RATED.  |
|        | PROBABLE CAUSE(S) MISCELLANEOUS - UNDET REMARKS- ACFT DMG AND II      |  | :<br>:<br>:            |  |  |

| FILE,  | DATE                   | LOCATION                      | AIRCRAFT DATA                              | INJURIES<br>F S M/N    | FLIGHT<br>PURPOSE              | PILOT DATA   |
|--------|------------------------|-------------------------------|--|------------------------|--------------------------------|--|
| 3-3364 | 11/30/72<br>TIME - UNK |                               | BEECH 3TM<br>N15212<br>DAMAGE-DESTROYED    | CR- 1 0 0<br>PX- 0 0 0 | COMMERCIAL<br>AIR TAXI-CARGO   | COMMERCIAL, FL.INSTR.,<br>AGE 50, 18025 TOTAL<br>HOURS, 2882 IN TYPE,<br>INSTRUMENT RATED. |
|        | DEPARTURE<br>DETROIT   |                               | INTENDED DESTINATION MILWAUKEE, WIS        |                        |                                |  |
|        | TYPE OF AC             | CIDENT<br>AIRCRAFT,NOT RECOV  | ERED                                       |                        | = OPERATION<br>√N/NOT REPORTED |  |
|        | PROBABLE C<br>MISCELLA | AUSE(S)<br>NEOUS - UNDETERMIN | ED   |                        |                                |  |
|        |                        |                               | L PERSONNEL OTHER<br>FNG.FA ADZNG CDFNT MO | VG SE ACRS LK M        | ICH,WA-OCNL MDT/SVR I          | CG,NOT PRVDD TO PLT.   |

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