

G. J. J. J.



NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

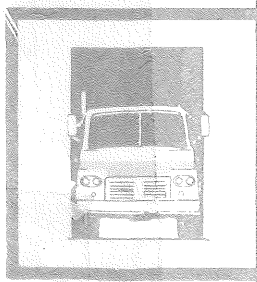
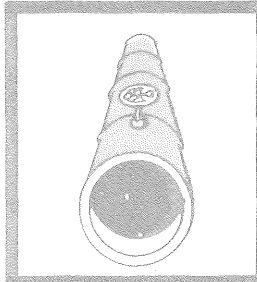
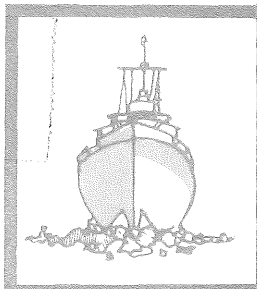
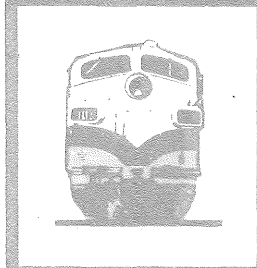
BRIEF FORMAT

U.S. CIVIL AVIATION

ISSUE NUMBER 2 OF 1975 ACCIDENTS

REPORT NUMBER: NTSB-BA-76-1

UNITED STATES GOVERNMENT



TECHNICAL REPORT DOCUMENTATION PAGE

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| | | | | 14. Sponsoring Agency Code | |
| 15. Supplementary Notes | | | | | |
| 16. Abstract <p>This publication contains selected aircraft accident reports, in brief format, occurring in U. S. civil aviation operations during calendar year 1975. The 899 General Aviation accidents contained in this publication represent a random selection. This publication is issued irregularly, normally five 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 flight, pilot certificate, injuries, and causal factors.</p> <p align="center">File Numbers: 3-0901 thru 3-1772, 3-1774 thru 3-1800</p> | | | | | |
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FOREWORD

The National Transportation Safety Board, in accordance with the provisions of Title VII of the Federal Aviation Act of 1958 (as amended) and Section 304(a) of the Independent Safety Board Act of 1974, has determined the probable causes of the accidents reported herein.

This publication is issued five (5) times per year and contains approximately 900 U. S. Civil aircraft accident reports arranged in state and date order. In addition, each issue contains several statistical tables which tabulate and summarize selected accident information, such as type of accident, phase of operation, injuries, causal factors and pilot certificates. Care should be used when interpreting this tabular data because they are compiled from a random selection of accident records and they do not necessarily reflect an accurate statistical distribution for a total year's accident record. A supplemental issue, released as the final publication for a year, will contain similar statistical tables for all accident records during that year.

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

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

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

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

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

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Accident Inquiry Section
Washington, D. C. 20594

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U. S. GENERAL AVIATION

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EXPLANATORY NOTES

GENERAL AVIATION

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

U. S. AIR CARRIER

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

AIRCRAFT ACCIDENT

The accidents included herein are the occurrences incident to flight in which, "as a result of the operation of an aircraft, any person (occupant or nonoccupant) receives fatal or serious injury or any aircraft receives substantial damage." An amendment to Section 430.2 of Part 430 of the National Transportation Safety Board's Regulations, effective January 1, 1968, changed the definition of "substantial damage" as follows:

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

- (1) Except as provided in subparagraph (2) of this paragraph:
 - (i) Substantial damage in aircraft of 12,500 pounds maximum certificated takeoff weight or less means damage or structural failure reasonably estimated to cost \$300 or more to repair.
 - (ii) Substantial damage in aircraft of more than 12,500 pounds maximum certificated takeoff weight means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repairs or replacement of the affected component.
- (2) Engine failure, damage limited to an engine, bent fairings or cowlings, 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.

EXPLANATORY NOTES

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 cowlings, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "substantial damage" for 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 Collapsed

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

Gear Retracted

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

Airframe Failure

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

EXPLANATORY NOTES

TYPE OF ACCIDENT (cont'd)

Engine Failure/Malfunction

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

PHASE OF OPERATION

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

KIND OF FLYING

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

1. 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.

EXPLANATORY NOTES

KIND OF FLYING (cont'd)

3. Commercial Flying

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

4. Miscellaneous Flying

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

COLLISION BETWEEN AIRCRAFT

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

CAUSES AND RELATED FACTORS

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

EXPLANATORY NOTES

SMALL FIXED-WING AIRCRAFT

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

LARGE FIXED-WING AIRCRAFT

Aircraft which have a certificated maximum gross takeoff weight in excess of 12,500 pounds.

ROTORCRAFT

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

TYPES OF WEATHER CONDITIONS

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

LIST OF ABBREVIATIONS USED IN BRIEFS

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

CORRECTIONS TO BRIEFS OF ACCIDENTS
U. S. Civil Aviation

Accidents Occurring in 1975

Middlebury, Connecticut, 1/11/75, N54CB
General Aviation
File No. 3-0003

Under Pilot Data change "not instrument rated" to "instrument rated".

Burlington, Iowa, 1/3/75, N2989R
General Aviation
File No. 3-0021

A supplemental report was received subsequent to issuance of the Brief. Following repairs of the engine, it was disclosed that a roll pin had failed in the mixture cam control of the fuel servo unit. The following factor is added to the Brief:

FACTOR(S)

POWERPLANT - FUEL SYSTEM FUEL INJECTION SYSTEM

File No. 3-0305 Missing aircraft located 12/28/75. The attached Brief is a report of the accident.

Accidents Occurring in 1974

Panama City, Florida, 7/31/74, N7479N
General Aviation
File No. 3-2909

A supplemental report was received subsequent to issuance of the Brief. The attached Brief is a corrected report of the accident.

Jacksonville, Florida, 9/23/74, N2356Y
General Aviation
File No. 3-3114

The Brief of Accident has been substantially changed. The attached Brief is a corrected report of the accident.

Newburyport, Massachusetts, 7/4/74, N3893G
General Aviation
File No. 3-3701

Further metallurgical examination revealed that the nose steering collar fracture appeared typical of an overload break. The probable cause of MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE is changed to MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE.

Fergus Falls, Minnesota, 8/10/74, N5278Y
General Aviation
File No. 3-3896

The Brief of Accident is corrected as follows:

CEILING AT ACCIDENT SITE

Accidents Occurring in 1974 (Continued)

Wallkill, New York, 10/5/74, N2HK
General Aviation
File No. 3-3725

A supplemental report was received subsequent to issuance of the Brief indicating that the failure was a fatigue type failure emanating from the inside of the "I" section of the rod caused by a tight undetectable forging lap. The probable cause of MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE is changed to MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE. The remarks are also changed to read as follows:

REMARKS - NR 3 CONROD. INTENTIONAL LDG IN TREES. GO-AROUND DUE OTR TFC.

Pittsburgh, Pennsylvania, 7/24/74, N4809T
General Aviation
File No. 3-3740

Further metallurgical examination revealed that the left main gear truss assembly failed in a gross overload condition. The probable cause of MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE is changed to MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE. The remarks are also changed to read as follows:

REMARKS - L GR TRUSS ASSY P/N67544-00. PLT RQSTD TO EXPEDITE TURNOFF.

Accidents Occurring in 1973

Sheboygan, Wisconsin, 2/17/73, N5209C
General Aviation
File No. 3-0134

The Brief of Accident has been substantially changed. The attached Brief is a corrected report of the accident.

Athens, Georgia, 2/14/73, N570DU
General Aviation
File No. 3-0829.

The Brief of Accident has been substantially changed. The attached Brief is a corrected report of the accident.

Glenwood, Illinois, 9/10/73, N5725D
General Aviation
File No. 3-3355

A supplemental report was received subsequent to issuance of the Brief. The attached Brief is a corrected report of the accident.

Accidents Occurring in 1972

Ponce, Puerto Rico, 6/24/72, N554PR
General Aviation
File No. 3-0017

As a result of a petition, the subject accident investigation was reopened. The attached Brief is a corrected report of the accident.

Accidents Occurring in 1971

East Greenwich, Rhode Island, 11/22/71, N87K
General Aviation
File No. 3-3864

The Brief of Accident has been substantially changed. The attached Brief is a corrected report of the accident.

Accidents Occurring in 1964

File No. 2-0980 Missing aircraft located 7/8/75. The attached Brief is a report of the accident.

Accidents Occurring in 1958

AX
Accident No. CAA-580584 The accident was originally investigated by the Civil Aeronautics Administration in March 1958. On July 8, 1975, the aircraft wreckage was recovered 3 miles east of Dania, Florida and the National Transportation Safety Board re-opened the investigation. The attached Brief is a corrected report of the accident.

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEF OF ACCIDENT

FILE NUMBER 3-0305,,,1975

1975

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---------------|---|----------------------|---------------------|--------------------------------|--------------------------|
| 3-0305 | 2/16/75 | S LAKE TAHOE, CA | PIPER PA-28 | CR- 1 0 0 | NONCOMMERCIAL | COMMERCIAL, AGE 55, 4900 |
| | TIME - UNK/NR | | N9480W | PX- 1 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, UNK/NR IN |
| | | | DAMAGE-DESTROYED | | | TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - LAKE TAHOE | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | FAIR OAKS, CA | PDCATELLO, ID | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | COLLISION WITH GROUND/WATER | UNCONTROLLED | | IN FLIGHT UNCONTROLLED DESCENT | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | |
| | | PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - LOW CEILING | | | | |
| | | WEATHER - SNOW | | | | |
| | | WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. | | | | |
| | | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | |
| | | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | |
| | | MISSING AIRCRAFT - LATER RECOVERED | | | | |
| | | SKY CONDITION | | | CEILING AT ACCIDENT SITE | |
| | | OVERCAST | | | 0 | |
| | | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | |
| | | 1/4 MILE OR LESS | | | SLEET, SNOW | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | |
| | | BLOWING SNOW | | | 28 | |
| | | WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | |
| | | 300 | | | 7 | |
| | | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | |
| | | IFR | | | NONE | |
| | | FIRE AFTER IMPACT | | | | |
| | | REMARKS- RECOVERED 12/28/75. | | | | |

- TAXI -

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEF OF ACCIDENT

FILE NUMBER 3-2909,,,1974

1974

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------------------|---|------------------------|---------------------------|--|
| 3-2909 | 7/31/74 TIME - 1454 | PANAMA CITY,FLA | BEECH B55 N7479N DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 36, 1370 TOTAL HOURS, 33 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - PANAMA CITY | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | ORLANDO,FLA | PANAMA CITY,FLA | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | GEAR RETRACTED | | | LANDING ROLL | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED | | | | | | |
| FACTOR(S) | | | | | | |
| SYSTEMS - ELECTRICAL SYSTEM RELAYS AND WIRING | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - CORRODED/CORROSION | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - ELECTRICAL FAILURE | | | | | | |
| PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. | | | | | | |
| REMARKS- ELECTRICAL BUS BAR PANEL CORRODED.EMERG GR EXT SYST NOT USED. | | | | | | |

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEF ON SPECIAL REQUEST

FILE NUMBER 3-3114,,,1974

REVISED 071675

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---|----------------------|---------------------|--------------------------|---------------------------|
| 3-3114 | 9/23/74 | JACKSONVILLE,FLA | CESSNA 177 | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 32, 70 TOTAL |
| | TIME - 1930 | | N2356Y | PX- 0 0 0 | PLEASURE/PERSONAL TRANSP | HOURS, 3 IN TYPE, NOT |
| | | | DAMAGE-SUBSTANTIAL | | | INSTRUMENT RATED. |
| | | NAME OF AIRPORT - HERLONG FLD | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | TALLAHASSEE,FLA | JACKSONVILLE,FLA | | | |
| | | 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 - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | |
| | | PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION | | | | |
| | | TERRAIN - OTHER | | | | |
| | | FACTOR(S) | | | | |
| | | POWERPLANT - POWERPLANT-INSTRUMENTS FUEL QUANTITY GAUGE | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - ERRATIC | | | | |
| | | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | |
| | | REMARKS- HIT CHAIN LINK FENCE. | | | | |

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEF OF ACCIDENT ON SPECIAL REQUEST

FILE NUMBER 3-0134, 1973

REVISED 070975

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|----------------|----------------------|---------------------|--------------------------|---------------------------|
| 3-0134 | 2/17/73 | SHEBOYGAN, WIS | BEECH B35 | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 34, 80 TOTAL |
| | TIME - 1645 | | N5209C | PX- 1 2 0 | PLEASURE/PERSONAL TRANSP | HOURS, 21 IN TYPE, NOT |
| | | | DAMAGE-DESTROYED | | | INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | ZIONSVILLE, IND | | MANITOWOC, WIS | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | ENGINE FAILURE OR MALFUNCTION | | | | IN FLIGHT NORMAL CRUISE | |
| | STALL | | | | LANDING OTHER | |
| | PROBABLE CAUSE(S) | | | | | |
| | POWERPLANT - ENGINE STRUCTURE VALVE ASSEMBLIES | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | |
| | PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | |
| | MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION | | | | | |
| | FACTOR(S) | | | | | |
| | TERRAIN - HIGH OBSTRUCTIONS | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH | | | | | |
| | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | |
| | REMARKS- NR 1 CYL EXH VALVE. 80FT HIGH WIRES. LOST CTL IN STEEP L TURN. | | | | | |

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20591

BRIEF OF ACCIDENT ON SPECIAL REQUEST

FILE NUMBER 3-0829,,,1973

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------|---|------------------------|----------------------------|--|
| 3-0829 | 2/14/73 TIME - 0930 | ATHENS,GA | BEECH 100 N570DU DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 3 | NONCOMMERCIAL CORP/EXEC | AIRLINE TRANSPORT, AGE 64, 19633 TOTAL HOURS, 1522 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ATHENS MUNICIPAL DEPARTURE POINT INTENDED DESTINATION WILMINGTON,DEL ATHENS,GA TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT - FAILED TO ARREST HIGH SINK RATE DRG LDG FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. PILOT IN COMMAND - IMPROPER IFR OPERATION WEATHER - LOW CEILING MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - SELF-HELP,PILOT CHECKED WEATHER DATA WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 100 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3/4 MILE OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG RIGHT CROSS WIND 068-112 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 45 100 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 8 BELOW MINIMUMS TYPE OF FLIGHT PLAN IFR REMARKS- MDA 1160FT.0946 SPCL WX.FLAPS FOUND IN UP PSN. | | | | | | |

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

BRIEF OF ACCIDENT

FILE NUMBER 3-3355,,1973

1973

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---|----------------------|---------------------|--------------------|--------------------------|
| 3-3355 | 9/10/73 | GLENWOOD, ILL | PIPER PA-22 | CR- 0 0 2 | INSTRUCTIONAL | STUDENT, AGE 45, 313 |
| | TIME - 1630 | | N5725D | PX- 0 0 0 | CHECK | TOTAL HOURS, 42 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - CHICAGO HAMMOND | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | GLENWOOD, ILL | LOCAL | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | COLLISION WITH GROUND/WATER | UNCONTROLLED | | IN FLIGHT OTHER | |
| | | PROBABLE CAUSE(S) | | | | |
| | | SYSTEMS - FLIGHT CONTROL SYSTEMS OTHER | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - JAMMED | | | | |
| | | FACTOR(S) | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - LATERAL IMBALANCE | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | |
| | | LATERAL CONTROL PROBLEM | | | | |
| | | REMARKS- UNCONTROLLABLE RIGHT SPIRAL INTO GND. REASON FOR LOSS OF FLT CTL NOT DETERMINED. | | | | |

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NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

BRIEF OF ACCIDENT ON SPECIAL REQUEST

FILE NUMBER 3-0017,,1972

REVISED JANUARY 19, 1976

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|----------------------|-------------------|---------------------|-------------------|------------------------------------|
| 3-0017 | 6/24/72 | PONCE, PR | DEHAVILLAND DH114 | CR- 2 0 0 | COMMERCIAL | AIRLINE TRANSPORT, AGE |
| | TIME - 2317 | | N554PR | PX- 3 7 8 | AIR TAXI-PASSG | 28, 8297 TOTAL HOURS. |
| | | | DAMAGE-DESTROYED | | S-D | 3017 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - MERCEDITA | | | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | SAN JUAN, PR | PONCE, PR | | | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | |
| | STALL | | | LANDING GO-AROUND | | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | |
| | REMARKS- OVERROTATED AT TOO LOW A/S. LOST DIRECTIONAL CONTROL. REASON FOR GO-AROUND UNK. | | | | | |

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEF OF ACCIDENT

FILE NUMBER 3-3864,,,1971

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|---|---|------------------------|------------------------------|--|
| 3-3864 | 11/22/71 TIME - 0915 | EAST GREENWICH, RI | AERO CMDR 560-A N87K DAMAGE-SUBSTANTIAL | CR- 0 2 0 PX- 1 3 0 | COMMERCIAL AIR TAXI-PASSG | ATR, FLIGHT INSTR., AGE 43, 5000 TOTAL HOURS, 1300 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT CHATHAM, MASS | INTENDED DESTINATION NEWARK, NJ | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL MUSH | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| 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 CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING | | | | | | |
| WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - SNOW | | | | | | |
| PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| WEATHER BRIEFING - PARTIAL BRIEFING BY FLIGHT SERVICE PERSONNEL, BY TELEPHONE/RADIO, LIMITED BY PILOT ACTION | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SKY CONDITION BROKEN | | | CEILING AT ACCIDENT SITE 800 | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER | | | PRECIPITATION AT ACCIDENT SITE DRIZZLE, SNOW GRAINS/SNOW PELLETS | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TYPE OF WEATHER CONDITIONS IFR | | | |
| TYPE OF FLIGHT PLAN IFR | | | | | | |
| REMARKS- 1 ENG LOST PWR, WAS FEATH. UN MAINTAIN ALT. | | | | | | |

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

BRIEF OF ACCIDENT

FILE NUMBER 2-0980,,,1964

1964

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---|----------------------|---------------------|--------------------------------|------------------------|
| 2-0980 | 6/15/64 | NR. MINERAL, WASH | CESSNA 182A | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 59, 504 |
| | TIME - 1603 | | N4029D | PX- 1 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, UNK/NR IN |
| | | | DAMAGE-DESTROYED | | | TYPE, NOT INSTRUMENT |
| | | | | | | RATED. |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | VANCOUVER, BC, CAN | PORTLAND, OREG | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | COLLISION WITH GROUND/WATER UNCONTROLLED | | | IN FLIGHT UNCONTROLLED DESCENT | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | |
| | | PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - LOW CEILING | | | | |
| | | WEATHER BRIEFING - UNKNOWN/NOT REPORTED | | | | |
| | | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | |
| | | MISSING AIRCRAFT - LATER RECOVERED | | | | |
| | | SKY CONDITION | | | CEILING AT ACCIDENT SITE | |
| | | BROKEN | | | 0 | |
| | | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | |
| | | ZERO | | | UNKNOWN/NOT REPORTED | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | |
| | | UNKNOWN/NOT REPORTED | | | 52 | |
| | | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | |
| | | IFR | | | NONE | |
| | | FIRE AFTER IMPACT | | | | |
| | | REMARKS- RECOVERED 7/8/75. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-----------|------------------------|---|---|---|---|--|
| CAA-58054 | 3/25/58 TIME - 1920 | NR. DANIA, FLA | MOONEY M-20 N6516B DAMAGE-DESTROYED INTENDED DESTINATION FORT LAUDERDALE, FLA | CR- 1 0 0 PX- 4 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, 1000' TOTAL HOURS, 20 IN TYPE, NOT INSTRUMENT RATED |
| | | DEPARTURE POINT NASSAU, BAHAMAS | | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION. DITCHING | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | |
| | | FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER MISSING AIRCRAFT - LATER RECOVERED | | | | |
| | | REMARKS - RECOVERED 7/8/75-FLT MADE WITHOUT OWNERS PERMISSION-SURVIVAL GEAR NOT ONBOARD | | | | |

U. S.
GENERAL AVIATION
SECTION

ANALYTIC TABLE

TYPE OF AIRCRAFT AND CONDITIONS OF LIGHT

CONDITIONS OF LIGHT

| TYPE OF AIRCRAFT | CONDITIONS OF LIGHT | | | | | | RECORDS | ACCIDENTS |
|------------------|---------------------|----------|-----------------|--------------|----------------|------------------------|---------|-----------|
| | DAWN | DAYLIGHT | DUSK / TWILIGHT | NIGHT / DARK | NIGHT / BRIGHT | UNKNOWN / NOT REPORTED | | |
| FIXED-WING | 7 | 725 | 25 | 45 | 9 | 6 | 817 | 808 |
| HELICOPTER | 1 | 61 | 5 | 2 | 1 | | 70 | 70 |
| GLIDER | | 15 | | | | | 15 | 15 |
| BALLOON | | 4 | | | | | 4 | 4 |
| BLIMP | | | | | | | | |
| DIRIGIBLE | | | | | | | | |
| ROCKET | | | | | | | | |
| CONVERTIPLANE | | | | | | | | |
| GYROPLANE | | 2 | | | | | 2 | 2 |
| OTHER | | | | | | | | |
| RECORDS | 8 | 807 | 30 | 47 | 10 | 6 | 908 | |
| ACCIDENTS | 8 | 798 | 30 | 47 | 10 | 6 | | 899 |

ANALYTIC TABLE

KIND OF FLYING BY PILOT CERTIFICATE

| KIND OF FLYING | PILOT CERTIFICATE | | | | | | | | | RECORDS | ACCIDENTS | |
|-------------------------------|-------------------|---------|------------|-----|--------------------|-----------------------|-----------------|-------|------|---------|-----------|--------------------------|
| | STUDENT | PRIVATE | COMMERCIAL | ATR | PRIVATE/ FL INSTR. | COMMERCIAL/ FL INSTR. | ATR / FL INSTR. | OTHER | NONE | | | UNKNOWN/ NOT REPORTED |
| <u>INSTRUCTIONAL</u> | | | | | | | | | | | | |
| DUAL | | 1 | 1 | | 36 | 2 | | | 1 | | 41 | 40 |
| SOLO | 31 | | 1 | | | | | 1 | | | 33 | 33 |
| CHECK | | 1 | 1 | | 2 | | | | | | 4 | 4 |
| TRAINING | 24 | 8 | 4 | 2 | | | | | | | 38 | 38 |
| <u>NONCOMMERCIAL</u> | | | | | | | | | | | | |
| PLEASURE | 24 | 263 | 77 | 9 | 28 | 6 | | 4 | 3 | | 414 | 413 |
| PRACTICE | 4 | 17 | 10 | | 2 | | | | | | 33 | 33 |
| BUSINESS | | 34 | 23 | 1 | 5 | 2 | 1 | | | | 66 | 66 |
| CORPORATE/EXECUTIVE | | | 8 | 4 | 1 | 1 | | | | | 14 | 14 |
| AERIAL SURVEY | | 1 | 1 | | | | | | | | 2 | 2 |
| COMPANY FLIGHT | | | | | | | | | | | | |
| OTHER | | | 1 | | | | | | 1 | | 2 | 2 |
| <u>COMMERCIAL</u> | | | | | | | | | | | | |
| AERIAL APPLICATION | | 1 | 57 | 3 | 21 | 2 | | | | | 84 | 83 |
| CROP CONTROL RELATED FLIGHT | | 1 | 52 | 2 | 10 | | | | | | 65 | 64 |
| FIRE CONTROL | | | | | 2 | | | | | | 2 | 2 |
| FIRE CONTROL RELATED FLIGHT | | | | | | | | | | | | |
| AERIAL MAPPING/PHOTOGRAPHY | | 1 | 1 | | | | | | | | 2 | 2 |
| AERIAL ADVERTISING | | | 1 | | | | | | | | 1 | 1 |
| POWER AND PIPELINE PATROL | | | | | | | | | | | | |
| FISH SPOTTING | | | | | | | | | | | | |
| AIR TAXI-PASSENGER OPERATIONS | | | 20 | 7 | 4 | 1 | | | | | 32 | 32 |
| AIR TAXI-CARGO OPERATIONS | | | 2 | 4 | 4 | | | | | | 10 | 10 |
| CONSTRUCTION WORK | | | | | | | | | | | | |
| SCHEDULED PASSENGER SERVICE | | | | | | | | | | | | |
| SCHEDULED CARGO SERVICE | | | | | | | | | | | | |
| INTRA-STATE CHARTER PASSG. | | | | | | | | | | | | |
| INTRA-STATE CHARTER CARGO. | | | | | | | | | | | | |
| MILITARY CONTRACT-PASSENGER | | | | | | | | | | | | |
| MILITARY CONTRACT-CARGO | | | | | | | | | | | | |
| CHARTER CARGO-DOMESTIC | | | | | 1 | | | | | | 1 | 1 |
| CHARTER PASSG-DOMESTIC | | | 2 | | | | | | | | 2 | 2 |
| CHARTER-CARGO-INTERNATIONAL | | | | | | | | | | | | |
| CHARTER-PASSG-INTERNATIONAL | | | | | | | | | | | | |
| OTHER | | | | 1 | | | | | | | 1 | 1 |
| UNKNOWN/NOT REPORTED | | | | | | | | | | | | |

ANALYTIC TABLE

KIND OF FLYING BY PILOT CERTIFICATE

| KIND OF FLYING | PILOT CERTIFICATE | | | | | | | | | | RECORDS | ACCIDENTS |
|--------------------------|-------------------|---------|------------|-----|---------------------|------------------------|-----------------|-------|------|--------------------------|---------|-----------|
| | STUDENT | PRIVATE | COMMERCIAL | ATR | PRIVATE/ FL. INSTR. | COMMERCIAL/ FL. INSTR. | ATR/ FL. INSTR. | OTHER | NONE | UNKNOWN/ NOT REPORTED | | |
| MISCELLANEOUS | | | | | | | | | | | | |
| EXPERIMENTATION | 1 | | | | | | | | | | 1 | 1 |
| TEST | 4 | 4 | | | 1 | | | | | | 9 | 9 |
| DEMONSTRATION | | | 2 | | | | | | | | 2 | 2 |
| FERRY | 4 | 15 | 2 | | 3 | 1 | | | 1 | | 26 | 26 |
| SEARCH AND RESCUE | 1 | | | | | | | | | | 1 | 1 |
| AIR SHOW/AIR RACING | 2 | 2 | | | 1 | | | | | | 5 | 4 |
| PARACHUTE JUMP | 1 | 3 | | | | | | | | | 4 | 4 |
| PARACHUTE JUMP-AIR SHOW | | | | | | | | | | | | |
| TOWING GLIDERS | | | 1 | | | | | | | | 1 | 1 |
| SEEDING CLOUDS | | | | | | | | | | | | |
| HUNTING | | | | | 1 | | | | | | 1 | 1 |
| POLICE PATROL | | | 1 | | | | | | | | 1 | 1 |
| HIGHWAY TRAFFIC ADVISORY | | | 1 | | | | | | | | 1 | 1 |
| ALL OTHER PUBLIC FLYING | | | 2 | | | | | | | | 2 | 2 |
| OTHER | 1 | 1 | | | | | | | | | 2 | 2 |
| UNKNOWN/NOT REPORTED | | | | 1 | | | | | 4 | | 5 | 5 |
| RECORDS | 83 | 342 | 294 | 36 | 122 | 15 | 1 | 5 | 10 | | 908 | |
| ACCIDENTS | 83 | 342 | 291 | 36 | 121 | 15 | 1 | 5 | 10 | | | 899 |

ANALYTIC TABLE

KIND OF FLYING BY INJURY INDEX

| <u>KIND OF FLYING</u> | <u>INJURY INDEX</u> | | | | RECORDS | ACCIDENTS |
|-------------------------------|---------------------|---------|-------|------|---------|-----------|
| | FATAL | SERIOUS | MINOR | NONE | | |
| <u>INSTRUCTIONAL</u> | | | | | | |
| DUAL | 1 | 10 | 4 | 26 | 41 | 40 |
| SOLO | 2 | 2 | 3 | 26 | 33 | 33 |
| CHECK | | | 2 | 2 | 4 | 4 |
| TRAINING | 2 | 3 | 6 | 27 | 38 | 38 |
| <u>NONCOMMERCIAL</u> | | | | | | |
| PLEASURE | 76 | 40 | 68 | 230 | 414 | 413 |
| PRACTICE | 4 | 3 | 8 | 18 | 33 | 33 |
| BUSINESS | 10 | 9 | 7 | 40 | 66 | 66 |
| CORPORATE/EXECUTIVE | 4 | 3 | | 7 | 14 | 14 |
| AERIAL SURVEY | | | | 2 | 2 | 2 |
| COMPANY FLIGHT | | | | | | |
| OTHER | | | | 2 | 2 | 2 |
| <u>COMMERCIAL</u> | | | | | | |
| AERIAL APPLICATION | 8 | 10 | 17 | 49 | 84 | 83 |
| CROP CONTROL RELATED FLIGHT | 1 | 7 | 12 | 45 | 65 | 64 |
| FIRE CONTROL | 1 | | | 1 | 2 | 2 |
| FIRE CONTROL RELATED FLIGHT | | | | | | |
| AERIAL MAPPING/PHOTOGRAPHY | | | | 2 | 2 | 2 |
| AERIAL ADVERTISING | 1 | | | | 1 | 1 |
| POWER AND PIPELINE PATROL | | | | | | |
| FISH SPOTTING | | | | | | |
| AIR TAXI-PASSENGER OPERATIONS | 3 | 2 | 3 | 24 | 32 | 32 |
| AIR TAXI-CARGO OPERATIONS | 3 | | | 7 | 10 | 10 |
| CONSTRUCTION WORK | | | | | | |
| SCHEDULED PASSENGER SERVICE | | | | | | |
| SCHEDULED CARGO SERVICE | | | | | | |
| INTRA-STATE CHARTER PASSG. | | | | | | |
| INTRA-STATE CHARTER CARGO. | | | | | | |
| MILITARY CONTRACT-PASSENGER | | | | | | |
| MILITARY CONTRACT-CARGO | | | | | | |
| CHARTER CARGO-DOMESTIC | | | 1 | | 1 | 1 |
| CHARTER PASSG-DOMESTIC | | | 2 | | 2 | 2 |
| CHARTER-CARGO-INTERNATIONAL | | | | | | |
| CHARTER-PASSG-INTERNATIONAL | | | | | | |
| OTHER | | 1 | | | 1 | 1 |
| UNKNOWN/NOT REPORTED | | | | | | |

ANALYTIC TABLE

KIND OF FLYING BY INJURY INDEX

INJURY INDEX

KIND OF FLYING:

FATAL
SERIOUS
MINOR
NONE

RECORDS ACCIDENTS

MISCELLANEOUS

| | | | | | | |
|--------------------------|-----|-----|-----|-----|-----|-----|
| EXPERIMENTATION | 1 | | | | 1 | 1 |
| TEST | 3 | 2 | 4 | | 9 | 9 |
| DEMONSTRATION | | 1 | 1 | | 2 | 2 |
| FERRY | 5 | 3 | 3 | 15 | 26 | 26 |
| SEARCH AND RESCUE | | | | 1 | 1 | 1 |
| AIR SHOW/AIR RACING | | | 5 | | 5 | 4 |
| PARACHUTE JUMP | 1 | | 1 | 2 | 4 | 4 |
| PARACHUTE JUMP-AIR SHOW | | | | | | |
| TOWING GLIDERS | | | | 1 | 1 | 1 |
| SEEDING CLOUDS | | | | | | |
| HUNTING | | | | 1 | 1 | 1 |
| POLICE PATROL | | | 1 | | 1 | 1 |
| HIGHWAY TRAFFIC ADVISORY | 1 | | | | 1 | 1 |
| ALL OTHER PUBLIC FLYING | 1 | | | 1 | 2 | 2 |
| OTHER | 1 | 1 | | | 2 | 2 |
| UNKNOWN/NOT REPORTED | 1 | | 1 | 3 | 5 | 5 |
| RECORDS | 123 | 100 | 148 | 537 | 908 | |
| ACCIDENTS | 122 | 98 | 146 | 533 | | 899 |

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY INJURY INDEX

| FIRST TYPE OF ACCIDENT | INJURY INDEX | | | | RECORDS | ACCIDENTS |
|------------------------------------|--------------|---------|-------|------|---------|-----------|
| | FATAL | SERIOUS | MINOR | NONE | | |
| GROUND-WATER LOOP-SWERVE | 4 | 12 | 78 | | 94 | 94 |
| DROGGED WINGTIP POD OR FLOAT | | | | | | |
| WHEELS-UP LANDING | 1 | 2 | 8 | | 11 | 11 |
| WHEELS-DOWN LANDING IN WATER | | | 1 | | 1 | 1 |
| GEAR COLLAPSED | | | 6 | | 6 | 6 |
| GEAR RETRACTED | | | 8 | | 8 | 8 |
| HARD LANDING | 4 | 6 | 49 | | 59 | 59 |
| NOSE OVER/DOWN | 1 | 5 | 23 | | 29 | 29 |
| ROLL OVER | | | 1 | 8 | 9 | 9 |
| OVERSHOOT | 3 | 7 | 38 | | 48 | 48 |
| UNDERSHOOT | 1 | 3 | 7 | 12 | 23 | 23 |
| <u>COLLISION BETWEEN AIRCRAFT</u> | | | | | | |
| BOTH IN FLIGHT | 2 | 4 | 3 | 2 | 11 | 6 |
| ONE AIRBORNE | | | | 4 | 4 | 2 |
| BOTH ON GROUND | | | | 2 | 2 | 1 |
| <u>COLLISION WITH GROUND/WATER</u> | | | | | | |
| CONTROLLED | 24 | 4 | 5 | 10 | 43 | 43 |
| UNCONTROLLED | 17 | 4 | 2 | 3 | 26 | 26 |
| <u>COLLIDED WITH</u> | | | | | | |
| WIRES/POLES | 12 | 11 | 7 | 12 | 42 | 42 |
| TREES | 16 | 7 | 2 | 18 | 43 | 43 |
| RESIDENCE/S | | | | | | |
| BUILDING/S | | | | 1 | 1 | 1 |
| FENCE, FENCEPOSTS | | | 4 | 6 | 10 | 10 |
| ELECTRONIC TOWERS | 1 | 1 | | | 2 | 2 |
| RUNWAY OR APPROACH LIGHTS | | | 1 | | 1 | 1 |
| AIRPORT HAZARD | | | | 1 | 1 | 1 |
| ANIMALS | | | | | | |
| CROP | | 1 | | 2 | 3 | 3 |
| FLAGMAN LOADER | | | | | | |
| DITCHES | | | | 8 | 8 | 8 |
| SNOWBANK | | | | 2 | 2 | 2 |
| PARKED AIRCRAFT (UNATTENDED) | | | | 4 | 4 | 4 |
| AUTOMOBILE | 1 | | | 2 | 3 | 3 |
| DIRT BANK | | 2 | | 16 | 18 | 18 |
| OTHER | 1 | 3 | 3 | 20 | 27 | 27 |
| BIRD STRIKE | | | | | | |

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY INJURY INDEX

| FIRST TYPE OF ACCIDENT | INJURY INDEX | | | | RECORDS | ACCIDENTS |
|--------------------------------|--------------|---------|-------|------|---------|-----------|
| | FATAL | SERIOUS | MINOR | NONE | | |
| <u>STALL</u> | 10 | 3 | 7 | 7 | 27 | 27 |
| SPIN | 11 | 3 | 1 | 1 | 16 | 16 |
| SPIRAL | | | 2 | | 2 | 2 |
| MUSH | 5 | 6 | 16 | 19 | 46 | 46 |
| <u>FIRE OR EXPLOSION</u> | | | | | | |
| IN FLIGHT | | | | 4 | 4 | 4 |
| ON GROUND | | | | | | |
| <u>AIRFRAME FAILURE</u> | | | | | | |
| IN FLIGHT | 8 | 1 | | 5 | 14 | 14 |
| ON GROUND | | | | 1 | 1 | 1 |
| ENGINE TEARAWAY | | | | | | |
| ENGINE FAILURE OR MALFUNCTION | 11 | 25 | 48 | 135 | 219 | 219 |
| <u>PROPELLER/ROTOR FAILURE</u> | | | | | | |
| PROPELLER | | 2 | 3 | 5 | 10 | 10 |
| TAIL ROTOR | | | 2 | | 2 | 2 |
| MAIN ROTOR | | | | | | |
| PROP ROTOR ACNT TO PERSON | | 1 | | | 1 | 1 |
| JET INTAKE/EXH ACNT TO PERS | | | | | | |
| PROPELLER/JET/ROTOR BLAST | | | | | | |
| TURBULENCE | | 3 | 1 | 10 | 14 | 14 |
| HAIL DAMAGE TO AIRCRAFT | | | | | | |
| LIGHTNING STRIKE | | | | | | |
| EVASIVE MANEUVER | | | | | | |
| UNCONTROLLED ALT DEVIATION | | | | | | |
| DITCHING | | | | | | |
| MISSING ACFT NOT RECOVERED | 2 | | | | 2 | 2 |
| MISCELLANEOUS/OTHER | 1 | 3 | 1 | 4 | 9 | 9 |
| UNDETERMINED | | | | 2 | 2 | 2 |
| RECORDS | 123 | 100 | 148 | 537 | 908 | |
| ACCIDENTS | 122 | 98 | 146 | 533 | | 899 |

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

| FIRST TYPE OF ACCIDENT | AIRCRAFT DAMAGE | | | | RECORDS | ACCIDENTS |
|------------------------------------|-----------------|-------------|-------|------|---------|-----------|
| | DESTROYED | SUBSTANTIAL | MINOR | NONE | | |
| GROUND-WATER LOOP-SWERVE | 4 | 90 | | | 94 | 94 |
| DAGGED WINGTIP POD OR FLOAT | | | | | | |
| WHEELS-UP LANDING | | 11 | | | 11 | 11 |
| WHEELS-DOWN LANDING IN WATER | | 1 | | | 1 | 1 |
| GEAR COLLAPSED | | 6 | | | 6 | 6 |
| GEAR RETRACTED | | 8 | | | 8 | 8 |
| HARD LANDING | 2 | 55 | 1 | 1 | 59 | 59 |
| NOSE OVER/DOWN | | 29 | | | 29 | 29 |
| ROLL OVER | 1 | 8 | | | 9 | 9 |
| OVERSHOOT | 2 | 46 | | | 48 | 48 |
| UNDERSHOOT | 1 | 22 | | | 23 | 23 |
| <u>COLLISION BETWEEN AIRCRAFT</u> | | | | | | |
| BOTH IN FLIGHT | 4 | 6 | 1 | | 11 | 6 |
| ONE AIRBORNE | | 4 | | | 4 | 2 |
| BOTH ON GROUND | | 1 | 1 | | 2 | 1 |
| <u>COLLISION WITH GROUND/WATER</u> | | | | | | |
| CONTROLLED | 25 | 18 | | | 43 | 43 |
| UNCONTROLLED | 19 | 7 | | | 26 | 26 |
| <u>COLLIDED WITH</u> | | | | | | |
| WIRES/POLES | 27 | 15 | | | 42 | 42 |
| TREES | 20 | 23 | | | 43 | 43 |
| RESIDENCE/S | | | | | | |
| BUILDING/S | | 1 | | | 1 | 1 |
| FENCE, FENCEPOSTS | 2 | 8 | | | 10 | 10 |
| ELECTRONIC TOWERS | 1 | 1 | | | 2 | 2 |
| RUNWAY OR APPROACH LIGHTS | | 1 | | | 1 | 1 |
| AIRPORT HAZARD | | 1 | | | 1 | 1 |
| ANIMALS | | | | | | |
| CROP | 2 | 1 | | | 3 | 3 |
| FLAGMAN LOADER | | | | | | |
| DITCHES | 1 | 7 | | | 8 | 8 |
| SNOWBANK | | 2 | | | 2 | 2 |
| PARKED AIRCRAFT (UNATTENDED) | | 4 | | | 4 | 4 |
| AUTOMOBILE | 1 | 2 | | | 3 | 3 |
| DIRT BANK | 3 | 15 | | | 18 | 18 |
| OTHER | 2 | 24 | 1 | | 27 | 27 |
| BIRD STRIKE | | | | | | |

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

| FIRST TYPE OF ACCIDENT | AIRCRAFT DAMAGE | | | | RECORDS | ACCIDENTS |
|--------------------------------|-----------------|-------------|-------|------|---------|-----------|
| | DESTROYED | SUBSTANTIAL | MINOR | NONE | | |
| <u>STALL</u> | 17 | 10 | | | 27 | 27 |
| SPIN | 10 | 6 | | | 16 | 16 |
| SPIRAL | 2 | | | | 2 | 2 |
| MUSH | 13 | 33 | | | 46 | 46 |
| <u>FIRE OR EXPLOSION</u> | | | | | | |
| IN FLIGHT | | 4 | | | 4 | 4 |
| ON GROUND | | | | | | |
| <u>AIRFRAME FAILURE</u> | | | | | | |
| IN FLIGHT | 8 | 6 | | | 14 | 14 |
| ON GROUND | | 1 | | | 1 | 1 |
| ENGINE TEARAWAY | | | | | | |
| ENGINE FAILURE OR MALFUNCTION | 43 | 176 | | | 219 | 219 |
| <u>PROPELLER/ROTOR FAILURE</u> | | | | | | |
| PROPELLER | | 10 | | | 10 | 10 |
| TAIL ROTOR | | 2 | | | 2 | 2 |
| MAIN ROTOR | | | | | | |
| PROP ROTOR ACNT TO PERSON | | | | 1 | 1 | 1 |
| JET INTAKE/EXH ACNT TO PERSON | | | | | | |
| PROPELLER/JET/ROTOR BLAST | | | | | | |
| TURBULENCE | 4 | 10 | | | 14 | 14 |
| HAIL DAMAGE TO AIRCRAFT | | | | | | |
| LIGHTNING STRIKE | | | | | | |
| EVASIVE MANEUVER | | | | | | |
| UNCONTROLLED ALT DEVIATION | | | | | | |
| DITCHING | | | | | | |
| MISSING ACFT NOT RECOVERED | 2 | | | | 2 | 2 |
| MISCELLANEOUS/OTHER | 2 | 4 | 1 | 2 | 9 | 9 |
| UNDETERMINED | | 2 | | | 2 | 2 |
| RECORDS | 218 | 681 | 5 | 4 | 908 | |
| ACCIDENTS | 217 | 677 | 5 | 4 | | 899 |

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

| FIRST TYPE OF ACCIDENT | PILOT CERTIFICATE | | | | | | | | | | RECORDS | ACCIDENTS |
|------------------------------------|-------------------|---------|------------|-----|--------------------|-----------------------|----------------|-------|------|--------------------------|---------|-----------|
| | STUDENT | PRIVATE | COMMERCIAL | ATR | PRIVATE/ FL INSTR. | COMMERCIAL/ FL INSTR. | ATR/ FL INSTR. | OTHER | NONE | UNKNOWN/ NOT REPORTED | | |
| GROUND-WATER LOOP-SWERVE | 5 | 39 | 34 | 3 | | 10 | 2 | | | 1 | 94 | 94 |
| DRAINED WINGTIP POOL OR FLOAT | | | | | | | | | | | | |
| WHEELS-UP LANDING | | 6 | 3 | | 2 | | | | | | 11 | 11 |
| WHEELS-DOWN LANDING IN WATER | | | | | | 1 | | | | | 1 | 1 |
| GEAR COLLAPSED | 2 | 2 | 1 | 1 | | | | | | | 6 | 6 |
| GEAR RETRACTED | 1 | | 5 | | 1 | 1 | | | | | 8 | 8 |
| HARD LANDING | 16 | 22 | 11 | 2 | 7 | | | 1 | | | 59 | 59 |
| NOSE OVER/DOWN | 3 | 11 | 11 | 1 | 3 | | | | | | 29 | 29 |
| ROLL OVER | | | 5 | 1 | 2 | 1 | | | | | 9 | 9 |
| OVERSHOOT | 5 | 34 | 4 | | 2 | 1 | | 2 | | | 48 | 48 |
| UNDERSHOOT | 3 | 12 | 6 | 1 | 1 | | | | | | 23 | 23 |
| <u>COLLISION BETWEEN AIRCRAFT</u> | | | | | | | | | | | | |
| BOTH IN FLIGHT | 1 | 3 | 4 | | 3 | | | | | | 11 | 6 |
| ONE AIRBORNE | | | 2 | | 2 | | | | | | 4 | 2 |
| BOTH ON GROUND | | | | 1 | 1 | | | | | | 2 | 1 |
| <u>COLLISION WITH GROUND/WATER</u> | | | | | | | | | | | | |
| CONTROLLED | 1 | 16 | 16 | 3 | 4 | 1 | 1 | 1 | | | 43 | 43 |
| UNCONTROLLED | 1 | 13 | 9 | 1 | 2 | | | | | | 26 | 26 |
| <u>COLLIDED WITH</u> | | | | | | | | | | | | |
| WIRES/POLES | 3 | 13 | 18 | 3 | 4 | 1 | | | | | 42 | 42 |
| TREES | 2 | 18 | 15 | 2 | 5 | | | | | 1 | 43 | 43 |
| RESIDENCE/S | | | | | | | | | | | | |
| BUILDING/S | 1 | | | | | | | | | | 1 | 1 |
| FENCE, FENCEPOSTS | 4 | 1 | 2 | | 2 | 1 | | | | | 10 | 10 |
| ELECTRONIC TOWERS | | | 1 | | 1 | | | | | | 2 | 2 |
| RUNWAY OR APPROACH LIGHTS | | | 1 | | | | | | | | 1 | 1 |
| AIRPORT HAZARD | | 1 | | | | | | | | | 1 | 1 |
| ANIMALS | | | | | | | | | | | | |
| CROP | | | 1 | | 2 | | | | | | 3 | 3 |
| FLAGMAN LOADER | | | | | | | | | | | | |
| DITCHES | | 4 | 2 | 1 | | | | | | 1 | 8 | 8 |
| SNOWBANK | | 1 | | 1 | | | | | | | 2 | 2 |
| PARKED AIRCRAFT (UNATTENDED) | | 4 | | | | | | | | | 4 | 4 |
| AUTOMOBILE | | 1 | 1 | | 1 | | | | | | 3 | 3 |
| DIRT BANK | | 1 | 12 | | 5 | | | | | | 18 | 18 |
| OTHER | 3 | 11 | 6 | 2 | 5 | | | | | | 27 | 27 |
| BIRD STRIKE | | | | | | | | | | | | |

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

| FIRST TYPE OF ACCIDENT | PILOT CERTIFICATE | | | | | | | | | | RECORDS | ACCIDENTS |
|--------------------------------|-------------------|---------|------------|-----|--------------------|-----------------------|----------------|-------|------|--------------------------|---------|-----------|
| | STUDENT | PRIVATE | COMMERCIAL | ATR | PRIVATE/ FL INSTR. | COMMERCIAL/ FL INSTR. | ATR/ FL INSTR. | OTHER | NONE | UNKNOWN/ NOT REPORTED | | |
| <u>STALL</u> | 3 | 9 | 7 | 1 | 6 | | | | | 1 | 27 | 27 |
| SPIN | 1 | 8 | 4 | 1 | 1 | 1 | | | | | 16 | 16 |
| SPIRAL | | | 2 | | | | | | | | 2 | 2 |
| MUSH | 3 | 15 | 16 | 1 | 10 | 1 | | | | | 46 | 46 |
| <u>FIRE OR EXPLOSION</u> | | | | | | | | | | | | |
| IN FLIGHT | | 2 | | 2 | | | | | | | 4 | 4 |
| ON GROUND | | | | | | | | | | | | |
| <u>AIRFRAME FAILURE</u> | | | | | | | | | | | | |
| IN FLIGHT | 1 | 4 | 5 | | 1 | 1 | | 1 | 1 | | 14 | 14 |
| ON GROUND | | | 1 | | | | | | | | 1 | 1 |
| ENGINE TEARAWAY | | | | | | | | | | | | |
| ENGINE FAILURE OR MALFUNCTION | 23 | 80 | 73 | 5 | 32 | 3 | | | 3 | | 219 | 219 |
| <u>PROPELLER/ROTOR FAILURE</u> | | | | | | | | | | | | |
| PROPELLER | | 4 | 4 | | 2 | | | | | | 10 | 10 |
| TAIL ROTOR | | | 2 | | | | | | | | 2 | 2 |
| MAIN ROTOR | | | | | | | | | | | | |
| PROP ROTOR ACDNT TO PERSON | | 1 | | | | | | | | | 1 | 1 |
| JET INTAKE/EXH ACDNT TO PERS | | | | | | | | | | | | |
| PROPELLER/JET/ROTOR BLAST | | | | | | | | | | | | |
| TURBULENCE | 1 | 4 | 8 | | 1 | | | | | | 14 | 14 |
| HAIL DAMAGE TO AIRCRAFT | | | | | | | | | | | | |
| LIGHTNING STRIKE | | | | | | | | | | | | |
| EVASIVE MANEUVER | | | | | | | | | | | | |
| UNCONTROLLED ALT DEVIATION | | | | | | | | | | | | |
| DITCHING | | | | | | | | | | | | |
| MISSING ACFT NOT RECOVERED | | 1 | | 1 | | | | | | | 2 | 2 |
| MISCELLANEOUS/OTHER | | 1 | 2 | 2 | 4 | | | | | | 9 | 9 |
| UNDETERMINED | | | | | | | | | 2 | | 2 | 2 |
| RECORDS | 83 | 342 | 294 | 36 | 122 | 15 | 1 | 5 | 10 | | 908 | |
| ACCIDENTS | 83 | 342 | 291 | 36 | 121 | 15 | 1 | 5 | 10 | | | 899 |

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

| FIRST OPERATIONAL PHASE | INJURY INDEX | | | | RECORDS | ACCIDENTS |
|-------------------------------|--------------|---------|-------|------|---------|-----------|
| | FATAL | SERIOUS | MINOR | NONE | | |
| <u>STATIC</u> | | | | | | |
| STARTING ENGINE/S | | | | | | |
| IDLING ENGINE/S | | | | | | |
| ENGINE RUNUP | | | | | | |
| IDLING ROTORS | | | | | | |
| PARKED-ENGINES NOT OPERATING | | | | | | |
| OTHER | | | | | | |
| <u>TAXI</u> | | | | | | |
| TO TAKEOFF | | | | 9 | 9 | 8 |
| FROM LANDING | | 1 | 21 | | 22 | 22 |
| OTHER | | 1 | 1 | | 2 | 2 |
| GROUND TAXI TO TAKEOFF | | | | | | |
| GROUND TAXI FROM LANDING | | | | | | |
| GROUND TAXI, OTHER | | | | | | |
| AERIAL TAXI TO TAKEOFF | | | | | | |
| AERIAL TAXI TO/FROM LANDING | | | | | | |
| AERIAL TAXI, OTHER | | | 1 | | 1 | 1 |
| <u>TAKEOFF</u> | | | | | | |
| RUN | | 5 | 6 | 40 | 51 | 51 |
| INITIAL CLIMB | 14 | 18 | 38 | 58 | 128 | 128 |
| VERTICAL | | | 1 | 9 | 10 | 10 |
| RUNNING (ROTORCRAFT/VTOL-STOL | | | | | | |
| ABORTED (FIXED-WING) | | 1 | | 6 | 7 | 7 |
| ABORTED (ROTORCRAFT/VTOL) | | | | | | |
| ABORTED (ROTORCRAFT/STOL) | | | | | | |
| OTHER | | | 1 | | 1 | 1 |
| <u>INFLIGHT</u> | | | | | | |
| CLIMB TO CRUISE | | 1 | 5 | 9 | 15 | 15 |
| NORMAL CRUISE | 18 | 14 | 14 | 59 | 105 | 105 |
| DESCENDING | 4 | 2 | 4 | 8 | 18 | 18 |
| HOLDING (IFR) | | | | | | |
| HOVERING | | 1 | 1 | 4 | 6 | 6 |
| POWER-ON DESCENT (ROTORCRAFT) | | | | | | |
| AUTOROTATIVE DESCENT | | | 1 | | 1 | 1 |
| ACROBATICS | 11 | | 2 | | 13 | 13 |

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

| FIRST OPERATIONAL PHASE | INJURY INDEX | | | | RECORDS | ACCIDENTS |
|-------------------------------|--------------|---------|-------|------|---------|-----------|
| | FATAL | SERIOUS | MINOR | NONE | | |
| BUZZING | 5 | 1 | | | 6 | 6 |
| UNCONTROLLED DESCENT | 12 | 1 | | | 13 | 13 |
| EMERGENCY DESCENT | | | | | | |
| LOW PASS | 4 | 2 | 4 | 4 | 14 | 14 |
| OTHER | 27 | 4 | 5 | 3 | 39 | 38 |
| EN ROUTE TO TREAT CROP | | | | 1 | 1 | 1 |
| EN ROUTE TO RELOADING AREA | | | | 1 | 1 | 1 |
| SURVEY FIELD/AREA | 1 | | | | 1 | 1 |
| STARTING SWATH RUN | | | 1 | 9 | 10 | 10 |
| SWATH RUN | 2 | 4 | 1 | 22 | 29 | 29 |
| FLAREOUT FOR SWATH RUN | | | 1 | | 1 | 1 |
| PULLUP FROM SWATH RUN | 4 | 3 | 4 | 3 | 14 | 14 |
| PROCEDURE TURNAROUND | 2 | 2 | 7 | 12 | 23 | 23 |
| CLEANUP, SWATH | | 1 | 2 | 1 | 4 | 3 |
| MANEUVER TO AVOID OBSTRUCTION | | | 1 | | 1 | 1 |
| RETURN TO STRIP | | 1 | | 2 | 3 | 3 |
| <u>LANDING</u> | | | | | | |
| TRAFFIC PATTERN-CIRCLING | 5 | 3 | 6 | 7 | 21 | 21 |
| FINAL APPROACH (VFR) | 4 | 13 | 9 | 29 | 55 | 54 |
| INITIAL APPROACH | 1 | | | | 1 | 1 |
| FINAL APPROACH (IFR) | 4 | 1 | | 1 | 6 | 6 |
| LEVEL OFF/TOUCHDOWN | | 11 | 18 | 111 | 140 | 139 |
| ROLL (FIXED WING) | | 4 | 9 | 88 | 101 | 101 |
| ROLL-ON/RUN-ON (ROTORCRAFT) | | | | | | |
| POWER-ON LANDING (ROTORCRAFT) | | 2 | | 5 | 7 | 7 |
| POWER-OFF AUTOROTATIVE LDG | | | 2 | 1 | 3 | 3 |
| GO-AROUND (VFR) | | 5 | 3 | 8 | 16 | 16 |
| MISSED APPROACH (IFR) | 1 | | | | 1 | 1 |
| OTHER | 1 | | | 1 | 2 | 2 |
| UNKNOWN/NOT REPORTED | 3 | | | 3 | 6 | 6 |
| RECORDS | 123 | 100 | 148 | 537 | 908 | |
| ACCIDENTS | 122 | 98 | 146 | 533 | | 899 |

INJURIES, ACCIDENTS
 ISSUE NO. 2
 U. S. GENERAL AVIATION

1975

| | | INJURIES | | | | | | |
|-----------------|-----|-----------------|---------|-------|------|---------|--------|------|
| | | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL | |
| PILOT | | 114 | 85 | 141 | 568 | | | 908 |
| COPILOT | | 6 | 2 | 2 | 8 | | | 18 |
| DUAL STUDENT | | | 10 | 4 | 29 | | | 43 |
| CHECK PILOT | | | | 2 | 2 | | | 4 |
| FLIGHT ENGINEER | | 1 | | | | | | 1 |
| NAVIGATOR | | | | | | | | |
| CABIN ATTENDANT | | | | 1 | 2 | | | 3 |
| EXTRA CREW | | | 1 | | 2 | | | 3 |
| PASSENGERS | | 110 | 56 | 83 | 496 | | | 745 |
| TOTAL | | 231 | 154 | 233 | 1107 | | ABOARD | 1725 |
| OTHER AIRCRAFT | | | | | | | | |
| OTHER GROUND | | | 4 | 1 | 1 | | | 6 |
| GRAND TOTAL | | 231 | 158 | 234 | 1108 | | | 1731 |
| INVOLVES | 899 | TOTAL ACCIDENTS | | | | | | |
| INVOLVES | 122 | FATAL ACCIDENTS | | | | | | |

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

ISSUE NO. 2
1975

| INJURIES | | | | | |
|-----------------|-------|---------|-------|------|---------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN |
| PILOT | 110 | 75 | 129 | 512 | |
| COPILOT | 4 | 1 | 1 | 6 | |
| DUAL STUDENT | | 9 | 3 | 26 | |
| CHECK PILOT | | | 1 | 2 | |
| FLIGHT ENGINEER | | | | | |
| NAVIGATOR | | | | | |
| CABIN ATTENDANT | | | | | |
| EXTRA CREW | | | | | |
| PASSENGERS | 103 | 47 | 71 | 426 | |
| TOTAL | 217 | 132 | 205 | 972 | ABOARD |
| OTHER AIRCRAFT | | | | | |
| OTHER GROUND | | 4 | 1 | 1 | |
| GRAND TOTAL | 217 | 136 | 206 | 973 | |

INVOLVES 817 TOTAL ACCIDENTS
INVOLVES 117 FATAL ACCIDENTS

INJURIES, ACCIDENTS
ROTORCRAFT
U. S. GENERAL AVIATION

ISSUE NO. 2
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| INJURIES | | | | | | |
|-----------------|-------|---------|-------|------|---------|-------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL |
| PILOT | 2 | 7 | 12 | 51 | | 72 |
| COPILOT | | | 1 | | | 1 |
| DUAL STUDENT | | 1 | 1 | 3 | | 5 |
| CHECK PILOT | | | 1 | | | 1 |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | | | |
| EXTRA CREW | | | | 1 | | 1 |
| PASSENGERS | 4 | 7 | 8 | 32 | | 51 |
| TOTAL | 6 | 15 | 23 | 87 | ABOARD | 131 |
| OTHER AIRCRAFT | | | | | | |
| OTHER GROUND | | | | | | |
| GRAND TOTAL | 6 | 15 | 23 | 87 | | 131 |

INVOLVES 72 TOTAL ACCIDENTS
INVOLVES 3 FATAL ACCIDENTS

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

ISSUE NO. 2
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| | | INJURIES | | | | | | |
|-----------------|---|-----------------|---------|-------|------|---------|--------|----|
| | | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL | |
| PILOT | | 2 | 1 | | 3 | | | 6 |
| COPILOT | | 2 | 1 | | 2 | | | 5 |
| DUAL STUDENT | | | | | | | | |
| CHECK PILOT | | | | | | | | |
| FLIGHT ENGINEER | | 1 | | | | | | 1 |
| NAVIGATOR | | | | | | | | |
| CABIN ATTENDANT | | | | 1 | 2 | | | 3 |
| EXTRA CREW | | | | | 1 | | | 1 |
| PASSENGERS | | 3 | 1 | 4 | 38 | | | 46 |
| TOTAL | | 8 | 3 | 5 | 46 | | ABOARD | 62 |
| OTHER AIRCRAFT | | | | | | | | |
| OTHER GROUND | | | | | | | | |
| GRAND TOTAL | | | | | | | | |
| | | 8 | 3 | 5 | 46 | | | 62 |
| INVOLVES | 6 | TOTAL ACCIDENTS | | | | | | |
| INVOLVES | 2 | FATAL ACCIDENTS | | | | | | |

INJURIES, ACCIDENTS
KIND OF FLYING
INSTRUCTIONAL

ISSUE NO. 2
1975

| INJURIES | | | | | | |
|------------------|-------|---------|-------|------|---------|-------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL |
| PILOT | 5 | 9 | 17 | 85 | | 116 |
| COPILOT | | | | | | |
| DUAL STUDENT | | 9 | 4 | 29 | | 42 |
| CHECK PILOT | | | 2 | 2 | | 4 |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | | | |
| EXTRA CREW | | | | | | |
| PASSENGERS | 1 | 1 | | 6 | | 8 |
| TOTAL | 6 | 19 | 23 | 122 | ABOARD | 170 |
| * OTHER AIRCRAFT | | | 1 | 9 | | 10 |
| OTHER GROUND | | | | 1 | | 1 |
| GRAND TOTAL | 6 | 19 | 24 | 132 | | 181 |

INVOLVES 114 TOTAL ACCIDENTS
INVOLVES 5 FATAL ACCIDENTS

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

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

ISSUE NO. 2
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| | INJURIES | | | | | |
|------------------|----------|---------|-------|-------|---------|-------|
| | FATAL | SERIOUS | MINOR | NONE* | UNKNOWN | TOTAL |
| PILOT | 72 | 33 | 63 | 246 | | 414 |
| COPILOT | 1 | | 1 | 3 | | 5 |
| DUAL STUDENT | | | | | | |
| CHECK PILOT | | | | | | |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | 1 | | | | 1 |
| EXTRA CREW | | | | | | |
| PASSENGERS | 77 | 40 | 55 | 311 | | 483 |
| | | | | | | |
| TOTAL | 150 | 74 | 119 | 560 | ABOARD | 903 |
| | | | | | | |
| * OTHER AIRCRAFT | | 1 | | 3 | | 4 |
| OTHER GROUND | | 3 | 1 | | | 4 |
| | | | | | | |
| GRAND TOTAL | 150 | 78 | 120 | 563 | | 911 |

INVOLVES 413 TOTAL ACCIDENTS
INVOLVES 75 FATAL ACCIDENTS

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

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

ISSUE NO. 2
1975

| INJURIES | | | | | | |
|-----------------|-------|---------|-------|------|---------|-------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL |
| PILOT | 9 | 9 | 7 | 41 | | 66 |
| COPILOT | 1 | | | | | 1 |
| DUAL STUDENT | | 1 | | | | 1 |
| CHECK PILOT | | | | | | |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | | | |
| EXTRA CREW | | | | | | |
| PASSENGERS | 9 | 3 | 7 | 34 | | 53 |
| TOTAL | 19 | 13 | 14 | 75 | ABOARD | 121 |
| OTHER AIRCRAFT | | | | | | |
| OTHER GROUND | | | | | | |
| GRAND TOTAL | 19 | 13 | 14 | 75 | | 121 |

INVOLVES 66 TOTAL ACCIDENTS
INVOLVES 10 FATAL ACCIDENTS

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

ISSUE NO. 2
1975

| INJURIES | | | | | |
|-----------------|-------|---------|-------|------|-----------|
| | FATAL | SERIOUS | MINOR | NONE | TOTAL |
| PILOT | 3 | 2 | 1 | 8 | 14 |
| COPILOT | 1 | | | 3 | 4 |
| DUAL STUDENT | | | | | |
| CHECK PILOT | | | | | |
| FLIGHT ENGINEER | | | | | |
| NAVIGATOR | | | | | |
| CABIN ATTENDANT | | | 1 | 2 | 3 |
| EXTRA CREW | | | | 1 | 1 |
| PASSENGERS | 3 | 4 | 6 | 49 | 62 |
| TOTAL | 7 | 6 | 8 | 63 | ABOARD 84 |
| OTHER AIRCRAFT | | | | | |
| OTHER GROUND | | | | | |
| GRAND TOTAL | 7 | 6 | 8 | 63 | 84 |

INVOLVES 14 TOTAL ACCIDENTS
INVOLVES 4 FATAL ACCIDENTS

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

ISSUE NO. 2
1975

| INJURIES | | | | | |
|-----------------|-------|---------|-------|------|---------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN |
| PILOT | 9 | 17 | 29 | 94 | |
| COPILOT | | 1 | | | |
| DUAL STUDENT | | | | | |
| CHECK PILOT | | | | | |
| FLIGHT ENGINEER | | | | | |
| NAVIGATOR | | | | | |
| CABIN ATTENDANT | | | | | |
| EXTRA CREW | | | | | |
| PASSENGERS | | | | 1 | |
| TOTAL | 9 | 18 | 29 | 95 | ABOARD |
| OTHER AIRCRAFT | | | | | |
| OTHER GROUND | | | | | |
| GRAND TOTAL | 9 | 18 | 29 | 95 | 151 |

INVOLVES 147 TOTAL ACCIDENTS
INVOLVES 9 FATAL ACCIDENTS

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

ISSUE NO. 2
1975

| | INJURIES | | | | | TOTAL |
|--------------------|-----------|-----------------|----------|------------|---------------|------------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | |
| PILOT | 4 | 3 | 4 | 31 | | 42 |
| COPILOT | | 1 | | 2 | | 3 |
| DUAL STUDENT | | | | | | |
| CHECK PILOT | | | | | | |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | | | |
| EXTRA CREW | | | | | | |
| PASSENGERS | 10 | 3 | 5 | 71 | | 89 |
| TOTAL | 14 | 7 | 9 | 104 | ABOARD | 134 |
| * OTHER AIRCRAFT | | | | 2 | | 2 |
| OTHER GROUND | | | | | | |
| GRAND TOTAL | 14 | 7 | 9 | 106 | | 136 |
| INVOLVES | 42 | TOTAL ACCIDENTS | | | | |
| INVOLVES | 6 | FATAL ACCIDENTS | | | | |

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

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

ISSUE NO. 2
 1975

| INJURIES | | | | | |
|-----------------|-------|-----------------|-------|------|---------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN |
| PILOT | | 2 | 7 | 39 | |
| COPILOT | | | | | |
| DUAL STUDENT | | | | 2 | |
| CHECK PILOT | | | | | |
| FLIGHT ENGINEER | | | | | |
| NAVIGATOR | | | | | |
| CABIN ATTENDANT | | | | | |
| EXTRA CREW | | | | | |
| PASSENGERS | | 3 | 4 | 51 | |
| TOTAL | | 5 | 11 | 92 | ABOARD |
| OTHER AIRCRAFT | | | | | |
| OTHER GROUND | | | | | |
| GRAND TOTAL | | 5 | 11 | 92 | |
| INVOLVES | 48 | TOTAL ACCIDENTS | | | |
| INVOLVES | | FATAL ACCIDENTS | | | |

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

ISSUE NO. 2
1975

| | | INJURIES | | | | | | |
|-----------------|----|-----------------|---------|-------|------|---------|-------|--------|
| | | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL | |
| PILOT | | 1 | 3 | 6 | 13 | | 23 | |
| COPILOT | | | | | | | | |
| DUAL STUDENT | | | | | 1 | | 1 | |
| CHECK PILOT | | | | | | | | |
| FLIGHT ENGINEER | | | | | | | | |
| NAVIGATOR | | | | | | | | |
| CABIN ATTENDANT | | | | | | | | |
| EXTRA CREW | | | | | | | | |
| PASSENGERS | | | 3 | 4 | 14 | | 21 | |
| TOTAL | | 1 | 6 | 10 | 28 | | 45 | ABOARD |
| OTHER AIRCRAFT | | | | | | | | |
| OTHER GROUND | | | | | | | | |
| GRAND TOTAL | | 1 | 6 | 10 | 28 | | 45 | |
| INVOLVES | 23 | TOTAL ACCIDENTS | | | | | | |
| INVOLVES | 1 | FATAL ACCIDENTS | | | | | | |

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

ISSUE NO. 2
1975

| | | INJURIES | | | | | | |
|-----------------|-----|-----------------|---------|-------|------|---------|--------|-----|
| | | FATÁL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL | |
| PILOT | | 32 | 45 | 53 | 233 | | | 363 |
| COPILOT | | 2 | | 1 | 4 | | | 7 |
| DUAL STUDENT | | | 3 | 2 | 12 | | | 17 |
| CHECK PILOT | | | | | | | | |
| FLIGHT ENGINEER | | 1 | | | | | | 1 |
| NAVIGATOR | | | | | | | | |
| CABIN ATTENDANT | | | | 1 | 2 | | | 3 |
| EXTRA CREW | | | | | 1 | | | 1 |
| PASSENGERS | | 32 | 27 | 34 | 226 | | | 319 |
| TOTAL | | 67 | 75 | 91 | 478 | | ABOARD | 711 |
| OTHER AIRCRAFT | | | | | | | | |
| OTHER GROUND | | | 3 | | 1 | | | 4 |
| GRAND TOTAL | | 67 | 78 | 91 | 479 | | | 715 |
| INVOLVES | 363 | TOTAL ACCIDENTS | | | | | | |
| INVOLVES | 36 | FATAL ACCIDENTS | | | | | | |

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

ISSUE NO. 2
1975

| | INJURIES | | | | | TOTAL |
|-----------------|----------|---------|-------|------|---------|-------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | |
| PILOT | 29 | 13 | 27 | 38 | | 107 |
| COPILOT | 3 | 2 | | 2 | | 7 |
| DUAL STUDENT | | 2 | 1 | 1 | | 4 |
| CHECK PILOT | | | | | | |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | | | |
| EXTRA CREW | | | | | | |
| PASSENGERS | 25 | 12 | 16 | 43 | | 96 |
| TOTAL | 57 | 29 | 44 | 84 | ABOARD- | 214 |
| OTHER AIRCRAFT | | | | | | |
| OTHER GROUND | | | 1 | | | 1 |
| GRAND TOTAL | 57 | 29 | 45 | 84 | | 215 |

INVOLVES 107 TOTAL ACCIDENTS
INVOLVES 31 FATAL ACCIDENTS

CAUSE/FACTOR TABLE

COVERED BY THIS REPORT - ISSUE NO. 2
U. S. GENERAL AVIATION ACCIDENTS
(EXCLUDES ACCIDENTS WITHOUT PROBABLE CAUSE)

1975

INVOLVES 899 TOTAL ACCIDENTS
INVOLVES 122 FATAL ACCIDENTS

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| ** PILOT ** | | | | | | | | | |
| PILOT IN COMMAND | | | | | | | | | |
| ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT | 1 | 1 | 2 | 1 | 1 | 2 | 2 | 2 | 4 |
| ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | 7 | 1 | 8 | 8 | 2 | 10 | 15 | 3 | 18 |
| BECAME LOST/DISORIENTED | | | | 4 | 2 | 6 | 4 | 2 | 6 |
| CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | 27 | | 27 | 6 | | 6 | 33 | | 33 |
| CONTINUED INTO KNOWN AREA OF SEVERE TURBULENCE | | | | 1 | | 1 | 1 | | 1 |
| DELAYED ACTION IN ABORTING TAKEOFF | | | | 6 | | 6 | 6 | | 6 |
| DELAYED IN INITIATING GO-AROUND | | | | 20 | | 20 | 20 | | 20 |
| DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | 4 | 1 | 5 | 17 | 9 | 26 | 21 | 10 | 31 |
| EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT | 6 | | 6 | 2 | | 2 | 8 | | 8 |
| FAILED TO EXTEND LANDING GEAR | | | | 2 | | 2 | 2 | | 2 |
| FAILED TO RETRACT LANDING GEAR | | | | 2 | | 2 | 2 | | 2 |
| INADVERTENTLY RETRACTED GEAR | | | | 2 | | 2 | 2 | | 2 |
| FAILED TO SEE AND AVOID OTHER AIRCRAFT | 1 | | 1 | 15 | | 15 | 16 | | 16 |
| FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | 9 | | 9 | 47 | | 47 | 56 | | 56 |
| FAILED TO OBTAIN/MAINTAIN FLYING SPEED | 30 | | 30 | 73 | | 73 | 103 | | 103 |
| MISJUDGED, SPEED, ALTITUDE OR CLEARANCE | 2 | | 2 | 4 | 1 | 10 | 11 | 1 | 12 |
| FAILED TO MAINTAIN ADEQUATE ROTOR RPM | 1 | | 1 | 13 | | 13 | 14 | | 14 |
| FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT | 1 | | 1 | 2 | | 2 | 3 | | 3 |
| FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC | 4 | | 4 | 12 | 6 | 18 | 16 | 6 | 22 |
| IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS | 1 | | 1 | 19 | 2 | 21 | 20 | 2 | 22 |
| IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | 36 | | 36 | 36 | | 36 |
| IMPROPER OPERATION OF FLIGHT CONTROLS | 12 | | 12 | 34 | 2 | 36 | 46 | 2 | 48 |
| PREMATURE LIFT OFF | 2 | | 2 | 20 | | 20 | 22 | | 22 |
| IMPROPER LEVEL OFF | | | | 69 | | 69 | 69 | | 69 |
| IMPROPER IFR OPERATION | 5 | | 5 | 2 | | 2 | 7 | | 7 |
| IMPROPER IN-FLIGHT DECISIONS OR PLANNING | 20 | 4 | 24 | 12 | 10 | 22 | 32 | 14 | 46 |
| IMPROPER COMPENSATION FOR WIND CONDITIONS | 2 | 1 | 3 | 25 | 1 | 26 | 27 | 2 | 29 |
| INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | 9 | 8 | 17 | 90 | 14 | 104 | 99 | 22 | 121 |
| INADEQUATE SUPERVISION OF FLIGHT | 1 | | 1 | 14 | | 14 | 15 | | 15 |
| LACK OF FAMILIARITY WITH AIRCRAFT | 4 | 5 | 9 | 14 | 21 | 35 | 18 | 26 | 44 |
| MISMANAGEMENT OF FUEL | 3 | | 3 | 61 | 2 | 63 | 64 | 2 | 66 |
| EXERCISED POOR JUDGMENT | 12 | 1 | 13 | 13 | 2 | 15 | 25 | 3 | 28 |
| OPERATED CARELESSLY | 1 | 1 | 2 | 2 | | 2 | 3 | 1 | 4 |
| SELECTED UNSUITABLE TERRAIN | | | | 55 | | 55 | 55 | | 55 |
| STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT | | | | 2 | | 2 | 2 | | 2 |
| TAXIED/PARKED WITHOUT PROPER ASSISTANCE | | | | 3 | | 3 | 3 | | 3 |
| FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED | | | | 4 | | 4 | 4 | | 4 |
| INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | 2 | | 2 | 4 | | 4 | 6 | | 6 |
| CONTROL INTERFERENCE | | | | 1 | | 1 | 1 | | 1 |
| SPONTANEOUS-IMPROPER ACTION | 1 | 1 | 2 | 2 | 2 | 4 | 3 | 3 | 6 |
| MISJUDGED DISTANCE, SPEED, AND ALTITUDE | 1 | | 1 | 10 | | 10 | 11 | | 11 |
| MISJUDGED DISTANCE AND SPEED | | | | 53 | | 53 | 53 | | 53 |
| MISJUDGED DISTANCE AND ALTITUDE | 2 | | 2 | 21 | | 21 | 23 | | 23 |
| MISJUDGED SPEED AND ALTITUDE | 1 | | 1 | 10 | | 10 | 11 | | 11 |
| MISJUDGED SPEED | | | | 6 | 2 | 8 | 6 | 2 | 8 |
| MISJUDGED SPEED AND CLEARANCE | 1 | | 1 | 2 | | 2 | 3 | | 3 |
| MISJUDGED ALTITUDE AND CLEARANCE | 5 | 1 | 6 | 6 | | 6 | 11 | 1 | 12 |
| MISJUDGED ALTITUDE | 4 | 1 | 5 | 4 | | 4 | 8 | 1 | 9 |
| MISJUDGED CLEARANCE | 5 | | 5 | 37 | | 37 | 42 | | 42 |
| MISUNDERSTANDING OF ORDERS OR INSTRUCTIONS | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| IMPROPER RECOVERY FROM BOUNCED LANDING | | | | 36 | | 36 | 36 | | 36 |
| INCAPACITATION | 4 | | 4 | | | | 4 | | 4 |
| PHYSICAL IMPAIRMENT | 4 | 2 | 6 | 2 | 3 | 5 | 6 | 5 | 11 |
| SPATIAL DISORIENTATION | 15 | | 15 | 1 | | 1 | 16 | | 16 |
| MISUSED OR FAILED TO USE FLAPS | | | | 2 | 9 | 11 | 2 | 9 | 11 |
| FAILED TO MAINTAIN DIRECTIONAL CONTROL | 2 | | 2 | 63 | | 63 | 65 | | 65 |
| SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | 1 | | 1 | 24 | | 24 | 25 | | 25 |
| FAILED TO ABORT TAKEOFF | 1 | | 1 | 18 | | 18 | 19 | | 19 |
| FAILED TO INITIATE GO-AROUND | 1 | | 1 | 43 | | 43 | 44 | | 44 |
| DIRECT ENTRIES | 1 | | 1 | 1 | | 1 | 2 | | 2 |

CAUSE/FACTOR TABLE

PILOT IN COMMAND (CONTINUED)

| | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| SUBTOTAL | 216 | 28 | 244 | 1064 | 92 | 1156 | 1280 | 120 | 1400 |
| DUAL STUDENT | | | | | | | | | |
| DELAYED IN INITIATING GO-AROUND | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO SEE OTHER AIRCRAFT | | | | 2 | | 2 | 2 | | 2 |
| FAILED TO OBTAIN/MAINTAIN FLYING SPEED | 1 | | 1 | 2 | | 2 | 3 | | 3 |
| FAILED TO MAINTAIN ADEQUATE ROTOR RPM | | | | 1 | | 1 | 1 | | 1 |
| IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | 1 | | 1 | 1 | | 1 |
| IMPROPER OPERATION OF FLIGHT CONTROLS | | 1 | 1 | 3 | | 3 | 3 | 1 | 4 |
| IMPROPER LEVEL OFF | | | | 3 | | 3 | 3 | | 3 |
| LACK OF FAMILIARITY WITH AIRCRAFT | | | | | 1 | 1 | | 1 | 1 |
| MISMANAGEMENT OF FUEL | 1 | | 1 | | | | 1 | | 1 |
| MISJUDGED DISTANCE AND SPEED | | | | 1 | | 1 | 1 | | 1 |
| MISJUDGED DISTANCE AND ALTITUDE | | | | 1 | | 1 | 1 | | 1 |
| IMPROPER RECOVERY FROM BOUNCED LANDING | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | 3 | | 3 | 3 | | 3 |
| SUBTOTAL | 2 | 1 | 3 | 19 | 1 | 20 | 21 | 2 | 23 |
| CHECK PILOT | | | | | | | | | |
| FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC | | | | | 1 | 1 | | 1 | 1 |
| IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS | | | | 1 | | 1 | 1 | | 1 |
| INADEQUATE SUPERVISION OF FLIGHT | | | | 1 | | 1 | 1 | | 1 |
| LACK OF FAMILIARITY WITH AIRCRAFT | | | | 1 | | 1 | 1 | | 1 |
| SUBTOTAL | | | | 3 | 1 | 4 | 3 | 1 | 4 |
| ** PERSONNEL ** | | | | | | | | | |
| FLIGHT INSTRUCTOR | | | | | | | | | |
| INADEQUATE SUPERVISION OF FLIGHT | | | | | 1 | 1 | | 1 | 1 |
| INADEQUATE TRAINING OF STUDENT | | | | 5 | 1 | 6 | 5 | 1 | 6 |
| MAINTENANCE, SERVICING, INSPECTION | | | | | | | | | |
| IMPROPER MAINTENANCE(MAINTENANCE PERSONNEL) | | | | 8 | | 8 | 8 | | 8 |
| IMPROPER MAINTENANCE(OWNER PERSONNEL) | | | | 6 | 1 | 7 | 6 | 1 | 7 |
| IMPROPERLY SERVICED AIRCRAFT(OWNER-PILOT) | | | | 1 | | 1 | 1 | | 1 |
| INADEQUATE INSPECTION OF AIRCRAFT(MAINTENANCE PERSONNEL) | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| INADEQUATE MAINTENANCE AND INSPECTION | | | | 34 | 2 | 36 | 34 | 2 | 36 |
| OTHER | | | | | 1 | 1 | | 1 | 1 |
| OPERATIONAL SUPERVISORY PERSONNEL | | | | | | | | | |
| INADEQUATE FLIGHT TRAINING-PROCEDURES | | | | 1 | | 1 | 1 | | 1 |
| WEATHER PERSONNEL | | | | | | | | | |
| TRAFFIC CONTROL PERSONNEL | | | | | | | | | |
| ISSUED IMPROPER OR CONFLICTING INSTRUCTIONS | | | | | 1 | 1 | | 1 | 1 |
| AIRPORT SUPERVISORY PERSONNEL | | | | | | | | | |
| FAILURE TO NOTIFY OF UNSAFE COND/AND OR FAILURE TO MARK | | 1 | 1 | | 1 | 1 | | 2 | 2 |
| IMPROPER/INADEQUATE SNOW REMOVAL | | | | | 2 | 2 | | 2 | 2 |
| IMPROPER INSPECTION OF FACILITIES | | | | 1 | | 1 | 1 | | 1 |
| OTHER | | | | 2 | | 2 | 2 | | 2 |
| AIRWAYS FACILITIES PERSONNEL | | | | | | | | | |
| PRODUCTION-DESIGN-PERSONNEL | | | | | | | | | |
| SUBSTANDARD QUALITY CONTROL | | | | 1 | | 1 | 1 | | 1 |
| INCORRECT FACTORY INSTALLATION | | | | 2 | | 2 | 2 | | 2 |
| POOR/INADEQUATE DESIGN | | | | | 1 | 1 | | 1 | 1 |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| MISCELLANEOUS-PERSONNEL | | | | | | | | | |
| PILOT OF OTHER AIRCRAFT | 2 | | 2 | 15 | 1 | 16 | 17 | 1 | 18 |
| GROUND CREWMAN | | | | 1 | | 1 | 1 | | 1 |
| PASSENGER | | | | 1 | | 1 | 1 | | 1 |
| DRIVER OF VEHICLE | | | | 1 | | 1 | 1 | | 1 |
| OTHER | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| THIRD PILOT | | | | | | | | | |
| FLIGHT ENGINEER | | | | | | | | | |
| FLIGHT PERSONNEL | | | | | | | | | |
| DISPATCHING (AIR CARRIER ONLY) | | | | | | | | | |
| OTHER | 3 | 2 | 5 | 1 | | 1 | 4 | 2 | 6 |
| SUBTOTAL | 6 | 3 | 9 | 83 | 13 | 96 | 89 | 16 | 105 |
| ** AIRFRAME ** | | | | | | | | | |

CAUSE/FACTOR TABLE

AIRFRAME (CONTINUED)

| | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| WINGS | | | | | | | | | |
| SPARS | 3 | 2 | 5 | | | | 3 | 2 | 5 |
| BRACING WIRES, STRUTS | 1 | | 1 | | | | 1 | | 1 |
| FUSELAGE | | | | | | | | | |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| LANDING GEAR | | | | | | | | | |
| MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC | | | | 2 | | 2 | 2 | | 2 |
| NORMAL RETRACTION/EXTENSION ASSEMBLY | | | | 7 | | 7 | 7 | | 7 |
| EMERGENCY/EXTENSION ASSEMBLY | | | | 2 | | 2 | 2 | | 2 |
| TAILWHEEL ASSEMBLIES | | | | 2 | 1 | 3 | 2 | 1 | 3 |
| NOSEWHEEL ASSEMBLIES | | | | 2 | 1 | 3 | 2 | 1 | 3 |
| WHEELS, TIRES, AXLES | | | | 2 | 1 | 3 | 2 | 1 | 3 |
| BRAKING SYSTEM (NORMAL) | | | | 8 | 3 | 11 | 8 | 3 | 11 |
| BRAKING SYSTEM (EMERGENCY) | | | | 1 | | 1 | 1 | | 1 |
| LANDING GEAR WARNING AND INDICATING COMPONENTS | | | | 1 | 2 | 3 | 1 | 2 | 3 |
| GEAR LOCKING MECHANISM | | | | 1 | | 1 | 1 | | 1 |
| SWITCHES, LEVERS, CRANKING MECHANISM, ETC | | | | 2 | | 2 | 2 | | 2 |
| FLIGHT CONTROL SURFACES | | | | | | | | | |
| HORIZONTAL STABILIZER, ATTACHMENTS | | 1 | 1 | | | | | 1 | 1 |
| SUBTOTAL | 4 | 3 | 7 | 31 | 8 | 39 | 35 | 11 | 46 |
| ** POWERPLANT ** | | | | | | | | | |
| ENGINE STRUCTURE | | | | | | | | | |
| CRANKSHAFT | | | | 5 | | 5 | 5 | | 5 |
| MASTER AND CONNECTING RODS | 1 | | 1 | 8 | | 8 | 9 | | 9 |
| CYLINDER ASSEMBLY | | | | 3 | | 3 | 3 | | 3 |
| PISTON, PISTON RINGS | | | | 4 | | 4 | 4 | | 4 |
| VALVE ASSEMBLIES | | | | 10 | | 10 | 10 | | 10 |
| BLOWER, IMPELLER ASSEMBLY | | | | 5 | | 5 | 5 | | 5 |
| MOUNT AND VIBRATION ISOLATORS | | | | 1 | | 1 | 1 | | 1 |
| OTHER | 1 | | 1 | | | | 1 | | 1 |
| IGNITION SYSTEM | | | | | | | | | |
| SPARK PLUG | | | | 2 | | 2 | 2 | | 2 |
| COILS | | | | 1 | | 1 | 1 | | 1 |
| LEADS | | | | 1 | | 1 | 1 | | 1 |
| FUEL SYSTEM | | | | | | | | | |
| LINE AND FITTINGS | | | | 3 | 2 | 5 | 3 | 2 | 5 |
| SELECTOR VALVES | | | | 1 | | 1 | 1 | | 1 |
| FILTERS, STRAINERS, SCREENS | | | | 1 | | 1 | 1 | | 1 |
| CARBURETOR | | | | 2 | | 2 | 2 | | 2 |
| PUMPS | | | | 2 | | 2 | 2 | | 2 |
| FUEL INJECTION SYSTEM | | | | 1 | | 1 | 1 | | 1 |
| VENTS, DRAINS, TANK CAPS | | | | 6 | | 6 | 6 | | 6 |
| OTHER | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| LUBRICATING SYSTEM | | | | | | | | | |
| LINE, HOSES, FITTINGS | | | | 1 | | 1 | 1 | | 1 |
| VALVES | | | | 1 | | 1 | 1 | | 1 |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| COOLING SYSTEM | | | | | | | | | |
| PROPELLER AND ACCESSORIES | | | | | | | | | |
| BLADES | | | | 6 | | 6 | 6 | | 6 |
| HUBS | | | | 1 | | 1 | 1 | | 1 |
| GOVERNORS | | | | 1 | | 1 | 1 | | 1 |
| OTHER | | | | 3 | | 3 | 3 | | 3 |
| EXHAUST SYSTEM | | | | | | | | | |
| MANIFOLDS | | | | 1 | | 1 | 1 | | 1 |
| GASKETS | | | | 1 | | 1 | 1 | | 1 |
| STACKS | | | | 1 | | 1 | 1 | | 1 |
| ENGINE ACCESSORIES | | | | | | | | | |
| STARTERS | | | | | 1 | 1 | | 1 | 1 |
| ENGINE CONTROLS-COCKPIT | | | | | | | | | |
| THROTTLE-POWER LEVER ASSEMBLIES | | | | 3 | | 3 | 3 | | 3 |
| MIXTURE CONTROL ASSEMBLIES | | | | 2 | | 2 | 2 | | 2 |
| PROPELLER GOVERNOR CONTROLS | | | | 1 | | 1 | 1 | | 1 |
| POWERPLANT-INSTRUMENTS | | | | | | | | | |
| POWER INDICATORS | | | | 1 | | 1 | 1 | | 1 |
| FUEL QUANTITY GAUGE | | | | | 2 | 2 | | 2 | 2 |
| MISCELLANEOUS | | | | | | | | | |
| POWERPLANT FAILURE FOR UNDETERMINED REASONS | 3 | | 3 | 42 | | 42 | 45 | | 45 |
| DETONATION | 1 | | 1 | | | | 1 | | 1 |

CAUSE/FACTOR TABLE

POWERPLANT (CONTINUED)

| | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|---|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| REDUCTION GEAR ASSEMBLY | | | | | | | | | |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| COMPRESSOR ASSEMBLY | | | | | | | | | |
| DISC, COMPRESSOR ROTOR | | | | 1 | | 1 | 1 | | 1 |
| COMBUSTION ASSEMBLY | | | | | | | | | |
| TURBINE ASSEMBLY | | | | | | | | | |
| ACCESSORY DRIVE ASSEMBLY | | | | | | | | | |
| LUBRICATING SYSTEM | | | | | | | | | |
| FUEL SYSTEM | | | | | | | | | |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| SAFETY SYSTEM | | | | | | | | | |
| IGNITION SYSTEM | | | | | | | | | |
| TORQUEMETER | | | | | | | | | |
| AIR BLEED | | | | | | | | | |
| EXHAUST SYSTEM | | | | | | | | | |
| THRUST REVERSER | | | | | | | | | |
| PROPELLER SYSTEM | | | | | | | | | |
| CONSTANT SPEED DRIVE | | | | | | | | | |
| POWER LEVER | | | | | | | | | |
| PROPELLER LEVER | | | | | | | | | |
| REVERSE THRUST LEVER | | | | | | | | | |
| ENGINE INDICATING EQUIPMENT | | | | | | | | | |
| ENGINE INSTALLATION | | | | | | | | | |
| SUBTOTAL | 6 | | 6 | 127 | 6 | 133 | 133 | 6 | 139 |
| ** SYSTEMS ** | | | | | | | | | |
| ELECTRICAL SYSTEM | | | | | | | | | |
| BATTERIES | | | | 1 | | 1 | 1 | | 1 |
| RELAYS AND WIRING | | | | | 1 | 1 | | 1 | 1 |
| HYDRAULIC SYSTEM | | | | | | | | | |
| SEALS | | | | 1 | | 1 | 1 | | 1 |
| BY-PASS VALVE | | | | 1 | | 1 | 1 | | 1 |
| FLIGHT CONTROL SYSTEMS | | | | | | | | | |
| AILERON AND AILERON TAB CONTROL SYSTEM | | | | 2 | | 2 | 2 | | 2 |
| ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM | | | | 3 | | 3 | 3 | | 3 |
| WING FLAP CONTROL SYSTEM (ELECTRICAL) | | | | 1 | | 1 | 1 | | 1 |
| FLIGHT CONTROL BOOST SYSTEM (HYDRAULIC) | | | | 1 | | 1 | 1 | | 1 |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| ANTI-ICING, DE-ICING SYSTEMS | | | | | | | | | |
| CARBURETOR DE-ICING SYSTEM | | | | 1 | | 1 | 1 | | 1 |
| AIR CONDITION, HEATING AND PRESSURIZATION | | | | | | | | | |
| AUTO PILOT | | | | | | | | | |
| FIRE WARNING SYSTEM | | | | | | | | | |
| FIRE EXTINGUISHER SYSTEM | | | | | | | | | |
| OXYGEN SYSTEM | | | | | | | | | |
| OTHER SYSTEMS | | | | | | | | | |
| PITOT SYSTEM | | | | | 1 | 1 | | 1 | 1 |
| SUBTOTAL | | | | 12 | 2 | 14 | 12 | 2 | 14 |
| ** INSTRUMENTS/EQUIPMENT AND ACCESSORIES ** | | | | | | | | | |
| FLIGHT AND NAVIGATION INSTRUMENTS | | | | | | | | | |
| OTHER | | 1 | 1 | | | | | 1 | 1 |
| COMMUNICATIONS AND NAVIGATION EQUIPMENT | | | | | | | | | |
| MISCELLANEOUS EQUIPMENT | | | | | | | | | |
| SPRAY, DUSTING EQUIPMENT | | | | 2 | | 2 | 2 | | 2 |
| GLIDER LAUNCH/TOW EQUIPMENT | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| OTHER | | | | | 1 | 1 | | 1 | 1 |
| SUBTOTAL | | 1 | 1 | 3 | 2 | 5 | 3 | 3 | 6 |
| ** ROTORCRAFT ** | | | | | | | | | |
| ROTOR ASSEMBLIES | | | | | | | | | |
| TAIL ROTOR BLADES | | | | 1 | | 1 | 1 | | 1 |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| TRANSMISSION ROTOR DRIVE SYSTEM | | | | | | | | | |
| FLIGHT CONTROL SYSTEMS | | | | | | | | | |

CAUSE/FACTOR TABLE

ROTORCRAFT (CONTINUED)

| | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| CYCLIC PITCH CONTROL SYSTEM | | | | 2 | | 2 | 2 | | 2 |
| MISCELLANEOUS UNITS AND ASSEMBLIES | | | | 1 | | 1 | 1 | | 1 |
| TAIL BOOMS/PYLONS/CONES | | | | 1 | | 1 | 1 | | 1 |
| OTHER | | | | | | | | | |
| SUBTOTAL | | | | 6 | | 6 | 6 | | 6 |
| ** AIRPORTS/AIRWAYS/FACILITIES ** | | | | | | | | | |
| AIRPORT FACILITIES | | | | | | | | | |
| RUNWAY LIGHTING | | | | 1 | | 1 | | 1 | 1 |
| OBSTRUCTION LIGHTING | | | | 1 | | 1 | | 1 | 1 |
| AIRPORT CONDITIONS | | | | | | | | | |
| WET RUNWAY | | | | 1 | 10 | 11 | 1 | 10 | 11 |
| ICE/SLUSH ON RUNWAY | | | | | 3 | 3 | | 3 | 3 |
| SNOW ON RUNWAY | | | | | 5 | 5 | | 5 | 5 |
| SNOW WINDROWS | | | | | 1 | 1 | | 1 | 1 |
| UNMARKED OBSTRUCTIONS | | | | 1 | | 1 | 1 | | 1 |
| SOFT SHOULDERS (RUNWAY) | | | | 1 | 9 | 10 | 1 | 9 | 10 |
| HIGH VEGETATION | | | | 1 | 8 | 9 | 1 | 8 | 9 |
| HIDDEN HAZARD | | | | 3 | 5 | 8 | 3 | 5 | 8 |
| POORLY MAINTAINED RUNWAY SURFACE | | | | | 1 | 1 | | 1 | 1 |
| SOFT RUNWAY | | | | 4 | 6 | 10 | 4 | 6 | 10 |
| POORLY MAINTAINED RAMP/TAXIWAY SURFACE | | | | 1 | | 1 | 1 | | 1 |
| OTHER | | | | 3 | 25 | 28 | 3 | 25 | 28 |
| AIRWAYS FACILITIES | | | | | | | | | |
| SUBTOTAL | | | | 15 | 75 | 90 | 15 | 75 | 90 |
| ** WEATHER ** | | | | | | | | | |
| LOW CEILING | | 29 | 29 | | | 12 | | 41 | 41 |
| RAIN | | 8 | 8 | | | 4 | | 12 | 12 |
| FOG | | 22 | 22 | 1 | 5 | 6 | 1 | 27 | 28 |
| SNOW | | 7 | 7 | | 2 | 2 | | 9 | 9 |
| ICING CONDITIONS—INCLUDES SLEET, FREEZING RAIN, ETC | | 5 | 5 | | 1 | 1 | | 6 | 6 |
| CONDITIONS CONDUCTIVE TO CARB/INDUCTION SYSTEM ICING | | 2 | 2 | | 10 | 10 | | 12 | 12 |
| UNFAVORABLE WIND CONDITIONS | | 5 | 5 | 14 | 49 | 63 | 14 | 54 | 68 |
| SUDDEN WINDSHIFT | | | | 2 | 4 | 6 | 2 | 4 | 6 |
| TURBULENCE IN FLIGHT, CLEAR AIR | | | | 1 | 2 | 3 | 1 | 2 | 3 |
| TURBULENCE ASSOCIATED WITH CLOUDS AND/OR THUNDERSTORMS | | 4 | 4 | | 3 | 3 | | 7 | 7 |
| DOWNDRAFTS, UPDRAFTS | | 2 | 2 | 1 | 11 | 12 | 1 | 13 | 14 |
| LOCAL WHIRLWIND | | | | 6 | 1 | 7 | 6 | 1 | 7 |
| SQUALL LINE | | | | | 1 | 1 | | 1 | 1 |
| HIGH TEMPERATURE | | | | | 4 | 4 | | 4 | 4 |
| OBSTRUCTIONS TO VISION | | 2 | 2 | | 4 | 4 | | 6 | 6 |
| HIGH DENSITY ALTITUDE | | 2 | 2 | | 21 | 21 | | 23 | 23 |
| THUNDERSTORM ACTIVITY | | 3 | 3 | | 8 | 8 | | 11 | 11 |
| SUBTOTAL | | 91 | 91 | 25 | 142 | 167 | 25 | 233 | 258 |
| ** TERRAIN ** | | | | | | | | | |
| WET, SOFT GROUND | | | | 13 | 17 | 30 | 13 | 17 | 30 |
| SNOW-COVERED | | | | 2 | 11 | 13 | 2 | 11 | 13 |
| HIGH VEGETATION | | | | 10 | 10 | 20 | 10 | 10 | 20 |
| HIDDEN OBSTRUCTIONS | | | | 2 | 1 | 3 | 2 | 1 | 3 |
| ROUGH/UNEVEN | | 1 | 1 | 25 | 36 | 61 | 25 | 37 | 62 |
| HIGH OBSTRUCTIONS | 4 | 34 | 38 | 21 | 100 | 121 | 25 | 134 | 159 |
| LOOSE GRAVEL | | | | | 1 | 1 | | 1 | 1 |
| SANDY | | 1 | 1 | 2 | 4 | 6 | 2 | 5 | 7 |
| OTHER | | 1 | 1 | 8 | 15 | 23 | 8 | 16 | 24 |
| SUBTOTAL | 4 | 37 | 41 | 83 | 195 | 278 | 87 | 232 | 319 |
| ** MISCELLANEOUS ** | | | | | | | | | |
| VORTEX TURBULENCE | | | | 8 | | 8 | 8 | | 8 |
| EVASIVE MANEUVER TO AVOID COLLISION | | | | 8 | 3 | 11 | 8 | 3 | 11 |
| UNQUALIFIED PERSON OPERATED AIRCRAFT | 1 | | 1 | | 1 | 1 | | 2 | 2 |
| SMOKE IN COCKPIT | | | | | 2 | 2 | | 2 | 2 |
| FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS | | | | 4 | 1 | 5 | 4 | 1 | 5 |

CAUSE/FACTOR TABLE

MISCELLANEOUS (CONTINUED)

| | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--------------|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| UNDETERMINED | 6 | | 6 | 8 | | 8 | 14 | | 14 |
| SUBTOTAL | 6 | 1 | 7 | 28 | 7 | 35 | 34 | 8 | 42 |
| GRAND TOTAL | 244 | 165 | 409 | 1499 | 544 | 2043 | 1743 | 709 | 2452 |

** MISCELLANEOUS ACTS, CONDITIONS **

| | | | | | | | | | |
|--|----|---|----|----|-----|-----|----|-----|-----|
| ALTITUDE SETTING-INCORRECT | | | | | 1 | 1 | | 1 | 1 |
| ANTI-ICING/DEICING EQUIP-IMPROPER OPER. OF/FAILED TO USE | 1 | | 1 | 9 | | 9 | 10 | | 10 |
| CHECKLIST-FAILED TO USE | | | | 1 | 9 | 10 | 1 | 9 | 10 |
| CREW COORDINATION-POOR | | | | | 2 | 2 | | 2 | 2 |
| DISREGARD OF GOOD OPERATING PRACTICE | | 1 | 1 | 2 | 4 | 6 | 2 | 5 | 7 |
| GUST LOCKS ENGAGED | | | | 1 | | 1 | | | 1 |
| INSTRUMENTS-MISREAD OR FAILED TO READ | 1 | 1 | 2 | 2 | | 2 | 2 | 1 | 3 |
| NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA | | | | 2 | | 2 | | | 2 |
| UNWARRANTED LOW FLYING | 11 | 5 | 16 | 2 | 5 | 7 | 13 | 10 | 23 |
| FAILED TO USE ALL AVAILABLE RUNWAY | | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 3 |
| LANDED AT WRONG AIRPORT | | | | | 1 | 1 | | 1 | 1 |
| INATTENTIVE TO FUEL SUPPLY | | | | 5 | 2 | 7 | 5 | 2 | 7 |
| FLEW INTO BLIND CANYON | 3 | 1 | 4 | 1 | | 1 | 4 | 1 | 5 |
| POORLY PLANNED APPROACH | | 4 | 4 | | 26 | 26 | | 30 | 30 |
| MISCALCULATED FUEL CONSUMPTION | | | | 3 | 2 | 5 | 3 | 2 | 5 |
| JETTISONED LOAD | | | | | 11 | 11 | | 11 | 11 |
| STOLEN OR UNAUTHORIZED USE OF AIRCRAFT | | | | | 5 | 5 | | 5 | 5 |
| IMPROPERLY SECURED | | | | 11 | | 11 | 11 | | 11 |
| BOGUS PART | | | | 2 | | 2 | 2 | | 2 |
| ELECTRICAL FAILURE | 1 | | 1 | | 1 | 1 | | 1 | 2 |
| ENGINE LOADED UP | | | | 2 | 1 | 3 | 2 | 1 | 3 |
| FATIGUE FRACTURE | | | | 9 | 1 | 10 | 9 | 1 | 10 |
| FUEL GRADE-IMPROPER | | | | 2 | | 2 | 2 | | 2 |
| HYDRAULIC FAILURE | | | | 3 | 1 | 4 | 3 | 1 | 4 |
| RPM-UNCONTROLLABLE-OVERSPEED | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| WINDSHIELD, DIRTY, FOGGY, ETC-RESTRICTED VISION | | | | 1 | 2 | 3 | 1 | 2 | 3 |
| WRONG PART | | | | 3 | | 3 | 3 | | 3 |
| IMPROPER ALIGNMENT/ADJUSTMENT | | | | 3 | | 3 | 3 | | 3 |
| FAILURE OF TWO OR MORE ENGINES | | | | 2 | | 2 | 2 | | 2 |
| SEPARATION IN FLIGHT | | 8 | 8 | | 14 | 14 | | 22 | 22 |
| FIRE IN ENGINE | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| CORRODED/CORROSION | | | | 3 | 1 | 4 | 3 | 1 | 4 |
| INCORRECT TRIM SETTING | | 1 | 1 | | 1 | 1 | | 2 | 2 |
| CONGESTED TRAFFIC-PATTERN | | | | | 1 | 1 | | 1 | 1 |
| PILOT FATIGUE | | 2 | 2 | | 6 | 6 | | 8 | 8 |
| FUEL EXHAUSTION | 2 | | 2 | 48 | | 48 | 50 | | 50 |
| PILOT SUFFERED HEART ATTACK | 1 | | 1 | | | | 1 | | 1 |
| ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | 6 | | 6 | | 3 | 3 | 6 | 3 | 9 |
| HYPOXIA | | | | | 1 | 1 | | 1 | 1 |
| ICE-CARBURETOR | 1 | | 1 | 10 | | 10 | 11 | | 11 |
| AIRFRAME ICE | 1 | 2 | 3 | | 1 | 1 | 1 | 3 | 4 |
| ICE-WINDSHIELD | | 1 | 1 | 1 | | 1 | 1 | 1 | 2 |
| IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG | | 4 | 4 | 2 | 2 | 4 | 2 | 6 | 8 |
| WHITEOUT | | | | | 2 | 2 | | 2 | 2 |
| SUNGLARE | | 2 | 2 | 1 | 8 | 9 | 1 | 10 | 11 |
| LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM | | | | 4 | | 4 | 4 | | 4 |
| OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM | | | | 4 | | 4 | 4 | | 4 |
| OIL EXHAUSTION-PROPELLER SYSTEM | | | | 1 | | 1 | 1 | | 1 |
| OXYGEN SYSTEM-IMPROPER USE OF/OR FAILED TO USE | | | | 1 | | 1 | 1 | | 1 |
| SIMULATED CONDITIONS | | | | 6 | 4 | 10 | 6 | 4 | 10 |
| FUEL SIPHONING | | | | 2 | | 2 | 2 | | 2 |
| WATER IN FUEL | 1 | | 1 | 10 | | 10 | 11 | | 11 |
| AIRCRAFT CAME TO REST IN WATER | | 4 | 4 | | 9 | 9 | | 13 | 13 |
| MISSING | | | | 2 | | 2 | 2 | | 2 |
| TOUCH AND GO LANDING | | | | | 6 | 6 | | 6 | 6 |
| OVERLOAD FAILURE | 5 | 2 | 7 | 1 | 105 | 106 | 6 | 107 | 113 |
| MATERIAL FAILURE | 2 | | 2 | 52 | 4 | 56 | 54 | 4 | 58 |
| FUEL STARVATION | 2 | | 2 | 32 | | 32 | 34 | | 34 |
| IMPROPER CLEARANCE-TOLERANCE | | | | 2 | | 2 | 2 | | 2 |
| FUEL SELECTOR POSITIONED BETWEEN TANKS | 1 | | 1 | 2 | | 2 | 3 | | 3 |
| UNAPPROVED MODIFICATION | | | | 1 | | 1 | 1 | | 1 |
| POOR WELD | | | | 1 | | 1 | 1 | | 1 |

CAUSE/FACTOR TABLE

MISCELLANEOUS ACTS, CONDITIONS (CONTINUED)

| | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--------------------------------------|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| PREVIOUS DAMAGE | | | | 2 | 3 | 5 | 2 | 3 | 5 |
| BRAKES FROZEN | | | | 1 | | 1 | 1 | | 1 |
| LEAK/LEAKAGE | | | | 3 | | 3 | 3 | | 3 |
| LOW FLUID LEVEL | | | | 1 | | 1 | 1 | | 1 |
| ARCTIC | | | | 1 | | 1 | 1 | | 1 |
| LOW COMPRESSION | | | | 2 | | 2 | 2 | | 2 |
| RUNWAY CLOSED | | | | 2 | | 2 | 2 | | 2 |
| DOWNDOWN | | 2 | 2 | | 29 | 29 | | 31 | 31 |
| CARBON DEPOSITS | | | | 1 | | 1 | 1 | | 1 |
| LANDED IN CONSTRUCTION AREA | | | | 1 | 1 | 1 | 1 | 1 | 1 |
| UNDER TORQUE | | | | 1 | | 1 | 1 | | 1 |
| LOOSE PART/FITTING | | | | 3 | | 3 | 3 | | 3 |
| GROUND RESONANCE | | | | 1 | | 1 | 1 | | 1 |
| BENT | | | | 1 | | 1 | 1 | | 1 |
| BURNED | | | | 1 | | 1 | 1 | | 1 |
| CROSSED | | | | 1 | | 1 | 1 | | 1 |
| DETERIORATED | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| DISCONNECTED | | | | 7 | 1 | 8 | 7 | 1 | 8 |
| DISTORTED | | | | 1 | | 1 | 1 | | 1 |
| EXCESSIVE-WEAR/PLAY | | | | 1 | | 1 | 1 | | 1 |
| FRAYED | | | | 1 | | 1 | 1 | | 1 |
| GROUNDING | | | | | 1 | 1 | | 1 | 1 |
| IMPROPERLY INSTALLED | | | | 11 | | 11 | 11 | | 11 |
| JAMMED | | | | 5 | | 5 | 5 | | 5 |
| OBS (RUPTED | | | | 8 | 1 | 9 | 8 | 1 | 9 |
| OVERHEATED | | 1 | 1 | | 2 | 2 | | 3 | 3 |
| PINCHED | | | | 1 | | 1 | 1 | | 1 |
| SHEARED | | | | 1 | | 1 | 1 | | 1 |
| STICKING | | | | 1 | | 1 | 1 | | 1 |
| STRIPPED | | | | 1 | | 1 | 1 | | 1 |
| STUCK | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| VIBRATION, EXCESSIVE | | | | 2 | 3 | 5 | | 3 | 5 |
| CONGESTED RAMP/TAXIWAY | | | | | 1 | 1 | | 1 | 1 |
| FIRE IN WING | | | | | 1 | 1 | | 1 | 1 |
| LOAD NOT JETTISONED | | 1 | 1 | | 6 | 6 | | 7 | 7 |
| INTENTIONAL GROUND-WATER LOOP-SWERVE | | | | 3 | | 3 | 3 | | 3 |
| INTENTIONAL WHEELS UP | | | | 13 | 1 | 14 | 13 | 1 | 14 |

DIRECT ENTRY CAUSES

PILOT-ATTEMPTED VFR FLT AT ALT INSUF TO CLR OBST TERR
PILOT-INADVERTENTLY ACTUATED THROTTLE.

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

FILE ORDER LISTING - ISSUE NO. 2

| FILE NUMBER ----- | AIRCRAFT REGIST. ----- | DATE ----- | LOCATION ----- | AIRCRAFT MAKE ----- | MODEL ----- | INJURY INDEX ----- |
|-------------------------|------------------------------|---------------|-------------------|---------------------------|----------------|--------------------------|
| 3 0901 | N1169W | 041275 | NCRAIG.CO | BELL | 47G3B1 | NONE |
| 3 0902 | N84555 | 050375 | FT.COLLINS.CO | AERONCA | 7AC | NONE |
| 3 0903 | N6568S | 040975 | CARLSBAD.NM | CESSNA | 150 | NONE |
| 3 0904 | N7153K | 040775 | NDOUGLAS.WY | PIPER | PA-18 | NONE |
| 3 0905 | N6283N | 032375 | OJITO.NM | BELL | 206B | NONE |
| 3 0906 | N70148 | 050875 | NJUNEAU.AK | CESSNA | 185 | NONE |
| 3 0907 | N6692V | 031375 | NSKWENTNA.AK | BELLANCA | 300 | NONE |
| 3 0908 | N569C | 041075 | NILIAMNA.AK | STINSON | 108-3 | NONE |
| 3 0909 | N4610A | 041975 | NKODIAK.AK | CESSNA | 180 | NONE |
| 3 0910 | N1598F | 032175 | NOLIKTOK.AK | CESSNA | 185 | NONE |
| 3 0911 | N4415Z | 031575 | NKENAI.AK | PIPER | PA-18 | SERIOUS |
| 3 0912 | N3952Z | 032575 | CANTWELL.AK | PIPER | PA-18 | NONE |
| 3 0913 | N61272 | 051575 | NJUNEAU.AK | CESSNA | 150J | NONE |
| 3 0914 | N107HA | 051275 | NKETCHIKAN.AK | HILLER ACFT | UH-12E | NONE |
| 3 0915 | N2955W | 030275 | NPAXON.AK | BELL | 206B | NONE |
| 3 0916 | N7007H | 031275 | NTALKEETNA.AK | PIPER | J-3 | NONE |
| 3 0917 | N9808M | 050675 | COPPER CENTER.AK | MAULE | M4-210 | NONE |
| 3 0918 | N8439X | 013175 | NANCHORAGE.AK | CESSNA | 172 | NONE |
| 3 0919 | N13AS | 041975 | RIVERSIDE.CA | PITTS | S-2A | FATAL |
| 3 0920 | N3436V | 031775 | TAYLOR.AZ | CESSNA | 195 | NONE |
| 3 0921 | N1362T | 041275 | NARIZONA CITY.AZ | PIPER | PA-34 | NONE |
| 3 0922 | N9076X | 031075 | MESA.AZ | CESSNA | 182D | NONE |
| 3 0923 | N58476 | 041175 | PEORIA.AZ | CESSNA | TU206 | NONE |
| 3 0924 | N5509X | 051075 | ALMYRA.AR | AERO COMDR | 600S2R | NONE |
| 3 0925 | N7752Z | 050275 | NSWIFTON.AR | PIPER | PA-25 | NONE |
| 3 0926 | N9972G | 050575 | NALTHEIMER.AR | CESSNA | A188 | MINOR |

FILE ORDER LISTING - ISSUE NO. 2

| FILE NUMBER | AIRCRAFT REGIST. | DATE | LOCATION | AIRCRAFT MAKE | MODEL | INJURY INDEX |
|----------------|---------------------|--------|-------------------|------------------|--------|-----------------|
| 3 0927 | N7219 | 050875 | NWINCHESTER,AR | GRUMMAN | G-164A | NONE |
| 3 0928 | N19395 | 051075 | NGREENWOOD,AR | CESSNA | 150L | SERIOUS |
| 3 0929 | N5230F | 051775 | CALICO ROCK,AR | CESSNA | 172F | MINOR |
| 3 0930 | N9597G | 051375 | NTUCKERMAN,AR | CESSNA | 188 | NONE |
| 3 0931 | N9942 | 051575 | OIL TROUGH,AR | GRUMMAN | G-164A | NONE |
| 3 0932 | N4956 | 051775 | HICKORY RIDGE,AR | GRUMMAN | G-164A | NONE |
| 3 0933 | N8589H | 051075 | COTTON PLANT,AR | GRUMMAN | G-164A | NONE |
| 3 0934 | N6205P | 042075 | N.LITTLE ROCK,AR | PIPER | PA-28 | MINOR |
| 3 0935 | N550Y | 051475 | HOLLY GROVE,AR | GRUMMAN | G-164 | NONE |
| 3 0936 | N6542 | 052475 | GOODWIN,AR | GRUMMAN | G-164A | NONE |
| 3 0937 | N7589Z | 051475 | WHISTLEVILLE,AR | PIPER | PA-25 | MINOR |
| 3 0938 | N6370P | 050975 | PORTERVILLE,CA | PIPER | PA-24 | NONE |
| 3 0939 | N9198S | 042875 | TRACY,CA | PIPER | PA-28 | SERIOUS |
| 3 0940 | N7GS | 042975 | LINCOLN,CA | BREEZY | 1973 | MINOR |
| 3 0941 | N7230X | 052275 | KINGSBURG,CA | CESSNA | 150A | FATAL |
| 3 0942 | N4711A | 051775 | IMPERIAL,CA | PIPER | PA-18 | NONE |
| 3 0943 | N282B | 030875 | SAN RAFAEL,CA | COLONIAL | C-2 | FATAL |
| 3 0944 | N5116U | 050375 | PERRIS,CA | CESSNA | 206 | NONE |
| 3 0945 | N9369F | 041075 | NNEWELL,CA | HUGHES | 269B | NONE |
| 3 0946 | N342L | 051375 | NSACRAMENTO,CA | BELL | 47D-1 | NONE |
| 3 0947 | N2991F | 031675 | NHALF MOON BAY,CA | CESSNA | 182J | NONE |
| 3 0948 | N66335 | 041375 | NSALINAS,CA | CESSNA | 150M | SERIOUS |
| 3 0949 | N5483 | 042775 | FORT ORD,CA | CESSNA | 305A | MINOR |
| 3 0950 | N2461G | 050475 | SAN JOSE,CA | CESSNA | 182B | NONE |
| 3 0951 | N5998W | 021675 | LONG BEACH,CA | PIPER | PA-28 | NONE |
| 3 0952 | N6395G | 041275 | FULLERTON,CA | CESSNA | 150 | NONE |

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|----------------|---------------------|--------|------------------|------------------|--------|-----------------|
| 3 0953 | N9462M | 051475 | NVICTORVILLE,CA | CESSNA | 210K | MINOR |
| 3 0954 | N75204 | 043075 | SEELEY,CA | HILLER ACFT | UH-12E | NONE |
| 3 0955 | N2194W | 051975 | BROOMFIELD,CO | BEECH | 19 | NONE |
| 3 0956 | N1171S | 051875 | COLORADO SPGS,CO | SCHWEIZER | SGS134 | MINOR |
| 3 0957 | N2897R | 042675 | LA JUNTA,CO | CESSNA | 182 | NONE |
| 3 0958 | N159F | 051075 | DURANGO,CO | PIPER | PA-22 | NONE |
| 3 0959 | N8802 | 051075 | NHEREFORD,CO | BELLANCA | 7GC8C | NONE |
| 3 0960 | N9014T | 050975 | NEWA,HI | TOMCAT | MK-5 | MINOR |
| 3 0961 | N1912U | 041275 | NMCCALL, ID | CESSNA | TU206F | NONE |
| 3 0962 | N7815E | 041975 | NBOISE, ID | CESSNA | 150 | NONE |
| 3 0963 | N7802 | 042975 | WELSH,LA | GRUMMAN | G-164A | SERIOUS |
| 3 0964 | N1249C | 050475 | MAMOU,LA | PIPER | PA-22 | MINOR |
| 3 0965 | N979X | 050975 | MERMENTAU,LA | GRUMMAN | G-164A | NONE |
| 3 0966 | N8120G | 050475 | NBATTLE MT,NV | CESSNA | T210K | NONE |
| 3 0967 | N78164 | 042475 | BOULDER CITY,NV | GLOBE | GC-18 | NONE |
| 3 0968 | N6010T | 051275 | CARSON CITY,NV | CESSNA | 150 | MINOR |
| 3 0969 | N40643 | 051775 | RENO,NV | MAULE | M4220C | NONE |
| 3 0970 | N93690 | 050475 | NTUCUMCARI,NM | BELLANCA | 17-31 | NONE |
| 3 0971 | N3040L | 051675 | FARMINGTON,NM | CESSNA | 310J | NONE |
| 3 0972 | N48BS | 051875 | ALBUQUERQUE,NM | CESSNA | 414 | NONE |
| 3 0973 | N9453G | 051775 | NLOS LUNAS,NM | CESSNA | U206 | SERIOUS |
| 3 0974 | N1489D | 050675 | PLAYAS,NM | CESSNA | 170 | NONE |
| 3 0975 | N2584G | 041775 | CLOVIS,NM | CESSNA | 182B | NONE |
| 3 0976 | N72894 | 032475 | LOS ALAMOS,NM | CESSNA | 140 | NONE |
| 3 0977 | N4444S | 040975 | NGOBERNADOR,NM | BELL | 206B | NONE |
| 3 0978 | N6527G | 041675 | LA MADERA,NM | CESSNA | 150L | FATAL |

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|----------------|---------------------|--------|-------------------|------------------|--------|-----------------|
| 3 0979 | N2935A | 042575 | RINGLING,OK | CESSNA | 180 | NONE |
| 3 0980 | N6035A | 050375 | ADA,OK | CESSNA | 172 | NONE |
| 3 0981 | N2188Z | 050475 | KETCHUM,OK | CESSNA | 180 | NONE |
| 3 0982 | N5818X | 041875 | DALLAS, TX | CESSNA | 310F | MINOR |
| 3 0983 | N3301Q | 050375 | HARLINGEN, TX | CESSNA | 320D | NONE |
| 3 0984 | N2887Z | 051375 | NEW BRAUNFELS, TX | PIPER | PA-18A | MINOR |
| 3 0985 | N2787N | 040475 | MIDLAND, TX | CESSNA | 140 | NONE |
| 3 0986 | N6611G | 041575 | LUBBOCK, TX | CESSNA | 150 | NONE |
| 3 0987 | N4579 | 051275 | EL CAMPO, TX | GRUMMAN | G-164A | NONE |
| 3 0988 | N8127G | 032375 | AMARILLO, TX | CESSNA | 210K | MINOR |
| 3 0989 | N6711P | 032475 | WAYSIDE, TX | PIPER | PA-24 | NONE |
| 3 0990 | N4699L | 040775 | POST, TX | CESSNA | 172 | NONE |
| 3 0991 | N6551R | 042975 | ABILENE, TX | BEECH | B19 | NONE |
| 3 0992 | N3318H | 051875 | NGOLDTHWAITE, TX | ERCO | 415-CD | FATAL |
| 3 0993 | N18091 | 040875 | NFORT WORTH, TX | BELL | 212 | SERIOUS |
| 3 0994 | N6394L | 032275 | NFORT WORTH, TX | AMER AVCO | AA1-A | NONE |
| 3 0995 | N7683Q | 032675 | NESCALANTE, NM | CESSNA | 310Q | FATAL |
| 3 0996 | N10986 | 040475 | PUYALLUP, WA | CHAMPION | 7ACA | MINOR |
| 3 0997 | N2873P | 050375 | CASSA, WY | PIPER | PA-18 | NONE |
| 3 0998 | N4069Z | 050975 | NSHELL, WY | PIPER | PA-18 | NONE |
| 3 0999 | N18212 | 041675 | HUNTSVILLE, AL | CESSNA | 150 | NONE |
| 3 1000 | N69289 | 040275 | MOBILE, AL | CESSNA | 421B | NONE |
| 3 1001 | N1953W | 051075 | LAKE PLACID, FL | BEECH | B19 | NONE |
| 3 1002 | N5241Y | 032175 | OPA LOCKA, FL | PIPER | PA-23 | NONE |
| 3 1003 | N9074W | 032775 | BELLE GLADE, FL | PIPER | PA-28 | NONE |
| 3 1004 | N601Y | 040175 | BELLE GLADE, FL | GRUMMAN | G-164 | NONE |

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|----------------|---------------------|--------|--------------------|------------------|--------|-----------------|
| 3 1005 | N1823W | 022075 | OPA LOCKA, FL | BEECH | 95 | NONE |
| 3 1006 | N6738N | 042675 | PAOLI, IN | AEROSTAR | RANGER | SERIOUS |
| 3 1007 | N33857 | 050475 | ANGOLA, IN | CESSNA | 177 | NONE |
| 3 1008 | N42670 | 051175 | CLARINDA, IA | PIPER | J3C-65 | NONE |
| 3 1009 | N9736W | 050875 | OLATHE, KS | PIPER | PA-28 | NONE |
| 3 1010 | N8975M | 050475 | BEAUMONT, KS | BEECH | 95-B55 | SERIOUS |
| 3 1011 | N1519J | 050375 | MEDICINE LODGE, KS | PIPER | PA-28 | SERIOUS |
| 3 1012 | N7689A | 042075 | LAUREL, MD | CESSNA | 180 | MINOR |
| 3 1013 | N11976 | 051175 | FREMONT, MI | RAVEN | S-40 | SERIOUS |
| 3 1014 | N8452M | 051175 | BATTLE CREEK, MI | CESSNA | 150K | NONE |
| 3 1015 | N7590G | 050575 | LINDEN, MI | CESSNA | 172L | FATAL |
| 3 1016 | N44160 | 030175 | GLADWIN, MI | BEECH | 35 | NONE |
| 3 1017 | N1117B | 051175 | MARQUETTE, MI | LUSCOMBE | 8A | NONE |
| 3 1018 | N4295 | 042675 | COLUMBIA, MS | CORBIN | ACE-D | FATAL |
| 3 1019 | N44820 | 050575 | MORGAN CITY, MS | CESSNA | A188B | NONE |
| 3 1020 | N1198W | 051475 | JACKSON, MS | BELL | 47G4 | MINOR |
| 3 1021 | N9582L | 050275 | COLDWATER, MS | GRUM AMER | AA-5 | NONE |
| 3 1022 | N7505G | 051575 | CLARKSTON, MI | CESSNA | 150L | NONE |
| 3 1023 | N9741P | 050575 | BOLCKOW, MO | PIPER | PA-25 | SERIOUS |
| 3 1024 | N7658V | 042975 | BRUNSWICK, MO | AERO COMDR | A-9B | MINOR |
| 3 1025 | N4766Y | 050375 | POTOSI, MO | PIPER | PA-25 | NONE |
| 3 1026 | N3637A | 052075 | KANSAS CITY, MO | PIPER | PA-22 | MINOR |
| 3 1027 | N119P | 050475 | FENTON, MO | KEARBAY | JCK-1 | NONE |
| 3 1028 | N6643W | 052175 | OMAHA, NE | MOONEY | M20D | SERIOUS |
| 3 1029 | N4981U | 051975 | OMAHA, NE | CESSNA | 210E | MINOR |
| 3 1030 | N3545T | 012475 | COSHOCTON, OH | TAYLORCRAFT | F-19 | NONE |

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|-------------------------|------------------------------|---------------|---------------------|---------------------------|----------------|--------------------------|
| 3 1031 | N2081M | 052575 | MINFORD, OH | PIPER | J-3 | NONE |
| 3 1032 | N9334W | 050975 | AKRON, OH | PIPER | PA-28 | NONE |
| 3 1033 | N4181V | 042975 | LANCASTER, OH | CESSNA | 170 | SERIOUS |
| 3 1034 | N4293Q | 042075 | WADSWORTH, OH | CESSNA | 172L | NONE |
| 3 1035 | N5387Q | 042375 | TOUGHKENAMON, PA | CESSNA | 150L | MINOR |
| 3 1036 | N6011X | 033075 | MONROEVILLE, PA | MOONEY | M20A | SERIOUS |
| 3 1037 | N2846X | 041975 | MONTGOMERYVILLE, PA | CESSNA | 177 | NONE |
| 3 1038 | N55974 | 052575 | MARIENVILLE, PA | PIPER | PA-28 | MINOR |
| 3 1039 | N11483 | 051875 | NEW LONDON, PA | CESSNA | 150 | NONE |
| 3 1040 | N5819B | 052475 | BEDFORD, PA | CESSNA | 182 | NONE |
| 3 1041 | N16074 | 022075 | THOMASVILLE, PA | CESSNA | 150L | NONE |
| 3 1042 | N5300B | 043075 | LUGOFF, SC | CESSNA | 182 | MINOR |
| 3 1043 | N9246G | 050175 | FREEMAN, SD | CESSNA | 188T | NONE |
| 3 1044 | N5159Q | 042775 | WOOD, SD | MAULE | M5-210 | NONE |
| 3 1045 | N617JC | 051575 | MEMPHIS, TN | CESSNA | 411 | SERIOUS |
| 3 1046 | N9121C | 032875 | RIVER FALLS, WI | CESSNA | 180 | NONE |
| 3 1047 | N9707Q | 032175 | BEAVER, WI | BEECH | A24R | FATAL |
| 3 1048 | N5642J | 051375 | SELDEN, KS | CESSNA | 188 | NONE |
| 3 1049 | N56012 | 051375 | FRANKFORT, ME | PIPER | PA-32 | SERIOUS |
| 3 1050 | N5414L | 041175 | TEWKSBURY, MA | GRUM AMER | AA-5 | NONE |
| 3 1051 | N85387 | 051875 | GARDNER, MA | AERONCA | 7AC | NONE |
| 3 1052 | N36195 | 051175 | FITCHBURG, MA | TAYLORCRAFT | BC-65 | NONE |
| 3 1053 | N66396 | 042975 | CAMBRIDGE, MN | CESSNA | 150M | NONE |
| 3 1054 | N684U | 051875 | PITTSTOWN, NJ | SCHWEIZER | 2-22 | NONE |
| 3 1055 | N4725G | 051775 | WALLKILL, NY | PAZMANY | PL-1A | NONE |
| 3 1056 | N30018 | 051775 | WEST MILFORD, NJ | CESSNA | 177 | NONE |

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| 3 1057 | N5793V | 021975 | NPERRY,FL | BEECH | A23-19 | FATAL |
| 3 1058 | N7059Q | 051075 | NMARATHON,FL | CESSNA | 172L | FATAL |
| 3 1059 | N6264H | 042675 | BRADFORD,IL | PIPER | J3C-65 | NONE |
| 3 1060 | N6800Y | 022675 | ELGIN,IL | PIPER | PA-23 | NONE |
| 3 1061 | N9885L | 050375 | ROCKFORD,IL | GRUM AMER | AA1-B | NONE |
| 3 1062 | N90836 | 051175 | EARL PARK,IN | TOWNSEND | 47G2 | NONE |
| 3 1063 | N53187 | 042875 | STAFFORD,KS | CESSNA | A188B | NONE |
| 3 1064 | N2503Q | 030275 | CANTON,MA | CESSNA | 182K | FATAL |
| 3 1065 | N3328S | 052375 | MARLBOROUGH,MA | CESSNA | 210J | NONE |
| 3 1066 | N1499T | 052275 | NORFOLK,MA | FLEET | 2 | NONE |
| 3 1067 | N8223 | 052375 | TEWKSBURY,MA | DEHAVILLAND | DH 82A | MINOR |
| 3 1068 | N303S | 032975 | BEDFORD,MA | BEECH | J35 | SERIOUS |
| 3 1069 | N2459V | 052575 | TECUMSEH,MI | CESSNA | 140 | SERIOUS |
| 3 1070 | N1237A | 051675 | DETROIT,MI | PIPER | PA-18 | NONE |
| 3 1071 | N2189T | 052275 | YPSILANTI,MI | PIPER | PA-28 | NONE |
| 3 1072 | N20439 | 051775 | TROY,MI | CESSNA | 172M | NONE |
| 3 1073 | N71101 | 052375 | OSHTEMO,MI | LUSCOMBE | 8A | NONE |
| 3 1074 | N2497L | 021775 | OLIVE BRANCH,MS | CESSNA | 172H | FATAL |
| 3 1075 | N4377T | 051575 | GARDEN CITY,MO | PIPER | PA-28 | NONE |
| 3 1076 | N54731 | 050775 | WACO,NE | BELLANCA | 7GCBC | FATAL |
| 3 1077 | N8667H | 060775 | ANDOVER,NJ | N.AMERICAN | NAVION | NONE |
| 3 1078 | N3192M | 060675 | MOUNT LAUREL,NJ | PIPER | PA-12 | FATAL |
| 3 1079 | N5565Z | 052675 | HUDSON,NY | PIPER | PA-22 | NONE |
| 3 1080 | N10476 | 050675 | KITTY HAWK,NC | CESSNA | 150 | NONE |
| 3 1081 | N92422 | 042675 | HICKORY,NC | CESSNA | 182 | NONE |
| 3 1082 | N1622S | 052375 | WRIGHTSBORO,NC | SNOW | S2C | NONE |

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| 3 1083 | N2919J | 052175 | MARION, NC | CESSNA | 150 | MINOR |
| 3 1084 | N8668M | 041175 | NEW ALBANY, OH | BEECH | 95-B55 | FATAL |
| 3 1085 | N2491H | 041375 | STRONGSVILLE, OH | ERCO | 415C | MINOR |
| 3 1086 | N587A | 051075 | WAYNESVILLE, OH | CHEROKEE | 2 | MINOR |
| 3 1087 | N2403 | 052475 | GOSHEN, OH | BRIEGLER | BG-12A | MINOR |
| 3 1088 | N65973 | 052475 | MOUNT POCONO, PA | SCHWEIZER | 2-32 | SERIOUS |
| 3 1089 | N3544K | 031675 | SCHAFFERSTOWN, PA | PIPER | PA-28 | MINOR |
| 3 1090 | N251Q | 051675 | MT LEBANON, PA | ENSTROM | F-28A | SERIOUS |
| 3 1091 | N2630E | 061075 | MACUNGIE, PA | AERONCA | 7AC | FATAL |
| 3 1091 | N3810J | 061075 | MACUNGIE, PA | CESSNA | 150 | FATAL |
| 3 1092 | N629FL | 051375 | BERLIN, PA | PIPER | PA-28 | FATAL |
| 3 1093 | N221 | 052375 | HONESDALE, PA | CAMAIR | 480 | NONE |
| 3 1094 | N10850 | 050675 | COLUMBIA, TN | CESSNA | 150 | NONE |
| 3 1095 | N1893V | 052175 | REEDSVILLE, WI | CESSNA | 140 | NONE |
| 3 1096 | N321AJ | 030275 | NJONESVILLE, VA | AERO COMDR | 200D | SERIOUS |
| 3 1097 | N99836 | 031675 | OCONTO, WI | ERCO | 415-C | NONE |
| 3 1098 | N50006 | 051375 | MIDDLETON, WI | CESSNA | 150H | NONE |
| 3 1099 | N3518 | 051875 | MERRILL, WI | FLAGLOR-HAG | H-1 | MINOR |
| 3 1100 | N340V | 022375 | FAIRBANKS, AK | VOLPAR | 18 | NONE |
| 3 1101 | N1227V | 031575 | NKENAI, AK | CESSNA | U206 | NONE |
| 3 1102 | N1975C | 041275 | CHIRIKOF IS, AK | CESSNA | 170B | NONE |
| 3 1103 | N3120D | 041375 | NCORDOVA, AK | CESSNA | 180 | NONE |
| 3 1104 | N3883W | 010975 | NSHOW LOW, AZ | PIPER | PA-32 | FATAL |
| 3 1105 | N83873 | 060975 | WILLIAMS, AZ | HELIO ACFT | H-395 | NONE |
| 3 1106 | N6244L | 052075 | SCOTTSDALE, AZ | GRUM AMER | AA-5 | NONE |
| 3 1107 | N8316J | 051675 | SELIGMAN, AZ | CESSNA | 150 | NONE |

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| 3 1108 | N32670 | 052275 | CHINLE,AZ | PIPER | PA-32 | NONE |
| 3 1109 | N9779P | 051375 | SWIFTON,AR | PIPER | PA-25 | MINOR |
| 3 1110 | N4294 | 051075 | LITTLE ROCK,AR | GRUMMAN | G-164A | NONE |
| 3 1111 | N55512 | 051675 | MONETTE,AR | PIPER | PA-36 | SERIOUS |
| 3 1112 | N4685Y | 052275 | DES ARC,AR | PIPER | PA-25 | NONE |
| 3 1113 | N1753S | 051975 | DEWITT,AR | SNOW | 600S2R | NONE |
| 3 1114 | N7930 | 050875 | BEEDEVILLE,AR | GRUMMAN | G-164A | NONE |
| 3 1115 | N11382 | 051975 | NNO.LITLE ROCK,AR | BLANIK | L-13 | NONE |
| 3 1116 | N53KW | 050475 | NCHESTER,CA | BEECH | P35 | FATAL |
| 3 1117 | N9184F | 032875 | LONG BEACH,CA | HUGHES | 369HS | MINOR |
| 3 1118 | N424SF | 030675 | CARPINTERIA,CA | DEHAVILLAND | DH-104 | FATAL |
| 3 1119 | N711LZ | 030875 | NKELSO,CA | AERO COMDR | 500S | FATAL |
| 3 1120 | N5264L | 051575 | SHAFTER,CA | PIPER | PA-28 | SERIOUS |
| 3 1121 | N7832S | 052175 | OAKLAND,CA | BELL | 47G-5 | NONE |
| 3 1122 | N30JT | 052675 | NSANTA ROSA,CA | MUSTANG | II | NONE |
| 3 1123 | N1351N | 041975 | WILLIAMS,CA | BOEING | A75 | FATAL |
| 3 1124 | N9770C | 041775 | NKING CITY,CA | HILLER ACFT | UH-12E | NONE |
| 3 1125 | N5005V | 051675 | WASCO,CA | BOEING | A75 | SERIOUS |
| 3 1126 | N9462X | 052275 | PORTERVILLE,CA | CESSNA | 210A | MINOR |
| 3 1127 | N9062B | 051275 | SONOMA,CA | AERONCA | 7EC | NONE |
| 3 1128 | N9799D | 051075 | HOOD,CA | PIPER | PA-18A | FATAL |
| 3 1129 | N87263 | 052875 | NSAN ANDREAS,CA | ERCO | 415-C | FATAL |
| 3 1130 | N9957G | 051575 | MERCED,CA | CESSNA | A188A | NONE |
| 3 1131 | N8376 | 050875 | NDAVIS,CA | GRUMMAN | G-164A | NONE |
| 3 1132 | N10219 | 050975 | BIGGS,CA | GRUMMAN | G-164 | NONE |
| 3 1133 | N1263W | 051175 | WOODLAND,CA | WEATHERLY | 201B | NONE |

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| 3 1134 | N83167 | 052375 | PACOIMA,CA | AERONCA | 7AC | NONE |
| 3 1135 | N711ST | 020975 | SO LAKE TAHOE,CA | BRITISH AC | 1-11 | SERIOUS |
| 3 1136 | N8282F | 051175 | HAWTHORNE,CA | CESSNA | 150 | MINOR |
| 3 1137 | N19573 | 052575 | NYUCCA VALLEY,CA | CESSNA | 150 | NONE |
| 3 1138 | N57398 | 051175 | FT COLLINS,CO | BELLANCA | 7ECA | NONE |
| 3 1139 | N6874S | 051475 | NLAS ANIMAS,CO | AERO COMDR | 680S | MINOR |
| 3 1140 | N9123Q | 042375 | NEW ORLEANS,LA | BEECH | A36 | FATAL |
| 3 1141 | N3652X | 051075 | OAKDALE,LA | SNOW | 600S2R | NONE |
| 3 1142 | N9684 | 051475 | WELSH,LA | GRUMMAN | G-164A | NONE |
| 3 1143 | N1568F | 041175 | NFW ORLEANS,LA | CESSNA | 185D | MINOR |
| 3 1144 | N1467T | 041775 | MANY,LA | PIPER | PA-28 | NONE |
| 3 1145 | N2510G | 042075 | ZWOLLE,LA | AERONCA | 7ECA | NONE |
| 3 1146 | N7360 | 050275 | OBERLIN,LA | GRUMMAN | G-164A | NONE |
| 3 1147 | N8787L | 050975 | LFROY,LA | PIPER | PA-25 | MINOR |
| 3 1148 | N956X | 050975 | MORSE,LA | GRUMMAN | G-164A | NONE |
| 3 1149 | N4963 | 051075 | ABBEVILLE,LA | GRUMMAN | G-164A | NONE |
| 3 1149 | N7203 | 051075 | ABBEVILLE,LA | GRUMMAN | G-164A | NONE |
| 3 1150 | N32558 | 051175 | BATON ROUGE,LA | PIPER | PA-28 | NONE |
| 3 1151 | N15011 | 042175 | ALEXANDRIA,LA | PIPER | PA-28 | MINOR |
| 3 1152 | N6535 | 051375 | E.LAKE CHARLES,LA | GRUMMAN | G-164A | NONE |
| 3 1153 | N99HN | 052375 | NEW ORLEANS,LA | MOONEY | M22 | MINOR |
| 3 1154 | N822F | 081675 | NJEAN,NV | CESSNA | 150F | NONE |
| 3 1155 | N6LV | 052475 | HIDDEN HILLS,NV | LAISTER | LP-15 | MINOR |
| 3 1156 | N1459M | 052175 | NFARMINGTON,NM | CESSNA | U206E | NONE |
| 3 1157 | N47032 | 051475 | LAS VEGAS,NM | DEHAVILLAND | DHC-2 | NONE |
| 3 1158 | N58947 | 052475 | LAS CRUCES,NM | CESSNA | 182 | NONE |

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| 3 1159 | N5329S | 042075 | BOLEY,OK | PIPER | PA-28 | NONE |
| 3 1160 | N4355 | 051875 | BARTLESVILLE,OK | BENSEN | B-8M | MINOR |
| 3 1161 | N177V | 052675 | NLAMESA, TX | BEECH | D18S | FATAL |
| 3 1162 | N1462K | 051975 | NPLANO, TX | LUSCOMBE | 8A | NONE |
| 3 1163 | N8522N | 042975 | NCYPRESS MILL, TX | PIPER | PA-28 | MINOR |
| 3 1164 | N8526H | 051475 | ALVIN, TX | GRUMMAN | G-164A | NONE |
| 3 1165 | N8038Z | 051275 | ST JOSEPH ISLD, TX | CESSNA | 206 | NONE |
| 3 1166 | N6233N | 060675 | SAN ANTONIO, TX | BELL | 47G-4A | NONE |
| 3 1167 | N4892S | 051575 | SAN ANTONIO, TX | PIPER | PA-32 | NONE |
| 3 1168 | N4456Y | 052575 | CAMERON, TX | PIPER | PA-25 | FATAL |
| 3 1169 | N70190 | 053175 | WINNIE, TX | CESSNA | 188B | SERIOUS |
| 3 1170 | N98282 | 050475 | FT WORTH, TX | PIPER | PA-28 | SERIOUS |
| 3 1171 | N13833 | 041575 | NROCK SPRINGS, WY | PIPER | PA-18 | FATAL |
| 3 1172 | N7546D | 051275 | RAWLINS, WY | PIPER | PA-22 | NONE |
| 3 1173 | N5540F | 033175 | NPENSACOLA, FL | PIPER | PA-28 | FATAL |
| 3 1174 | N96102 | 030875 | HOMOSASSA SPG, FL | TAYLORCRAFT | BC12-D | FATAL |
| 3 1175 | N7250G | 022375 | MIAMI, FL | CESSNA | 172K | FATAL |
| 3 1176 | N7581 | 010275 | ROCKFORD, IL | BEECH | E18S | FATAL |
| 3 1177 | N8473S | 052675 | KEWANEE, IL | CESSNA | 182 | NONE |
| 3 1178 | N17A | 051875 | COLUMBIA CITY, IN | ADAMS | SIDE-W | MINOR |
| 3 1179 | N8889L | 061375 | MANHATTAN, KS | AMER AVCO | AA1-B | NONE |
| 3 1180 | N8359R | 052275 | SAWYER, KS | PIPER | PA-28 | FATAL |
| 3 1181 | N6557S | 020775 | GEORGETOWN, KY | CESSNA | 150 | NONE |
| 3 1182 | N4168A | 052975 | MILLINOCKET, ME | GRUMMAN | TBM-3E | MINOR |
| 3 1183 | N9433 | 051175 | GAITHERSBURG, MD | FLEET | 7 | NONE |
| 3 1184 | N11049 | 060775 | LANTZ, MD | CHAMPION | 7ECA | MINOR |

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| 3 1185 | N51099 | 060375 | CLINTON,MD | CESSNA | 150J | MINOR |
| 3 1186 | N245 | 060275 | EDGEMERE,MD | B-MUSTANG | MIDGET | FATAL |
| 3 1187 | N76AF | 060875 | EDGARTOWN,MA | N.AMERICAN | F-51D | FATAL |
| 3 1188 | N18B | 052275 | HYANNIS,MA | SMITH | MINI | NONE |
| 3 1189 | N79251 | 012875 | COLUMBUS,IN | CESSNA | 172K | FATAL |
| 3 1190 | N103KC | 052875 | WESTFIELD,MA | HUGHES | 269B | MINOR |
| 3 1191 | N9508K | 051875 | JACKSON,MI | STINSON | 108-2 | FATAL |
| 3 1192 | N7065R | 050475 | VICKSBURG,MI | PIPER | PA-28 | FATAL |
| 3 1193 | N86134 | 032175 | STAMBAUGH,MI | CESSNA | 337D | FATAL |
| 3 1194 | N18063 | 041675 | DULUTH,MN | CESSNA | 150L | NONE |
| 3 1195 | N8929F | 052175 | LAFAYETTE,MN | HUGHES | 269A | NONE |
| 3 1196 | N1NN | 052575 | CLARKSDALE,MS | PITTS | S1S | MINOR |
| 3 1196 | N44NN | 052575 | CLARKSDALE,MS | PITTS | S1S | MINOR |
| 3 1197 | N11MR | 051675 | OMAHA,NE | BRANTLY | B305 | NONE |
| 3 1198 | N9982G | 050475 | KEARNEY,NE | CESSNA | 150 | NONE |
| 3 1199 | N30535 | 051875 | DECATUR,NE | CESSNA | 177A | NONE |
| 3 1200 | N6562Q | 052375 | VINELAND,NJ | ALON | A-2 | FATAL |
| 3 1201 | N245UC | 062075 | BASKING RIDGE,NJ | BEECH | 95-C55 | SERIOUS |
| 3 1202 | N38262 | 051775 | MARLBORO,NY | PIPER | J3C-65 | MINOR |
| 3 1203 | N3990R | 062275 | AMITYVILE,NY | PIPER | PA-28 | NONE |
| 3 1203 | N7161R | 062275 | AMITYVILLE,NY | PIPER | PA-28 | NONE |
| 3 1204 | N6514Y | 060375 | PLATTSBURGH,NY | PIPER | PA-23 | NONE |
| 3 1205 | N662FL | 052475 | SPRING VALLEY,NY | PIPER | PA-28 | NONE |
| 3 1206 | N3428X | 011275 | FAYETTEVILLE,NC | MOONEY | M20E | FATAL |
| 3 1207 | N3797F | 050275 | ROANOKE RAPIDS,NC | CESSNA | 172H | NONE |
| 3 1208 | N6922F | 032375 | WASHINGTON,NC | CESSNA | 150 | NONE |

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| 3 1209 | N45327 | 052175 | SELMA, NC | CESSNA | 150 | NONE |
| 3 1210 | N7095T | 042375 | LIBERTY, NC | CESSNA | 172 | NONE |
| 3 1211 | N9087C | 052575 | NORTHWOOD, ND | BEECH | A45 | FATAL |
| 3 1212 | N6249G | 050975 | REYNOLDS, ND | CESSNA | 150 | NONE |
| 3 1213 | N90837 | 052675 | WADSWORTH, OH | KANRAN | KR-1 | MINOR |
| 3 1214 | N90424 | 040175 | BEAVER FALLS, PA | HILLER ACFT | UH-12B | NONE |
| 3 1215 | N2095A | 061775 | DUCANSVILLE, PA | AERCNCA | 7DC | MINOR |
| 3 1216 | N8364 | 060875 | HOLIDAYSBURG, PA | SCHEIBE | 55 | NONE |
| 3 1217 | N4184A | 060875 | GREEN, RI | BABY ACE | D1 | FATAL |
| 3 1218 | N1643G | 050475 | CHESTER, SC | CHAMPION | 7KCAB | FATAL |
| 3 1219 | N5723Z | 052375 | CONWAY, SC | PIPER | PA-22 | FATAL |
| 3 1220 | N907T | 021475 | LAWRENCEBURG, TN | BEECH | 95-B55 | FATAL |
| 3 1221 | N5571U | 062975 | NCOCKER CREEK, TN | PIPER | PA-28 | FATAL |
| 3 1222 | N8649L | 042075 | MONTEZUMA, TN | PIPER | PA-25 | NONE |
| 3 1223 | N89687 | 040175 | KNOXVILLE, TN | CESSNA | 140 | NONE |
| 3 1224 | N44641 | 051375 | SEVIERVILLE, TN | PIPER | PA-32 | NONE |
| 3 1225 | N8601L | 052275 | MIDDLEBURY, VT | PIPER | PA-25 | NONE |
| 3 1226 | N3167M | 050975 | NEWPORT NEWS, VA | PIPER | PA-12 | SERIOUS |
| 3 1227 | N1645B | 040575 | CAPE CHARLES, VA | PIPER | PA-22 | SERIOUS |
| 3 1228 | N66078 | 042275 | CLIFTON, VA | CESSNA | 150 | NONE |
| 3 1229 | NONE | 050475 | SHULLSBURG, WI | WEBER | W8 | SERIOUS |
| 3 1230 | N7645Z | 042975 | MONROE, WI | PIPER | PA-25 | NONE |
| 3 1231 | N80923 | 052575 | MILWAUKEE, WI | GLOBE | GC-1B | NONE |
| 3 1232 | N95243 | 041475 | TRIMBLE, IL | PIPER | PA-28 | FATAL |
| 3 1233 | N8626X | 060175 | NGREENVILLE, ME | CESSNA | 180 | MINOR |
| 3 1234 | N3511R | 053075 | SHELBYVILLE, IL | BEECH | A23 | SERIOUS |

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| 3 1235 | N3116W | 050175 | ROCKFORD,IL | BEECH | A36 | NONE |
| 3 1235 | N474E | 050175 | ROCKFORD,IL | BEECH | E18S | NONE |
| 3 1236 | N21923 | 060575 | INDIANAPOLIS,IN | CESSNA | 150 | NONE |
| 3 1237 | N2202G | 010575 | BERLIN,NH | CESSNA | 182A | MINOR |
| 3 1238 | N4723V | 030275 | NEWTON,NJ | BELLANCA | 17-30 | FATAL |
| 3 1239 | N85684 | 060875 | MASSENA,NY | AERONCA | 7AC | NONE |
| 3 1240 | N19593 | 042775 | SPENCER,NY | CESSNA | 150L | NONE |
| 3 1241 | N29054 | 062075 | MANORKILL,NY | CESSNA | 206 | NONE |
| 3 1242 | N20040 | 060375 | MORGANTON,NC | CESSNA | 172M | NONE |
| 3 1243 | N79196 | 060675 | BEDFORD,PA | CESSNA | 172K | MINOR |
| 3 1244 | N20810 | 052875 | EDEN,NC | CESSNA | 182 | NONE |
| 3 1245 | N6046Y | 052375 | COLUMBUS,OH | PIPER | PA-23 | NONE |
| 3 1246 | N56817 | 052575 | MT GILEAD,OH | PIPER | PA-28 | SERIOUS |
| 3 1247 | N985WA | 032775 | DRIFTING,PA | SIAI-MARCHE | S205 | NONE |
| 3 1248 | N55707 | 040175 | MEDINA,OH | PIPER | PA-28 | FATAL |
| 3 1249 | N922RD | 061775 | EXPORT,PA | PIPER | PA-28 | SERIOUS |
| 3 1250 | N3907V | 071475 | PRESTON,MN | CESSNA | 170 | NONE |
| 3 1251 | N12540 | 053175 | MILWAUKEE,WI | CESSNA | 150L | NONE |
| 3 1252 | N33DS | 051775 | JANESVILLE,WI | CESSNA | 414 | NONE |
| 3 1253 | N90760 | 053175 | WAUSAW,WI | BEECH | A36 | MINOR |
| 3 1254 | N5240Z | 080275 | ELKMONT,AL | PIPER | PA-25 | NONE |
| 3 1255 | N32685 | 081075 | CAMDEN,AL | PIPER | PA-28 | NONE |
| 3 1256 | N7711B | 040875 | MERRILL PASS,AK | PIPER | PA-18 | FATAL |
| 3 1257 | N3734B | 042775 | MONTAGUE IS,AK | BEECH | E18S | NONE |
| 3 1258 | N46103 | 052675 | KOLIGNEK,AK | CESSNA | 180 | NONE |
| 3 1259 | N70010 | 061975 | KASIGLUK,AK | CESSNA | 185 | NONE |

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| 3 1260 | N4748T | 030175 | TOGIAK,AK | MAULE | M4210 | MINOR |
| 3 1261 | N6140C | 050175 | ANCHORAGE,AK | BELL | 47G-2 | NONE |
| 3 1262 | N9762T | 051775 | ENGLISH BAY,AK | CESSNA | 172A | MINOR |
| 3 1263 | N5133W | 031175 | NYUMA,AZ | PIPER | PA-28 | FATAL |
| 3 1264 | N1682X | 051975 | NDOUGLAS,AZ | CESSNA | 210 | NONE |
| 3 1265 | N2593D | 060375 | ST.JOHNS,AZ | CESSNA | 170B | MINOR |
| 3 1266 | N9061W | 052675 | FORDYCE,AR | PIPER | PA-28 | NONE |
| 3 1267 | N5715D | 061475 | NVAN BUREN,AR | PIPER | PA-22 | NONE |
| 3 1268 | N2716K | 053175 | KINGSTON,AR | LUSCOMBE | 8E | NONE |
| 3 1269 | N6848Z | 060175 | TAMO,AR | PIPER | PA-25 | NONE |
| 3 1270 | N8103L | 060775 | MERCED,CA | CESSNA | 172H | NONE |
| 3 1271 | N4663Y | 052375 | MANTON,CA | PIPER | PA-25 | MINOR |
| 3 1272 | N9586Z | 052375 | NWINTERS,CA | GRUMMAN | TBM-3 | NONE |
| 3 1273 | N96118 | 060875 | NVINA,CA | HILLER ACFT | FH1100 | NONE |
| 3 1274 | N5554B | 052675 | COSTA MESA,CA | CESSNA | 182 | FATAL |
| 3 1275 | N236H | 060675 | MERCED,CA | FLEET | 2 | MINOR |
| 3 1276 | N9749Y | 060275 | COLUMBIA,CA | BEECH | 95-A55 | NONE |
| 3 1277 | N67454 | 061975 | HANFORD,CA | BOEING | A75 | NONE |
| 3 1278 | N84793 | 053075 | CONCORD,CA | CESSNA | 172 | MINOR |
| 3 1279 | N7683B | 053175 | NGARBerville,CA | BELLANCA | 14-192 | NONE |
| 3 1280 | N10260 | 050625 | GRIMES,CA | GRUMMAN | G-164 | MINOR |
| 3 1281 | N66548 | 051375 | NYIBA CITY,CA | CESSNA | 150 | NONE |
| 3 1282 | N722Y | 051775 | WHEATLAND,CA | GRUMMAN | G-164 | NONE |
| 3 1283 | N44849 | 050475 | RICHVALE,CA | NAVAL FCTY | N3N-3 | NONE |
| 3 1284 | N75100 | 053075 | NTULE LAKE,CA | BOEING | A75N1 | SERIOUS |
| 3 1285 | N61175 | 061475 | NANTIOCH,CA | CESSNA | 150 | NONE |

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| 3 1286 | N2813T | 052875 | SANTA CRUZ,CA | PIPER | PA-28 | NONE |
| 3 1287 | N53127 | 061375 | HOLLISTER,CA | BOEING | A75N1 | NONE |
| 3 1288 | N7388G | 052975 | SAN MARCOS,CA | CESSNA | 172K | MINOR |
| 3 1289 | N5603L | 060175 | NLANCASTER,CA | GR LAKES | 2T-1A2 | SERIOUS |
| 3 1290 | N55607 | 060275 | PALM SPRINGS,CA | PIPER | PA-28 | NONE |
| 3 1291 | N7607G | 061175 | PHELAN,CA | CESSNA | 172 | NONE |
| 3 1292 | N9803R | 040675 | NALPINE,CA | BEECH | M35 | FATAL |
| 3 1293 | N5646S | 050175 | NMORENGO,CA | BEECH | 35-C33 | FATAL |
| 3 1294 | N5481A | 052375 | NBIG BEAR CITY,CA | CESSNA | 310B | FATAL |
| 3 1295 | N45543 | 061275 | NTAFT,CA | LUSCOMBE | 8A | FATAL |
| 3 1296 | N246Z | 031875 | NHEALDSBURG,CA | PIPER | PA-23 | FATAL |
| 3 1297 | N3056 | 042575 | NAVERY,CA | ALOUETTE | 111 | NONE |
| 3 1298 | N13657 | 052575 | NLYONS,CO | CESSNA | 172 | NONE |
| 3 1299 | N33661 | 052575 | NRUSH,CO | PIPER | PA-28 | NONE |
| 3 1300 | N7410J | 052675 | LITTLETON,CO | PIPER | PA-28 | NONE |
| 3 1301 | N35310 | 051575 | NHONOLULU,HI | DEHAVILLAND | DHC-3 | NONE |
| 3 1302 | N5355 | 052175 | GUEYDAN,LA | GRUMAN | G-164A | NONE |
| 3 1303 | N7694 | 052075 | WELSH,LA | GRUMMAN | G-164A | SERIOUS |
| 3 1304 | N59621 | 040475 | GRAND CHENIER,LA | BELL | 206B | SERIOUS |
| 3 1305 | N5374 | 052175 | NIOWA,LA | GRUMMAN | G-164A | NONE |
| 3 1306 | N51212 | 052375 | MERMENTAU,LA | BOEING | E75 | MINOR |
| 3 1307 | N58099 | 060175 | NST MARTINVILLE,LA | BELL | 206B | NONE |
| 3 1308 | N484Y | 052675 | JONES,LA | GRUMMAN | G-164 | NONE |
| 3 1309 | N7308 | 062175 | LECOMPTE,LA | TERN | GLIDER | NONE |
| 3 1310 | N9987B | 051875 | LAS VEGAS,NV | CESSNA | 182A | MINOR |
| 3 1311 | N5219D | 052175 | NCIMARRON,NM | CESSNA | 180 | NONE |

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| 3 1312 | N7301L | 060775 | HOUGH,OK | PIPER | PA-18 | SERIOUS |
| 3 1313 | N7030D | 060675 | GORE,OK | PIPER | PA-22 | FATAL |
| 3 1314 | N9934G | 040975 | BEND,OR | CESSNA | 150 | NONE |
| 3 1315 | N9632K | 051775 | GIMLET,ID | STINSON | 108-2 | FATAL |
| 3 1316 | N2912N | 051875 | SAN ANTONIO,TX | CESSNA | 120 | MINOR |
| 3 1317 | N4325S | 053175 | LOS FRESNOS,TX | AIR TRACTOR | AT-301 | SERIOUS |
| 3 1318 | N4874V | 060775 | LEAKEY,TX | BELLANCA | 300 | NONE |
| 3 1319 | N55CP | 061175 | SAN ANTONIO,TX | CESSNA | 182 | NONE |
| 3 1320 | N7903G | 061275 | BURNET,TX | CESSNA | 172 | NONE |
| 3 1321 | N9513X | 052675 | GOVE,KS | CESSNA | 210 | NONE |
| 3 1322 | N8293R | 040675 | PALODURO,TX | BELLANCA | 17-30A | FATAL |
| 3 1323 | N5594X | 061675 | LA FERIA,TX | SNOW | 600S2R | NONE |
| 3 1324 | N42212 | 052775 | LAREDO,TX | CESSNA | 172M | NONE |
| 3 1325 | N1996W | 062275 | NCOTULLA,TX | BEECH | B19 | NONE |
| 3 1326 | N3028X | 062175 | NKANSAS,OK | CESSNA | 150F | NONE |
| 3 1327 | N2644X | 060675 | HOUSTON,TX | CESSNA | P206 | NONE |
| 3 1328 | N48312 | 040675 | NELLENSBURG,WA | PIPER | J-3C | FATAL |
| 3 1329 | N8817 | 042575 | NJACKSON,WY | CESSNA | 180 | NONE |
| 3 1330 | N472GF | 051875 | LANDER,WY | PIPER | PA-18 | NONE |
| 3 1331 | N7394V | 043075 | SINCLAIR,WY | BELLANCA | 17-30 | NONE |
| 3 1332 | N3159T | 061575 | LARAMIE,WY | CESSNA | 177 | NONE |
| 3 1333 | N3100R | 052475 | CASPER,WY | CESSNA | 182K | NONE |
| 3 1334 | N1255A | 061375 | NGILLETTE,WY | PIPER | PA-18 | MINOR |
| 3 1335 | N98722 | 050275 | MISSING AIRCRAFT | PIPER | J-3 | FATAL |
| 3 1336 | N8526P | 052575 | DIXON,IL | PIPER | PA-24 | NONE |
| 3 1337 | N9368B | 060175 | LORAIN,IL | CESSNA | 175 | MINOR |

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| 3 1338 | N7535R | 053175 | LODA, IL | PIPER | PA-28 | NONE |
| 3 1339 | N73058 | 051575 | TOPEKA, IN | CESSNA | 120 | MINOR |
| 3 1340 | N5586R | 062075 | LEAWOOD, KS | CESSNA | 172 | MINOR |
| 3 1341 | N1039H | 062475 | JOHNSTON, IA | AERONCA | 15AC | SERIOUS |
| 3 1342 | N4608 | 061575 | PRATT, KS | MILLER | TEENIE | MINOR |
| 3 1343 | N269S | 060675 | HILL CITY, KS | CHAMPION | 7GCBC | FATAL |
| 3 1344 | N7869G | 060275 | GOODLAND, KS | CESSNA | 172U | NONE |
| 3 1345 | N6753P | 051675 | NHOUGHTON LAKE, MI | PIPER | PA-24 | NONE |
| 3 1346 | N5587Z | 060275 | LINDEN, MI | PIPER | PA-22 | NONE |
| 3 1347 | N108DA | 060375 | ROSEMOUNT, MN | BELL | 47G2 | NONE |
| 3 1348 | N7109U | 040375 | NWINONA, MN | MOONEY | M20C | NONE |
| 3 1349 | N69MP | 041275 | PAINTON, MO | AMER AVCO | AA1 | SERIOUS |
| 3 1350 | N19892 | 060875 | FENTON, MO | CESSNA | 172M | NONE |
| 3 1351 | N8898F | 060175 | ROSSVILLE, KS | HUGHES | 269A | SERIOUS |
| 3 1352 | N1169H | 052575 | EDWARDS, MO | GRUM AMER | AA-5B | NONE |
| 3 1353 | N617X | 061175 | OAKDALE, NE | CARSON RELL | 47G | MINOR |
| 3 1354 | N1152 | 062675 | LINCOLN, NE | SMITH | MINI | NONE |
| 3 1355 | N4861T | 061675 | LYONS, NE | PIPER | PA-28R | NONE |
| 3 1356 | N2692X | 062475 | WASHINGTON, NC | CESSNA | P206 | NONE |
| 3 1357 | N6830K | 062075 | JACKSONVILLE, NC | PIPER | PA-16 | NONE |
| 3 1358 | N2017X | 050675 | CHARLOTTE, NC | CESSNA | 182 | NONE |
| 3 1359 | N1781Z | 060375 | HANNAFORD, ND | CESSNA | 336 | NONE |
| 3 1360 | N7676B | 062875 | COLUMBUS, OH | BELLANCA | 14-19 | NONE |
| 3 1361 | N7247Q | 061175 | PUTNEY, VT | CESSNA | 172L | NONE |
| 3 1362 | N3022C | 060675 | WOODBRIIDGE, VA | CESSNA | 177 | NONE |
| 3 1363 | N43041 | 052475 | MILWAUKEE, WI | PIPER | PA-28 | NONE |

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| 3 1364 | N28504 | 051875 | UNION GROVE,WI | FAIRCHILD | 24W-41 | MINOR |
| 3 1365 | N40667 | 040475 | NKFNAI,AK | MAULE | M-5 | NONE |
| 3 1366 | N90574 | 052175 | ANCHORAGE,AK | DEHAVILLAND | DHC-3 | FATAL |
| 3 1367 | N66175 | 042375 | N FAIRBANKS,AK | CESSNA | 150 | FATAL |
| 3 1368 | N9825C | 062775 | KLAWOK,AK | CESSNA | 185B | NONE |
| 3 1369 | N871C | 060775 | TUCSON,AZ | STINSON | 108-3 | NONE |
| 3 1370 | N6528B | 061375 | NCHAMBERS,AZ | MOONEY | M20 | NONE |
| 3 1371 | N2469B | 043075 | NAPACHE JNCTN,AZ | BELL | 47G | SERIOUS |
| 3 1372 | N3239F | 052575 | COOLIDGE,AZ | MOONEY | M20E | SERIOUS |
| 3 1373 | N4369J | 052975 | SELIGMAN,AZ | PIPER | PA-28 | MINOR |
| 3 1374 | N7733X | 060875 | PARKS,AZ | CESSNA | 182 | SERIOUS |
| 3 1375 | N18512 | 061375 | NND.LITTLE ROCK,AR | CESSNA | 150 | SERIOUS |
| 3 1376 | N5624J | 052775 | ELAINE,AR | CESSNA | 188B | MINOR |
| 3 1377 | N4924C | 052675 | CORNING,AR | TOMCAT | MK-5 | NONE |
| 3 1378 | N8682H | 052675 | CROCKETT BLUFF,AR | GRUMMAN | G-164 | NONE |
| 3 1379 | N6463A | 062075 | NFAYETTEVILLE,AR | CESSNA | 182 | NONE |
| 3 1380 | N967ZF | 051475 | BOYDELL,AR | GRUMMAN | G-164 | MINOR |
| 3 1381 | N38926 | 052675 | DENMARK,AR | BELL | 47G-2 | MINOR |
| 3 1382 | N5526X | 053075 | INDIAN SWITCH,AR | AERO COMDR | 600S2R | MINOR |
| 3 1383 | N3980V | 061175 | WEST MEMPHIS,AR | CESSNA | 170 | NONE |
| 3 1384 | N61195 | 061575 | ARKADELPHIA,AR | CESSNA | 150J | NONE |
| 3 1385 | N96M | 061275 | NPASO ROBLES,CA | HILLER ACFT | UH-12D | SERIOUS |
| 3 1386 | N43472 | 070475 | RIALTO,CA | TAYLORCRAFT | BC12-D | MINOR |
| 3 1387 | N9765K | 060675 | RUBIDOUX,CA | STINSON | 108-2 | SERIOUS |
| 3 1388 | N9409P | 061575 | BIG BEAR CITY,CA | PIPER | PA-24 | NONE |
| 3 1389 | N7612 | 061575 | NADELANTO,CA | SCHWEIZER | SGS134 | NONE |

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| 3 1390 | N56422 | 053175 | NTULARE,CA | BOEING | A75 | NONE |
| 3 1391 | N105HA | 062075 | MERCED,CA | HILLER ACFT | UH-12E | NONE |
| 3 1392 | N4640Y | 061875 | NCORCORAN,CA | PIPER | PA-25 | MINOR |
| 3 1393 | N43032 | 062175 | COLUMBIA,CA | PIPER | PA-28 | NONE |
| 3 1394 | N8905R | 061075 | CORONA,CA | AERONCA | 7EC | MINOR |
| 3 1395 | N3979H | 061475 | SANTEE,CA | ERCC | 415-CD | NONE |
| 3 1396 | N4488C | 062375 | MOJAVE,CA | CESSNA | 195 | NONE |
| 3 1397 | N153PC | 052375 | GARBERVILLE,CA | DEHAVILLAND | DH-104 | MINOR |
| 3 1398 | N3198U | 060975 | FORT BRAGG,CA | CESSNA | 182 | NONE |
| 3 1399 | N4363Z | 061775 | FREMONT,CA | PIPER | PA-18 | NONE |
| 3 1400 | N32057 | 052475 | VACAVILLE,CA | PIPER | PA-28 | SERIOUS |
| 3 1401 | N9502K | 062075 | MORGAN HILL,CA | STINSON | 108-2 | NONE |
| 3 1402 | N9975C | 060575 | NFT MORGAN,CO | CALLAIR | A-5 | MINOR |
| 3 1403 | N9309D | 041075 | FAIRFIELD, ID | PIPER | PA-22 | NONE |
| 3 1404 | N9830 | 051475 | FUNICE,LA | GRUMMAN | G-164A | NONE |
| 3 1405 | N677U | 052075 | IOWA,LA | GRUMMAN | G-164A | NONE |
| 3 1406 | N5257 | 060675 | FUNICE,LA | GRUMMAN | G-164A | NONE |
| 3 1407 | N8661H | 051575 | IOWA,LA | GRUMMAN | G-164A | MINOR |
| 3 1408 | N3956N | 061075 | LEESVILLE,LA | BEECH | 35 | NONE |
| 3 1409 | N27DP | 062975 | INCLINE VLG,NV | PICCARD | AX-6 | SERIOUS |
| 3 1410 | N88314 | 060175 | LAS VEGAS,NV | BELLANCA | 7KCAB | NONE |
| 3 1411 | N2965V | 060875 | NELKO,NV | BEECH | 35 | MINOR |
| 3 1412 | N5149U | 051075 | NAL BUQUERQUE,NM | CESSNA | 206 | NONE |
| 3 1413 | N8868L | 062975 | GALLUP,NM | AMER AVCO | AA-1B | MINOR |
| 3 1414 | N306BJ | 061175 | SILVER CITY,NM | CESSNA | 150 | NONE |
| 3 1415 | N9430Z | 061275 | STEINS,NM | BEECH | TC-45G | NONE |

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|----------------|---------------------|--------|--------------------|------------------|--------|-----------------|
| 3 1416 | N9327X | 052175 | NROY.NM | CESSNA | 182E | NONE |
| 3 1417 | N88135 | 060875 | VILLANUEVA.NM | CESSNA | 150 | NONE |
| 3 1418 | N4190P | 061275 | SANTA FE.NM | PIPER | PA-23 | NONE |
| 3 1419 | N5227L | 052775 | BEAVER.OK | PIPER | PA-28 | NONE |
| 3 1420 | N86448 | 022175 | INDEPENDENCE,OR | CESSNA | A188B | NONE |
| 3 1421 | N5250X | 020575 | NHILLSBORO,OR | BELLANCA | 7KCAB | FATAL |
| 3 1422 | N7878R | 022575 | HERMISTON,OR | BEECH | D55 | NONE |
| 3 1423 | N1373X | 032075 | NCORVALLIS,OR | BELL | 47G3B1 | NONE |
| 3 1424 | N9873G | 040975 | NALBANY,OR | CESSNA | A188B | NONE |
| 3 1425 | N32329 | 051375 | ABERNATHY, TX | PIPER | PA-28 | SERIOUS |
| 3 1426 | N93430 | 061875 | TERLINGUA, TX | BEECH | V35B | NONE |
| 3 1427 | N24197 | 061575 | JUSTIN, TX | FLEET | 16B | MINOR |
| 3 1428 | N53366 | 061575 | JUSTIN, TX | FAIRCHILD | PT-26 | MINOR |
| 3 1429 | N1495P | 062775 | GRAND PRAIRIE, TX | PIPER | PA-23 | NONE |
| 3 1430 | N672R | 062875 | POSSUM KINGDOM, TX | CESSNA | 310 | MINOR |
| 3 1431 | N22FD | 041775 | SPRING BRANCH, TX | BEECH | B24R | FATAL |
| 3 1432 | N9012R | 061775 | FT WORTH, TX | SCARBOROUGH | G-21 | NONE |
| 3 1433 | N9004C | 052975 | FABENS, TX | CESSNA | 180 | NONE |
| 3 1434 | N8072N | 060275 | NSHEFFIELD, TX | PIPER | PA-28 | NONE |
| 3 1435 | N58096 | 060975 | EL PASO, TX | BELL | 206B | MINOR |
| 3 1436 | N5758E | 051875 | SULPHUR SPRING, TX | CESSNA | 150 | NONE |
| 3 1437 | N1365X | 052275 | NFORT WORTH, TX | BELL | 47G-5 | NONE |
| 3 1438 | N1833J | 052675 | NGRAND PRAIRIE, TX | PIPER | PA-28 | NONE |
| 3 1439 | N2327W | 033075 | PLANO, TX | BEECH | A23A | MINOR |
| 3 1440 | N2307 | 042875 | ADDISON, TX | LOCKHEED | PV-2 | SERIOUS |
| 3 1441 | N2312W | 051475 | NFORT WORTH, TX | BEECH | A23A | NONE |

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| 3 1442 | N375T | 060375 | SINTON, TX | BEECH | S35 | MINOR |
| 3 1443 | N72078 | 061275 | SALT LAKE CITY, UT | LUSCOMBE | 8A | NONE |
| 3 1444 | N7003M | 051075 | NLYNN, UT | CESSNA | 175 | MINOR |
| 3 1445 | N3456C | 052975 | ISSAQUAH, WA | CESSNA | 170B | FATAL |
| 3 1446 | N570B | 040575 | PACKWOOD, WA | BEECH | A35 | SERIOUS |
| 3 1447 | N2860X | 052375 | LAKELAND, FL | CESSNA | 177 | NONE |
| 3 1448 | N70020 | 052475 | SANIBEL ISLAND, FL | CESSNA | 172L | NONE |
| 3 1449 | N6274S | 060175 | GROVELAND, FL | CESSNA | 150 | NONE |
| 3 1450 | N7914R | 031775 | PERRY, FL | BEECH | V35A | NONE |
| 3 1451 | N70489 | 042675 | COOLIDGE, GA | CESSNA | 188 | NONE |
| 3 1452 | N24670 | 042375 | THOMASTON, GA | CESSNA | 182 | SERIOUS |
| 3 1453 | N6204G | 060175 | SPARTA, GA | CESSNA | 150 | NONE |
| 3 1454 | N79SW | 061675 | NEVADA, IA | HILLER | H-23D | NONE |
| 3 1455 | N249Q | 050875 | NEVADA, IA | ENSTROM | F-28A | NONE |
| 3 1456 | N39WA | 042275 | UTICA, KY | VOLKSPLANE | VP-1 | SERIOUS |
| 3 1457 | N9024J | 051075 | FRIENDLY, MD | PIPER | PA-28 | NONE |
| 3 1458 | N3460Z | 062275 | SWANTON, MD | PIPER | PA-22 | MINOR |
| 3 1459 | N6716D | 050375 | PORTAGEVILLE, MO | BELL | 47G-2 | NONE |
| 3 1460 | N7227F | 062575 | KEENE, NH | PIPER | PA-28 | NONE |
| 3 1461 | N1580 | 041275 | STORMVILLE, NY | SCORPION | I | SERIOUS |
| 3 1462 | N7292Z | 062075 | EDENTON, NC | PIPER | PA-25 | SERIOUS |
| 3 1463 | N8735F | 051275 | RIDGE SPRINGS, SC | HUGHES | 269A | NONE |
| 3 1464 | N85133 | 051875 | CANTON, SD | AERONCA | 7AC | MINOR |
| 3 1465 | N77859 | 060675 | HOVEN, SD | LUSCOMBE | 8A | NONE |
| 3 1466 | N3400N | 060675 | SCENIC, SD | PIPER | J3C-65 | NONE |
| 3 1467 | N3941Z | 052775 | HAYES, SD | PIPER | PA-18 | NONE |

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| 3 1468 | N8057L | 062275 | QUINTON,VA | CESSNA | 172H | NONE |
| 3 1469 | N6705U | 031575 | NEW MARKET,VA | MOONEY | M20C | SERIOUS |
| 3 1470 | N2244G | 041475 | PORT LYONS,AK | CESSNA | 182A | FATAL |
| 3 1471 | N91065 | 061975 | NKWIGILLINGOK,AK | CESSNA | 207 | MINOR |
| 3 1472 | N4956T | 070275 | NSHOW LOW,AZ | CESSNA | 411 | FATAL |
| 3 1473 | N8282E | 060875 | WALNUT RIDGE,AR | BELL | 47D-1 | NONE |
| 3 1474 | N3877T | 061975 | NSHOW LOW,AZ | PIPER | PA-28R | NONE |
| 3 1475 | N7284R | 062375 | PHOENIX,AZ | BEECH | 58 | NONE |
| 3 1476 | N4345 | 062075 | AMAGON,AR | GRUMMAN | G-164A | SERIOUS |
| 3 1477 | N7590F | 070475 | NBARSTOW,CA | AERONCA | 7GCBC | MINOR |
| 3 1478 | N158Q | 051675 | DORA,AL | ENSTROM | F-28A | NONE |
| 3 1479 | N3414L | 062375 | NIMPERIAL,CA | CESSNA | 206B | NONE |
| 3 1480 | N3687J | 070675 | FRANKLIN,CA | CESSNA | 150 | NONE |
| 3 1481 | N5924P | 070675 | COLUSA,CA | PIPER | PA-24 | NONE |
| 3 1482 | N88351 | 042675 | VACAVILLE,CA | BELLANCA | 7KCAB | NONE |
| 3 1483 | N8583H | 051075 | NROBBINS,CA | GRUMMAN | G-164A | NONE |
| 3 1484 | N1655T | 061875 | NNAPA,CA | CESSNA | 414 | NONE |
| 3 1485 | N5159T | 062575 | NSUSANVILLE,CA | CHAMPION | 7ECA | NONE |
| 3 1486 | N1535F | 061875 | SAN CARLOS,CA | CESSNA | 185D | NONE |
| 3 1487 | N7011Z | 051675 | NBASILE,LA | PIPER | PA-25 | NONE |
| 3 1488 | N1014Y | 060975 | OBERLIN,LA | EMAIR | MA-1 | NONE |
| 3 1489 | N6375 | 060975 | NEW ORLEANS,LA | HOPKINS | SPORTS | SERIOUS |
| 3 1490 | N8075P | 061075 | NSPARKS,NV | PIPER | PA-18 | SERIOUS |
| 3 1491 | N7372X | 062275 | SILVER SPRINGS,CA | CESSNA | 150 | NONE |
| 3 1492 | N99986 | 052475 | SCHURZ,NV | PILATUS | B-4 | MINOR |
| 3 1493 | N5958B | 042475 | NINCLINE VLG,NV | CESSNA | 182A | FATAL |

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| 3 1494 | N2362X | 070275 | HYDRO,OK | CESSNA | 182H | NONE |
| 3 1495 | N30039 | 050675 | COTTAGE GROVE,OR | CESSNA | 177 | MINOR |
| 3 1496 | N3445X | 052875 | NORWAY,OR | MOONEY | M20C | NONE |
| 3 1497 | N6224G | 041275 | ST.HELENS,OR | CESSNA | 150K | NONE |
| 3 1498 | N9632L | 061375 | PORTLAND,OR | AMER AVCO | AA1-A | FATAL |
| 3 1499 | N4771D | 061175 | CRANE,TX | CESSNA | 182 | NONE |
| 3 1500 | N5219A | 062275 | AUSTIN,TX | CESSNA | 310 | NONE |
| 3 1501 | N4240 | 070875 | CUERO,TX | GRUMMAN | G-164 | SERIOUS |
| 3 1502 | N448D | 052575 | NBAY CITY,TX | BEDE | BD4 | SERIOUS |
| 3 1503 | N5278 | 060575 | GARWOOD,TX | GRUMMAN | G-164A | NONE |
| 3 1504 | N3653N | 062475 | NHOUSTON,TX | MOONEY | M20G | MINOR |
| 3 1505 | N4668X | 062175 | TRINITY,TX | CESSNA | 150 | NONE |
| 3 1506 | N1666S | 070875 | LOS FRESNOS,TX | SNOW | S2C | MINOR |
| 3 1507 | N8794R | 022175 | HOUSTON,TX | BEECH | B60 | FATAL |
| 3 1508 | N5667U | 050575 | GARLAND,TX | PIPER | PA-28 | FATAL |
| 3 1509 | N61446 | 021175 | GUERRA,TX | PIPER | PA-31 | FATAL |
| 3 1510 | N28877 | 040375 | NWILLARD,WA | HILLER ACFT | UH-12E | MINOR |
| 3 1511 | N90469 | 050575 | CONCRETE,WA | HILLER ACFT | UH-12E | MINOR |
| 3 1512 | N61099 | 021575 | DEER PARK,WA | CESSNA | 150 | NONE |
| 3 1513 | N2373T | 051475 | YAKIMA,WA | PIPER | PA-28 | NONE |
| 3 1514 | N56426 | 041275 | NDAYTON,WA | BOEING | E75 | NONE |
| 3 1515 | N6257N | 051475 | PALOUSE,WA | BELL | 47G3B1 | NONE |
| 3 1516 | N8689A | 050475 | SPOKANE,WA | BEECH | A35 | NONE |
| 3 1517 | N51399 | 013075 | HOLLYWOOD,FL | CESSNA | 150 | NONE |
| 3 1518 | N10VW | 051775 | TALLAHASSEE,FL | EVANS | VP-1 | SERIOUS |
| 3 1519 | N90333 | 051575 | PAHOKEE,FL | GLOBE | GC-1A | NONE |

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| 3 1520 | N6560R | 041875 | SEBRING,FL | BEECH | 19 | NONE |
| 3 1521 | N7808G | 061275 | KEY WEST,FL | CESSNA | 150 | MINOR |
| 3 1522 | N2662R | 052875 | MACCLENNY,FL | PIPER | PA-28R | NONE |
| 3 1523 | N29389 | 051975 | KISSIMEE,FL | CESSNA | 177 | MINOR |
| 3 1524 | N4799S | 051275 | GROVELAND,FL | PIPER | PA-32 | NONE |
| 3 1525 | N1072L | 060875 | ORLANDO,FL | LAKE | LA-4 | NONE |
| 3 1526 | N6547L | 052575 | TAMPA,FL | GRUM AMER | AA1-B | MINOR |
| 3 1527 | N1530P | 051575 | CHIPLEY,FL | PIPER | PA-22 | MINOR |
| 3 1528 | N5720G | 061375 | ELLAVILLE,GA | CESSNA | 150K | NONE |
| 3 1529 | N9420J | 052475 | DULUTH,GA | PIPER | PA-28 | MINOR |
| 3 1530 | N4414Q | 053075 | ADEL,GA | CESSNA | 188A | NONE |
| 3 1531 | N2264U | 052075 | WHEELING,IL | BRANTLY | B2B | MINOR |
| 3 1532 | N28RT | 060875 | LINCOLN,IL | JEANIES | TEENIE | NONE |
| 3 1533 | N7SR | 052475 | MINOOKA,IL | CESSNA | 185 | NONE |
| 3 1534 | N74121 | 060675 | CARMI,IL | BELL | 47D-1 | NONE |
| 3 1535 | N3090F | 061975 | PEORIA,IL | CESSNA | 182 | NONE |
| 3 1536 | N9356Y | 061375 | GOSHEN,IN | BEECH | M35 | NONE |
| 3 1537 | N34413 | 062775 | MILTON,IA | CESSNA | 177B | MINOR |
| 3 1538 | N18600 | 052475 | KANSAS CITY,KS | CESSNA | 150 | MINOR |
| 3 1539 | N87069 | 061775 | MINNEOLA,KS | BELLANCA | 7GCBC | NONE |
| 3 1540 | N8892F | 062675 | ATWOOD,KS | HUGHES | 269A | NONE |
| 3 1541 | N61419 | 062475 | STAFFORD,KS | BOEING | A75N1 | NONE |
| 3 1542 | N32519 | 051375 | BEREA,KY | PIPER | PA-28 | SERIOUS |
| 3 1543 | N71773 | 051475 | RUSSELL SPGS,KY | CESSNA | 182 | NONE |
| 3 1544 | N414GW | 053075 | LAPEER,MI | CESSNA | 414 | NONE |
| 3 1545 | N24144 | 060375 | CHELSEA,MI | PITTS | S-1C | MINOR |

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| 3 1546 | N5574P | 061375 | MASON, MI | PIPER | PA-24 | NONE |
| 3 1547 | N21647 | 060875 | ANN ARBOR, MI | PIPER | J3 | NONE |
| 3 1548 | N6225G | 061575 | MEADE, MI | CESSNA | 150K | NONE |
| 3 1549 | N6027Z | 041675 | BENSON, MN | PIPER | PA-25 | FATAL |
| 3 1550 | N6134V | 060875 | PETAL, MS | BEECH | 35-C33 | MINOR |
| 3 1551 | N53205 | 032075 | STEWART, MS | CESSNA | A188B | FATAL |
| 3 1552 | N33322 | 062175 | JACKSON, MS | PIPER | PA-28R | NONE |
| 3 1553 | N3128T | 063075 | KENNETT, MO | CESSNA | 177 | MINOR |
| 3 1554 | N2314Z | 060575 | CHESTERFIELD, MO | BEECH | 23 | NONE |
| 3 1555 | N929B | 062075 | LOWRY CITY, MO | BELL | 47D-1 | NONE |
| 3 1556 | N3501L | 063075 | POPLAR BLUFF, MO | CESSNA | 150 | SERIOUS |
| 3 1557 | N83469 | 060775 | LINCOLN, NE | AERONCA | 7AC | SERIOUS |
| 3 1558 | N8717L | 052275 | FAIRBURY, NE | PIPER | PA-25 | SERIOUS |
| 3 1559 | N1328V | 061175 | OGDENSBURG, NY | FLEET | 16B | NONE |
| 3 1560 | N3641J | 052575 | PRINCETON, NC | CESSNA | 150 | NONE |
| 3 1561 | N41268 | 070375 | SANFORD, NC | PIPER | PA-28 | NONE |
| 3 1562 | N7584W | 021575 | WALNUT COVE, NC | PIPER | PA-28 | MINOR |
| 3 1563 | N1675W | 041875 | BEECH MOUNTAIN, NC | BEECH | F33A | MINOR |
| 3 1564 | N7115K | 062175 | FESSENDEN, ND | PIPER | PA-18 | NONE |
| 3 1565 | N8216 | 061075 | MARLBORO, OH | TAYLOR | TITCH | NONE |
| 3 1566 | N4229N | 061975 | YOUNGSTOWN, OH | CESSNA | 140 | NONE |
| 3 1567 | N6026Z | 052975 | WOOSTER, OH | PIPER | PA-25 | SERIOUS |
| 3 1568 | N6378Z | 052575 | PLEASANT BEND, OH | PIPER | PA-25 | MINOR |
| 3 1569 | N45363 | 051975 | MCCLELLANVILLE, SC | CESSNA | 150M | NONE |
| 3 1570 | N1773 | 072675 | MYRTLE BEACH, SC | BELL | 47G | NONE |
| 3 1571 | N5767S | 060875 | CHESTER, SC | SCHWEIZER | 2-33 | NONE |

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| 3 1572 | N2335V | 060475 | WALL,SD | CESSNA | 140 | NONE |
| 3 1573 | N7382W | 062975 | BELLS,TN | PIPER | PA-28 | MINOR |
| 3 1574 | N13224 | 051875 | TULLAHOMA,TN | CESSNA | 172 | FATAL |
| 3 1575 | N6905G | 052675 | MURFREESBORO,TN | CESSNA | 150 | NONE |
| 3 1576 | N9259Q | 051775 | RIPLEY,TN | BEECH | 95-B55 | FATAL |
| 3 1577 | N1308Q | 062875 | MANASSAS,VA | CESSNA | 150L | SERIOUS |
| 3 1577 | N653FL | 062875 | MANASSAS,VA | PIPER | PA-28 | SERIOUS |
| 3 1578 | N370AF | 030875 | WISE,VA | BELL | 206B | FATAL |
| 3 1579 | N2612F | 062875 | CROSSVILLE,TN | CESSNA | 182J | MINOR |
| 3 1580 | N44050 | 051175 | PIKEVILLE,TN | TAYLORCRAFT | BC12-D | NONE |
| 3 1581 | N6063B | 052475 | COVINGTON,TN | CESSNA | 182A | NONE |
| 3 1582 | N75G | 052975 | NROCKWOOD,TN | LOCKHEED | 18 | FATAL |
| 3 1583 | N68461 | 052775 | HALLWOOD,VA | BOEING | A75 | NONE |
| 3 1584 | N74388 | 060975 | NEW LONDON,VA | BELLANCA | 14-19 | NONE |
| 3 1585 | N2090T | 050175 | CHESAPEAKE,VA | PIPER | PA-28R | SERIOUS |
| 3 1586 | N6724C | 052675 | SHAWANO,WI | N.AMERICAN | NAVION | NONE |
| 3 1587 | N42871 | 051075 | MILWAUKEE,WI | CESSNA | 182 | NONE |
| 3 1588 | N8784K | 062775 | MONTELLO,WI | STINSON | 108-1 | NONE |
| 3 1589 | N695Q | 040375 | ARECIBO,PR | BEECH | B95 | NONE |
| 3 1590 | N9781C | 042875 | SAN JUAN,PR | HILLER ACFT | UH-12E | NONE |
| 3 1591 | N5607Y | 051275 | SAVOONGA,AK | PIPER | PA-23 | FATAL |
| 3 1592 | N9868X | 030175 | GOODNEWS,AK | CESSNA | 185 | NONE |
| 3 1593 | N8414E | 062875 | NNONDALTON,AK | BELL | 47G-3 | NONE |
| 3 1594 | N3728W | 061475 | NUIQSUT,AK | PIPER | PA-32 | NONE |
| 3 1595 | N7858S | 071475 | NHEALY,AK | BELL | 206A | NONE |
| 3 1596 | N51646 | 071475 | LIME VILLAGE,AK | MAULE | M-5 | SERIOUS |

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| 3 1597 | N30124 | 062575 | ST. JOHNS, AZ | CESSNA | 182 | MINOR |
| 3 1598 | N16CM | 062875 | PAYSON, AZ | CESSNA | 210 | MINOR |
| 3 1599 | N56905 | 062675 | NHICKMAN, CA | BOEING | A75L3 | NONE |
| 3 1600 | N41K | 071275 | FRESNO, CA | STITTS | SA3A | NONE |
| 3 1601 | N2394X | 053175 | NRED BLUFF, CA | CESSNA | 182 | NONE |
| 3 1602 | N33020 | 061775 | SAN JOSE, CA | PIPER | PA-28 | MINOR |
| 3 1603 | N93525 | 062975 | LONG BEACH, CA | BELLANCA | 17-30 | NONE |
| 3 1604 | N8820A | 040675 | HAWTHORNE, CA | BEECH | B35 | FATAL |
| 3 1605 | N1087W | 050275 | CL IMAX, CO | BEECH | 95-B55 | FATAL |
| 3 1606 | N9694 | 060675 | DOVE CREEK, CO | GRUMMAN | G-164A | NONE |
| 3 1607 | N7002B | 062075 | LONGMONT, CO | PIPER | PA-20 | NONE |
| 3 1608 | N64960 | 063075 | ALBUQUERQUE, NM | MOONEY | M20F | NONE |
| 3 1609 | N10517 | 051275 | MOUNTAIN HOME, ID | CESSNA | 150 | NONE |
| 3 1610 | N8859F | 051875 | BURLEY, ID | HUGHES | 269A1A | NONE |
| 3 1611 | N9201D | 043075 | LOLO, MT | PIPER | PA-22 | SERIOUS |
| 3 1612 | N1127N | 051475 | CHOTEAU, MT | AERONCA | 7BCM | NONE |
| 3 1613 | N88465 | 041175 | NWHITE WATER, MT | BELLANCA | 7GCBC | NONE |
| 3 1614 | N1015R | 062875 | NALBUQUERQUE, NM | RAVEN | RX-6 | SERIOUS |
| 3 1615 | N61654 | 070375 | NGALLUP, NM | CESSNA | UC-78 | NONE |
| 3 1616 | N9930L | 071175 | NPIE TOWN, NM | AMER AVCO | AA1-B | MINOR |
| 3 1617 | N6547Z | 071775 | NROSWELL, NM | PIPER | PA-25 | NONE |
| 3 1618 | N17871 | 062875 | NLAS CRUCES, NM | SCHWEIZER | SGS232 | NONE |
| 3 1619 | N92700 | 071575 | OKMULGEE, OK | BEECH | G33 | NONE |
| 3 1620 | N98350 | 071775 | TULSA, OK | PIPER | PA-28 | SERIOUS |
| 3 1621 | N370G | 012775 | WAMIC, OR | CESSNA | 180 | NONE |
| 3 1622 | N7086T | 062675 | PLAINVIEW, TX | CESSNA | 172 | FATAL |

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| 3 1623 | N9774X | 070375 | HOUSTON, TX | CESSNA | 210B | NONE |
| 3 1624 | N10940 | 072175 | MELVIN, TX | CESSNA | 150L | NONE |
| 3 1625 | N6149P | 071375 | ALPINE, TX | PIPER | PA-24 | NONE |
| 3 1626 | N8182V | 060575 | NVEGA, TX | CESSNA | A188 | FATAL |
| 3 1627 | N4634X | 062975 | NMUNDAY, TX | CESSNA | 150G | MINOR |
| 3 1628 | N4910S | 070175 | BOWIE, TX | BEECH | V35 | SERIOUS |
| 3 1629 | N13330 | 061675 | NLOGAN, UT | CESSNA | 150 | FATAL |
| 3 1630 | N5063E | 061675 | ORANGEVILLE, UT | CESSNA | 180B | NONE |
| 3 1631 | N8139V | 060275 | NWHEATLAND, WY | CESSNA | A188 | FATAL |
| 3 1632 | N9727C | 071175 | NWAPITI, WY | HILLER ACFT | UH12L4 | MINOR |
| 3 1633 | N5778G | 062175 | CHESWOLD, DE | CESSNA | 150 | FATAL |
| 3 1634 | N497Y | 040175 | SOUTHSIDE, AL | GRUMMAN | G-164 | NONE |
| 3 1635 | N8752G | 042975 | HUNTSVILLE, AL | CESSNA | 150 | NONE |
| 3 1636 | N6631 | 062075 | LAKE HARBOR, FL | GRUMMAN | G-164A | NONE |
| 3 1637 | N5890G | 042775 | OPA LOCKA, FL | CESSNA | 150 | NONE |
| 3 1638 | N3693Z | 060175 | CHULUOTA, FL | PIPER | PA-18 | NONE |
| 3 1639 | N9299M | 031675 | SUMTERVILLE, FL | MOONEY | M20E | NONE |
| 3 1640 | N5086P | 042275 | BRADENTON, FL | PIPER | PA-24 | NONE |
| 3 1641 | N70RD | 042575 | KISSIMHEE, FL | BEDE | BD-4 | NONE |
| 3 1642 | N4JF | 050875 | DELAND, FL | BOEING | A75N1 | NONE |
| 3 1643 | N6966Z | 050575 | BYRON, GA | PIPER | PA-25 | NONE |
| 3 1644 | N5726R | 070775 | BLOOMINGTON, IL | CESSNA | 172G | NONE |
| 3 1645 | N8490G | 062775 | CARBONDALE, IL | CESSNA | 150 | NONE |
| 3 1646 | N15004 | 031975 | CONCORD, IL | PIPER | PA-28 | FATAL |
| 3 1647 | N7833Y | 053175 | MARION, IL | PIPER | PA-30 | FATAL |
| 3 1648 | N4594D | 022375 | ROCK FALLS, IL | BEECH | G35 | FATAL |

FILE ORDER LISTING - ISSUE NO. 2

| FILE NUMBER ----- | AIRCRAFT REGIST. ----- | DATE ----- | LOCATION ----- | AIRCRAFT MAKE ----- | MODEL ----- | INJURY INDEX ----- |
|-------------------------|------------------------------|---------------|--------------------|---------------------------|----------------|--------------------------|
| 3 1649 | N7514P | 032375 | CINCINNATI, IN | PIPER | PA-24 | FATAL |
| 3 1650 | N3578V | 060375 | PORT ISABEL, IN | PIPER | PA-22 | FATAL |
| 3 1651 | N3927T | 062775 | JEFFERSONVILLE, IN | PIPER | PA-28R | FATAL |
| 3 1652 | N7636D | 062475 | MUNCIE, IN | PIPER | PA-22 | SERIOUS |
| 3 1653 | N6978R | 062575 | MUNCIE, IN | BEECH | 24R | NONE |
| 3 1654 | N56590 | 060775 | VINCENNES, IN | PIPER | PA-36 | SERIOUS |
| 3 1655 | N1332R | 051575 | ELWOOD, IN | GRUM AMER | AA-5 | SERIOUS |
| 3 1655 | N9405B | 051575 | ELWOOD, IN | CESSNA | 175 | SERIOUS |
| 3 1656 | N7EB | 070475 | STOCKTON, IA | PITTS | S-1C | MINOR |
| 3 1657 | N551X | 060675 | BOWLING GREEN, KY | CESSNA | 320B | NONE |
| 3 1658 | N2112M | 070375 | STOW, MA | PIPER | J3 | FATAL |
| 3 1659 | N71CT | 070575 | FOXBORO, MA | RAVEN | S-50A | SERIOUS |
| 3 1660 | N4612Q | 043075 | NGROSSE POINTE, MI | CESSNA | 172M | FATAL |
| 3 1661 | N5126 | 061975 | CASS CITY, MI | PIPER | PA-28 | NONE |
| 3 1662 | N9662F | 052475 | TRAVERSE CITY, MI | HUGHES | 269C | NONE |
| 3 1663 | N2910S | 050675 | PRUDENVILLE, MI | CESSNA | 150G | FATAL |
| 3 1664 | N20TD | 011075 | TRAVERSE CITY, MI | BEECH | A23-19 | NONE |
| 3 1665 | N1864F | 021375 | HOWELL, MI | CESSNA | 210F | NONE |
| 3 1666 | N5737C | 063075 | JACKSON, MI | CESSNA | 170 | NONE |
| 3 1667 | N2019L | 061875 | E LANSING, MI | LAKE | LA-4 | NONE |
| 3 1668 | N2242Y | 060475 | DETROIT, MI | CESSNA | 177 | FATAL |
| 3 1669 | N92514 | 052275 | ARGYLE, MN | CESSNA | 182N | MINOR |
| 3 1670 | N4383R | 060475 | NORTHOME, MN | CESSNA | 172M | NONE |
| 3 1671 | N22720 | 050575 | BLAINE, MN | CESSNA | 150H | MINOR |
| 3 1672 | N5463H | 060275 | ELIZABETH, MN | PIPER | PA-18 | FATAL |
| 3 1673 | N3048A | 052375 | SAUK CENTER, MN | CESSNA | 170B | MINOR |

FILE ORDER LISTING - ISSUE NO. 2

| FILE NUMBER | AIRCRAFT REGIST. | DATE | LOCATION | AIRCRAFT MAKE | MODEL | INJURY INDEX |
|----------------|---------------------|--------|-------------------|------------------|--------|-----------------|
| 3 1674 | N39848 | 062475 | OLIVE BRANCH,MS | BELLANCA | 17-30A | MINOR |
| 3 1675 | N9293F | 070275 | COLUMBUS,MS | HUGHES | 269C | NONE |
| 3 1676 | N144KP | 061775 | CHESTERFIELD,MO | K PINSCH | MUSTNG | FATAL |
| 3 1677 | N20500 | 070675 | SPRINGFIELD,MO | CESSNA | 177RG | NONE |
| 3 1678 | N80890 | 052275 | ST LOUIS,MO | CESSNA | 402 | NONE |
| 3 1679 | N7360V | 062375 | LUTESVILLE,MO | BELLANCA | 17-31 | FATAL |
| 3 1680 | N73634 | 060175 | OGALLALA,NE | AERONCA | 7BCM | FATAL |
| 3 1681 | N106X | 070275 | ASHLAND,NE | CESSNA | 182P | FATAL |
| 3 1682 | N7794L | 070775 | WILBER,NE | LUSCOMBE | 8A | FATAL |
| 3 1683 | N21508 | 072175 | RAEFORD,NC | CESSNA | 182P | NONE |
| 3 1684 | N960M | 041475 | SOUTHERN PINES,NC | SWEARINGEN | 226AT | FATAL |
| 3 1685 | N4083X | 052375 | N BASS ISL,OH | AERO COMDR | 100 | NONE |
| 3 1686 | N68503 | 070975 | OBERLIN,OH | BELLANCA | 7ECA | SERIOUS |
| 3 1687 | N9556L | 051975 | MINFORD,OH | GRUM AMER | AA-5 | FATAL |
| 3 1688 | N7357L | 050175 | SWANTON,OH | GRUM AMER | AA1-B | NONE |
| 3 1689 | N8094P | 050375 | BOWLING GREEN,OH | PIPER | PA-24 | SERIOUS |
| 3 1690 | N11813 | 071075 | ST MARYS,PA | CESSNA | 150 | MINOR |
| 3 1691 | N1140W | 052075 | PHILADELPHIA,PA | BELL | 47J-2A | SERIOUS |
| 3 1692 | N7408S | 061375 | PHILADELPHIA,PA | TED SMITH | 600 | NONE |
| 3 1693 | N1775J | 051875 | CHESTER,SC | PIPER | PA-28 | NONE |
| 3 1694 | N8853F | 060875 | REIDVILLE,SC | HUGHES | 269A | SERIOUS |
| 3 1695 | N5912J | 051675 | WALTERBORO,SC | CESSNA | 150 | NONE |
| 3 1696 | N9392L | 070375 | COLLEGEDALE,TN | AMER AVCO | AA1-A | NONE |
| 3 1697 | N8099F | 052875 | CHESTERFIELD,VA | CESSNA | 150 | NONE |
| 3 1698 | N52485 | 040275 | MORGANTOWN,WV | BOEING | A75N1 | FATAL |
| 3 1699 | N77887 | 070475 | MONTELLO,WI | LUSCOMBE | 8A | SERIOUS |

FILE ORDER LISTING - ISSUE NO. 2

| FILE NUMBER | AIRCRAFT REGIST. | DATE | LOCATION | AIRCRAFT MAKE | MODEL | INJURY INDEX |
|----------------|---------------------|--------|--------------------|------------------|--------|-----------------|
| 3 1700 | N1204S | 053175 | WEST BEND, WI | SCHWEIZER | SGS2 | SERIOUS |
| 3 1701 | N45974 | 061475 | BURLINGTON, WI | LUSCOMBE | 8A | MINOR |
| 3 1702 | N402FW | 072575 | BURLINGTON, WI | BEECH | E18S | NONE |
| 3 1703 | N833GA | 020275 | ANNETTE ISLAND, AK | LEAR JET | 24 | NONE |
| 3 1704 | N7028K | 061275 | KING SALMON, AK | PIPER | PA-20 | SERIOUS |
| 3 1705 | N59521 | 042875 | DEADHORSE, AK | BELL | 206 | FATAL |
| 3 1706 | N9449F | 060675 | NTALKEETNA, AK | HUGHES | 269B | NONE |
| 3 1707 | N930 | 050675 | NBETTLES, AK | CESSNA | 180B | NONE |
| 3 1708 | N4000V | 050775 | FAIRBANKS, AK | CESSNA | 170 | NONE |
| 3 1709 | N57468 | 070575 | KAKE, AK | BELLANCA | 7GCBC | NONE |
| 3 1710 | N25448 | 061175 | TALKEETNA, AK | CONVAIR | L-13 | NONE |
| 3 1711 | N9170F | 061975 | NWINSLOW, AZ | HUGHES | 369HS | NONE |
| 3 1712 | N5930P | 040575 | WINSLOW, AZ | PIPER | PA-24 | NONE |
| 3 1713 | N9632 | 071175 | COTTON PLANT, AR | GRUMMAN | G-164A | NONE |
| 3 1714 | N473Y | 071075 | BEEDEVILLE, AR | GRUMMAN | G-164 | NONE |
| 3 1715 | N7945 | 061275 | SWIFTON, AR | GRUMMAN | G-164 | NONE |
| 3 1716 | N9509 | 070375 | BRADFORD, AR | GRUMMAN | G-164A | NONE |
| 3 1717 | N523Y | 070775 | DUMAS, AR | GRUMMAN | G-164A | NONE |
| 3 1718 | N45516 | 051175 | MESA, AZ | LOCKHEED | 1049H | FATAL |
| 3 1719 | N55787 | 031375 | CLARKSBURG, CA | PIPER | PA-28R | FATAL |
| 3 1720 | N4518Y | 071075 | NCORCORAN, CA | PIPER | PA-25 | NONE |
| 3 1721 | N50229 | 071475 | AUBURN, CA | CESSNA | 150 | SERIOUS |
| 3 1722 | N4308T | 070575 | SANTEE, CA | PIPER | PA-28 | SERIOUS |
| 3 1723 | N9001T | 062575 | NGRIDLEY, CA | TOMCAT | MK 5A | FATAL |
| 3 1724 | N60516 | 051075 | GILROY, CA | CESSNA | 150 | SERIOUS |
| 3 1725 | N2524V | 061475 | SAN JOSE, CA | CESSNA | 170 | NONE |

FILE ORDER LISTING - ISSUE NO. 2

| FILE NUMBER | AIRCRAFT REGIST. | DATE | LOCATION | AIRCRAFT MAKE | MODEL | INJURY INDEX |
|----------------|---------------------|--------|------------------|------------------|--------|-----------------|
| 3 1726 | N5107Z | 070675 | NBIG BEAR,CA | PIPER | PA-22 | NONE |
| 3 1727 | N2867V | 070875 | N29 PALMS,CA | BEECH | 35 | NONE |
| 3 1728 | N376LA | 040975 | NARVIN,CA | CESSNA | 182 | FATAL |
| 3 1729 | N61TC | 071875 | CHINO,CA | BEDE | BD-5 | MINOR |
| 3 1730 | N8225T | 070575 | OAK GROVE,CA , | CESSNA | 175 | NONE |
| 3 1731 | N3192V | 071875 | SANTEE,CA | BEECH | 35 | NONE |
| 3 1732 | N2984B | 070475 | SANGER,CA | BEECH | D35 | NONE |
| 3 1733 | N2983X | 061175 | AUBURN,CA | CESSNA | 177 | NONE |
| 3 1734 | N1358X | 080575 | NMT.BALDY,CA | BELL | 47G3B1 | SERIOUS |
| 3 1735 | N7634Q | 042275 | NGOLETA,CA | CESSNA | 310Q | FATAL |
| 3 1736 | N1170A | 031275 | WRAY,CO | PIPER | PA-18 | NONE |
| 3 1737 | N4367Y | 070475 | NWRAY,CO | PIPER | PA-25 | MINOR |
| 3 1738 | N92354 | 060475 | MISSING AIRCRAFT | CESSNA | 172M | FATAL |
| 3 1739 | N7644V | 070875 | NCRAIG,CO | CALLAIR | A-9B | NONE |
| 3 1740 | N2KL | 071675 | NCENTER,CO | CESSNA | A188 | NONE |
| 3 1741 | N5895J | 060975 | BATON ROUGE,LA | BEECH | 95-B55 | NONE |
| 3 1742 | N9774 | 062875 | IOWA,LA | GRUMMAN | G-164A | SERIOUS |
| 3 1743 | N84AL | 022075 | GRAND CHENIER,LA | HUGHES | 369HS | MINOR |
| 3 1744 | N88457 | 071475 | HENDERSON,NV | BELLANCA | 7ECA | NONE |
| 3 1745 | N6177Q | 060575 | LAS VEGAS,NV | CESSNA | 320F | NONE |
| 3 1746 | N5437Q | 062975 | PAHRUMP,NV | PIPER | PA-28 | NONE |
| 3 1747 | N6512 | 070975 | WASHOE CITY,NV | GLASFLUGEL | H301B | MINOR |
| 3 1748 | N6013F | 072475 | RENO,NV | BEECH | 95-B55 | NONE |
| 3 1749 | N3202K | 070975 | ALBUQUERQUE,NM | GLOBE | GC-1B | NONE |
| 3 1750 | N4986X | 071275 | NLAS CRUCES,NM | AERO COMDR | 600S2R | NONE |
| 3 1751 | N2732G | 071175 | NORMAN,OK | CESSNA | 182B | MINOR |

FILE ORDER LISTING - ISSUE NO. 2

| FILE NUMBER | AIRCRAFT REGIST. | DATE | LOCATION | AIRCRAFT MAKE | MODEL | INJURY INDEX |
|----------------|---------------------|--------|------------------|------------------|--------|-----------------|
| 3 1752 | N7686T | 062875 | ENID,OK | CESSNA | 172A | FATAL |
| 3 1753 | N51854 | 062475 | ALLEN,OK | BOEING | A75 | NONE |
| 3 1754 | N1886N | 070475 | NSAND SPRINGS,OK | CESSNA | 120 | MINOR |
| 3 1755 | N59102 | 071775 | NOWATA,OK | CESSNA | 210L | FATAL |
| 3 1756 | N53776 | 060675 | ASPERMONT,TX | BOEING | E75 | NONE |
| 3 1757 | N8602L | 061575 | HEREFORD,TX | PIPER | PA-25 | FATAL |
| 3 1758 | N9235R | 070875 | WAKA,TX | CESSNA | A188B | MINOR |
| 3 1759 | N4859Y | 070875 | PETERSBURG,TX | PIPER | PA-25 | NONE |
| 3 1760 | N4906Y | 071575 | PLAINVIEW,TX | PIPER | PA-25 | NONE |
| 3 1761 | N46J | 071475 | CANYON,TX | SKYBOLT | JJ-1 | NONE |
| 3 1762 | N6380G | 070575 | LA WARD,TX | CESSNA | 188B | NONE |
| 3 1763 | N6628 | 071175 | DEVERS,TX | GRUMMAN | G-164A | MINOR |
| 3 1764 | N1583M | 071775 | PIERCE,TX | CESSNA | A188-A | SERIOUS |
| 3 1765 | N66751 | 070275 | ADDISON,TX | CESSNA | 150M | MINOR |
| 3 1766 | N4836F | 060475 | AMARILLO,TX | CESSNA | U206A | NONE |
| 3 1767 | N9535 | 071175 | MULESHOE,TX | GRUMMAN | G-164A | NONE |
| 3 1768 | N658Y | 071875 | EL CAMPO,TX | GRUMMAN | G-164 | NONE |
| 3 1769 | N6722Z | 062775 | WEST JORDAN,UT | PIPER | PA-25 | MINOR |
| 3 1770 | N3882Z | 062375 | NJACKSON HOLE,WY | PIPER | PA-18 | NONE |
| 3 1771 | N17240 | 061375 | CIRCLEVILLE,OH | CESSNA | 150 | NONE |
| 3 1772 | N9561L | 050375 | WADSWORTH,OH | GRUM AMER | AA-5 | NONE |
| 3 1774 | N8597V | 060975 | TOWN CREEK,AL | BELLANCA | 8GCBC | MINOR |
| 3 1775 | N9916P | 043075 | DOTHAN,AL | PIPER | PA-36 | MINOR |
| 3 1776 | N98267 | 070275 | ANSONIA,CT | PIPER | PA-28 | NONE |
| 3 1777 | N3874V | 070575 | MARLBOROUGH,CT | CESSNA | 150 | NONE |
| 3 1777 | N7085S | 070575 | MARLBOROUGH,CT | CESSNA | 150 | NONE |

FILE ORDER LISTING - ISSUE NO. 2

| FILE NUMBER | AIRCRAFT REGIST. | DATE | LOCATION | AIRCRAFT MAKE | MODEL | INJURY INDEX |
|----------------|---------------------|--------|------------------|------------------|--------|-----------------|
| 3 1778 | N1880G | 062375 | WATERBURY, CT | CHAMPION | 7GCBA | NONE |
| 3 1779 | N24881 | 071275 | CANAAN, CT | PIPER | J-3 | MINOR |
| 3 1780 | N10861 | 060775 | LANTANA, FL | CESSNA | 150 | SERIOUS |
| 3 1781 | N9189L | 033075 | DELRAY BEACH, FL | BELLANCA | 7ACA | NONE |
| 3 1782 | N7703J | 042775 | GAINESVILLE, FL | PIPER | PA-32 | NONE |
| 3 1783 | N4719D | 030275 | LAKE COMO, FL | CESSNA | 182 | SERIOUS |
| 3 1784 | N5523E | 040775 | PLANT CITY, FL | CESSNA | 150 | NONE |
| 3 1785 | N7728J | 042875 | STUART, FL | PIPER | PA-32 | NONE |
| 3 1786 | N9411N | 060575 | ATLANTA, GA | PIPER | PA-28 | NONE |
| 3 1787 | N7924S | 071175 | FORSYTH, IL | BELL | 47G | NONE |
| 3 1788 | N4474Y | 062475 | GREENSBURG, KS | PIPER | PA-25 | FATAL |
| 3 1789 | N7735 | 061275 | HOLCOMB, KS | BELL | 47D1 | NONE |
| 3 1790 | N3979 | 062875 | BIDDEFORD, ME | BENSON | B8M | NONE |
| 3 1791 | N43875 | 071375 | CARIBOU, ME | TAYLORCRAFT | BC12-D | NONE |
| 3 1792 | N5570P | 062475 | TEWKSBURY, MA | PIPER | PA-24 | NONE |
| 3 1793 | N55498 | 062375 | BEDFORD, MA | PIPER | PA-28 | NONE |
| 3 1794 | N7567P | 070475 | GOBLES, MI | PIPER | PA-24 | SERIOUS |
| 3 1795 | N1951B | 060675 | ALMA, MI | LUSCOMBE | 8A | NONE |
| 3 1796 | N4146S | 041875 | GRAND RAPIDS, MN | BEECH | C90 | FATAL |
| 3 1797 | N4125F | 061475 | FOREST, MS | CESSNA | 172 | NONE |
| 3 1798 | N93009 | 042975 | ITTA BENA, MS | CESSNA | 210L | NONE |
| 3 1799 | N8626L | 060575 | GOTHENBURG, NE | PIPER | PA-25 | MINOR |
| 3 1799 | N9577P | 060575 | GOTHENBURG, NE | PIPER | PA-25 | MINOR |
| 3 1800 | N84555 | 072275 | BIG SPRINGS, NE | AERONCA | 7AC | NONE |

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS

U. S. GENERAL AVIATION

ISSUE NUMBER 2

1975

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | | | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|---------------|--|---------------------|--------|--------|---|--|
| 3-1634 | 4/1/75 TIME - 1430 | SOUTHSIDE, AL | GRUMMAN G-164 N497Y DAMAGE-SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 31, 2791 TOTAL HOURS, 1230 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SOUTHSIDE DEPARTURE POINT SCUTHSIDE,AL INTENDED DESTINATION LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NCSE OVER/DOWN PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: MOUNT AND VIBRATION ISOLATORS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 2791 KIND OF CROP - UNKNOWN/NOT REPORTED PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED REMARKS- ENG DROPPED DNWD PLT SHUT ENG DWN. AS ENG DROPPED PWR INCRSD TO FULL, PLT UN CTL ACFT. MOUNT BOLT BKN | | | | | | | | |
| PHASE OF OPERATION TAKEOFF: RUN TAKEOFF: ABORTED | | | | | | | | |
| KIND OF OPERATION - FERTILIZING (LIQUID) TYPE OF CHEMICAL USED - UNKNOWN/NOT REPORTED TERRAIN-TYPE - HILLY | | | | | | | | |
| 3-1000 | 4/2/75 TIME - 1136 | MOBILE, AL | CESSNA 421B N69289 DAMAGE-SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 2 2 NONCOMMERCIAL CORP/EXEC | COMMERCIAL, AGE 30, 10515 TOTAL HOURS, 423 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BATES FIELD DEPARTURE POINT LAFAYETTE, LA INTENDED DESTINATION NEW ORLEANS, LA TYPE OF ACCIDENT GEAR RETRACTED PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR: NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- R MAIN LNDG GEAR COLLAPSED DUE FAILURE OF GEAR EXTENSION MECHANISM. | | | | | | | | |
| PHASE OF OPERATION LANDING: ROLL | | | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|--|------------------------|---------------------------|--|
| 3-0999 | 4/16/75 TIME - 1000 | HUNTSVILLE,AL | CESSNA 150 N18212 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 35, 41 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SOUTH HUNTSVILLE DEPARTURE POINT INTENDED DESTINATION HUNTSVILLE,AL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING: LEVEL OFF/TOUCHDOWN COLLIDED WITH: TREES LANDING: GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS REMARKS- ACFT VEERED L DRG GO-AROUND. | | | | | | |
| 3-1635 | 4/29/75 TIME - 1815 | HUNTSVILLE,AL | CESSNA 150 N8752G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 43, 15 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - N. HUNTSVILLE DEPARTURE POINT INTENDED DESTINATION HUNTSVILLE,AL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: FENCE,FENCEPOSTS LANDING: GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND PERSONNEL - FLIGHT INSTRUCTOR: INADEQUATE TRAINING OF STUDENT FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| 3-1775 | 4/30/75 TIME - 1745 | DOTHAN,AL | PIPER PA-36 N9916P DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS TEST | COMMERCIAL, AGE 30, 2910 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WHEELLESS DEPARTURE POINT INTENDED DESTINATION DOTHAN,AL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB COLLIDED WITH: DITCHES LANDING: ROLL 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 | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|----------------|---|------------------------|---------------------------------------|---|
| 3-1478 | 5/16/75 | DORA, AL | ENSTROM F-28A N158Q | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 27, 884 TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT DORA, AL | | | DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | | | |
| TYPE OF ACCIDENT COLLIDED WITH: TREES | | | PHASE OF OPERATION IN FLIGHT: HOVERING | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | |
| 3-1774 | 6/9/75 | TOWN CREEK, AL | BELLANCA 8GCBC N8597V | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 29, 398 TOTAL HOURS, 356 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - E PARKER STRIP DEPARTURE POINT TOWN CREEK, AL | | | DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | | | |
| TYPE OF ACCIDENT STALL: MUSH | | | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED REMARKS- SPRAY TANK TEST FLT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|----------------------|--------------------|---|--------------------------|---------------------------|
| 3-1254 | 8/2/75 | ELKMONT, AL | PIPER PA-25 | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 32, 813 |
| | TIME - 1245 | | N5240Z | PX- 0 0 0 | ASSOC CROP CTL ACTIVITY | TOTAL HOURS, 537 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | ELKMONT, AL | LOCAL | | | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | |
| | ENGINE FAILURE OR MALFUNCTION | | | IN FLIGHT: EN ROUTE TO RELOADING AREA | | |
| | GROUND-WATER LOOP-SWERVE | | | LANDING: ROLL | | |
| | PROBABLE CAUSE(S) | | | | | |
| | PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION | | | | | |
| | POWERPLANT - EXHAUST SYSTEM: STACKS | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED | | | | | |
| | PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | |
| | FACTOR(S) | | | | | |
| | TERRAIN - ROUGH/UNEVEN | | | | | |
| | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | |
| | SPECIAL DATA | | | | | |
| | TOTAL HOURS IN CROP CONTROL - 553 | | | KIND OF OPERATION - SPRAYING CROPS | | |
| | KIND OF CROP - COTTON | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | | |
| | GLOVES - USED | | | GOGGLES - NOT USED | | |
| | CRASH HELMET - AVAILABLE-USED | | | COCKPIT CRASHPAD - INSTALLED | | |
| | CRASH BAR - INSTALLED | | | TANK/HOPPER-LOCATION - FORWARD OF PILOT | | |
| | ELEVATION-AREA BEING TREATED- FEET - 750 | | | | | |
| | FIRE AFTER IMPACT | | | | | |
| | REMARKS- EX STUDS NR 2 CYL BACKED OUT, EX PIPE DROPPED, HOT GASES BURNED PLUG WIRES. LNDD IN BEAN FLD, LOST CTL | | | | | |
| 3-1255 | 8/10/75 | CAMDEN, AL | PIPER PA-28 | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 21, 84 TOTAL |
| | TIME - 0900 | | N32685 | PX- 0 0 3 | PLEASURE/PERSONAL TRANSP | HOURS, 4 IN TYPE. NOT |
| | | | DAMAGE-SUBSTANTIAL | | | INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | WEST MEMPHIS, AR | PANAMA CITY, FL | | | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | |
| | ENGINE FAILURE OR MALFUNCTION | | | LANDING: GO-AROUND | | |
| | COLLIDED WITH: TREES | | | LANDING: ROLL | | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | |
| | PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | |
| | TERRAIN - HIGH OBSTRUCTIONS | | | | | |
| | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | |
| | REMARKS- ELECTED TO GO-AROUND DUE ACFT SLIDING AFTER LNDD | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--------------------|---|------------------------|----------------------------|---|
| 3-0918 | 1/31/75 | NR. ANCHORAGE, AK | CESSNA 172 N8439X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 20, 993 TOTAL HOURS, 920 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GOOSE BAY DEPARTURE POINT TALKEETNA, AK TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ENGINE LOADED UP FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SNOW ON RUNWAY MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. . REMARKS- OPENED THROTTLE ABRUPTLY. 2FT SNOW ON RWY. | | | | | | |
| 3-1703 | 2/2/75 | ANNETTE ISLAND, AK | LEAR JET 24 N833GA DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 5 | NONCOMMERCIAL CORP/EXEC | AIRLINE TRANSPORT, AGE 29, 2800 TOTAL HOURS, 1030 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ANNETTE ISLAND DEPARTURE POINT TULSA, OK TYPE OF ACCIDENT COLLIDED WITH: SNOWBANK GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) PERSONNEL - AIRPORT SUPERVISORY PERSONNEL: IMPROPER/INADEQUATE SNOW REMOVAL PERSONNEL - AIRPORT SUPERVISORY PERSONNEL: FAILURE TO NOTIFY OF UNSAFE COND/AND OR FAILURE TO MARK OBSTRUCTION REMARKS- NOTAM DID NOT INCLUDE 12-18 INCH SNOW/ICE BANK AT END OF CLEARED PORTION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|---|------------------------|------------------------------|--|
| 3-1100 | 2/23/75 TIME - 0900 | FAIRBANKS, AK | VOLPAR 18 N340V DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL.INSTR., AGE 24, 2240 TOTAL HOURS, 101 IN TYPE, NOT INSTRU- MENT RATED. |
| NAME OF AIRPORT - FAIRBANKS INTL DEPARTURE POINT INTENDED DESTINATION FAIRBANKS, AK 130 NW BETTLES, AK TYPE OF ACCIDENT PHASE OF OPERATION STALL TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED MISCELLANEOUS ACTS, CONDITIONS - FAILED TO USE ALL AVAILABLE RUNWAY FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE REMARKS- INTERSECTION TKOF BLC VMC. FROST ON WGS. | | | | | | |
| 3-1260 | 3/1/75 TIME - 1600 | TOGIAC, AK | MAULE M4210 N4748T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 35, 1166 TOTAL HOURS, 1060 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - TOGIAC DEPARTURE POINT INTENDED DESTINATION TOGIAC, AK DILLINGHAM, AK TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: CONTROLLED TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) WEATHER - LOW CEILING MISCELLANEOUS ACTS, CONDITIONS - WHITEOUT WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3 MILES OR LESS SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS BLOWING SNOW IFR TYPE OF FLIGHT PLAN VFR REMARKS- CRASHED ON FROZEN LAKE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|--|---|---|--|
| 3-1592 | 3/1/75 TIME - 1015 | GOODNEWS, AK | CESSNA 185 N9868X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 44, 14577 TOTAL HOURS, 5232 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - GOODNEWS DEPARTURE POINT DILLINGHAM, AK TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: SNOWBANK | INTENDED DESTINATION GOODNEWS, AK | PHASE OF OPERATION LANDING: ROLL LANDING: ROLL | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SNOW WINDROWS | | | | | | |
| 3-0915 | 3/2/75 TIME - 1635 | NR. PAXON, AK | BELL 206B N2955W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 41, 6278 TOTAL HOURS, 160 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ISABEL PASS CAMP, AK TYPE OF ACCIDENT ROLL OVER | INTENDED DESTINATION RETURN | LAST ENROUTE STOP PAXON, AK PHASE OF OPERATION LANDING: POWER-ON LANDING | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - SNOW-COVERED REMARKS- SKID BROKE THRU SNOW | | | | | | |
| 3-0916 | 3/12/75 TIME - 0930 | NR. TALKEETNA, AK | PIPER J-3 N7007H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 23, 650 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT UNKNOWN/NOT REPORTED TYPE OF ACCIDENT UNDERSHOOT COLLISION WITH GROUND/WATER: CONTROLLED | INTENDED DESTINATION TALKEETNA, AK | PHASE OF OPERATION LANDING: FINAL APPROACH LANDING: LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT TERRAIN - SNOW-COVERED REMARKS- R WG HIT GRNC DRG TURN TO FINAL APCH TO FROZEN LAKE. | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---------|---|---|-------------------------------------|---|---|
| 3-0907 | 3/13/75 | NR.SKWENTNA,AK | BELLANCA 300 N6692V | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 43, 758 TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ANCHORAGE,AK | DAMAGE-SUBSTANTIAL INTENDED DESTINATION SKWENTNA,AK | PHASE OF OPERATION LANDING: ROLL | | |
| | | TYPE OF ACCIDENT NOSE OVER/DOWN | | | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | |
| | | FACTOR(S) TERRAIN - SNOW-COVERED | | | | |
| | | REMARKS- NOSE GR BROKE THRU CRUST. | | | | |
| 3-0911 | 3/15/75 | NR.KENAI,AK | PIPER PA-18 N4415Z | CR- 0 1 0 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 30, 1700 TOTAL HOURS, 56 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT SIX MILE LAKE,AK | DAMAGE-SUBSTANTIAL INTENDED DESTINATION RETURN | LAST ENROUTE STOP TWIN LAKES,AK | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE | | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | |
| | | FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - WHITEOUT WEATHER - LOW CEILING WEATHER - SNOW TERRAIN - HIGH OBSTRUCTIONS | | | | |
| | | WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 500 | | | |
| | | VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE SNOW | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN VFR | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|--|----------------------|--------------------------|-------------------|---------------------------|
| 3-1101 | 3/15/75 | NR.KENAI,AK | CESSNA U206 | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 41, 6182 |
| | TIME - 1000 | | N1227V | PX- 0 0 0 | AIR TAXI-CARGO | TOTAL HOURS, 100 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | INSTRUMENT RATED. |
| | | NAME OF AIRPORT - TEXACO POINT | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | KENAI,AK | ANCHORAGE,AK | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | ENGINE FAILURE OR MALFUNCTION | | IN FLIGHT: NORMAL CRUISE | | |
| | | NCSE OVER/DOWN | | LANDING: ROLL | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | POWERPLANT - ENGINE STRUCTURE: CRANKSHAFT | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE | | | | |
| | | PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION | | | | |
| | | FACTOR(S) | | | | |
| | | AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SNOW ON RUNWAY | | | | |
| | | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | |
| | | REMARKS- ACFT HIT SNOWBANK 3.4 HRS BFOR. CRANKSHAFT CKD FOR RUNOUT BUT NOT FOR CRACKS. LND IN 2 FT SNOW. | | | | |
| 3-0910 | 3/21/75 | NR.OLIKTOK,AK | CESSNA 185 | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 23, 998 |
| | TIME - 1800 | | N1598F | PX- 0 0 1 | AIR TAXI-PASSG | TOTAL HOURS, 6 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - HELMERICKS CAMP | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | LAST ENROUTE STOP | | |
| | | BARROW,AK | RETURN | BARTER ISLAND,AK | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | COLLISION WITH GROUND/WATER: CONTROLLED | | TAKEOFF: INITIAL CLIMB | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | |
| | | PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | |
| | | FACTOR(S) | | | | |
| | | PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | |
| | | REMARKS- DRIFTED L INTO GRND WHEN PLT ADJ RUDDER TRIM. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|---|------------------------|---|--|
| 3-0912 | 3/25/75 TIME - 1300 | CANTWELL, AK | PIPER PA-18 N3952Z DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 30, 4500 TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CANTWELL DEPARTURE POINT CANTWELL, AK TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: AUTOMOBILE PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: ICE/SLUSH ON RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SNOW ON RUNWAY REMARKS- WET, STICKY SNOW. SKI EQPD. | | | | | | |
| 3-1365 | 4/4/75 TIME - 0900 | NR. KENAI, AK | MAULE M-5 N40667 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 30, 232 TOTAL HOURS, 163 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT SHIPE LAKE, AK TYPE OF ACCIDENT COLLIDED WITH: SNOWBANK GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING FACTOR(S) TERRAIN - SNOW-COVERED MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- PREV LDG ON SNOW COVERED FROZEN LAKE TO CK DOWNED ACFT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|------------------|----------------------|--------------------------------|--------------------------|---------------------------|
| 3-1256 | 4/8/75 | MERRILL PASS, AK | PIPER PA-18 | CR- 1 0 0 | NONCOMMERCIAL | COMMERCIAL, AGE 32, 2500 |
| | TIME - UNK/NR | | N7711B | PX- 1 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, UNK/NR IN |
| | | | DAMAGE-DESTROYED | | | TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | LAST ENROUTE STOP | |
| | ANCHORAGE, AK | | RETURN | | WHITEFISH LAKE, AK | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | STALL | | | | IN FLIGHT: OTHER | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | |
| | FACTOR(S) | | | | | |
| | PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | |
| | WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. | | | | | |
| | WEATHER BRIEFING - UNKNOWN/NOT REPORTED | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | SKY CONDITION | | | CEILING AT ACCIDENT SITE | | |
| | UNKNOWN/NOT REPORTED | | | UNKNOWN/NOT REPORTED | | |
| | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | |
| | UNKNOWN/NOT REPORTED | | | UNKNOWN/NOT REPORTED | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TYPE OF WEATHER CONDITIONS | | |
| | UNKNOWN/NOT REPORTED | | | IFR | | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | NCNE | | | | | |
| | FIRE AFTER IMPACT | | | | | |
| | REMARKS- KCVRD 4/18/75 FROM SLOPE OF PASS. DEP. FOR FLT ON 4/8/75, ACCIDENT PRESUMED SAME DATE. | | | | | |
| 3-0908 | 4/10/75 | NR-ILIAMNA, AK | STINSON 108-3 | CR- 0 0 1 | NONCOMMERCIAL | COMMERCIAL, AGE 45, 3868 |
| | TIME - 1725 | | N569C | PX- 0 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 443 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - ILIAMNA ROADHOUSE | | | | | |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | ILIAMNA, AK | | LOCAL | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | UNDERSHOOT | | | | LANDING: FINAL APPROACH | |
| | NOSE OVER/DOWN | | | | LANDING: ROLL | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | |
| | FACTOR(S) | | | | | |
| | TERRAIN - SNOW-COVERED | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|--|------------------------|---|---|
| 3-1102 | 4/12/75 TIME - 1800 | CHIRIKOF IS, AK | CESSNA 170B N1975C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | ATR, FLIGHT INSTR., AGE 28, 6020 TOTAL HOURS, 130 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT ANCHORAGE, AK | INTENDED DESTINATION CHIRIKOF IS, AK | | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | PHASE OF OPERATION LANDING: ROLL LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE TERRAIN - SANDY WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION UNKNOWN/NOT REPORTED | CEILING AT ACCIDENT SITE 2500 | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | WIND DIRECTION-DEGREES 200 | | | |
| | | WIND VELOCITY-KNOTS 12 | TYPE OF WEATHER CONDITIONS VFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- LND ON BEACH. | | | | | | |
| 3-1103 | 4/13/75 TIME - 1000 | NR. CORDOVA, AK | CESSNA 180 N3120D DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 40, 272 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE PCINT CORDOVA, AK | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | PHASE OF OPERATION LANDING: ROLL LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN TERRAIN - SANDY | | | | | | |
| FACTOR(S) AIRFRAME - LANDING GEAR: WHEELS, TIRES, AXLES MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| REMARKS- PLT STATED TIRE HAD ROTATED ON RIM & CUT VALVE STEM. LDG ON BEACH, GR DUG INTO SAND. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|---|------------------------|---|---|
| 3-1470 | 4/14/75 TIME - 1530 | PORT LYONS, AK | CESSNA 182A N2244G DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 41, 101 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PORT LYONS DEPARTURE POINT INTENDED DESTINATION KODIAK, AK UNKNOWN/NOT REPORTED TYPE OF ACCIDENT COLLIDED WITH: OBJECT PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED EMERGENCY CIRCUMSTANCES - UNKNOWN/NOT REPORTED REMARKS- NO WITNESSES. HIT SEAWALL PERPENDICULAR TO RWY. CO CONTENT 26 PCT, SOURCE UNDETERMINED. | | | | | | |
| J-C909 | 4/19/75 TIME - 0945 | NR. KODIAK, AK | CESSNA 180 N4610A DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 28, 129 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE PCINT INTENDED DESTINATION KODIAK, AK LOCAL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- LND ON SLOPING BEACH. | | | | | | |
| 3-1367 | 4/23/75 TIME - 1150 | NR. FAIRBANKS, AK | CESSNA 150 N66175 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 27, 46 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION FAIRBANKS, AK LOCAL TYPE OF ACCIDENT STALL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED REMARKS- WRECKAGE LOCATED NEAR TOWER USED BY LOCAL STUDENTS FOR PRACTICING GROUND REFERENCE MANEUVERS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|--|------------------------|------------------------------|--|
| 3-1257 | 4/27/75 TIME - 2130 | MONTAGUE IS, AK | BEECH E18S N3734B DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 1 | COMMERCIAL AIR TAXI-CARGO | AIRLINE TRANSPORT, AGE 34, 7696 TOTAL HOURS, 513 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE PCINT MONTAGUE IS, AK | INTENDED DESTINATION ANCHORAGE, AK | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB TAKEOFF: ABORTED | | | |
| PROBABLE CAUSE(S) PCWERPLANT - MISCELLANEOUS: OTHER PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF | | | | | | |
| FACTOR(S) TERRAIN - WET, SOFT GROUND PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- TOOK OFF FRM BEACH, R ENG SURGED. LND IN STREAM BED. WATER INGESTION. | | | | | | |
| 3-1705 | 4/28/75 TIME - 2300 | DEADHORSE, AK | BELL 206 N59521 DAMAGE-DESTROYED | CR- 0 1 0 PX- 2 1 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 37, 4950 TOTAL HOURS, 520 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ANAKTUVAK PASS, AK | INTENDED DESTINATION DEADHORSE, AK | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT INSTRUMENTS/EQUIPMENT AND ACCESSORIES - FLIGHT AND NAVIGATION INSTRUMENTS: OTHER WEATHER - FCG WEATHER - SNOW WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITON OVERCAST | CEILING AT ACCIDENT SITE 1000 | | | |
| | | VISIBILITY AT ACCIDENT SITE ZERO | PRECIPITATION AT ACCIDENT SITE SNOW | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| | | FIRE AFTER IMPACT REMARKS- FLEW INTO DETERIORATING WEA. PLT SAID GYRO INST NOT WORKING PROPERLY. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|-------------------|--|------------------------|---|---|
| 3-1261 | 5/1/75 TIME - 1300 | ANCHORAGE, AK | BELL 47G-2 N6140C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | COMMERCIAL, AGE 34, 301 TOTAL HOURS, 17 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MERRILL DEPARTURE POINT ANCHORAGE, AK TYPE OF ACCIDENT HARD LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT INTENDED DESTINATION LOCAL PHASE OF OPERATION LANDING: POWER-ON LANDING | | | | | | |
| 3-1707 | 5/6/75 TIME - 1045 | NR.BETTLES, AK | CESSNA 180B N93Q DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 34, 1282 TOTAL HOURS, 1022 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT FAIRBANKS, AK TYPE OF ACCIDENT NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - SNOW-COVERED REMARKS- LND ON SNOW COVERED FROZEN LAKE.GR BROKE THRU CRUST. INTENDED DESTINATION BETTLES, AK PHASE OF OPERATION LANDING: ROLL | | | | | | |
| 3-0917 | 5/6/75 TIME - 1705 | COPPER CENTER, AK | MAULE M4-210 N9808M DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 32, 97 TOTAL HOURS, 13 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - TONSINA LODGE DEPARTURE POINT ANCHORAGE, AK TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: TREES PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY REMARKS- LND HALFWAY DWN RWY. INTENDED DESTINATION COPPER CENTER, AK PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: GO-AROUND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|---------------|--|------------------------|---|---|
| 3-1708 | 5/7/75 TIME - 1025 | FAIRBANKS, AK | CESSNA 170 N4000V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 47, 101 TOTAL HOURS, 51 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FAIRBANKS INT'L | | | | | | |
| DEPARTURE POINT | | | INTENDED DESTINATION | | | |
| CLEAR, AK | | | FAIRBANKS, AK | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| HARD LANDING | | | LANDING: LEVEL OFF/TOUCHDOWN | | | |
| COLLIDED WITH: TREES | | | LANDING: GO-AROUND | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| SCATTERED | | | 9000 | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 5 OR OVER | | | NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | RELATIVE BEARING OF WIND | | | |
| NONE | | | RIGHT QUARTERING HEAD WIND 023-067 DEGREES | | | |
| TEMPERATURE-F | | | WIND DIRECTION-DEGREES | | | |
| 50 | | | 230 | | | |
| WIND VELOCITY-KNOTS | | | TYPE OF WEATHER CONDITIONS | | | |
| 7 | | | VFR | | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| NCNE | | | | | | |
| REMARKS- PILOT STATED GUSTS RAISED WGS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|-----------------|--|------------------------|------------------------------|---|
| 3-0906 | 5/8/75 | NR.JUNEAU,AK | CESSNA 185 N70148 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 30, 2801 TOTAL HOURS, 45 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ELFIN COVE DEPARTURE POINT INTENDED DESTINATION PELICAN,AK JUNEAU,AK TYPE OF ACCIDENT COLLIDED WITH: OBJECT PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN VFR REMARKS- GUSTING TO 25K. WG HIT MARKER BUOY, THEN SWERVED INTO PILINGS. DMGD L FLOAT. | | | | | | |
| 3-0914 | 5/12/75 | NR.KETCHIKAN,AK | HILLER ACFT UH-12E N107HA DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 26, 2501 TOTAL HOURS, 1035 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION NORTH SHOAL COVE,AK KETCHIKAN,AK TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES PROBABLE CAUSE(S) PCWERPLANT - ENGINE STRUCTURE: MASTER AND CONNECTING RODS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NR 4 CONROD FAILED. HIGH TIME ENG. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|---|------------------------|---|--|
| 3-1591 | 5/12/75 TIME - 1745 | SAVOONGA, AK | PIPER PA-23 N5607Y DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 5 0 0 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 35, 8500 TOTAL HOURS, 800 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SAVCONGA DEPARTURE POINT SAVCONGA, AK INTENDED DESTINATION GAMBELL, AK TYPE OF ACCIDENT MISCELLANEOUS PHASE OF OPERATION STALL: SPIN TAKEOFF: INITIAL CLIMB IN FLIGHT: OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED REMARKS- CABIN DOOR CAME OPEN IN FLT. | | | | | | |
| 3-0913 | 5/15/75 TIME - 1300 | NR. JUNEAU, AK | CESSNA 150J N61272 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 25, 317 TOTAL HOURS, 212 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT JUNEAU, AK INTENDED DESTINATION LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION PHASE OF OPERATION NCSE OVER/DOWN LANDING: NORMAL CRUISE IN FLIGHT: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - LUBRICATING SYSTEM: OTHER MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED MISCELLANEOUS ACTS, CONDITIONS - OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM TERRAIN - WET, SOFT GROUND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ROUGH ENG RESULT OF OIL DRAIN PLUG COMING OUT. ANNUAL INSP COMP DAY BFOR. LND ON BEACH. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|----------------------|--------------------|--------------------------------|--------------------------|----------------------------|
| 3-1262 | 5/17/75 | ENGLISH BAY, AK | CESSNA 172A | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 28, 50 TOTAL |
| | TIME - 1420 | | N9762T | PX- 0 0 2 | PLEASURE/PERSONAL TRANSP | HOURS, ALL IN TYPE, NOT |
| | | | DAMAGE-SUBSTANTIAL | | | INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | LAST ENROUTE STOP | | |
| | HOMER, AK | ENGLISH BAY, AK | | UNKNOWN/NOT REPORTED | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | |
| | COLLIDED WITH: TREES | | | TAKEOFF: INITIAL CLIMB | | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - PREMATURE LIFT-OFF | | | | | |
| | PILOT IN COMMAND - FAILED TO ABORT TAKEOFF | | | | | |
| | FACTOR(S) | | | | | |
| | PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS | | | | | |
| | WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | |
| | AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER | | | | | |
| | WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | |
| | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | |
| | SKY CONDITION | | | CEILING AT ACCIDENT SITE | | |
| | CLEAR | | | UNLIMITED | | |
| | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | |
| | 5 OR OVER | | | NONE | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TYPE OF WEATHER CONDITIONS | | |
| | NONE | | | VFR | | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | VFR | | | | | |
| | REMARKS- SHORT FLD TKOF, NO FLAPS. GUSTING TO 15K. | | | | | |
| 3-1366 | 5/21/75 | ANCHORAGE, AK | DEHAVILLAND DHC-3 | CR- 1 0 0 | COMMERCIAL | COMMERCIAL, FL. INSTR., |
| | TIME - 0905 | | N90574 | PX- 0 0 0 | AIR TAXI-CARGO | AGE 35, 2768 TOTAL HOURS, |
| | | | DAMAGE-SUBSTANTIAL | | | 20 IN TYPE, NOT INSTRUMENT |
| | NAME OF AIRPORT - LAKE HOOD STRIP | | | LAST ENROUTE STOP | | RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | ANCHORAGE, AK | | |
| | LAKE HOOD, AK | ANIAK, AK | | PHASE OF OPERATION | | |
| | TYPE OF ACCIDENT | | | TAKEOFF: INITIAL CLIMB | | |
| | STALL: MUSH | | | | | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | |
| | PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | |
| | FACTOR(S) | | | | | |
| | PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - INCORRECT TRIM SETTING | | | | | |
| | FIRE AFTER IMPACT | | | | | |
| | REMARKS- DMGD 5 CARS, LUMBER STACK & FENCE. ACFT AT LEAST 484 LBS OVR MAX GROSS WT, CG UNK. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|---|------------------------|------------------------------|---|
| 3-1258 | 5/26/75 TIME - 1400 | KOLIGNEK, AK | CESSNA 180 N46103 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 29, 3400 TOTAL HOURS, 800 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - NEW KOLIGNEK DEPARTURE POINT INTENDED DESTINATION DILLINGHAM, AK KOLIGNEK, AK TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: DIRT BANK PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 100 TYPE OF WEATHER CONDITIONS VFR REMARKS- WIND GUSTING 49K. | | | | | | |
| CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND HEAD WIND 338-022 DEGREES WIND VELOCITY-KNOTS 32 TYPE OF FLIGHT PLAN VFR | | | | | | |
| 3-1706 | 6/6/75 TIME - 1245 | NR. TALKEETNA, AK | HUGHES 269B N9449F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL. INSTR., AGE 53, 5030 TOTAL HOURS, 121 IN TYPE, NOT INSTRU- MENT RATED. |
| DEPARTURE POINT UNKNOWN/NOT REPORTED TYPE OF ACCIDENT ROLL OVER PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- TOUCHED DOWN WITH FWD MOTION & LOST CTL. PLT HAD MINIMUM TIME IN TYPE ACFT IN LAST 8 YRS. | | | | | | |
| INTENDED DESTINATION TALKEETNA, AK PHASE OF OPERATION LANDING: POWER-ON LANDING | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|--|--|---|---|
| 3-171C | 6/11/75 TIME - 1142 | TALKEETNA, AK | CONVAIR L-13 N25448 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 32, 2939 TOTAL HOURS, 9 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - TALKEETNA DEPARTURE POINT ANCHORAGE, AK TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | INTENDED DESTINATION TALKEETNA, AK | PHASE OF OPERATION LANDING: ROLL LANDING: ROLL | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| REMARKS- PLT POS RUDDER PEDALS FWD IN CRUISE. FORGOT TO REPOSITION THEM BFOR LOG. LOST CTL. | | | | | | |
| 3-1704 | 6/12/75 TIME - 1200 | KING SALMON, AK | PIPER PA-20 N7028K DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 37, 400 TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - KING SALMON DEPARTURE POINT KING SALMON, AK TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: DIRT BANK | INTENDED DESTINATION CLARK POINT, AK | PHASE OF OPERATION TAKEOFF: RUN TAKEOFF: RUN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 50 TYPE OF WEATHER CONDITIONS VFR | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND LEFT QUARTERING HEAD WIND 293-337 DEGREES WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN NONE | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------------|---|------------------------|-------------------------------------|---|
| 3-1594 | 6/14/75 TIME - 1915 | NUIQSUT,AK | PIPER PA-32 N372BW DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 8 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 45, 15000 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - NUIQSUT DEPARTURE POINT NUIQSUT,AK TYPE OF ACCIDENT COLLIDED WITH: DITCHES GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SOFT RUNWAY MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE FIRE AFTER IMPACT REMARKS- FLD UNDER CONSTRUCTION. BOTH ENDS MUDDY, ABT 1000FT IN MIDDLE USEABLE. HIT DITCH ACROSS END OF RWY. | | | | | | |
| 3-1471 | 6/19/75 TIME - 1430 | NR.KWIGILLINGOK,AK | CESSNA 207 N91065 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 6 | COMMERCIAL AIR TAXI-PASSG S-D | COMMERCIAL, AGE 29, 1697 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - KWIGILLINGOK DEPARTURE POINT BETHEL,AK TYPE OF ACCIDENT STALL: MUSH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER REMARKS- ROUGH STRIP UNDER CONSTRUCTION, LENGTH MARGINAL. 3 SEATS HAD IMPROPER BELTS, KNOWN TO PLT. | | | | | | |
| 3-1259 | 6/19/75 TIME - 1100 | KASIGLUK,AK | CESSNA 185 N70010 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 32, 2110 TOTAL HOURS, 55 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT KASIGLUK,AK TYPE OF ACCIDENT COLLIDED WITH: DIRT BANK PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) TERRAIN - OTHER REMARKS- DOWN RIVER TKOF ARND BEND. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|--|------------------------|---|---|
| 3-1368 | 6/27/75 TIME - 1005 | KLAWOK, AK | CESSNA 185B N9825C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | ATR, FLIGHT INSTR., AGE 45, 9800 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - KLAWOK SPB DEPARTURE POINT KETCHIKAN, AK INTENDED DESTINATION KLAWOK, AK TYPE OF ACCIDENT WHEELS-DOWN LANDING IN WATER NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO RETRACT LANDING GEAR FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: LEVEL OFF/TOUCHDOWN | | | | | | |
| 3-1593 | 6/28/75 TIME - 0845 | NR. NONDALTON, AK | BELL 47G-3 N8414E DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 40, 2743 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT NONDALTON, AK INTENDED DESTINATION FISH TRAP LAKE, AK TYPE OF ACCIDENT COLLIDED WITH: TREES PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT TERRAIN - HIGH OBSTRUCTIONS REMARKS- LOST ROTOR RPM AFTER LIFT OFF. HIT TREE WHILE TRYING TO REGAIN RPM. PHASE OF OPERATION TAKEOFF: VERTICAL | | | | | | |
| 3-1709 | 7/5/75 TIME - 2120 | KAKE, AK | BELLANCA 7GCBC N57468 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 32, 70 TOTAL HOURS, 35 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT WRANGELL, AK INTENDED DESTINATION KAKE, AK TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - SANDY PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING REMARKS- BEACH TKOF. L GR HIT SAND BERM, ACFT VEERED INTO POOL OF WATER. PHASE OF OPERATION TAKEOFF: RUN TAKEOFF: RUN | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|------------------|---|------------------------|------------------------------|--|
| 3-1595 | 7/14/75 | NR. HEALY, AK | BELL 206A N7858S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 27, 3405 TOTAL HOURS, 750 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - AMAX CAMP DEPARTURE POINT HEALY, AK TYPE OF ACCIDENT MISCELLANEOUS ROLL OVER PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - MISJUDGED CLEARANCE AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER REMARKS- L SKID CAUGHT PROTRUDING EDGE OF METAL COVERED HELI PAD. PLT AWARE OF HAZARD. | | | | | | |
| 3-1596 | 7/14/75 | LIME VILLAGE, AK | MAULE M-5 N51646 DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 1 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 28, 400 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LIME VILLAGE DEPARTURE POINT MCGRATH, AK TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH: OBJECT PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE FACTOR(S) TERRAIN - OTHER WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 140 TYPE OF WEATHER CONDITIONS VFR REMARKS- GUSTING TO 15K. HIT STUMPS & LOGS SHORT OF RWY. | | | | | | |
| INTENDED DESTINATION UNKNOWN/NOT REPORTED PHASE OF OPERATION TAKEOFF: VERTICAL TAKEOFF: VERTICAL INTENDED DESTINATION LIME VILLAGE, AK PHASE OF OPERATION LANDING: FINAL APPROACH LANDING: LEVEL OFF/TOUCHDOWN CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 68 WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--------------------------|---|--|--|---|--|
| 3-1104 | 1/9/75 TIME - 1505 | NR.SHOW LOW,AZ | PIPER PA-32 N3883W DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 31, 160 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT SCOTTSDALE,AZ | INTENDED DESTINATION ALBUQUERQUE,NM | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: TREES | | | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISSING AIRCRAFT - LATER RECOVERED REMARKS- CARRYING LOAD OF MARIJUANA. RECOVERY DATE 3/25/75. | | | | |
| 3-0922 | 3/10/75 TIME - UNK/NR | MESA,AZ | CESSNA 182D N9076X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS UNKNOWN/NOT REPORTED | CERTIFICATE UNKNOWN, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED. |
| | | NAME OF AIRPORT - FALCON DEPARTURE POINT UNKNOWN/NOT REPORTED | INTENDED DESTINATION UNKNOWN/NOT REPORTED | PHASE OF OPERATION UNKNOWN/NOT REPORTED | | |
| | | TYPE OF ACCIDENT UNDETERMINED | | | | |
| | | PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED REMARKS- FOUND IN CITRUS GROVE.ACCOT DATE & INJURY INDEX PRESUMED. | | | | |
| 3-1263 | 3/11/75 TIME - 0107 | NR.YUMA,AZ | PIPER PA-28 N5133W DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | NO CERTIFICATE, AGE 44, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT YUMA,AZ | INTENDED DESTINATION PHOENIX,AZ | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | | | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - FLEW INTO BLIND CANYON FACTOR(S) MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT TERRAIN - HIGH OBSTRUCTIONS MISSING AIRCRAFT - LATER RECOVERED FIRE AFTER IMPACT REMARKS- UNAUTH FLT. FLEW INTO CANYON WALL AT NITE. RECOVERY DATE 4/13/75. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------|---|------------------------|---|---|
| 3-0920 | 3/17/75 TIME - 1620 | TAYLOR, AZ | CESSNA 195 N3436V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 43, 2100 TOTAL HOURS, 1850 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - TAYLOR DEPARTURE POINT CHEVELCN, AZ TYPE OF ACCIDENT OVERSHOOT NCSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 50 WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN NONE REMARKS- GUSTS 15K. PLT SAID HE HAD BEEN DRINKING. | | | | | | |
| INTENDED DESTINATION LOCAL PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES 90 TYPE OF WEATHER CONDITIONS VFR | | | | | | |
| 3-1712 | 4/5/75 TIME - 1004 | WINSLOW, AZ | PIPER PA-24 N5930P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 48, 360 TOTAL HOURS, 160 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WINSLOW MUNI DEPARTURE POINT LANCASTER, CA TYPE OF ACCIDENT GEAR RETRACTED PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- HAD TO USE EMERG SYS TO LOWER GR. NO MALFUNCTION FOUND. POSSIBLE NOSE GR HIT CHUCK HOLE. | | | | | | |
| INTENDED DESTINATION WINSLOW, AZ PHASE OF OPERATION LANDING: ROLL | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------------|--|------------------------|--------------------------------|---|
| 3-0923 | 4/11/75 TIME - 0715 | PEORIA,AZ | CESSNA TU206 N58476 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 5 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 33, 2801 TOTAL HOURS, 2700 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - AIRHAVEN DEPARTURE POINT INTENDED DESTINATION NORTH LAS VEGAS,NV PEORIA,AZ TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING: LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES: OBSTRUCTION LIGHTING MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- LTG INFO IN AIM INCORRECT.MISTOOK LTD POLE FOR PWR LINE & PULLED UP. | | | | | | |
| 3-0921 | 4/12/75 TIME - 2230 | NR.ARIZONA CITY,AZ | PIPER PA-34 N1362T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS DEMONSTRATION | COMMERCIAL, AGE 33, 7196 TOTAL HOURS, 11 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION TUCSON,AZ LONG BEACH,CA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE COLLIDED WITH: OBJECT LANDING: ROLL PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS,CONDITIONS - FAILURE OF TWO OR MORE ENGINES PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LND ON DRY LAKE BED.HIT HOLE & BRUSH. NO ENG MALFUNCTION FOUND. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|---|------------------------|------------------------|---|
| 3-1371 | 4/30/75 TIME - 1445 | NR.APACHE JNCTN,AZ | BELL 47G N2469B DAMAGE-DESTROYED | CR- 0 1 1 PX- 0 0 0 | INSTRUCTIONAL DUAL | ATR, FLIGHT INSTR., AGE 34, 4471 TOTAL HOURS, 124 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT APACHE JNCTN,AZ | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION ROLL OVER | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: POWER-OFF AUTOROTATIVE LANDING | | | |
| PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | |
| FACTOR(S) TERRAIN - ROUGH/UNEVEN PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT | | | | | | |
| 3-1718 | 5/11/75 TIME - 1640 | MESA,AZ | LOCKHEED 1049H N45516 DAMAGE-DESTROYED | CR- 3 0 0 PX- 3 0 0 | MISCELLANEOUS FERRY | AIRLINE TRANSPORT, AGE 38, 12300 TOTAL HOURS, 170 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - FALCON FIELD DEPARTURE POINT MESA,AZ | INTENDED DESTINATION KANSAS CITY,MO | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT POWERPLANT - ENGINE STRUCTURE: OTHER POWERPLANT - MISCELLANEOUS: DETONATION TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERHEATED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-4 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT | | | | | | |
| REMARKS- RAN OUT OF ADI FLUID, ALL ENGS DMGD INTERNALLY. HIT TREES & PLAYHOUSE LOG IN DESERT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|---|------------------------|---|---|
| 3-1107 | 5/16/75 TIME - 1215 | SELIGMAN, AZ • | CESSNA 150 N8316J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 48, 362 TOTAL HOURS, 321 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SELIGMAN DEPARTURE POINT WINSLOW, AZ TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN | INTENDED DESTINATION SELIGMAN, AZ | | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | |
| PROBABLE CAUSE(S) WEATHER - SUDDEN WINDSHIFT | | | | | | |
| FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SOFT SHOULDERS PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION CLEAR | | | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | RELATIVE BEARING OF WIND LEFT CROSS WIND 248-292 DEGREES | | | |
| WIND DIRECTION-DEGREES 120 | | | WIND VELOCITY-KNOTS 8 | | | |
| TYPE OF WEATHER CONDITIONS VFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- GUSTING TO 30K. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--|--|---|---|---|
| 3-1264 | 5/19/75 | NR.DUUGLAS,AZ | CESSNA 210 N1682X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL.INSTR., AGE UNK/NR, 924 TOTAL HOURS, 8 IN TYPE, INSTRU- MENT RATED. |
| | | DEPARTURE POINT CASA GRANDE,AZ | INTENDED DESTINATION DOUGLAS,AZ | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) TERRAIN - ROUGH/UNEVEN WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| | | SKY CONDITION CLEAR | | CEILING AT ACCIDENT SITE UNLIMITED | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | TEMPERATURE-F 80 | | |
| | | TYPE OF WEATHER CONDITIONS VFR | | TYPE OF FLIGHT PLAN NONE | | |
| REMARKS- ATTEMPTD FLT FROM UNIMPROVED ROAD AFTER PREV FORCED LDG. DENSITY ALT ABT 6300FT,WIND CALM. | | | | | | |
| 3-1106 | 5/20/75 | SCOTTSDALE,AZ | GRUM AMER AA-5 N6244L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 31, 395 TOTAL HOURS, 30 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SCOTTSDALE DEPARTURE POINT PHOENIX,AZ | INTENDED DESTINATION SCOTTSDALE,AZ | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: PARKED AIRCRAFT | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION CLEAR | | CEILING AT ACCIDENT SITE UNLIMITED | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | RELATIVE BEARING OF WIND LEFT CROSS WIND 248-292 DEGREES | | |
| | | WIND DIRECTION-DEGREES 140 | | WIND VELOCITY-KNOTS 20 | | |
| | | TYPE OF WEATHER CONDITIONS VFR | | TYPE OF FLIGHT PLAN NONE | | |
| REMARKS- HIT TAYLORCRAFT N43814 & CESSNA 210 N3810C.BOTH SUBSTL DMG.PLT SAID KNEE HIT THROTTLE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--------------|---|------------------------|------------------------------|--|
| 3-1108 | 5/22/75 | CHINLE, AZ | PIPER PA-32 N32670 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | AIRLINE TRANSPORT, AGE 29, 2281 TOTAL HOURS, 493 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CHINLE DEPARTURE POINT WINDOW ROCK, AZ TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES INTENDED DESTINATION CHINLE, AZ PHASE OF OPERATION TAXI: FROM LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT FACTOR(S) WEATHER - OBSTRUCTIONS TO VISION WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING DUST WIND DIRECTION-DEGREES 220 TYPE OF WEATHER CONDITIONS VFR CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 50 WIND VELOCITY-KNOTS 30 TYPE OF FLIGHT PLAN VFR REMARKS- PLT OBS PARKED ACFT, HIT POLE. GUSTING TO 35K, BLOWING DUST. | | | | | | |
| 3-1372 | 5/25/75 | COOLIDGE, AZ | MOONEY M20E N3239F DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 59, 11620 TOTAL HOURS, 3200 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - COOLIDGE-FLORENCE DEPARTURE POINT BULLHEAD CITY, AZ TYPE OF ACCIDENT TURBULENCE COLLISION WITH GROUND/WATER: UNCONTROLLED INTENDED DESTINATION COOLIDGE, AZ PHASE OF OPERATION LANDING: FINAL APPROACH IN FLIGHT: UNCONTROLLED DESCENT PROBABLE CAUSE(S) MISCELLANEOUS - VORTEX TURBULENCE PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- DC-7 LND PREV. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------|---|------------------------|---|--|
| 3-1373 | 5/29/75 TIME - 1650 | SELIGMAN,AZ | PIPER PA-28 N4369J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL.INSTR., AGE 38, 1427 TOTAL HOURS, 210 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - TRANS-WESTERN DEPARTURE POINT INTENDED DESTINATION SELIGMAN,AZ RIMROCK,AZ TYPE OF ACCIDENT PHASE OF OPERATION STALL TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- AVOIDING PWR LINES. | | | | | | |
| 3-1265 | 6/3/75 TIME - 1615 | ST.JOHNS,AZ | CESSNA 170B N2593D DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 1 | MISCELLANEOUS FERRY | CERTIFICATE UNKNOWN, AGE 47, 242 TOTAL HOURS, 13 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ST.JOHNS MUNI DEPARTURE POINT INTENDED DESTINATION OMAHA,NE RIVERSIDE,CA TYPE OF ACCIDENT PHASE OF OPERATION STALL TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES NONE 80 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 20 VFR TYPE OF FLIGHT PLAN VFR FIRE AFTER IMPACT REMARKS- GUSTS 25K. LOST CTL IN TURN TO AVOID HOUSE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|------------|--|------------------------|---|--|
| 3-1369 | 6/7/75 TIME - 1130 | TUCSON, AZ | STINSON 108-3 N871C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 61, 305 TOTAL HOURS, 151 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - RYAN FIELD DEPARTURE POINT AVRA VALLY, AZ TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 300 TYPE OF WEATHER CONDITIONS VFR REMARKS- GUSTS TO 21K. | | | | | | |
| INTENDED DESTINATION TUCSON, AZ PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND RIGHT QUARTERING HEAD WIND 023-067 DEGREES WIND VELOCITY-KNOTS 13 TYPE OF FLIGHT PLAN NONE | | | | | | |
| 3-1374 | 6/8/75 TIME - 1400 | PARKS, AZ | CESSNA 182 N7733X DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 44, 261 TOTAL HOURS, 140 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT WILLIAMS, AZ TYPE OF ACCIDENT COLLIDED WITH: OBJECT GROUND-WATER LOOP-SWERVE PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL REMARKS- LND ON RD, HIT CHUCK HOLE & SWERVED INTO FENCE. | | | | | | |
| INTENDED DESTINATION PARKS, AZ PHASE OF OPERATION LANDING: ROLL LANDING: ROLL | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|--------|-------------|--|------------------------|------------------------------|---|
| 3-1105 | 6/9/75 | WILLIAMS,AZ | HELIO ACFT H-395 N83873 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 34, 4421 TOTAL HOURS, 23 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - WILLIAMS DEPARTURE POINT WILLIAMS,AZ TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR: TAILWHEEL ASSEMBLIES MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CCNDITION CLEAR VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 180 TYPE OF WEATHER CONDITIONS VFR REMARKS- TAIL WHEEL CAM ALLOWED WHEEL TO SWIVEL TO R WHEN IN LOCKED POS. | | | | | | |
| INTENDED DESTINATION LOCAL PHASE OF OPERATION LANDING: ROLL LANDING: ROLL CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND UNKNOWN/NOT REPORTED WIND VELOCITY-KNOTS 12 TYPE OF FLIGHT PLAN NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|---|--|------------------------|---|---|
| 3-1370 | 6/13/75 | NR. CHAMBERS, AZ | MOONEY M20 N6528B DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 34, 320 TOTAL HOURS, 150 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - CHAMBERS | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | CHAMBERS, AZ | HOLBROOK, AZ | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | STALL: MUSH | | | TAKEOFF: INITIAL CLIMB | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) | | | | | | |
| AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SOFT RUNWAY | | | | | | |
| WEATHER - HIGH DENSITY ALTITUDE | | | | | | |
| | | SKY CONDITION | | | CEILING AT ACCIDENT SITE | |
| | | CLEAR | | | UNLIMITED | |
| | | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | |
| | | 5 OR OVER | | | NONE | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | |
| | | NONE | | | 95 | |
| | | WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | |
| | | 220 | | | 5 | |
| | | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | |
| | | VFR | | | NONE | |
| REMARKS- AIRSTRIP SOFT SAND. DENSITY ALT 8300FT. ACFT HEAVY. | | | | | | |
| 3-1711 | 6/19/75 | NR. WINSLOW, AZ | HUGHES 369HS N9170F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL FIRE CONTROL | COMMERCIAL, FL. INSTR., AGE 30, 5000 TOTAL HOURS, 500 IN TYPE, NOT INSTRU- MENT RATED. |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | CHEVLON HELIPORT FS | RETURN | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | COLLIDED WITH: OBJECT | | | TAKEOFF: VERTICAL | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| REMARKS- LOST DIRECTIONAL CTL DRG LIFT OFF FROM POND. TAIL HIT LARGE ROCK, LIMBS & BRUSH. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|----------------|------------------------|------------------------|---|---|
| 3-1474 | 6/19/75 | NR-SHOW LOW,AZ | PIPER PA-28R N3877T | CR- 0 0 1 PX- 0 0 4 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 34, 164 TOTAL HOURS, 25 IN TYPE, NOT INSTRUMENT RATED. |
| TIME - 0757 DAMAGE-SUBSTANTIAL NAME OF AIRPORT - SHOW LOW DEPARTURE POINT SHOW LOW,AZ TYPE OF ACCIDENT STALL: MUSH INTENDED DESTINATION ALBUQUERQUE,NM PHASE OF OPERATION TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS TERRAIN - HIGH OBSTRUCTIONS WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 220 TYPE OF WEATHER CONDITIONS VFR CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 50 WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN VFR REMARKS- ACFT HEAVY.DENSITY ALT ABT 7400FT. PULLED UP TO AVOID PWR LINES SHORTLY AFTR TKOF. | | | | | | |
| 3-1475 | 6/23/75 | PHOENIX,AZ | BEECH 58 N7284R | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 37, 6580 TOTAL HOURS, 5 IN TYPE, INSTRUMENT RATED. |
| TIME - 1628 DAMAGE-SUBSTANTIAL NAME OF AIRPORT - SKYHARBOR DEPARTURE POINT MESA,AZ TYPE OF ACCIDENT GEAR RETRACTED INTENDED DESTINATION PHOENIX,AZ PHASE OF OPERATION LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------------|--|------------------------|---|--|
| 3-1597 | 6/25/75 TIME - 0930 | ST. JOHNS, AZ | CESSNA 182 N30124 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 30, 215 TOTAL HOURS, 150 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ST. JOHNS MUNI | | | | | | |
| DEPARTURE POINT | | INTENDED DESTINATION | | | | |
| ST. JOHNS, AZ | | SAN ANGELO, TX | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| GROUND-WATER LOOP-SWERVE | | | TAKEOFF: RUN | | | |
| COLLIDED WITH: DIRT BANK | | | TAKEOFF: RUN | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | | | | | | |
| PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - WEATHER CONSIDERABLY WORSE THAN FORECAST | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| CLEAR | | | UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 5 OR OVER | | | NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | RELATIVE BEARING OF WIND | | | |
| NONE | | | RIGHT CROSS WIND 068-112 DEGREES | | | |
| WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | | | |
| 240 | | | 30 | | | |
| TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | | |
| VFR | | | VFR | | | |
| REMARKS- PREV LDG ON RWY MORE INTO WIND. | | | | | | |
| 3-1598 | 6/28/75 TIME - 1120 | PAYSON, AZ | CESSNA 210 N16CM DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 33, 1010 TOTAL HOURS, 204 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PRIVATE STRIP. | | | | | | |
| DEPARTURE POINT | | INTENDED DESTINATION | | | | |
| PAYSON, AZ | | LOCAL | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLISION WITH GROUND/WATER: UNCONTROLLED | | | TAKEOFF: INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) | | | | | | |
| MISCELLANEOUS - UNDETERMINED | | | | | | |
| REMARKS- LOST CTL FOR UNDET REASON. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|--|------------------------|---|--|
| 3-1472 | 7/2/75 TIME - 0935 | NR.SHOW LOW,AZ | CESSNA 411 N4956T DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | MISCELLANEOUS FERRY | AIRLINE TRANSPORT, AGE 44, 10000 TOTAL HOURS, 58 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT FLAGSTAFF,AZ | INTENDED DESTINATION SILVER CITY,NM | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED | PHASE OF OPERATION IN FLIGHT: UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - PHYSICAL IMPAIRMENT | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | | | | | | |
| FACTOR(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED ALTITUDE | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- PEAK GUSTS 15K.PILOT SUFFERED HEART ATTACK AT UNDET TIME-ALCOHOL CONTENT 0.26 PCT. | | | | | | |
| 3-0934 | 4/20/75 TIME - 0130 | N.LITTLE ROCK,AR | PIPER PA-28 N620SP DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 19, 130 TOTAL HOURS, 25 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - N.LITTLE ROCK | | | | |
| | | DEPARTURE POINT N.LITTLE ROCK,AR | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - POORLY PLANNED APPROACH | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. | | | | | | |
| REMARKS- UNAUTH FLT,NOT ENDORSED FOR SOLO. FUEL SELECTOR ON EMPTY TANK. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|--------|-------------------|---|------------------------|---------------------------------------|--|
| 3-0925 | 5/2/75 | NR. SWIFTON, AR | PIPER PA-25 N7752Z DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 31, 1563 TOTAL HOURS, 210 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FARM STRIP DEPARTURE POINT INTENDED DESTINATION SWIFTON, AR SWIFTON, AR TYPE OF ACCIDENT PHASE OF OPERATION NCSE OVER/DOWN LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 585 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- BRAKED TO AVOID DITCH. NEW STRIP TO PLT. KIND OF OPERATION - SEEDING CROPS TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-NOT USED CRASH BAR - INSTALLED | | | | | | |
| 3-0926 | 5/5/75 | NR. ALTHEIMER, AR | CESSNA A188 N9972G DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 33, 590 TOTAL HOURS, 65 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ELMS AIRSTRIP DEPARTURE POINT INTENDED DESTINATION ALTHEIMER, AR LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL: MUSH LANDING: TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 260 KIND OF CROP - RICE GOGGLES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND REMARKS- UN TO CLIMB WITH FULL PWR AFTR TKOF. WGT & BAL UNK. KIND OF OPERATION - SEEDING CROPS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 250 | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|--------|--------------------|---|------------------------|---------------------------------------|---|
| 3-0927 | 5/8/75 | NR. WINCHESTER, AR | GRUMMAN G-164A N7219 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 37, 2970 TOTAL HOURS, 860 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ARK. LAND CATTLE DEPARTURE POINT INTENDED DESTINATION WINCHESTER, AR LOCAL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: WET RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SOFT RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: HIGH VEGETATION REMARKS- R MAIN GEAR BUGGED DOWN IN TALL GRASS, MUD, WATER ON RWY. NO LOAD ABD. | | | | | | |
| 3-1114 | 5/8/75 | BEEDEVILLE, AR | GRUMMAN G-164A N7930 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 31, 7100 TOTAL HOURS, 3100 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CC LOWRERY STRIP DEPARTURE POINT INTENDED DESTINATION BEEDEVILLE, AR LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: DIRT BANK TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SOFT RUNWAY FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 6000 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND REMARKS- ACFT COLLIDED WITH DIRT BANK AT RWY END. GR SEPARATED. FURTHER DMG ON LDG. ONLY 1500FT OF RWY USEABLE KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 200 | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION - | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|--|------------------------|----------------------------------|--|
| 3-111C | 5/10/75 TIME - 1030 | LITTLE ROCK, AR | GRUMMAN G-164A N4294 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 34, 1620 TOTAL HOURS, 20 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT DEVALLS BLUFF, AR | | | | | | |
| TYPE OF ACCIDENT COLLIDED WITH: DIRT BANK | | | PHASE OF OPERATION IN FLIGHT: SWATH RUN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED | | | KIND OF OPERATION - SPRAYING CROPS | | | |
| KIND OF CROP - RICE | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC | | | |
| PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED | | | GLOVES - NOT USED | | | |
| GOGGLES - USED | | | CRASH HELMET - AVAILABLE-USED | | | |
| COCKPIT CRASHPAD - INSTALLED | | | CRASH BAR - NOT INSTALLED | | | |
| TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | TERRAIN-TYPE - LEVEL, FLAT | | | |
| SWATH RUN-HOW FLOWN - CROSSWIND | | | | | | |
| REMARKS- COLLIDED WITH LEVEE, TORE LNDG GR OFF ACFT. ADDITIONAL DMG DRG BELLY LNDG. | | | | | | |
| 3-0924 | 5/10/75 TIME - 1815 | ALMYRA, AR | AERO COMDR 600S2R N5509X DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 31, 2724 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT ALMYRA, AR | | | | | | |
| TYPE OF ACCIDENT TURBULENCE COLLISION WITH GROUND/WATER: UNCONTROLLED | | | PHASE OF OPERATION IN FLIGHT: PROCEDURE TURNAROUND IN FLIGHT: UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) MISCELLANEOUS - VORTEX TURBULENCE | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 2650 | | | KIND OF OPERATION - SPRAYING CROPS | | | |
| KIND OF CROP - RICE | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC | | | |
| PILOT'S SEAT BELT - FASTENED-PROPERLY | | | GLOVES - NOT USED | | | |
| GOGGLES - NOT USED | | | CRASH HELMET - AVAILABLE-USED | | | |
| COCKPIT CRASHPAD - NOT INSTALLED | | | CRASH BAR - INSTALLED | | | |
| TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | TERRAIN-TYPE - LEVEL, FLAT | | | |
| ELEVATION-AREA BEING TREATED- FEET - 210 | | | SWATH RUN-HOW FLOWN - WIND CALM | | | |
| PROCEDURE TURNAROUND - THIRD 1/3 OF TURN | | | | | | |
| REMARKS- SECOND ACFT IN FORMATION FLT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---------|---|--|--|---|---|
| 3-0928 | 5/10/75 | NR.GREENWOOD,AR | CESSNA 150L N19395 DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 31, 100 TOTAL HOURS, 25 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT GREENWOOD,AR | INTENDED DESTINATION LOCAL | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB | | |
| | | TYPE OF ACCIDENT STALL: SPIN | | | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | |
| | | FACTOR(S) TERRAIN - ROUGH/UNEVEN | | | | |
| | | REMARKS- PLT ATTEMPTD TKOF FROM PASTURE. | | | | |
| 3-0933 | 5/10/75 | COTTON PLANT,AR | GRUMMAN G-164A N8589H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 46, 6651 TOTAL HOURS, 55 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - DAVIS DEPARTURE POINT COTTON PLANT,AR | INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT: SWATH RUN IN FLIGHT: SWATH RUN | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: DIRT BANK GEAR COLLAPSED | | | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | |
| | | FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT TERRAIN - OTHER | | | | |
| | | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 651 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 220 | | | | |
| | | REMARKS- PLT FLEW UNDER WIRE HIT LEVEE. L GR SEPARATED,CONT FLT. FURTHER DMG ON LOG. | | | | |
| | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - WIND CALM | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|-------------------|---|------------------------|---------------------------------------|--|
| 3-093C | 5/13/75 | NR. TUCKERMAN, AR | CESSNA 188 N9597G DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 34, 2300 TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - STRIP DEPARTURE POINT TUCKERMAN, AR TYPE OF ACCIDENT COLLIDED WITH: DIRT BANK GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND FIRE AFTER IMPACT REMARKS- APCH UNDER PWR LINE. GR HIT LEVEE. ACFT CAUGHT FIRE 20 MIN LATER. | | | | | | |
| PHASE OF OPERATION LANDING: FINAL APPROACH LANDING: LEVEL OFF/TOUCHDOWN | | | | | | |
| KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 200 | | | | | | |
| 3-1109 | 5/13/75 | SWIFTON, AR | PIPER PA-25 N9779P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 31, 1574 TOTAL HOURS, 222 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - DUNCAN DEPARTURE POINT SWIFTON, AR TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - WINDSHIELD, DIRTY, FOGGY, ETC.-RESTRICTED VISION SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 500 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- LIQUID STAM ESCAPED FROM OVERFILLED TANK COVERING WINDSHIELD AND ENTERED PILOTS EYES. | | | | | | |
| PHASE OF OPERATION TAKEOFF: RUN TAKEOFF: ABORTED | | | | | | |
| KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|--|--|----------------------------------|--|
| 3-0935 | 5/14/75 TIME - 0730 | HOLLY GROVE, AR | GRUMMAN G-164 N550Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 27, 300 TOTAL HOURS, 30 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - KITTLER DEPARTURE POINT HOLLY GROVE, AR TYPE OF ACCIDENT COLLIDED WITH: DIRT BANK GEAR COLLAPSED | INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT: SWATH RUN IN FLIGHT: SWATH RUN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 300 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 240 PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN | | | | | | |
| | | | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM | | |
| REMARKS- ACFT HEADING INTO SUN FLEW LOW, HIT LEVEE. GR SEPARATED. FURTHER DMG ON LDG. | | | | | | |
| 3-0937 | 5/14/75 TIME - 1145 | WHISTLEVILLE, AR | PIPER PA-25 N7589Z DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 33, 1100 TOTAL HOURS, 900 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT WHISTLEVILLE, AR TYPE OF ACCIDENT STALL: SPIRAL | INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT: PROCEDURE TURNAROUND | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 900 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 250 PROCEDURE TURNAROUND - FIRST 1/3 OF TURN FIRE AFTER IMPACT | | | | | | |
| | | | | KIND OF OPERATION - TEST TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|---|------------------------|---|---|
| 3-1380 | 5/14/75 TIME - 0930 | BOYDELL, AR | GRUMMAN G-164 N967ZF DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 30, 3936 TOTAL HOURS, 2140 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT BOYDELL, AR | | | INTENDED DESTINATION LOCAL | | PHASE OF OPERATION IN FLIGHT: PULLUP FROM SWATH RUN LANDING: ROLL | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES | | | | | | |
| PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: VALVE ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - LOW COMPRESSION PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| FACTOR(S) 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 - 2804 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 130 PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN REMARKS- 6 OF 9 CYL TESTED POORLY. | | | | | | |
| | | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND | | | |
| 3-0931 | 5/15/75 TIME - 0945 | OIL TROUGH, AR | GRUMMAN G-164A N9942 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL. INSTR., AGE 35, 10000 TOTAL HOURS, 5000 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT MACKS, AR | | | INTENDED DESTINATION LOCAL | | PHASE OF OPERATION IN FLIGHT: PULLUP FROM SWATH RUN | |
| TYPE OF ACCIDENT COLLIDED WITH: TREES | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED REMARKS- R WG HIT TREE, CONT FLT & LND OK. | | | | | | |
| | | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 231 | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|--|------------------------|----------------------------------|--|
| 3-1111 | 5/16/75 TIME - 0840 | MONETTE, AR | PIPER PA-36 N55512 DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL. INSTR., AGE 32, 7600 TOTAL HOURS, 1200 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT MCNETTE, AR | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: CROP | PHASE OF OPERATION IN FLIGHT: CLEANUP SWATH | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS TERRAIN - HIGH VEGETATION WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION CLEAR | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TEMPERATURE-F 70 | | | |
| | | WIND DIRECTION-DEGREES 360 | WIND VELOCITY-KNOTS 6 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN NONE | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - FAILED ON IMPACT GOGGLES - NOT USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND REMARKS- WG CAUGHT IN WHEAT. LEE SIDE OF TREES. | | | | | | |
| KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 235 | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------------|---|------------------------|---------------------------------------|---|
| 3-0932 | 5/17/75 TIME - 0805 | HICKORY RIDGE, AR | GRUMMAN G-164A N4956 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, FL. INSTR., AGE 41, 12532 TOTAL HOURS, 4000 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - AG STRIP DEPARTURE POINT INTENDED DESTINATION HICKORY RIDGE, AR LOCAL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DCWN PHASE OF OPERATION LANDING: ROLL LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED | | | | | | |
| 3-0929 | 5/17/75 TIME - 1620 | CALICO ROCK, AR | CESSNA 172F N5230F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | MISCELLANEOUS AIR SHOW/RACING | COMMERCIAL, FL. INSTR., AGE 29, 470 TOTAL HOURS, 26 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SMITH FIELD DEPARTURE POINT INTENDED DESTINATION CALICO ROCK, AR LOCAL TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- PLT ATTEMPTING SPOT LDG. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|--|----------------------|---------------------|---|---------------------------|
| 3-1115 | 5/19/75 | NR.ND.LITLE ROCK,AR | BLANIK L-13 | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 24, 44 TOTAL |
| | TIME - 1500 | | N11382 | PX- 0 0 0 | PRACTICE | HOURS, 12 IN TYPE, NOT |
| | | | DAMAGE-SUBSTANTIAL | | | INSTRUMENT RATED. |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | NC.LITLE ROCK,AR | SEARCY,AR | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | COLLISION WITH GROUND/WATER: CONTROLLED | | | LANDING: LEVEL OFF/TOUCHDOWN | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | |
| | | PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE | | | | |
| | | FACTOR(S) | | | | |
| | | PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF OTHER AIRCRAFT | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | |
| | | REMARKS- PLT ATTEMPTD L TURN FOR EMERG LNDG AFTER RELEASE WHEN TOW ACFT FAILED TO GET AIRBORNE | | | | |
| 3-1113 | 5/19/75 | DEWITT,AR | SNOW 600S2R | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 30, |
| | TIME - 0900 | | N1753S | PX- 0 0 0 | ASSOC CROP CTL ACTIVITY | UNK/NR TOTAL HOURS, |
| | | | DAMAGE-SUBSTANTIAL | | | UNK/NR IN TYPE, NOT |
| | | NAME OF AIRPORT - FARM STRIP | | | | INSTRUMENT RATED. |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | DEWITT,AR | LOCAL | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | GROUND-WATER LOOP-SWERVE | | | LANDING: ROLL | |
| | | COLLIDED WITH: DITCHES | | | LANDING: ROLL | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | |
| | | FACTOR(S) | | | | |
| | | AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SOFT RUNWAY | | | | |
| | | SPECIAL DATA | | | | |
| | | TOTAL HOURS IN CROP CONTROL - 1150 | | | KIND OF OPERATION - SEEDING CROPS | |
| | | KIND OF CROP - RICE | | | TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC | |
| | | PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED | | | CRASH HELMET - AVAILABLE-USED | |
| | | CRASH BAR - INSTALLED | | | TANK/HOPPER-LOCATION - FORWARD OF PILOT | |
| | | REMARKS- MUDDY SPOTS ON RWY. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------|---|------------------------|---------------------------------------|---|
| 3-1112 | 5/22/75 TIME - 0800 | DES ARC, AR | PIPER PA-25 N4685Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, FL. INSTR., AGE 30, 2250 TOTAL HOURS, 200 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CAL'S STRIP DEPARTURE POINT INTENDED DESTINATION DES ARC, AR LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: FENCE, FENCEPOSTS PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS CALM TYPE OF FLIGHT PLAN NONE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1800 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 80 TYPE OF WEATHER CONDITIONS VFR KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - UNKNOWN/NOT REPORTED GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------|---|------------------------|---------------------------------------|--|
| 3-0936 | 5/24/75 TIME - 1330 | GUODWIN, AR | GRUMMAN G-164A N6542 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 27, 727 TOTAL HOURS, 44 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - AG STRIP DEPARTURE POINT GUODWIN, AR TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: DIRT BANK PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 85 WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN NONE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 264 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- GUSTING TO 20K. | | | | | | |
| INTENDED DESTINATION LOCAL PHASE OF OPERATION LANDING: ROLL LANDING: ROLL CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND UNKNOWN/NOT REPORTED WIND DIRECTION-DEGREES 180 TYPE OF WEATHER CONDITIONS VFR KIND OF OPERATION - SEEDING CROPS TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|---|---|---|--|
| 3-1266 | 5/26/75 TIME - 1855 | FORDYCE, AR | PIPER PA-28 N9061W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 33, 116 TOTAL HOURS, 66 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - FORDYCE DEPARTURE POINT EL DURADO, AR TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | INTENDED DESTINATION N. LITTLE ROCK, AR | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL | | |
| PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: VALVE ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE TERRAIN - ROUGH/UNEVEN FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LYC ENG 0-54084B5 NR 2 VALVE HEAD SEPARATED | | | | | | |
| 3-1377 | 5/26/75 TIME - 1450 | CURNING, AR | TOMCAT MK-5 N4924C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL. INSTR., AGE 25, 2502 TOTAL HOURS, 1050 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT CURNING, AR TYPE OF ACCIDENT COLLIDED WITH: DIRT BANK | INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT: STARTING SWATH RUN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - AFT OF PILOT ELEVATION-AREA BEING TREATED- FEET - 295 PROCEDURE TURNAROUND - THIRD 1/3 OF TURN KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - DOWNWIND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|---|--|----------------------------------|---|
| 3-1381 | 5/26/75 TIME - 0845 | DENMARK, AR | BELL 47G-2 N38926 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 33, 12000 TOTAL HOURS, 1020 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT DENMARK, AR | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE: TAIL ROTOR | PHASE OF OPERATION IN FLIGHT: PROCEDURE TURNAROUND | | | |
| PROBABLE CAUSE(S) ROTORCRAFT - ROTOR ASSEMBLIES: OTHER MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1020 KIND OF CROP - FOREST-TREES PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES ELEVATION-AREA BEING TREATED- FEET - 600 PROCEDURE TURNAROUND - FIRST 1/3 OF TURN | | | | | | |
| | | | | KIND OF OPERATION - SPRAYING FORESTS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - HILLY SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED | | |
| REMARKS- BELL YOKE TAIL ROTOR HUB P/N 47-641-057-009 FAILED. | | | | | | |
| 3-1378 | 5/26/75 TIME - 1830 | CROCKETT BLUFF, AR | GRUMMAN G-164 N8682H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 28, 1302 TOTAL HOURS, 570 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT CROCKETT BLUFF, AR | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: DIRT BANK | PHASE OF OPERATION IN FLIGHT: SWATH RUN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 570 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 200 | | | | | | |
| | | | | 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 SWATH RUN-HOW FLOWN - CROSSWIND | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|---|---|----------------------------------|---|
| 3-1376 | 5/27/75 TIME - 1030 | ELAINE, AR | CESSNA 188B N5624J DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 51, 21000 TOTAL HOURS, 4000 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ELAINE, AR | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES | | PHASE OF OPERATION IN FLIGHT: STARTING SWATH RUN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 4000 | | | KIND OF OPERATION - SPRAYING CROPS | | | |
| KIND OF CROP - RICE | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | | | |
| PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED | | | GLOVES - USED | | | |
| GOGGLES - NOT USED | | | CRASH HELMET - AVAILABLE-USED | | | |
| COCKPIT CRASHPAD - INSTALLED | | | CRASH BAR - INSTALLED | | | |
| TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | TERRAIN-TYPE - LEVEL, FLAT | | | |
| ELEVATION-AREA BEING TREATED- FEET - 200 | | | SWATH RUN-HOW FLOWN - UPWIND | | | |
| FIRE AFTER IMPACT | | | | | | |
| 3-1382 | 5/30/75 TIME - 1330 | INDIAN SWITCH, AR | AERO COMDR 600S2R N5526X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 32, 14000 TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - WARDS AIRSTRIP | INTENDED DESTINATION LOCAL | | | |
| | | DEPARTURE POINT INDIAN SWITCH, AR | LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: ROLL | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | |
| TERRAIN - ROUGH/UNEVEN | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- UNUSABLE FUEL ONLY FOUND IN TANKS. NO LOAD ABD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|--|------------------------|---|--|
| 3-1268 | 5/31/75 TIME - 1730 | KINGSTON, AR | LUSCOMBE 9E N2716K DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | NO CERTIFICATE, AGE 32, 1750 TOTAL HOURS, 76 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT KINGSTON, AR | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT OVERSHOOT STALL: MUSH | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: GO-AROUND | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| REMARKS- ATTEMPTED LDG IN PASTURE. SETTLED IN TREES. | | | | | | |
| 3-1269 | 6/1/75 TIME - 0630 | TAMU, AR | PIPER PA-25 N6848Z DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 27, 2100 TOTAL HOURS, 1400 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - AG STRIP | INTENDED DESTINATION LOCAL | | | |
| | | DEPARTURE POINT TAMU, AR | PHASE OF OPERATION LANDING: FINAL APPROACH | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT FIRE AFTER IMPACT REMARKS- WIRES NEXT TO STRIP. | | | | | | |
| KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------------|---|------------------------|---|---|
| 3-1473 | 6/8/75 TIME - 0900 | WALNUT RIDGE, AR | BELL 47D-1 N8282E DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 25, 2300 TOTAL HOURS, 35 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT WALNUT RIDGE, AR | | | INTENDED DESTINATION LOCAL | | PHASE OF OPERATION TAKEOFF: VERTICAL LANDING: LEVEL OFF/TOUCHDOWN | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING | | | | | | |
| PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM: OTHER MISCELLANEOUS ACTS, CONDITIONS - LOOSE, PART/FITTING PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 35 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - SIDES | | | | | | |
| REMARKS- INTAKE MANIFOLD TO CYL ATTCH BOLTS CAME LOOSE, CAUSED INTAKE LEAKS. | | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED | | | |
| 3-1383 | 6/11/75 TIME - 1545 | WEST MEMPHIS, AR | CESSNA 170 N3980V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 49, 1005 TOTAL HOURS, 17 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WEST MEMPHIS MUNI | | | INTENDED DESTINATION WEST MEMPHIS, AR | | PHASE OF OPERATION LANDING: ROLL LANDING: GO-AROUND | |
| DEPARTURE POINT WALNUT RIDGE, AR | | | | | | |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: DITCHES | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| FACTOR(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT WEATHER BRIEFING - SELF-HELP, PILOT CHECKED WEATHER DATA WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE 1000 | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | RELATIVE BEARING OF WIND LEFT CROSS WIND 248-292 DEGREES | | | |
| WIND DIRECTION-DEGREES 270 | | | WIND VELOCITY-KNOTS 30 | | | |
| TYPE OF WEATHER CONDITIONS VFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- WND GUSTS TO 30KTS. ACFT HIT DITCH BESIDE RWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|--|---|---|---|
| 3-1715 | 6/12/75 TIME - 0730 | SWIFTON, AR | GRUMMAN G-164 N7945 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL. INSTR., AGE 29, 5583 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT SWIFTON, AR | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: DIRT BANK | | PHASE OF OPERATION IN FLIGHT: STARTING SWATH RUN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED | | | KIND OF OPERATION - SPRAYING CROPS | | | |
| KIND OF CROP - RICE | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC | | | |
| PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED | | | GLOVES - NOT USED | | | |
| GOGGLES - NOT USED | | | CRASH HELMET - AVAILABLE-USED | | | |
| COCKPIT CRASHPAD - INSTALLED | | | CRASH BAR - INSTALLED | | | |
| TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | TERRAIN-TYPE - LEVEL, FLAT | | | |
| ELEVATION-AREA BEING TREATED- FEET - 287 | | | SWATH RUN-HOW FLOWN - WIND CALM | | | |
| REMARKS- HIT LEVEE. | | | | | | |
| 3-1375 | 6/13/75 TIME - 1940 | NR.NO. LITTLE ROCK, AR | CESSNA 150 N18512 DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 32, 4080 TOTAL HOURS, 239 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - NORTH LITTLE ROCK | | | | |
| | | DEPARTURE POINT NR. LITTLE ROCK, AR | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT STALL | | PHASE OF OPERATION IN FLIGHT: LOW PASS | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - EXERCISED POOR JUDGMENT | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. | | | | | | |
| REMARKS- ACFT IN SLOW FLT MAKING AIR DROPS, CABIN DOOR OPEN. HIT RESIDENCE PORCH. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|-----------------|----------------------|---------------------|------------------------------|--|
| 3-1267 | 6/14/75 | NR.VAN BUREN,AR | PIPER PA-22 | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 48, 375 |
| | TIME - 1730 | | N571SD | PX- 0 0 1 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 121 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | DAMAGE-SUBSTANTIAL | | | |
| | MEMPHIS,TN | | INTENDED DESTINATION | | | |
| | TYPE OF ACCIDENT | | FT SMITH,AR | | | |
| | ENGINE FAILURE OR MALFUNCTION | | | | PHASE OF OPERATION | |
| | COLLIDED WITH: FENCE,FENCEPOSTS | | | | IN FLIGHT: NORMAL CRUISE | |
| | | | | | LANDING: ROLL | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | |
| | PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - INATTENTIVE TO FUEL SUPPLY | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION | | | | | |
| | TERRAIN - HIGH OBSTRUCTIONS | | | | | |
| | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | |
| 3-1384 | 6/15/75 | ARKADELPHIA,AR | CESSNA 150J | CR- 0 0 1 | INSTRUCTIONAL | STUDENT, AGE 22, 40 TOTAL |
| | TIME - 0955 | | N61195 | PX- 0 0 0 | SOLO | HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | DAMAGE-SUBSTANTIAL | | | |
| | PINE BLUFF,AR | | INTENDED DESTINATION | | | |
| | TYPE OF ACCIDENT | | ARKADELPHIA,AR | | | |
| | ENGINE FAILURE OR MALFUNCTION | | | | PHASE OF OPERATION | |
| | COLLIDED WITH: WIRES/POLES | | | | IN FLIGHT: NORMAL CRUISE | |
| | | | | | LANDING: LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | |
| | PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION | | | | | |
| | TERRAIN - HIGH OBSTRUCTIONS | | | | | |
| | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | |
| | REMARKS- UNUSABLE FUEL ONLY FOUND IN TANKS. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------------|---|------------------------|---------------------------------------|--|
| 3-1379 | 6/20/75 TIME - 1705 | NR.FAYETTEVILLE,AR | CESSNA 182 N6463A DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL.INSTR., AGE 56, 10000 TOTAL HOURS, 5000 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - DRAKE FIELD DEPARTURE POINT INTENDED DESTINATION TULSA,OK FAYETTEVILLE,AR TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION TERRAIN - HIGH VEGETATION FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - CHECKLIST-FAILED TO USE MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- INADVERTENTLY KICKED FUEL SELECTOR TO OTHER TANK. | | | | | | |
| 3-1476 | 6/20/75 TIME - 1830 | AMAGON,AR | GRUMMAN G-164A N4345 DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, FL.INSTR., AGE 29, 2765 TOTAL HOURS, 215 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - STACY DEPARTURE POINT INTENDED DESTINATION AMAGON,AR LOCAL TYPE OF ACCIDENT STALL: MUSH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 2765 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 237 FIRE AFTER IMPACT REMARKS- ACFT STALL IN FIRST TURN AFTR TKOF. | | | | | | |
| KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--------------|----------------------|---------------------|---|--|
| 3-1716 | 7/3/75 | BRADFORD, AR | GRUMMAN G-164A | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 24, 1685 |
| | TIME - 0845 | | N9509 | PX- 0 0 0 | ASSOC CROP CTL ACTIVITY | TOTAL HOURS, 250 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | DAMAGE-SUBSTANTIAL | | | |
| | BRADFORD, AR | | INTENDED DESTINATION | | | |
| | TYPE OF ACCIDENT | | LOCAL | | | |
| | ENGINE FAILURE OR MALFUNCTION | | | | PHASE OF OPERATION | |
| | GEAR COLLAPSED | | | | TAKEOFF: INITIAL CLIMB | |
| | | | | | LANDING: LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSE(S) | | | | | |
| | POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | |
| | FACTOR(S) | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | |
| | TERRAIN - ROUGH/UNEVEN | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - LOAD NOT JETTISONED | | | | | |
| | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | |
| | SPECIAL DATA | | | | | |
| | TOTAL HOURS IN CROP CONTROL - 1065 | | | | KIND OF OPERATION - FERTILIZING (DUST) | |
| | KIND OF CROP - RICE | | | | TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC | |
| | PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED | | | | GLOVES - NOT USED | |
| | GOGGLES - NOT USED | | | | CRASH HELMET - AVAILABLE-USED | |
| | COCKPIT CRASHPAD - INSTALLED | | | | CRASH BAR - INSTALLED | |
| | TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|---------------------------------|---|------------------------|----------------------------------|---|
| 3-1717 | 7/7/75 TIME - 1410 | DUMAS, AR | GRUMMAN G-164A N523Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | AIRLINE TRANSPORT, AGE 42, 5361 TOTAL HOURS, 1266 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT DUMAS, AR | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT STALL: MUSH | PHASE OF OPERATION IN FLIGHT: PROCEDURE TURNAROUND | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION | | | | | | |
| WEATHER - DOWNDRAFT, UPDRAFTS | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| SKY CONDITION SCATTERED | | | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | TEMPERATURE-F 98 | | | |
| WIND DIRECTION-DEGREES 270 | | | WIND VELOCITY-KNOTS 20 | | | |
| TYPE OF WEATHER CONDITIONS VFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 2700 | | | KIND OF OPERATION - FERTILIZING (DUST) | | | |
| KIND OF CROP - RICE | | | TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC | | | |
| PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED | | | GLOVES - NOT USED | | | |
| GOGGLES - NOT USED | | | CRASH HELMET - AVAILABLE-USED | | | |
| COCKPIT CRASHPAD - INSTALLED | | | CRASH BAR - INSTALLED | | | |
| TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | TERRAIN-TYPE - LEVEL, FLAT | | | |
| ELEVATION-AREA BEING TREATED-FEET - 140 | | | SWATH RUN-HOW FLOWN - DOWNWIND | | | |
| PROCEDURE TURNAROUND - THIRD 1/3 OF TURN | | | | | | |
| REMARKS- ACFT STALLED TRYING TO AVOID TREES. DOWNDRAFTS IN AREA. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|------------------|--|------------------------|---------------------------------------|--|
| 3-1714 | 7/10/75 | BEEDEVILLE, AR | GRUMMAN G-164 N473Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 32, 1000 TOTAL HOURS, 250 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT BEEDEVILLE, AR | | | INTENDED DESTINATION LOCAL | | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL: SPIRAL | | | PHASE OF OPERATION IN FLIGHT: EN ROUTE TO TREAT CROP LANDING: FINAL APPROACH | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) POWERPLANT - POWERPLANT-INSTRUMENTS: FUEL QUANTITY GAUGE MISCELLANEOUS ACTS, CONDITIONS - STUCK COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 700 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- PLTS 4TH FLT TO FLD. FUEL GAGE READ 25 GALS. | | | | | | |
| KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT | | | | | | |
| 3-1713 | 7/11/75 | COTTON PLANT, AR | GRUMMAN G-164A N9632 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, FL INSTR., AGE 46, 6904 TOTAL HOURS, 207 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CLINTON BUTCHER | | | INTENDED DESTINATION LOCAL | | | |
| DEPARTURE POINT COTTON PLANT, AR | | | | | | |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN | | | PHASE OF OPERATION TAKEOFF: RUN TAKEOFF: RUN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS | | | | | | |
| FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SOFT SHOULDERS | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 223 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- PLT LOCKED R BRAKE BFOR TKOF, FAILED TO RELEASE IT. | | | | | | |
| KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------------|---|-------------------------|----------------------------|--|
| 3-1135 | 2/9/75 TIME - 0956 | SO LAKE TAHOE, CA | BRITISH AC 1-11 N711ST DAMAGE-SUBSTANTIAL | CR- 0 0 6 PX- 0 1 37 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, AGE 43, 6191 TOTAL HOURS, 1014 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - LAKE TAHOE DEPARTURE POINT INTENDED DESTINATION SO LAKE TAHOE, CA DENVER, CO TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF: RUN COLLIDED WITH: SNOWBANK TAKEOFF: RUN PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS COPILOT - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS PERSONNEL - AIRPORT SUPERVISORY PERSONNEL: IMPROPER/INADEQUATE SNOW REMOVAL AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SNOW ON RUNWAY WEATHER - LOW CEILING WEATHER - SNOW WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 100 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND BLOWING SNOW TAIL WIND 158-202 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 31 170 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 7 IFR TYPE OF FLIGHT PLAN IFR REMARKS- ATTEMPTD TKOF FRM PARTIALLY CLRD Rwy IN LOW VIS DUE HEAVY SNOW. HIT SNOW BERM & LOST CTL. | | | | | | |
| 3-0951 | 2/16/75 TIME - 1500 | LONG BEACH, CA | PIPER PA-28 N5998W DAMAGE-DESTROYED | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 35, 2637 TOTAL HOURS, 32 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION LONG BEACH, CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE COLLIDED WITH: WIRES/POLES LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: MASTER AND CONNECTING RODS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE TERRAIN - OTHER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- CONRODS FAILED. HIT POLE & LND ON RR TRACKS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|---|--|--|-------------------------------------|--|
| 3-1118 | 3/6/75 TIME - 0423 | CARPINTERIA, CA | DEHAVILLAND DH-104 N424SF DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO S-D | AIRLINE TRANSPORT, AGE 40, 6000 TOTAL HOURS, 400 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT PASO ROBLES, CA | INTENDED DESTINATION LOS ANGELES, CA | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | | PHASE OF OPERATION IN FLIGHT: OTHER | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - ELECTRICAL FAILURE | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - UNKNOWN/NOT REPORTED MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 3000 | | | |
| | | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN IFR | | | | |
| | | FIRE AFTER IMPACT | | | | |
| | | REMARKS- BOTH GEN & BATT FAILED. RCVR: 3/8/75. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---|----------------------|------------------|--------------------------------|-------------------|---------------------------|
| 3-1119 | 3/8/75 | NR.KELSO,CA | AERO COMDR 500S | CR- 1 0 0 | NONCOMMERCIAL | COMMERCIAL, AGE 53, 9000 |
| | TIME - 1325 | | N711LZ | PX- 1 0 0 | CORP/EXEC | TOTAL HOURS, 150 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | LAST ENROUTE STOP | | |
| | APPLE VALLEY,CA | OKLAHOMA CITY,OK | | AMARILLO, TX | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | |
| | COLLISION WITH GROUND/WATER: CONTROLLED | | | IN FLIGHT: NORMAL CRUISE | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| FACTOR(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - RAIN | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | | CEILING AT ACCIDENT SITE | | |
| OBSCURATION | | | | UNKNOWN/NOT REPORTED | | |
| VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | | |
| 1/4 MILE OR LESS | | | | SLEET | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TYPE OF WEATHER CONDITIONS | | |
| UNKNOWN/NOT REPORTED | | | | IFR | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| NONE | | | | | | |
| REMARKS- ADVSC VFR FLT NOT RECOMMENDED. RECOVERY DATE 3/12/75. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|--|---|------------------------|---|--|
| 3-0943 | 3/8/75 TIME - 1557 | SAN RAFAEL, CA | COLONIAL C-2 N282B DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 2 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 44, 11991 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| | | NAME OF AIRPORT - SMITH RANCH | | | | |
| | | DEPARTURE POINT SAN RAFAEL, CA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: TREES | | | PHASE OF OPERATION IN FLIGHT: OTHER | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - EXERCISED POOR JUDGMENT | | | | | | |
| PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| FACTOR(S) | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION CLEAR | | | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | TEMPERATURE-F 58 | | | |
| WIND DIRECTION-DEGREES 290 | | | WIND VELOCITY-KNOTS 14 | | | |
| TYPE OF WEATHER CONDITIONS VFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- LOW LVL FLT OVR WATER. HIT TREE DRG CLIMB OUT OF CANYON. ACFT HEAVY, GUSTING TO 30K. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------------|--|--------------------------------|---|--|
| 3-1719 | 3/13/75 TIME - 1022 | CLARKSBURG,CA | PIPER PA-28R N55787 DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 31, 126 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SACRAMENTO EXEC. | | | | | | |
| DEPARTURE POINT | | INTENDED DESTINATION | | | | |
| SHINGLE SPRINGS,CA | | SAN JOSE,CA | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| AIRFRAME FAILURE: IN FLIGHT | | | IN FLIGHT: UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| FACTOR(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - RAIN | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO | | | | | | |
| WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST | | | | | | |
| SKY CCNDITION | | | | CEILING AT ACCIDENT SITE | | |
| BROKEN/LOWER SCATTERED | | | | 1000 | | |
| VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | | |
| 3 MILES OR LESS | | | | RAIN | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | | |
| NONE | | | | 47. | | |
| WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | | |
| 210 | | | | 5 | | |
| TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | | |
| IFR | | | | IFR | | |
| REMARKS- CLRD TO TURN FOR ILS FINAL APCH. LOST CTL. L WG SEPARATED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|----------------------|--------------------|---------------------|--------------------------------|--|
| 3-0947 | 3/16/75 | NR-HALF MOON BAY, CA | CESSNA 182J | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 53, 780 |
| | TIME - 1030 | | N2991F | PX- 0 0 0 | PRACTICE | TOTAL HOURS, 161 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | DAMAGE-SUBSTANTIAL | | | |
| | HALF MOON BAY, CA | INTENDED DESTINATION | | | | |
| | TYPE OF ACCIDENT | LOCAL | | | PHASE OF OPERATION | |
| | ENGINE FAILURE OR MALFUNCTION | | | | IN FLIGHT: DESCENDING | |
| | COLLIDED WITH: TREES | | | | LANDING: GO-AROUND | |
| | 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 | | | | | |
| | FACTOR(S) | | | | | |
| | TERRAIN - HIGH OBSTRUCTIONS | | | | | |
| | WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING | | | | | |
| | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | |
| | WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | |
| | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | OVERCAST | | | | 2000 | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 5 OR OVER | | | | NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | WIND DIRECTION-DEGREES | |
| | NONE | | | | 300 | |
| | WIND VELOCITY-KNOTS | | | | TYPE OF WEATHER CONDITIONS | |
| | 15 | | | | VFR | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | NONE | | | | | |
| | REMARKS- PROLONGED DESCENT. PWR RET JUST BFOR LDG. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---|--|---|---|--|
| 3-1296 | 3/18/75 | NR. HEALDSBURG, CA | PIPER PA-23 N246Z DAMAGE-DESTROYED | CR- 1 0 0 PX- 4 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 38, 5564 TOTAL HOURS, 236 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT SAN DIEGO, CA | INTENDED DESTINATION UKIAH, CA | LAST ENROUTE STOP BAKERSFIELD, CA | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES | | PHASE OF OPERATION 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) TERRAIN - HIGH OBSTRUCTIONS WEATHER - LOW CEILING WEATHER - RAIN WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| | | SKY CGNDITION OBSCURATION VISIBILITY AT ACCIDENT SITE ZERO OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF FLIGHT PLAN NONE | CEILING AT ACCIDENT SITE 0 PRECIPITATION AT ACCIDENT SITE RAIN TYPE OF WEATHER CONDITIONS IFR | | | |
| REMARKS- HIT PWR CABLE IN KNOWN MARGINAL WEA. RECOVERY DATE 3/19/75. | | | | | | |
| 3-1117 | 3/28/75 | LONG BEACH, CA | HUGHES 369HS N9184F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | MISCELLANEOUS TEST | COMMERCIAL, AGE 32, 7691 TOTAL HOURS, 51 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - LONG BEACH DEPARTURE POINT LONG BEACH, CA | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING: POWER-OFF AUTOROTATIVE LANDING | | |
| | | TYPE OF ACCIDENT HARD LANDING | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS | | | | | | |
| REMARKS- PRACTICE AUTOROTATION. FLARED NOSE HI, M/R HIT GRND. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|----------------|---|------------------------|---|---|
| 3-1292 | 4/6/75 TIME - 1354 | NR. ALPINE, CA | BEECH M35 N9803R DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 64, 3000 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT LAS VEGAS, NV | | | INTENDED DESTINATION SAN DIEGO, CA | | | |
| TYPE OF ACCIDENT AIRFRAME FAILURE: IN FLIGHT | | | PHASE OF OPERATION IN FLIGHT: OTHER | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING WEATHER - LOW CEILING WEATHER - FOG WEATHER - SNOW WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE 0 | | | |
| VISIBILITY AT ACCIDENT SITE ZERO | | | PRECIPITATION AT ACCIDENT SITE RAIN, SNOW | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW | | | TYPE OF WEATHER CONDITIONS IFR | | | |
| TYPE OF FLIGHT PLAN IFR | | | | | | |
| REMARKS- PLT DIDNT REQ OR REC ENROUT & DEST WEA. L WG & STAB SEPARATED IN FLT | | | | | | |
| 3-1604 | 4/6/75 TIME - 1618 | HAWTHORNE, CA | BEECH 835 N8820A DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 33, 373 TOTAL HOURS, 160 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HAWTHORNE MUNI | | | | | | |
| DEPARTURE POINT HAWTHORNE, CA | | | INTENDED DESTINATION HAWTHORNE, CA | | | |
| TYPE OF ACCIDENT STALL: SPIN | | | PHASE OF OPERATION LANDING: FINAL APPROACH | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | |
| REMARKS- PLT OVERSHOT TURN TO FINAL APCH. PLTS 3RD FLT IN LAST 5 MOS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---|--------------------------------|---------------------------|--------------------------|--------------------------|
| 3-1728 | 4/9/75 | NR. ARVIN, CA | CESSNA 182 | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 27, 115 |
| | TIME - 1305 | | N376LA | PX- 3 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, UNK/NR IN |
| | | | DAMAGE-DESTROYED | | | TYPE, NOT INSTRUMENT |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | RATED. |
| | | MADERA, CA | LANCASTER, CA | | | |
| | | 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 | | | | |
| | | TERRAIN - HIGH OBSTRUCTIONS | | | | |
| | | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | |
| | | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | |
| | | MISSING AIRCRAFT - LATER RECOVERED | | | | |
| | | SKY CONDITION | CEILING AT ACCIDENT SITE | | | |
| | | OBSCURATION | UNKNOWN/NOT REPORTED | | | |
| | | VISIBILITY AT ACCIDENT SITE | PRECIPITATION AT ACCIDENT SITE | | | |
| | | ZERO | NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | TYPE OF WEATHER CONDITIONS | | | |
| | | UNKNOWN/NOT REPORTED | IFR | | | |
| | | TYPE OF FLIGHT PLAN | | | | |
| | | NONE | | | | |
| | | FIRE AFTER IMPACT | | | | |
| | | REMARKS- RECOVERY DATE 6/15/75. | | | | |
| 3-0945 | 4/10/75 | NR. NEWELL, CA | HUGHES 269B | CR- 0 0 1 | NONCOMMERCIAL | COMMERCIAL, AGE 26, 1193 |
| | TIME - 0700 | | N9369F | PX- 0 0 1 | CORP/EXEC | TOTAL HOURS, 37 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | NEWELL, CA | LOCAL | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | COLLISION WITH GROUND/WATER: UNCONTROLLED | | LANDING: POWER-ON LANDING | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | |
| | | REMARKS- HELI ROTATING AT TOUCHDOWN. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------------|--|------------------------|-----------------------|---|
| 3-0952 | 4/12/75 TIME - 1112 | FULLERTON, CA | CESSNA 150 N6395G DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 21, 2200 TOTAL HOURS, 275 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - FULLERTON DEPARTURE POINT INTENDED DESTINATION FULLERTON, CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: CLIMB TO CRUISE COLLIDED WITH: TREES LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LND SHORT OF PLANNED AREA. | | | | | | |
| 3-0948 | 4/13/75 TIME - 1500 | NR. SALINAS, CA | CESSNA 150M N66335 DAMAGE-DESTROYED | CR- 0 2 0 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 28, 2845 TOTAL HOURS, 200 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION SALINAS, CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: OTHER COLLIDED WITH: TREES IN FLIGHT: LOW PASS PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE REMARKS- INSTRUCTOR TRAINEE. POWER INTERRUPTION FOR UNDETERMINED REASON. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---|---|------------------------|---------------------------------------|--|
| 3-1124 | 4/17/75 | NR. KING CITY, CA | HILLER ACFT UH-12E N9770C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 30, 3000 TOTAL HOURS, 1000 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT QUAIL CREEK, CA | INTENDED DESTINATION KING CITY, CA | | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE: IN FLIGHT | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) ROTORCRAFT - MISCELLANEOUS UNITS AND ASSEMBLIES: TAIL BOOMS/PYLONS/CONES MISCELLANEOUS ACTS, CONDITIONS - IMPROPER CLEARANCE-TOLERANCE MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - VIBRATION, EXCESSIVE | | | | | | |
| REMARKS- WOBBLE PLATE PYLON ASSEMBLY FAILED. | | | | | | |
| 3-1123 | 4/19/75 | WILLIAMS, CA | BOEING A75 N1351N DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 26, 950 TOTAL HOURS, 250 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - CALDWELL AIRPORT | INTENDED DESTINATION LOCAL | | | |
| | | DEPARTURE POINT WILLIAMS, CA | PHASE OF OPERATION LANDING: TRAFFIC PATTERN-CIRCLING | | | |
| | | TYPE OF ACCIDENT STALL | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 600 KIND OF CROP - RICE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT | | | | | | |
| | | | KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 85 | | | |
| REMARKS- LOST CTL IN LOW 360 DEG TURN FOR SPACING TO LND. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--|--|--|------------------------------|--|
| 3-0919 | 4/19/75 | RIVERSIDE, CA | PITTS S-2A N13AS DAMAGE-DESTROYED | CR- 2 0 0 PX- 0 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 23, 1137 TOTAL HOURS, 506 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT RIVERSIDE, CA | INTENDED DESTINATION UNKNOWN/NOT REPORTED | PHASE OF OPERATION IN FLIGHT: ACROBATICS | | |
| | | TYPE OF ACCIDENT STALL: SPIN | | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- DUAL FLT CONTROLS. | | | | | | |
| 3-1735 | 4/22/75 | NR. GOLETA, CA | CESSNA 310Q N7634Q DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 42, 1200 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT FRESNO, CA | INTENDED DESTINATION DANTA BARBARA, CA | LAST ENROUTE STOP DELANO, CA | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | PHASE OF OPERATION IN FLIGHT: DESCENDING | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| FACTOR(S) | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OBSCURATION | CEILING AT ACCIDENT SITE 3500 | | | |
| | | VISIBILITY AT ACCIDENT SITE ZERO | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- ESCND INTO OBSCURED MTN SLOPE. | | | | | | |
| 3-1297 | 4/25/75 | NR. AVERY, CA | ALOUETTE III N3056 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 24, 3700 TOTAL HOURS, 600 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - PG&E HELIPAD DEPARTURE POINT AVERY, CA | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN | | |
| | | TYPE OF ACCIDENT ROLL OVER | | | | |
| PROBABLE CAUSE(S) | | | | | | |
| AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER | | | | | | |
| REMARKS- GR BROKE THRU PLANK OF WOODEN PLATFORM. KNOT IN PLANK. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|--|------------------------|---|--|
| 3-1482 | 4/26/75 TIME - 1320 | VACAVILLE, CA | BELLANCA 7KCAB N88351 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 39, 322 TOTAL HOURS, 13 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - VACA-DIXON DEPARTURE POINT INTENDED DESTINATION VACAVILLE, CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING: LEVEL OFF/TOUCHDOWN STALL LANDING: GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - INCORRECT TRIM SETTING REMARKS- TRIM SET NOSE UP DRG GO ARND. LOST CTL. | | | | | | |
| 3-0949 | 4/27/75 TIME - 1210 | FORT ORD, CA | CESSNA 305A N5483 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 29, 105 TOTAL HOURS, 11 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FRITZSCHE AAF DEPARTURE POINT INTENDED DESTINATION FORT ORD, CA 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 - PREMATURE LIFT-OFF FIRE AFTER IMPACT REMARKS- SMALL ENGINE FIRE EXTINGUISHED BY PLT. | | | | | | |
| 3-0939 | 4/28/75 TIME - 0523 | TRACY, CA | PIPER PA-28 N9198S DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 45, 264 TOTAL HOURS, 129 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - TRACY DEPARTURE POINT INTENDED DESTINATION TRACY, CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING: FINAL APPROACH COLLIDED WITH: WIRES/POLES LANDING: FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH REMARKS- HIT PWR LINES 35FT AGL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------|--|------------------------|----------------------------------|---|
| 3-0940 | 4/29/75 TIME - 1617 | LINCOLN,CA | BREEZY 1973 N7GS DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | COMMERCIAL, AGE 36, 741 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LINCOLN MUNI ARPT DEPARTURE POINT INTENDED DESTINATION LINCOLN,CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING: FINAL APPROACH COLLISION WITH GROUND/WATER: CONTROLLED LANDING: FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - POORLY PLANNED APPROACH REMARKS- SPOT LDG PRACT.R WG HIT GND. | | | | | | |
| 3-0954 | 4/30/75 TIME - 1530 | SEELEY,CA | HILLER ACFT UH-12E N75204 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 43, 10000 TOTAL HOURS, 9500 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION SEELEY,CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: STARTING SWATH RUN COLLIDED WITH: TREES LANDING: POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: MASTER AND CONNECTING RODS MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE 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 - 9500 KIND OF CROP - FRUIT ORCHARDS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED REMARKS- NR 2 CONROD FAILED. T/R HIT TREES. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|-------------------------------------|--|------------------------|--|---|
| 3-1293 | 5/1/75 TIME - 0515 | NR.MORENGO,CA | BEECH 35-C33 N5646S DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 1 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 554 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT PALM SPRINGS,CA | INTENDED DESTINATION EL MONTE,CA | | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS,CONDITIONS - FLEW INTO BLIND CANYON FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- ACFT FLOWN INTO BOX CANYON. PLT BLOOD ALCOHOL LVL 0.269 PCT. | | | | | |
| 3-0944 | 5/3/75 TIME - 1230 | PERRIS,CA | CESSNA 206 N5116U DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS PARAJUMP (SPORT) | COMMERCIAL, AGE 42, 425 TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - PERRIS VALLEY DEPARTURE POINT PERRIS,CA | INTENDED DESTINATION LOCAL | | | PHASE OF OPERATION LANDING: ROLL LANDING: ROLL | |
| | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PERSONNEL - MAINTENANCE,SERVICING,INSPECTION: IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) AIRFRAME - LANDING GEAR: WHEELS,TIRES,AXLES MISCELLANEOUS ACTS,CONDITIONS - WRONG PART MISCELLANEOUS ACTS,CONDITIONS - PINCHED FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- L TUBE TOO LARGE FOR TIRE.INSTALLED PREV DAY.VEERED OFF RWY,HIT DIRT CLUMPS. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|----------------------------|---|------------------------------|---|--|
| 3-0950 | 5/4/75 TIME - 1615 | SAN JOSE,CA | CESSNA 182B N2461G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 45, 415 TOTAL HOURS, 21 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SAN JOSE | INTENDED DESTINATION | LAST ENROUTE STOP | | |
| | | DEPARTURE POINT | SAN JOSE,CA | HOLLISTER,CA | | |
| | | SALINAS,CA | | PHASE OF OPERATION | | |
| | | TYPE OF ACCIDENT | | LANDING: LEVEL OFF/TOUCHDOWN | | |
| | | HARD LANDING | | LANDING: LEVEL OFF/TOUCHDOWN | | |
| | | GEAR COLLAPSED | | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| WEATHER - DOWNDRAFT,UPDRAFTS | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| WEATHER BRIEFING - UNKNOWN/NOT REPORTED | | | | | | |
| WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| SKY CONDITION | | | | | | |
| CLEAR | | | | | | |
| VISIBILITY AT ACCIDENT SITE | | | | | | |
| 5 OR OVER | | | | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | | | |
| NONE | | | | | | |
| WIND DIRECTION-DEGREES | | | | | | |
| 300 | | | | | | |
| TYPE OF WEATHER CONDITIONS | | | | | | |
| VFR | | | | | | |
| REMARKS- SUDDEN DOWNDRAFT.GUSTING TO 25K. | | | | | | |
| CEILING AT ACCIDENT SITE | | | | | | |
| UNLIMITED | | | | | | |
| PRECIPITATION AT ACCIDENT SITE | | | | | | |
| NONE | | | | | | |
| RELATIVE BEARING OF WIND | | | | | | |
| HEAD WIND 338-022 DEGREES | | | | | | |
| WIND VELOCITY-KNOTS | | | | | | |
| 12 | | | | | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|--------------|--|------------------------|---------------------------------------|--|
| 3-1283 | 5/4/75 TIME - 1630 | RICHVALE, CA | NAVAL FCTY N3N-3 N44849 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, FL.INSTR., AGE 41, 3000 TOTAL HOURS, 100 IN TYPE, NOT INSTRU- MENT RATED. |
| NAME OF AIRPORT - RICHVALE DEPARTURE POINT RICHVALE, CA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: DITCHES NAME OF AIRPORT - RICHVALE DEPARTURE POINT RICHVALE, CA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: DITCHES PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL WEATHER - UNFAVORABLE WIND CONDITIONS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 75 WIND VELOCITY-KNOTS 20 TYPE OF FLIGHT PLAN NONE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 3000 KIND OF CROP - RICE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 200 REMARKS- X-WIND GUST TO 20K. LOST CTL ON 45TH LDG SAME DATE. | | | | | | |
| INTENDED DESTINATION LOCAL PHASE OF OPERATION LANDING: ROLL LANDING: ROLL CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES 260 TYPE OF WEATHER CONDITIONS VFR KIND OF OPERATION - SEEDING CROPS TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|---|---|--|---------------------------------------|---|
| 3-1116 | 5/4/75 TIME - 1625 | NR.CHESTER,CA | BEECH P35 N53KW DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 23, 1000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT VAN NUYS,CA | INTENDED DESTINATION SUSANVILLE,CA | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES | PHASE OF OPERATION IN FLIGHT: OTHER LANDING: FINAL APPROACH | | | |
| PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NO ENG MALFUNCTION FOUND. | | | | | | |
| 3-1280 | 5/6/25 TIME - 0520 | GRIMES,CA | GRUMMAN G-164 N10260 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 49, 15049 TOTAL HOURS, 2000 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - THAYER AIRSTIP DEPARTURE POINT GRIMES,CA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL SELECTOR POSITIONED BETWEEN TANKS MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION TERRAIN - WET,SOFT GROUND PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9999 KIND OF CROP - RICE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | | | | |
| | | | | KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|-------------|---|------------------------|---------------------------------------|---|
| 3-1131 | 5/8/75 TIME - 0745 | NR.DAVIS,CA | GRUMMAN G-164A N8376 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 45, 19156 TOTAL HOURS, 270 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT DAVIS,CA | | | | | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | | | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS TERRAIN - WET,SOFT GROUND PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SKY CONDITION CLEAR | | | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE | | | TEMPERATURE-F 57 | | | |
| WIND DIRECTION-DEGREES 180 | | | WIND VELOCITY-KNOTS 3 | | | |
| TYPE OF WEATHER CONDITIONS VFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| SPECIAL DATA TCTAL HOURS IN CROP CONTROL - 9999 KIND OF CROP - RICE PILOT'S SEAT BELT - FASTENED-PROPERLY CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT | | | KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTXIC GOGGLES - USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 30 | | | |
| REMARKS- FLOODED RICE FLD. NO ENG MALFUNCTION FOUND. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|-----------------|---|------------------------|----------------------------------|--|
| 3-1132 | 5/9/75 TIME - 1030 | BIGGS, CA | GRUMMAN G-164 N10219 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 58, 11035 TOTAL HOURS, 2100 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - DE MEYER DEPARTURE POINT INTENDED DESTINATION BIGGS, CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: SWATH RUN COLLIDED WITH: DITCHES LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 200 KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM | | | | | | |
| 3-0938 | 5/9/75 TIME - 0815 | PORTERVILLE, CA | PIPER PA-24 N6370P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PRACTICE | COMMERCIAL, FL. INSTR., AGE 67, 5348 TOTAL HOURS, 1504 IN TYPE, NOT INSTRU- MENT RATED. |
| NAME OF AIRPORT - PORTERVILLE DEPARTURE POINT INTENDED DESTINATION PORTERVILLE, CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR: NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - JAMMED MISCELLANEOUS ACTS, CONDITIONS - CORRODED/CORROSION MISCELLANEOUS ACTS, CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- L GR DOOR HINGE FAILED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|--|------------------------|---------------------------------------|--|
| 3-1128 | 5/10/75 TIME - 0815 | HOOD, CA | PIPER PA-18A N9799D DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 50, 7000 TOTAL HOURS, 4000 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - JOHNSON STRIP DEPARTURE POINT - HOOD, CA TYPE OF ACCIDENT - STALL: SPIN PROBABLE CAUSE(S) - PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED SPECIAL DATA - TOTAL HOURS IN CROP CONTROL - 4000 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - AFT OF PILOT ELEVATION-AREA BEING TREATED- FEET - 10 PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-NOT USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND | | | | | | |
| 3-1483 | 5/10/75 TIME - 0730 | NR. ROBBINS, CA | GRUMMAN G-164A N8583H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 27, 2793 TOTAL HOURS, 185 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BOLEN STRIP DEPARTURE POINT - ROBBINS, CA TYPE OF ACCIDENT - NOSE OVER/DOWN PROBABLE CAUSE(S) - PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS SPECIAL DATA - TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 25 REMARKS- BRAKED WITH TAIL IN AIR. KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|---------------|----------------------|---------------------|---------------------------------|--|
| 3-1724 | 5/10/75 | GILROY, CA | CESSNA 150 | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 28, 101 |
| | TIME - 0636 | | N60516 | PX- 0 1 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 72 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | DAMAGE-DESTROYED | | | |
| | HAYWARD, CA | | INTENDED DESTINATION | | | |
| | TYPE OF ACCIDENT | | PORTERVILLE, CA | | | |
| | COLLISION WITH GROUND/WATER: UNCONTROLLED | | | | PHASE OF OPERATION | |
| | | | | | IN FLIGHT: UNCONTROLLED DESCENT | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | |
| | FACTOR(S) | | | | | |
| | PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - FOG | | | | | |
| | TERRAIN - HIGH OBSTRUCTIONS | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | OBSCURATION | | | | 0 | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | ZERO | | | | NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TYPE OF WEATHER CONDITIONS | |
| | FOG | | | | IFR | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | VFR | | | | | |
| | REMARKS- FLEW INTO WEA & LOST CTL. | | | | | |
| 3-1136 | 5/11/75 | HAWTHORNE, CA | CESSNA 150 | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 25, 127 |
| | TIME - 1420 | | N8282F | PX- 0 0 1 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 104 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - HAWTHORNE | | DAMAGE-DESTROYED | | | |
| | DEPARTURE POINT | | | | | |
| | HAWTHORNE, CA | | INTENDED DESTINATION | | | |
| | TYPE OF ACCIDENT | | LOCAL | | | |
| | STALL | | | | PHASE OF OPERATION | |
| | | | | | TAKEOFF: INITIAL CLIMB | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | |
| | FIRE AFTER IMPACT | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|--|------------------------|----------------------------------|--|
| 3-1133 | 5/11/75 TIME - 0730 | WOODLAND, CA | WEATHERLY 2018 N1263W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 29, 2200 TOTAL HOURS, 250 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MEDLOCK FIELD | | | INTENDED DESTINATION | | | |
| DEPARTURE POINT DUNNIGAN, CA | | | WOODLAND, CA | | | |
| TYPE OF ACCIDENT COLLIDED WITH: DIRT BANK | | | PHASE OF OPERATION IN FLIGHT: SWATH RUN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 800 | | | KIND OF OPERATION - SPRAYING CROPS | | | |
| KIND OF CROP - PASTURE | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | | | |
| PILOT'S SEAT BELT - FASTENED-PROPERLY | | | GOGGLES - NOT USED | | | |
| CRASH HELMET - AVAILABLE-USED | | | COCKPIT CRASHPAD - INSTALLED | | | |
| CRASH BAR - INSTALLED | | | TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | |
| TERRAIN-TYPE - LEVEL, FLAT | | | ELEVATION-AREA BEING TREATED- FEET - 100 | | | |
| SWATH RUN-HOW FLOWN - UPWIND | | | | | | |
| REMARKS- FLT UNDER WIRES. WHEEL STRUCK DITCH BANK, BROKE SCISSORS. FURTHER DMG ON LDG. | | | | | | |
| 3-1127 | 5/12/75 TIME - 2130 | SONOMA, CA | AERONCA 7EC N9062B DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 29, 114 TOTAL HOURS, 31 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SONOMA VALLEY | | | INTENDED DESTINATION | | | |
| DEPARTURE POINT SONOMA, CA | | | LOCAL | | | |
| TYPE OF ACCIDENT COLLIDED WITH: FENCE, FENCEPOSTS | | | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN MISCELLANEOUS ACTS, CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA | | | | | | |
| FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER | | | | | | |
| REMARKS- RWY LTD BY REFLECTORS. PLT MISTOOK FENCE TO R OF RWY FOR ROW OF REFLECTORS. | | | | | | |
| 3-1281 | 5/13/75 TIME - 1900 | NR. YUBA CITY, CA | CESSNA 150 N6654B DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 28, 180 TOTAL HOURS, 86 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT YUBA CITY, CA | | | INTENDED DESTINATION LOCAL | | | |
| TYPE OF ACCIDENT STALL: MUSH | | | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - PREMATURE LIFT-OFF | | | | | | |
| REMARKS- DIRT ROADWAY TKOF AFTER PREV PRECAUTIONARY LDG. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--|---|------------------------|---|--|
| 3-0946 | 5/13/75 | NR. SACRAMENTO, CA TIME - 1730 | BELL 47D-1 N342L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PRACTICE | COMMERCIAL, AGE 37, 4075 TOTAL HOURS, 55 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT SACRAMENTO, CA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT HARD LANDING | PHASE OF OPERATION LANDING: POWER-OFF AUTOROTATIVE LANDING | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. REMARKS- M/R BLADES HIT TAIL BOOM. PRACTICE AUTOROTATION. | | | | | | |
| 3-0953 | 5/14/75 | NR. VICTORVILLE, CA TIME - UNK/NR | CESSNA 210K N9462M DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | MISCELLANEOUS UNKNOWN/NOT REPORTED | CERTIFICATE UNKNOWN, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED. |
| | | DEPARTURE POINT UNKNOWN/NOT REPORTED | INTENDED DESTINATION UNKNOWN/NOT REPORTED | | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: DIRT BANK | PHASE OF OPERATION LANDING: ROLL LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - OTHER MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT REMARKS- ABANDONED ACFT. LND ON NARROW DESERT RD. ACFT WAS STOLEN. INJURY INDEX PRESUMED. | | | | | | |
| 3-1120 | 5/15/75 | SHAFTER, CA TIME - 2125 | PIPER PA-28 N5264L DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 41, 80 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - KERN COUNTY ARPT DEPARTURE POINT BAKERSFIELD, CA | INTENDED DESTINATION SHAFTER, CA | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | PHASE OF OPERATION LANDING: TRAFFIC PATTERN-CIRCLING | | | |
| PROBABLE CAUSE(S) SYSTEMS - FLIGHT CONTROL SYSTEMS: AILERON AND AILERON TAB CONTROL SYSTEM MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- CHAIN DRIVE CAME OFF BOTH CTL WHEEL SPROCKET DUE BENT T BAR. REASON UNDET. HAD NO AILERON CTL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|------------|--|------------------------|---------------------------------------|--|
| 3-1130 | 5/15/75 | MERCED, CA | CESSNA A188A N9957G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 30, 1200 TOTAL HOURS, 800 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MERCED DEPARTURE POINT MERCED, CA TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE: PROPELLER ENGINE TEARAWAY PROBABLE CAUSE(S) POWERPLANT - PROPELLER AND ACCESSORIES: HUBS MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION MISCELLANEOUS ACTS, CONDITIONS - VIBRATION, EXCESSIVE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1200 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- HUB FAILED & 1 BLADE SEPARATED. ENG ALSO SEPARATED, DMGD WG & HORIZ STAB. PROP OVERHAULED NOV 73. KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT | | | | | | |
| 3-1125 | 5/16/75 | WASCO, CA | BOEING A75 N5005V DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 32, 1600 TOTAL HOURS, 250 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT WASCO, CA TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING TERRAIN - HIGH OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1600 KIND OF CROP - POTATOES PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 260 PROCEDURE TURNAROUND - THIRD 1/3 OF TURN REMARKS- FLEW UNDER PWR LINES & HIT TV CABLE. KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|--|------------------------|---|--|
| 3-1282 | 5/17/75 TIME - 0830 | WHEATLAND, CA | GRUMMAN G-164 N722Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL MAPPING/PHOTO | COMMERCIAL, AGE 40, 15800 TOTAL HOURS, 800 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - WALTZ DEPARTURE POINT INTENDED DESTINATION WHEATLAND, CA LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NCSE OVER/DOWN PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: CYLINDER ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - WET, SOFT GROUND PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NR 3 CYL FAILED. LND IN FLOODED RICE FLD. | | | | | | |
| 3-0942 | 5/17/75 TIME - 1500 | IMPERIAL, CA | PIPER PA-18 N4711A DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 23, 114 TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - IMPERIAL DEPARTURE POINT INTENDED DESTINATION IMPERIAL, CA LOCAL TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-1121 | 5/21/75 TIME - 1010 | OAKLAND, CA | BELL 47G-5 N7832S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | COMMERCIAL, AGE 27, 569 TOTAL HOURS, 23 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - OAKLAND METRO DEPARTURE POINT INTENDED DESTINATION OAKLAND, CA LOCAL TYPE OF ACCIDENT ROLL OVER PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE REMARKS- HYD CTL SWITCH NOT TURNED ON. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|---|------------------------|---------------------------|--|
| 3-1126 | 5/22/75 TIME - 1210 | PORTERVILLE, CA | CESSNA 210A N9462X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 51, 952 TOTAL HOURS, 180 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PORTERVILLE DEPARTURE POINT INTENDED DESTINATION FRESNO, CA PORTERVILLE, CA TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE REMARKS- PLT DISTRACTED BY HEAVY EQUIP NR RWY. | | | | | | |
| 3-0941 | 5/22/75 TIME - 0915 | KINGSBURG, CA | CESSNA 150A N7230X DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 54, 68 TOTAL HOURS, 23 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION REEDLEY, CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: WIRES/POLES IN FLIGHT: BUZZING PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE TERRAIN - HIGH OBSTRUCTIONS REMARKS- HIT TELEPHONE POLE 14FT AGL. ALSO HIT WALL & HOUSE. | | | | | | |
| 3-1134 | 5/23/75 TIME - 0928 | PACOIMA, CA | AERONCA 7AC N83167 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 38, 27 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WHITEMAN AIRPARK DEPARTURE POINT INTENDED DESTINATION PACOIMA, CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING: LEVEL OFF/TOUCHDOWN GROUND-WATER LOOP-SWERVE LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL REMARKS- SECOND SOLO FLT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------------|---|--|----------------------------------|--|
| 3-1272 | 5/23/75 TIME - 1225 | NR. WINTERS, CA | GRUMMAN TBM-3 N9586Z DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL. INSTR., AGE 51, 13000 TOTAL HOURS, 250 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - YOLO COUNTY DEPARTURE POINT INTENDED DESTINATION WINTERS, CA LQCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WHEELS-UP PHASE OF OPERATION IN FLIGHT: SWATH RUN LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - ENGINE CONTROLS-COCKPIT: THROTTLE-POWER LEVER ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - TOMATOES PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - AFT OF PILOT ELEVATION-AREA BEING TREATED- FEET - 100 REMARKS- BOLT MISSING FROM CARB THROTTLE CTL ARM. | | | | | | |
| | | | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|-----------------------|--|------------------------|--|---|
| 3-1271 | 5/23/75 | MANTON, CA | PIPER PA-25 N4663Y | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 20, 505 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT MANTON, CA | | | DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | | PHASE OF OPERATION IN FLIGHT: PULLUP FROM SWATH RUN IN FLIGHT: PULLUP FROM SWATH RUN | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES | | | | | | |
| PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: CRANKSHAFT MISCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED MISCELLANEOUS ACTS, CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 200 KIND OF CROP - GRAPES PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 3000 PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN FIRE AFTER IMPACT REMARKS- CLOGGED CRANKSHAFT OIL PASSAGEWAY NR 6 JOURNAL. | | | | | | |
| 3-1294 | 5/23/75 | NR. BIG BEAR CITY, CA | CESSNA 310B N5481A | CR- 1 0 0 PX- 3 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 39, 1497 TOTAL HOURS, 140 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT BERMUDA DUNES, CA | | | DAMAGE-DESTROYED INTENDED DESTINATION STOCKTON, CA | | PHASE OF OPERATION IN FLIGHT: OTHER | |
| TYPE OF ACCIDENT COLLIDED WITH: TREES | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - FLEW INTO BLIND CANYON REMARKS- HIT TREE ON CANYON SLOPE. OVR MAX GROSS WT ABT 213 LBS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------------------------|--|------------------------|---|--|
| 3-1397 | 5/23/75 TIME - 1555 | GARBERVILLE, CA | DEHAVILLAND DH-104 N153PC DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 5 | MISCELLANEOUS DEMONSTRATION | COMMERCIAL, AGE 28, 3611 TOTAL HOURS, 419 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - GARBERVILLE | | | | |
| | | DEPARTURE POINT | | | | |
| | | SAN JOSE, CA | | | | |
| | | TYPE OF ACCIDENT | | | | |
| | | WHEELS-UP | | | | |
| | | INTENDED DESTINATION | | | | |
| | | GARBERVILLE, CA | | | | |
| | | PHASE OF OPERATION | | | | |
| | | LANDING: LEVEL OFF/TOUCHDOWN | | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| AIRFRAME - LANDING GEAR: NORMAL RETRACTION/EXTENSION ASSEMBLY | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - JAMMED | | | | | | |
| FACTOR(S) | | | | | | |
| AIRFRAME - LANDING GEAR: LANDING GEAR WARNING AND INDICATING COMPONENTS | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED | | | | | | |
| REMARKS- L GR DIDNT EXTEND, LINKAGE BROKEN. WIRE FOUND SEPARATED FROM GR SAFE LT MICRO SWITCH. | | | | | | |
| 3-1400 | 5/24/75 TIME - 1900 | VACAVILLE, CA | PIPER PA-28 N32057 DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 26, 75 TOTAL HOURS, 8 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - NUT TREE | | | | |
| | | DEPARTURE POINT | | | | |
| | | SACRAMENTO, CA | | | | |
| | | TYPE OF ACCIDENT | | | | |
| | | OVERSHOOT | | | | |
| | | COLLIDED WITH: DITCHES | | | | |
| | | INTENDED DESTINATION | | | | |
| | | VACAVILLE, CA | | | | |
| | | PHASE OF OPERATION | | | | |
| | | LANDING: LEVEL OFF/TOUCHDOWN | | | | |
| | | LANDING: GO-AROUND | | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | |
| PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- LND 2/3 DWN RWY. | | | | | | |
| 3-1137 | 5/25/75 TIME - 1630 | NR. YUCCA VALLEY, CA | CESSNA 150 N19573 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 43, 59 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT | | | | |
| | | PARKER, CA | | | | |
| | | TYPE OF ACCIDENT | | | | |
| | | GEAR COLLAPSED | | | | |
| | | INTENDED DESTINATION | | | | |
| | | PALM SPRINGS, CA | | | | |
| | | PHASE OF OPERATION | | | | |
| | | LANDING: ROLL | | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | |
| FACTOR(S) | | | | | | |
| PILOT IN COMMAND - BECAME LOST/DISORIENTED | | | | | | |
| TERRAIN - ROUGH/UNEVEN | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT | | | | | | |
| REMARKS- UNSURE OF POS. LND ON ABANDONED STRIP, GR HIT CHUCK HOLE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|--------------------|--|-------------------------------------|---|---|
| 3-1122 | 5/26/75 | NR. SANTA ROSA, CA | MUSTANG II N30JT DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 44, 3000 TOTAL HOURS, 70 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SONOMA COUNTY | | | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| ENGINE FAILURE OR MALFUNCTION | | | IN FLIGHT: CLIMB TO CRUISE | | | |
| COLLIDED WITH: WIRES/POLES | | | LANDING: FINAL APPROACH | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| FACTOR(S) | | | | | | |
| POWERPLANT - FUEL SYSTEM: LINES AND FITTINGS | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| REMARKS- SWITCHED TO AUX TANK. AUX FUEL 5GAL, CAPACITY 17GAL. OUTLET FWD PSN. SMALL HOLE IN FUEL LINE. | | | | | | |
| 3-1274 | 5/26/75 | COSTA MESA, CA | CESSNA 182 N5554B DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 OT- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 33, 637 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ORANGE COUNTY | | | | | | |
| DEPARTURE POINT | | | INTENDED DESTINATION | | | |
| SANTA ANA, CA | | | PHOENIX, AZ | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLIDED WITH: TREES | | | IN FLIGHT: OTHER | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| OVERCAST | | | 900 | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 4 MILES OR LESS | | | NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | | |
| HAZE | | | 61 | | | |
| TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | | |
| IFR | | | IFR | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- OBS IN STEEP DESCENT FROM LOW DCST. ACFT HIT TREES, CARS & DMGD HOUSE AFTER RECOVERY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------------|---|------------------------|---|---|
| 3-1286 | 5/28/75 TIME - 1720 | SANTA CRUZ, CA | PIPER PA-28 N2813T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 26, 110 TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SKY PARK DEPARTURE POINT SANTA CRUZ, CA TYPE OF ACCIDENT UNDERSHOOT GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT WEATHER - DOWNDRAFT, UPDRAFTS - WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 300 TYPE OF WEATHER CONDITIONS VFR REMARKS- MUT TURB IN AREA. | | | | | | |
| INTENDED DESTINATION LOCAL PHASE OF OPERATION LANDING: FINAL APPROACH LANDING: ROLL CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 70 WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN NONE | | | | | | |
| 3-1129 | 5/28/75 TIME - 1157 | NR. SAN ANDREAS, CA | ERCO 415-C N87263 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, 140 TOTAL HOURS, 90 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT LODI, CA TYPE OF ACCIDENT COLLIDED WITH: TREES PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FIRE AFTER IMPACT REMARKS- HIT TREE 25FT AGL. | | | | | | |
| LAST ENROUTE STOP SAN ANDREAS, CA PHASE OF OPERATION IN FLIGHT: LOW PASS | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|-------------------------------------|--|------------------------|--|--|
| 3-1288 | 5/29/75 TIME - 2102 | SAN MARCOS, CA | CESSNA 172K N7388G DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 32, 124 TOTAL HOURS, 22 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT SANTA ANA, CA | INTENDED DESTINATION PALOMAR, CA | | | PHASE OF OPERATION IN FLIGHT: OTHER | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- LET DWN THRU OCST, THEN FLEW INTO MTN. | | | | | |
| 3-1284 | 5/30/75 TIME - 0830 | NR. TULELAKE, CA | BOEING A75N1 N75100 DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL. INSTR., AGE 41, 4558 TOTAL HOURS, 1367 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT TULELAKE, CA | INTENDED DESTINATION LOCAL | | | PHASE OF OPERATION IN FLIGHT: SWATH RUN | |
| | TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1500 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 4200 | | | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM | |
| 3-1278 | 5/30/75 TIME - 2015 | CONCORD, CA | CESSNA 172 N84793 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 60, 310 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - BUCHANAN DEPARTURE POINT CONCORD, CA | INTENDED DESTINATION LOCAL | | | PHASE OF OPERATION LANDING: FINAL APPROACH LANDING: LEVEL OFF/TOUCHDOWN | |
| | TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH: FENCE, FENCEPOSTS | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER REMARKS- FENCE ACROSS RWY END. THRESHOLD DISPLACED 300FT. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|---|---|--|---|---|
| 3-1279 | 5/31/75 | NR.GARBERVILLE,CA | BELLANCA 14-192 N7683B DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 32, 315 TOTAL HOURS, 115 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT GARBERVILLE,CA | INTENDED DESTINATION SHELTER COVE,CA | PHASE OF OPERATION IN FLIGHT: DESCENDING LANDING: ROLL | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | | | |
| 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 TERRAIN - ROUGH/UNEVEN | | | | | | |
| FACTOR(S) WEATHER - CONDITIONS CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| | | SKY CONDITION CLEAR | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TEMPERATURE-F 70 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- STRUCK LARGE ROCK | | | | | | |
| 3-1390 | 5/31/75 | NR.TULARE,CA | BOEING A75 N56422 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 41, 1658 TOTAL HOURS, 79 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - GALLAHER ARPT | INTENDED DESTINATION LOCAL | PHASE OF OPERATION TAKEOFF: RUN TAKEOFF: RUN | | |
| | | DEPARTURE POINT TULARE,CA | | | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: FENCE,FENCEPOSTS | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| REMARKS- NO LOAD ABD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---|----------------------|---------------------|--------------------------------|-------------------------|
| J-1601 | 5/31/75 | NR. RED BLUFF, CA | CESSNA 182 | CR- 0 0 1 | NONCOMMERCIAL | AIRLINE TRANSPORT, AGE |
| | TIME - 1300 | | N2394X | PX- 0 0 1 | BUSINESS | 69, 18900 TOTAL HOURS, |
| | | | DAMAGE-SUBSTANTIAL | | | 300 IN TYPE, INSTRUMENT |
| | | | | | | RATED. |
| | | NAME OF AIRPORT - DREAM VALLEY PARK | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | RED BLUFF, CA | LOCAL | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | HARD LANDING | | | LANDING: LEVEL OFF/TOUCHDOWN | |
| | | GEAR COLLAPSED | | | LANDING: LEVEL OFF/TOUCHDOWN | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | |
| | | FACTOR(S) | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | |
| | | WEATHER - SUDDEN WINDSHIFT | | | | |
| | | WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | |
| | | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | |
| | | SKY CONDITION | | | CEILING AT ACCIDENT SITE | |
| | | CLEAR | | | UNLIMITED | |
| | | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | |
| | | 5 OR OVER | | | NONE | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | RELATIVE BEARING OF WIND | |
| | | NONE | | | UNKNOWN/NOT REPORTED | |
| | | TEMPERATURE-F | | | TYPE OF WEATHER CONDITIONS | |
| | | 98 | | | VFR | |
| | | TYPE OF FLIGHT PLAN | | | | |
| | | NONE | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--|-----------------|---------------------|--------------------------------|---------------------------|
| 3-1289 | 6/1/75 | NR.LANCASTER,CA | GR LAKES 2T-1A2 | CR- 0 0 1 | COMMERCIAL | AIRLINE TRANSPORT, AGE |
| | TIME - 1350 | | N5603L | PX- 0 0 0 | OTHER | 46, 18055 TOTAL HOURS, 80 |
| | | | DAMAGE-MINOR | OT- 0 1 0 | | IN TYPE, INSTRUMENT |
| | | | | | | RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | PHASE OF OPERATION | |
| | UNKNOWN/NOT REPORTED | UNKNOWN/NOT REPORTED | | | TAKEOFF: INITIAL CLIMB | |
| | TYPE OF ACCIDENT | | | | | |
| | COLLIDED WITH: OBJECT | | | | | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | |
| | FACTOR(S) | | | | | |
| | PERSONNEL - MISCELLANEOUS-PERSONNEL: OTHER | | | | | |
| | WEATHER - HIGH DENSITY ALTITUDE | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | CLEAR | | | | UNLIMITED | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 5 OR OVER | | | | NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | |
| | NONE | | | | 90 | |
| | WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | |
| | 250 | | | | 5 | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | VFR | | | | NONE | |
| | REMARKS- | TOOK OFF OVR. UNCOMING CAR DRG MOVIE FILMING. GR HIT CAMERA LENS, INJ CAMERA MAN. DENS ALT 6100FT. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|------------------|--|------------------------|---|--|
| 3-1290 | 6/2/75 TIME - 1500 | PALM SPRINGS, CA | PIPER PA-28 N55607 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 39, 309 TOTAL HOURS, 256 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PALM SPRINGS DEPARTURE POINT INTENDED DESTINATION LAKE HAVASU, AZ PALM SPRINGS, CA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - UNFAVORABLE WIND CONDITIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 250 TYPE OF WEATHER CONDITIONS VFR REMARKS- FORCED LOG ON GOLF COURSE. GUSTING TO 25K. CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 100 WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN VFR | | | | | | |
| 3-1276 | 6/2/75 TIME - 1232 | COLUMBIA, CA | BEECH 95-A55 N9749Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS TEST | PRIVATE, AGE 50, 900 TOTAL HOURS, 150 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - COLUMBIA DEPARTURE POINT INTENDED DESTINATION COLUMBIA, CA LOCAL TYPE OF ACCIDENT WHEELS-UP PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|---|---|---|---|--|
| 3-1275 | 6/6/75 TIME - 1430 | MERCED, CA | FLEET 2 N236H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, 143 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - MERCED MUNI DEPARTURE POINT DELANO, CA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | | INTENDED DESTINATION MERCED, CA PHASE OF OPERATION IN FLIGHT: DESCENDING LANDING: ROLL | | |
| PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: VALVE ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE TERRAIN - WET, SOFT GROUND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NR 5 CYL EXHAUST ROCKER BOX FAILED. | | | | | | |
| 3-1387 | 6/6/75 TIME - 1126 | RUBIDOUX, CA | STINSON 108-2 N9765K DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 33, 135 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - FLABOB DEPARTURE POINT RUBIDOUX, CA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER: CONTROLLED | | INTENDED DESTINATION LOCAL PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PILOT STATED TO WITNESS AFTER CRASH THAT HE HAD TAKEN OFF ON NEAR EMPTY TANK. CRASHED RET TO FLD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|-------------|--|---|--------|-------------------|---|---|
| | | | | F | S | M/N | | |
| 3-1270 | 6/7/75 TIME - 0715 | MERCED,CA | CESSNA 172H N8103L DAMAGE-SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 57, 700 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MERCED ARPT | | | | | | | | |
| DEPARTURE POINT | | | INTENDED DESTINATION | | | | | |
| TURLOCK,CA | | | MERCED,CA | | | | | |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | | LANDING: FINAL APPROACH | | | | |
| 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 | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | | | | |
| FACTOR(S) | | | | | | | | |
| WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING | | | | | | | | |
| PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| SKY CCNDITION | | | | CEILING AT ACCIDENT SITE | | | | |
| CLEAR | | | | UNLIMITED | | | | |
| VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | | | | |
| 5 OR OVER | | | | NONE | | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | | | | |
| NCNE | | | | 65 | | | | |
| WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | | | | |
| 350 | | | | 9 | | | | |
| TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | | | | |
| VFR | | | | NONE | | | | |
| REMARKS- LND IN PASTURE 600FT FROM RWY. | | | | | | | | |
| 3-1273 | 6/8/75 TIME - 1900 | NK.VINA, CA | HILLER ACFT FH1100 N96118 DAMAGE-SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 55, 10000 TOTAL HOURS, 75 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT | | | INTENDED DESTINATION | | | LAST ENROUTE STOP | | |
| CHICO,CA | | | RETURN | | | VINA,CA | | |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | | TAKEOFF: VERTICAL | | | | |
| HARD LANDING | | | | LANDING: POWER-OFF AUTOROTATIVE LANDING | | | | |
| PROBABLE CAUSE(S) | | | | | | | | |
| POWERPLANT - COMPRESSOR ASSEMBLY: DISC, COMPRESSOR ROTOR | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE | | | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- LND FOR CATTLE SURVEY. 6TH STAGE COMPRESSOR FAILED ABT 50FT AGL. | | | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|---|------------------------|---|--|
| 3-1398 | 6/9/75 TIME - 1730 | FORT BRAGG, CA | CESSNA 182 N3198U DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | ATR, FLIGHT INSTR., AGE 66, 22424 TOTAL HOURS, 202 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - FORT BRAGG DEPARTURE POINT ARCATA, CA TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: FENCE, FENCEPOSTS PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: GO-AROUND | | | | | | |
| 3-1394 | 6/10/75 TIME - 1900 | CORONA, CA | AERONCA 7EC N8905R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PRACTICE | COMMERCIAL, FL. INSTR., AGE 37, 315 TOTAL HOURS, 3 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CORONA DEPARTURE POINT CORONA, CA TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- BOUNCED LDG, ADDED PWR DRIFTED OFF RNNY, WHLS ENTERED HIGH WEEDS & BRUSH | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | | | FLIGHT PURPOSE | PILOT DATA |
|--------|------------------------|--|--|---------------------|--------------------------------|--------------------|-------------------|--|
| 3-1291 | 6/11/75 TIME - 0630 | PHELAN,CA | CESSNA 172 N7607G DAMAGE-SUBSTANTIAL | CR- | 0 0 1 | NONCOMMERCIAL | | COMMERCIAL, FL INSTR., AGE 41, 10840 TOTAL HOURS, 3030 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SWISH | | | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | | | |
| | | PHELAN,CA | MODESTO,CA | | | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| | | COLLISION WITH GROUND/WATER: CONTROLLED | | | TAKEOFF: INITIAL CLIMB | | | |
| | | PROBABLE CAUSE(S) | | | | | | |
| | | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| | | PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE | | | | | | |
| | | FACTOR(S) | | | | | | |
| | | TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| | | WEATHER - HIGH DENSITY ALTITUDE | | | | | | |
| | | SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| | | CLEAR | | | UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| | | 5 OR OVER | | | NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | | |
| | | NONE | | | 65 | | | |
| | | WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | | | |
| | | 190 | | | 16 | | | |
| | | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | | |
| | | VFR | | | NONE | | | |
| | | REMARKS- UN OUTCLIMB RISING TERRAIN. NR MAX GROSS WT. DENS ALT 5400FT. | | | | | | |
| 3-1733 | 6/11/75 TIME - 0630 | AUBURN,CA | CESSNA 177 N2983X DAMAGE-SUBSTANTIAL | CR- | 0 0 1 | NONCOMMERCIAL | | PRIVATE, AGE 39, 115 TOTAL HOURS, 11 IN TYPE NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - AUBURN | | | LAST ENROUTE STOP | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | BATTLE MOUNTAIN,NV | | |
| | | VACAVILLE,CA | BRIGHAM CITY,UT | | | PHASE OF OPERATION | | |
| | | TYPE OF ACCIDENT | | | IN FLIGHT: NORMAL CRUISE | | | |
| | | PROPELLER/ROTOR FAILURE: PROPELLER | | | LANDING: GO-AROUND | | | |
| | | COLLIDED WITH: WIRES/POLES | | | | | | |
| | | PROBABLE CAUSE(S) | | | | | | |
| | | POWERPLANT - PROPELLER AND ACCESSORIES: GOVERNORS | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY INSTALLED | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY SECURED | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - OIL EXHAUSTION-PROPELLER SYSTEM | | | | | | |
| | | PERSONNEL - MAINTENANCE,SERVICING,INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| | | PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | |
| | | FACTOR(S) | | | | | | |
| | | TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| | | REMARKS- PROP GOV OIL LINE HAD IMPROPER BRASS NIPPLE INSTALLED.NIPPLE FAILED.LOST ENG & PROP OIL SUPPLY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--|--|------------------------|--|---|
| 3-1295 | 6/12/75 TIME - 1930 | NR.TAFT,CA | LUSCOMBE 8A N45543 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | COMMERCIAL, AGE 24, 584 TOTAL HOURS, 69 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT TAFT,CA | INTENDED DESTINATION LOCAL | | | PHASE OF OPERATION IN FLIGHT: AEROBATICS | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE FACTOR(S) PILOT IN COMMAND - OPERATED CARELESSLY REMARKS- HIT GRND AFTER RECOVERY FROM 6 TURN INTNTL SPIN. | | | | | |
| 3-1385 | 6/12/75 TIME - 1937 | NR.PASO ROBLES,CA | HILLER ACFT UH-120 N96M DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 1 0 | MISCELLANEOUS FERRY | COMMERCIAL, FL.INSTR., AGE 29, 5146 TOTAL HOURS, 2142 IN TYPE, NOT INSTRU- MENT RATED. |
| | DEPARTURE POINT SANTA MARIAKCA | INTENDED DESTINATION PASO ROBLES,CA | | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE | |
| | TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS FIRE AFTER IMPACT REMARKS- WIRES HARD TO SEE. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|-----------------|--|------------------------|---------------------------------------|---|
| 3-1287 | 6/13/75 | HOLLISTER, CA | BOEING A75N1 N53127 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 30, 2852 TOTAL HOURS, 1535 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - HOLLISTER DEPARTURE POINT HOLLISTER, CA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR: BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1300 KIND OF CROP - TOMATOES PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- PARKING BRAKE CABLE HOUSING FAILURE CAUSED PARTIAL RELEASE BUT BRAKE GRABBED ON LDG ROLL OUT. | | | | | | |
| PHASE OF OPERATION LANDING: ROLL LANDING: ROLL | | | | | | |
| KIND OF OPERATION - DUSTING CROPS TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOTOXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED | | | | | | |
| 3-1285 | 6/14/75 | NR. ANTIOCH, CA | CESSNA 150 N61175 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL CHECK | PRIVATE, AGE 47, 250 TOTAL HOURS, 60 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT CONCORD, CA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN PROBABLE CAUSE(S) CHECK PILOT - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS CHECK PILOT - INADEQUATE SUPERVISION OF FLIGHT MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION FACTOR(S) TERRAIN - HIGH VEGETATION MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- CHECK PILOT SIMULATED FORCED LDG BY USE OF MIXT CONTROL. ENG COOLED, FAILED TO START AT LOW ALT. | | | | | | |
| PHASE OF OPERATION LANDING: TRAFFIC PATTERN-CIRCLING LANDING: ROLL | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------------|---|------------------------|---|---|
| 3-1395 | 6/14/75 TIME - 1245 | SANTEE, CA | ERCO 415-CD N3979H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS TEST | COMMERCIAL, AGE 35, 2615 TOTAL HOURS, 77 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GILLESPIE FIELD | | | | | | |
| DEPARTURE POINT | | INTENDED DESTINATION | | | | |
| SANTEE, CA | | LOCAL | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| GROUND-WATER LOOP-SWERVE | | | TAKEOFF: RUN | | | |
| COLLIDED WITH: OBJECT | | | TAKEOFF: RUN | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| REMARKS- COLLIDED WITH WIND TEE. | | | | | | |
| 3-1725 | 6/14/75 TIME - 0945 | SAN JOSE, CA | CESSNA 170 N2524V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 34, 490 TOTAL HOURS, 19 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - REID HILLVIEW | | | | | | |
| DEPARTURE POINT | | INTENDED DESTINATION | | | | |
| PALO ALTO, CA | | SAN JOSE, CA | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| HARD LANDING | | | LANDING: LEVEL OFF/TOUCHDOWN | | | |
| GEAR COLLAPSED | | | LANDING: LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| FACTOR(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED SPEED | | | | | | |
| REMARKS- HI SINK RATE ON FINAL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|------------------|---|------------------------|---|--|
| 3-1389 | 6/15/75 | NR.ADELANTO,CA | SCHWEIZER SGS134 N7612 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL.INSTR., AGE 36, 1820 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - EL MIRAGE DEPARTURE POINT INTENDED DESTINATION ADELANTO,CA LOCAL TYPE OF ACCIDENT COLLIDED WITH: OBJECT PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING TERRAIN - HIGH OBSTRUCTIONS WEATHER - UNFAVORABLE WIND CONDITIONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 270 TYPE OF WEATHER CONDITIONS VFR REMARKS- RAN OUT OF LIFT. UN RET TO FLD. HIT IRRIGATION EQUIP. | | | | | | |
| CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 95 WIND VELOCITY-KNOTS 20 TYPE OF FLIGHT PLAN NONE | | | | | | |
| 3-1388 | 6/15/75 | BIG BEAR CITY,CA | PIPER PA-24 N9409P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 59, 625 TOTAL HOURS, 35 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BIG BEAR CITY DEPARTURE POINT INTENDED DESTINATION LA VERNE,CA BIG BEAR CITY,CA TYPE OF ACCIDENT COLLIDED WITH: PARKED AIRCRAFT PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT REMARKS- WATCHING OTR ACFT. HIT PA-28 N3477W, MINOR DMG. | | | | | | |
| PHASE OF OPERATION TAXI: FROM LANDING | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---|----------------------|--------------------------------|--------------------------|---------------------------|
| 3-1399 | 6/17/75 | FREMONT, CA | PIPER PA-18 | CR- 0 0 1 | MISCELLANEOUS | COMMERCIAL, AGE 23, 550 |
| | TIME - 1430 | | N4363Z | PX- 0 0 0 | TOWING GLIDERS | TOTAL HOURS, 178 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SKY SAILING | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | FREMONT, CA | LOCAL | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | NOSE OVER/DOWN | | TAXI: FROM LANDING | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - TAXIED/PARKED WITHOUT PROPER ASSISTANCE | | | | |
| | | WEATHER - UNFAVORABLE WIND CONDITIONS | | | | |
| | | WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | |
| | | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | |
| | | SKY CCNDITION | | CEILING AT ACCIDENT SITE | | |
| | | CLEAR | | UNLIMITED | | |
| | | VISIBILITY AT ACCIDENT SITE | | PRECIPITATION AT ACCIDENT SITE | | |
| | | 5 OR OVER | | NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | RELATIVE BEARING OF WIND | | |
| | | NONE | | UNKNOWN/NOT REPORTED | | |
| | | TEMPERATURE-F | | WIND VELOCITY-KNOTS | | |
| | | 75 | | 25 | | |
| | | TYPE OF WEATHER CONDITIONS | | TYPE OF FLIGHT PLAN | | |
| | | VFR | | NONE | | |
| | | REMARKS- GUSTING TO 35K. | | | | |
| 3-1602 | 6/17/75 | SAN JOSE, CA | PIPER PA-28 | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 28, 68 TOTAL |
| | TIME - 0845 | | N33020 | PX- 0 0 3 | PLEASURE/PERSONAL TRANSP | HOURS, 16 IN TYPE, NOT |
| | | | DAMAGE-SUBSTANTIAL | | | INSTRUMENT RATED. |
| | | NAME OF AIRPORT - REIDO HILLVIEW | | LAST ENROUTE STOP | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | SAN JOSE, CA | | |
| | | RENO, NV | SALINAS, CA | PHASE OF OPERATION | | |
| | | TYPE OF ACCIDENT | | LANDING: GO-AROUND | | |
| | | ENGINE FAILURE OR MALFUNCTION | | LANDING: LEVEL OFF/TOUCHDOWN | | |
| | | COLLIDED WITH: RESIDENCE(S) | | | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | |
| | | PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | |
| | | PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | |
| | | FACTOR(S) | | | | |
| | | TERRAIN - HIGH OBSTRUCTIONS | | | | |
| | | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | |
| | | REMARKS- OVR FLEW SUITABLE ARPTS, THEN OVERSHOT LDG. HLT HOUSE, FENCE & SHED. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|----------------|---|------------------------|---|--|
| 3-1486 | 6/18/75 | SAN CARLOS, CA | CESSNA 185D N1535F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | MISCELLANEOUS FERRY | PRIVATE, AGE 49, 2070 TOTAL HOURS, 19 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SAN CARLOS DEPARTURE POINT SAN CARLOS, CA INTENDED DESTINATION OAKLAND, CA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED PHASE OF OPERATION TAKEOFF: RUN TAKEOFF: RUN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CLEAR CEILING AT ACCIDENT SITE UNLIMITED VISIBILITY AT ACCIDENT SITE 5 OR OVER PRECIPITATION AT ACCIDENT SITE NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND LEFT QUARTERING HEAD WIND 293-337 DEGREES TEMPERATURE-F 70 WIND DIRECTION-DEGREES 240 WIND VELOCITY-KNOTS 15 TYPE OF WEATHER CONDITIONS VFR TYPE OF FLIGHT PLAN NONE REMARKS- GUSTING TO 20K. PLT SAID HE HAD INSUFFICIENT REST & HAD WORKED ALL DAY BFOR TKOF. | | | | | | |
| 3-1484 | 6/18/75 | NR. NAPA, CA | CESSNA 414 N1655T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 25, 4245 TOTAL HOURS, 40 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT VAN NUYS, CA INTENDED DESTINATION NAPA, CA TYPE OF ACCIDENT FIRE OR EXPLOSION: IN FLIGHT PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - FUEL SYSTEM: LINES AND FITTINGS MISCELLANEOUS ACTS, CONDITIONS - LOOSE, PART/FITTING MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED MISCELLANEOUS ACTS, CONDITIONS - FIRE IN ENGINE REMARKS- PLT UNAWARE OF IN-FLT FIRE. ACFT LNDG SAFELY. FIRESOURCE, LOOSE "B" NUT INJECTION LINE NR 5 CYL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|------------------|---|------------------------|---------------------------------------|---|
| 3-1392 | 6/18/75 | NR. CORCORAN, CA | PIPER PA-25 N4640Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 41, 14000 TOTAL HOURS, 2000 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WHEATS STRIP DEPARTURE POINT INTENDED DESTINATION CORCORAN, CA LOCAL TYPE OF ACCIDENT NOSE OVER/DOWN PHASE OF OPERATION LANDING: ROLL PROBABLE CAUSE(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - MISCELLANEOUS EQUIPMENT: SPRAY, DUSTING EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9999 KIND OF CROP - RICE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 300 REMARKS- SEED SPREADER RIGHT FRONT ATTACH CLIP RELEASED. SPREADER DUG INTO GRND. KIND OF OPERATION - SEEDING CROPS TYPE OF CHEMICAL USED - UNKNOWN/NOT REPORTED GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT | | | | | | |
| 3-1277 | 6/19/75 | HANFORD, CA | BOEING A75 N67454 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | AIRLINE TRANSPORT, AGE 32, 3553 TOTAL HOURS, 42 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - HANFORD MUNI DEPARTURE POINT INTENDED DESTINATION HANFORD, CA LOCAL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE PHASE OF OPERATION LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------------|--|------------------------|---|--|
| 3-1391 | 6/20/75 TIME - 0915 | MERCED, CA | HILLER ACFT UH-12E N105HA DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | ATR, FLIGHT INSTR., AGE 45, 9500 TOTAL HOURS, 42 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MERCED MUNI DEPARTURE POINT INTENDED DESTINATION MERCED, CA LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION ROLL OVER PHASE OF OPERATION IN FLIGHT: PULLUP FROM SWATH RUN LANDING: ROLL-ON/RUN-ON PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR(S) TERRAIN - WET, SOFT GROUND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 250 KIND OF CROP - RICE PILOT'S SEAT BELT - FASTENED-PROPERLY CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND REMARKS- LND IN RICE FLD. KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES ELEVATION-AREA BEING TREATED- FEET - 100 PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN | | | | | | |
| 3-1401 | 6/20/75 TIME - 1850 | MORGAN HILL, CA | STINSON 108-2 N9502K DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 37, 274 TOTAL HOURS, 17 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SOUTH COUNTY DEPARTURE POINT INTENDED DESTINATION PALO ALTO, CA MORGAN HILL, CA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED PHASE OF OPERATION LANDING: ROLL LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- HIT DRAINAGE DITCH | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------------|---|------------------------|---|--|
| 3-1393 | 6/21/75 TIME - 1915 | COLUMBIA, CA | PIPER PA-28 N43032 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 21, 189 TOTAL HOURS, 22 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - COLUMBIA DEPARTURE POINT COLUMBIA, CA INTENDED DESTINATION COLUMBIA, CA TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: RUNWAY OR APPROACH LIGHTS PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) AIRFRAME - LANDING GEAR: NOSEWHEEL ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - VIBRATION, EXCESSIVE REMARKS- PILOT WAS UNABLE TO STEER ACFT BECAUSE OF SEVERE NOSE WHEEL SHIMMY. LNDD HALFWAY DWN RWY. | | | | | | |
| 3-1491 | 6/22/75 TIME - 1930 | SILVER SPRINGS, CA | CESSNA 150 N7372X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 19, 153 TOTAL HOURS, 110 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT FERNLEY, NV INTENDED DESTINATION RETURN TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES PHASE OF OPERATION IN FLIGHT: LOW PASS PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING REMARKS- SPOTTED FRIEND ON HIWAY. FLEW UNDER WIRES 31FT ABOVE HIWAY & HIT LOWER WIRES. | | | | | | |
| 3-1479 | 6/23/75 TIME - 1745 | NR. IMPERIAL, CA | CESSNA 206B N3414L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 44, 880 TOTAL HOURS, 263 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT CALEXICO, CA INTENDED DESTINATION SANTA ANA, CA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: DIRT BANK PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: MASTER AND CONNECTING RODS MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE 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- NR 3 CYL CONROD BOLTS FAILED. PLT LND ON NARROW DESERT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|--|------------------|---|----------|---|-----|----------------|--------------------------|---------------------------|
| | | | | F | S | M/N | | | |
| 3-1396 | 6/23/75 | MOJAVE,CA | CESSNA 195 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 54, 5000 |
| | TIME - 1645 | | N4488C | PX- | 0 | 0 | 2 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 40 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | | | | NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - MOJAVE AIRPORT | | | | | | | | |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | | | | |
| | VAN NUYS,CA | | MOJAVE,CA | | | | | | |
| | TYPE OF ACCIDENT | | PHASE OF OPERATION | | | | | | |
| | GROUND-WATER LOOP-SWERVE | | LANDING: ROLL | | | | | | |
| | GEAR COLLAPSED | | LANDING: ROLL | | | | | | |
| | PROBABLE CAUSE(S) | | | | | | | | |
| | PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | | | |
| | PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | | | | | |
| | FACTOR(S) | | | | | | | | |
| | WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | | | |
| | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | | | |
| | SKY CONDITION | | CEILING AT ACCIDENT SITE | | | | | | |
| | CLEAR | | UNLIMITED | | | | | | |
| | VISIBILITY AT ACCIDENT SITE | | PRECIPITATION AT ACCIDENT SITE | | | | | | |
| | 5 OR OVER | | NONE | | | | | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | RELATIVE BEARING OF WIND | | | | | | |
| | NONE | | LEFT QUARTERING HEAD WIND 293-337 DEGREES | | | | | | |
| | TEMPERATURE-F | | WIND DIRECTION-DEGREES | | | | | | |
| | 82 | | 190 | | | | | | |
| | WIND VELOCITY-KNOTS | | TYPE OF WEATHER CONDITIONS | | | | | | |
| | 20 | | VFR | | | | | | |
| | TYPE OF FLIGHT PLAN | | | | | | | | |
| | NONE | | | | | | | | |
| | REMARKS- GUSTING TO 30K. | | | | | | | | |
| 3-1485 | 6/25/75 | NR.SUSANVILLE,CA | CHAMPION 7ECA | CR- | 0 | 0 | 1 | INSTRUCTIONAL | STUDENT, AGE 30, 12 TOTAL |
| | TIME - 1030 | | N5159T | PX- | 0 | 0 | 0 | SOLO | HOURS, ALL IN TYPE, NOT |
| | | | DAMAGE-SUBSTANTIAL | | | | | | INSTRUMENT RATED. |
| | NAME OF AIRPORT - SUSANVILLE | | | | | | | | |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | | | | |
| | SUSANVILLE,CA | | LOCAL | | | | | | |
| | TYPE OF ACCIDENT | | PHASE OF OPERATION | | | | | | |
| | GROUND-WATER LOOP-SWERVE | | LANDING: ROLL | | | | | | |
| | NCSE OVER/DOWN | | LANDING: ROLL | | | | | | |
| | PROBABLE CAUSE(S) | | | | | | | | |
| | PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | | | |
| | FACTOR(S) | | | | | | | | |
| | AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SOFT SHOULDERS | | | | | | | | |
| | REMARKS- 4TH LOG OF 1ST SOLO FLT. | | | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---|----------------------|---------------------|---|---------------------------|
| 3-1723 | 6/25/75 | NR.GRIDLEY,CA | TOMCAT MK 5A | CR- 1 0 0 | COMMERCIAL | COMMERCIAL, AGE 55, 8500 |
| | TIME - 0830 | | N9001T | PX- 0 0 0 | AERIAL APPLICATION | TOTAL HOURS, 300 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | GRIDLEY,CA | LOCAL | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | COLLIDED WITH: WIRES/POLES | | | IN FLIGHT: PROCEDURE TURNAROUND | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | |
| | | FACTOR(S) | | | | |
| | | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - SUNGLARE | | | | |
| | | TERRAIN - HIGH OBSTRUCTIONS | | | | |
| | | SPECIAL DATA | | | | |
| | | TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED | | | KIND OF OPERATION - SPRAYING CROPS | |
| | | KIND OF CROP - RICE | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | |
| | | PILOT'S SEAT BELT - FASTENED-PROPERLY | | | GLOVES - USED | |
| | | GOGGLES - USED | | | CRASH HELMET - AVAILABLE-USED | |
| | | COCKPIT CRASHPAD - NOT INSTALLED | | | CRASH BAR - NOT INSTALLED | |
| | | TANK/HOPPER-LOCATION - SIDES | | | TERRAIN-TYPE - LEVEL,FLAT | |
| | | ELEVATION-AREA BEING TREATED-FEET - 110 | | | SWATH RUN-HOW FLOWN - WIND CALM | |
| | | PROCEDURE TURNAROUND - THIRD 1/3 OF TURN | | | | |
| | | REMARKS- HIT WIRES. | | | | |
| 3-1599 | 6/26/75 | NR.HICKMAN,CA | BOEING A75L3 | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 31, 3000 |
| | TIME - 0600 | | N56905 | PX- 0 0 0 | ASSOC CROP CTL ACTIVITY | TOTAL HOURS, 2700 IN |
| | | | DAMAGE-SUBSTANTIAL | | | TYPE, NOT INSTRUMENT |
| | | NAME OF AIRPORT - HOOKER STRIP | | | | RATED. |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | HICKMAN,CA | LOCAL | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | PROPELLER/ROTOR FAILURE: PROPELLER | | | TAKEOFF: RUN | |
| | | ENGINE TEARAWAY | | | TAKEOFF: RUN | |
| | | PROBABLE CAUSE(S) | | | | |
| | | POWERPLANT - PROPELLER AND ACCESSORIES: BLADES | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - VIBRATION,EXCESSIVE | | | | |
| | | SPECIAL DATA | | | | |
| | | TOTAL HOURS IN CROP CONTROL - 2700 | | | KIND OF OPERATION - DUSTING CROPS | |
| | | KIND OF CROP - GRAPES | | | TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC | |
| | | PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED | | | GLOVES - USED | |
| | | CRASH HELMET - AVAILABLE-USED | | | COCKPIT CRASHPAD - INSTALLED | |
| | | CRASH BAR - NOT INSTALLED | | | TANK/HOPPER-LOCATION - FORWARD OF PILOT | |
| | | REMARKS- HAMILTON STD HUB MODEL 5406 S/N4241,WESTERN W2-1-9 BLADE SEPARATED 5IN FRM BUTT END.ENG TORE LOOSE | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|--|------------------------|---|---|
| 3-1603 | 6/29/75 TIME - 1300 | LONG BEACH, CA | BELLANCA 17-30 N93525 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 60, 1358 TOTAL HOURS, 600 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LONG BEACH DEPARTURE POINT INTENDED DESTINATION LONG BEACH, CA LOCAL TYPE OF ACCIDENT TURBULENCE GROUND-WATER LOOP-SWERVE PROBABLE CAUSE(S) MISCELLANEOUS - VORTEX TURBULENCE PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- MONITORED TWR CALL ABT POSSIBLE WAKE TURB TO OTR ACFT. | | | | | | |
| 3-1477 | 7/4/75 TIME - 1500 | NR.BARSTOW, CA | AERONCA 7GCBC N7590F DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 52, 311 TOTAL HOURS, 203 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION BARSTOW, CA LOCAL TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING TERRAIN - HIGH OBSTRUCTIONS REMARKS- HIT PWR LINES WHILE WATCHING ROAD RACE. | | | | | | |
| 3-1732 | 7/4/75 TIME - 1300 | SANGER, CA | BEECH D35 N2984B DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 360 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WONDER VALLEY DEPARTURE POINT INTENDED DESTINATION LONG BEACH, CA SANGER, CA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: FENCE, FENCEPOSTS PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR: BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE REMARKS- LEFT MAIN WHEEL BRAKE FAILURE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|---------------|--|------------------------|---|---|
| 3-1386 | 7/4/75 TIME - 1957 | RIALTO, CA | TAYLORCRAFT BC12-D N43472 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS AIR SHOW/RACING | COMMERCIAL, AGE 35, 578 TOTAL HOURS, 348 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - RIALTO-MIRO DEPARTURE POINT - RIALTO, CA INTENDED DESTINATION - LOCAL TYPE OF ACCIDENT - STALL PHASE OF OPERATION - IN FLIGHT: AEROBATICS PROBABLE CAUSE(S) - PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. REMARKS- LOW ALT AEROBATICS. SLOW ENTRY INTO SNAPROLL, STALLED AT END OF ROLL. PLT HAD AIR SHOW WAIVER. | | | | | | |
| 3-1730 | 7/5/75 TIME - 1445 | OAK GROVE, CA | CESSNA 175 N8225T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 60, 261 TOTAL HOURS, 254 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BUTTERFIELD RANCH DEPARTURE POINT - SAN DIEGO, CA INTENDED DESTINATION - OAK GROVE, CA TYPE OF ACCIDENT - COLLIDED WITH: WIRES/POLES PHASE OF OPERATION - TAXI: FROM LANDING PROBABLE CAUSE(S) - PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) - PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER REMARKS- HIT NEWLY INSTALLED POLE WHILE WATCHING FRIEND IN PARKING AREA. | | | | | | |
| 3-1722 | 7/5/75 TIME - 1209 | SANTEE, CA | PIPER PA-28 N4308T DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 2 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 53, 450 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - GILLESPIE FIELD DEPARTURE POINT - SANTEE, CA INTENDED DESTINATION - LOCAL TYPE OF ACCIDENT - ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: DIRT BANK PHASE OF OPERATION - TAKEOFF: INITIAL CLIMB LANDING: ROLL PROBABLE CAUSE(S) - POWERPLANT - ENGINE STRUCTURE: VALVE ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - STUCK FACTOR(S) - TERRAIN - ROUGH/UNEVEN PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NR 2 CYL EXHAUST VALVE SEIZED, PUSH ROD BENT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|----------------------|--------------------------------|--------------------------|--------------------------|---|
| 3-1726 | 7/6/75 | NR.BIG BEAR,CA | PIPER PA-22 | CR- 0 0 1 | NONCOMMERCIAL | COMMERCIAL, AGE 54, 250 |
| | TIME - 1340 | | N5107Z | PX- 0 0 1 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 40 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | BIG BEAR,CA | SAN DIEGO,CA | | | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | |
| | COLLISION WITH GROUND/WATER: CONTROLLED | | | IN FLIGHT: NORMAL CRUISE | | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE | | | | | |
| | PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - DOWNDRAFT,UPDRAFTS | | | | | |
| | WEATHER - HIGH DENSITY ALTITUDE | | | | | |
| | TERRAIN - HIGH OBSTRUCTIONS | | | | | |
| | WEATHER BRIEFING - UNKNOWN/NOT REPORTED | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | CEILING AT ACCIDENT SITE | | | |
| | CLEAR | | UNLIMITED | | | |
| | VISIBILITY AT ACCIDENT SITE | | PRECIPITATION AT ACCIDENT SITE | | | |
| | 5 OR OVER | | NONE | | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | WIND DIRECTION-DEGREES | | | |
| | NONE | | 250 | | | |
| | WIND VELOCITY-KNOTS | | TYPE OF WEATHER CONDITIONS | | | |
| | 10 | | VFR | | | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | NONE | | | | | |
| | REMARKS- DENSITY ALT 9200FT.UN CLR LEE SIDE OF RIDGE. | | | | | |
| 3-1481 | 7/6/75 | COLUSA,CA | PIPER PA-24 | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 29, 163 |
| | TIME - 1400 | | N5924P | PX- 0 0 2 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 30 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - COLUSA COUNTY | INTENDED DESTINATION | | | | |
| | DEPARTURE POINT | RETURN | | | | |
| | YUBA CITY,CA | | | | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | |
| | ENGINE FAILURE OR MALFUNCTION | | | IN FLIGHT: NORMAL CRUISE | | |
| | GEAR COLLAPSED | | | LANDING: ROLL | | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | |
| | PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION | | | | | |
| | TERRAIN - ROUGH/UNEVEN | | | | | |
| | FACTOR(S) | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - INATTENTIVE TO FUEL,SUPPLY | | | | | |
| | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | |
| | REMARKS- GR HIT DIRT MOUND. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-----------------------|--|--|------------------------|---|--|
| 3-1480 | 7/6/75 TIME - 1845 | FRANKLIN, CA | CESSNA 150 N3687J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 43, 84 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - FRANKLIN FIELD DEPARTURE POINT SACRAMENTO, CA TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | INTENDED DESTINATION RETURN | | LAST ENROUTE STOP FRANKLIN, CA PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: GO-AROUND | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) TERRAIN - WET, SOFT GROUND MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- RAN INTO PLOWED FLD. | | | | |
| 3-1727 | 7/8/75 TIME - 0930 | NR.29 PALMS, CA | BEECH 35 N2867V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | PRIVATE, AGE 34, 440 TOTAL HOURS, 290 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT CADIZ LAKE, CA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: OBJECT | INTENDED DESTINATION EL MONTE, CA | | PHASE OF OPERATION IN FLIGHT: CLIMB TO CRUISE LANDING: ROLL | |
| | | PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN TERRAIN - HIGH VEGETATION FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERHEATED PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FERRY FLT AFTER PREV FORCED LDG WITH MINOR DMG. PLT LND IN BRUSH. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|---|---|---|---|
| 3-1720 | 7/10/75 TIME - 2100 | NR.CORCORAN,CA | PIPER PA-25 N4518Y DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 38, 5800 TOTAL HOURS, 2500 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT CCRCORAN,CA | INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT: STARTING SWATH RUN | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: CROP | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED | | | KIND OF OPERATION - SPRAYING CROPS | | | |
| KIND OF CROP - OTHER | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | | | |
| PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED | | | GLOVES - NOT USED | | | |
| GOGGLES - NOT USED | | | CRASH HELMET - NOT AVAILABLE | | | |
| COCKPIT CRASHPAD - NOT INSTALLED | | | CRASH BAR - NOT INSTALLED | | | |
| TANK/HOPPER-LOCATION - UNKNOWN/NOT REPORTED | | | TERRAIN-TYPE - LEVEL,FLAT | | | |
| ELEVATION-AREA BEING TREATED- FEET - 200 | | | SWATH RUN-HOW FLOWN - WIND CALM | | | |
| REMARKS- PLT FLEW OVER WIRES THEN UNDER OTR WIRES. GR CAUGHT IN SAFFLOWER. NITE OPN. | | | | | | |
| 3-1600 | 7/12/75 TIME - 0805 | FRESNO,CA | STITTS SA3A N41K DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 27, 697 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - FRESNO AIR TERM | INTENDED DESTINATION HOLLISTER,CA | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB IN FLIGHT: UNCONTROLLED DESCENT | | |
| | | DEPARTURE POINT FRESNO,CA | | | | |
| | | TYPE OF ACCIDENT TURBULENCE | | | | |
| | | COLLISION WITH GROUND/WATER: UNCONTROLLED | | | | |
| PROBABLE CAUSE(S) MISCELLANEOUS - VORTEX TURBULENCE | | | | | | |
| PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| REMARKS- BEGAN TKOF AS STEARMAN ROTATED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------|--|------------------------|---|---|
| 3-1721 | 7/14/75 TIME - 1515 | AUBURN, CA | CESSNA 150 N50229 DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | MISCELLANEOUS FERRY | PRIVATE, AGE 22, 107 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - AUBURN DEPARTURE POINT INTENDED DESTINATION AUBURN, CA CHICO, CA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB COLLIDED WITH: OBJECT LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - OTHER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FERRY FLT. ACFT COLLIDED WITH TRUCK, TANK, DUMPSTERS IN CITY DUMP YARD. | | | | | | |
| 3-1731 | 7/18/75 TIME - 1420 | SANTEE, CA | BEECH 35 N3192V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 66, 3055 TOTAL HOURS, 1700 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - GILLESPIE DEPARTURE POINT INTENDED DESTINATION SANTEE, CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING: GO-AROUND WHEELS-UP LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- PBE OCCUPIED WITH OTR ACFT ON GRND. DIDNT CHG TANKS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------------|---|------------------------|---|---|
| 3-1729 | 7/18/75 TIME - 1200 | CHINO, CA | BEDE BD-5 N61TC DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | CERTIFICATE UNKNOWN, AGE UNK/NR, 232 TOTAL HOURS, 0 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CHINO DEPARTURE POINT CHINO, CA INTENDED DESTINATION LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED PHASE OF OPERATION IN FLIGHT: CLIMB TO CRUISE LANDING: ROLL PROBABLE CAUSE(S) POWERPLANT - LUBRICATING SYSTEM: LINES, HOSES, FITTING MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED MISCELLANEOUS ACTS, CONDITIONS - OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED PERSONNEL - PRODUCTION-DESIGN-PERSONNEL: OTHER FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE TERRAIN - OTHER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- B NUT FITTING IMPROPERLY INSTALLED IN OIL SYS. HONDA CIVIC ENG. LND IN NURSERY. | | | | | | |
| 3-1734 | 8/5/75 TIME - 1030 | NR.MT. BALDY, CA | BELL 47G3B1 N1358X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 1 0 | MISCELLANEOUS OTHER PUBLIC | COMMERCIAL, AGE 27, 1734 TOTAL HOURS, 131 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT UPLAND, CA INTENDED DESTINATION RETURN LAST ENROUTE STOP MT. BALDY, CA TYPE OF ACCIDENT COLLIDED WITH: OBJECT PHASE OF OPERATION LANDING: POWER-ON LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED SPEED AND CLEARANCE PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH TERRAIN - HIGH OBSTRUCTIONS | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|---|---|------------------------|---|--|
| 3-1736 | 3/12/75 | WRAY, CO | PIPER PA-18 N1170A DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 22, 75 TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - WRAY MUNI | | | | |
| | | DEPARTURE POINT WRAY, CO | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT HARD LANDING GROUND-WATER LOOP-SWERVE | | | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: GO-AROUND | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | |
| PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| FACTOR(S) | | | | | | |
| PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | |
| 3-0901 | 4/12/75 | NR. CRAIG, CO | BELL 47G3B1 N1169W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 28, 2778 TOTAL HOURS, 2200 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT CRAIG, CO | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING | | | PHASE OF OPERATION LANDING: FINAL APPROACH LANDING: LEVEL OFF/TOUCHDOWN | |
| PROBABLE CAUSE(S) | | | | | | |
| POWERPLANT - ENGINE CONTROLS-COCKPIT; MIXTURE CONTROL ASSEMBLIES | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION | | | | | | |
| PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- MIXT CTL LINKAGE CAME LOOSE ABT 20FT AGL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|--|------------------------|--|---|
| 3-0957 | 4/26/75 TIME - 1320 | LA JUNTA, CO | CESSNA 182 N2897R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 33, 345 TOTAL HOURS, 135 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - LA JUNTA DEPARTURE POINT LA JUNTA, CO TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: DITCHES | INTENDED DESTINATION AKRON, CO | | PHASE OF OPERATION TAKEOFF: RUN TAKEOFF: RUN | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 90 WIND VELOCITY-KNOTS 20 TYPE OF FLIGHT PLAN NONE | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND LEFT CROSS WIND 248-292 DEGREES WIND DIRECTION-DEGREES 190 TYPE OF WEATHER CONDITIONS VFR | | | |
| REMARKS- GUSTING TO 29K, KNOWN TO PLT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|---------------|--|------------------------|---|---|
| 3-1605 | 5/2/75 TIME - 1030 | CLIMAX,CO | BEECH 95-B55 N1087W DAMAGE-DESTROYED INTENDED DESTINATION LEADVILLE,CO | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 53, 1548 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT DENVER,CO | | | | | | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | | | PHASE OF OPERATION IN FLIGHT: OTHER | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - LOW CEILING WEATHER - SNOW WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS | | | PRECIPITATION AT ACCIDENT SITE SNOW, SNOW SHOWERS | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW | | | TYPE OF WEATHER CONDITIONS IFR | | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- RECOVERED FROM MTN SLOPE 5/4/75. | | | | | | |
| 3-0902 | 5/3/75 TIME - 0915 | FT.COLLINS,CO | AERONCA 7AC N84555 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 19, 202 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - VALLEY AIRPARK | | | | | | |
| DEPARTURE POINT BIG SPRINGS,NE | | | INTENDED DESTINATION FT.COLLINS,CO | | | |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: FENCE,FENCEPOSTS | | | PHASE OF OPERATION LANDING: ROLL LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL COPLOT - FAILED TO MAINTAIN DIRECTIONAL CONTROL AIRFRAME - LANDING GEAR: TAILWHEEL ASSEMBLIES MISCELLANEOUS ACTS,CONDITIONS - EXCESSIVE-WEAR/PLAY PERSONNEL - MAINTENANCE,SERVICING,INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| REMARKS- STUDENT PLT PASSENGER AT FLT CONTROLS.STEERABLE TAIL WHEEL WORN TO A FULL SWIVEL CONDITION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|----------------|----------------------|---------------------|---|---------------------------|
| 3-0959 | 5/10/75 | NR.HEREFORD,CO | BELLANCA 7GC8C | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 37, 773 |
| | TIME - 0530 | | N8802 | PX- 0 0 0 | AERIAL APPLICATION | TOTAL HOURS, 416 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | PINE BLUFFS,WY | | LOCAL | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | ENGINE FAILURE OR MALFUNCTION | | | | IN FLIGHT: SWATH RUN | |
| | NOSE OVER/DOWN | | | | LANDING: ROLL | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | |
| | PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION | | | | | |
| | TERRAIN - ROUGH/UNEVEN | | | | | |
| | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | |
| | SPECIAL DATA | | | | | |
| | TOTAL HOURS IN CROP CONTROL - 364 | | | | KIND OF OPERATION - SPRAYING CROPS | |
| | KIND OF CROP - GRAIN FIELDS | | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | |
| | PILOT'S SEAT BELT - FASTENED-PROPERLY | | | | GLOVES - NOT USED | |
| | GOGGLES - NOT USED | | | | CRASH HELMET - AVAILABLE-USED | |
| | COCKPIT CRASHPAD - NOT INSTALLED | | | | CRASH BAR - NOT INSTALLED | |
| | TANK/HOPPER-LOCATION - BELLY | | | | TERRAIN-TYPE - LEVEL,FLAT | |
| | ELEVATION-AREA BEING TREATED-FEET - 5300 | | | | SWATH RUN-HOW FLOWN - CROSSWIND | |
| | REMARKS- LND IN PLOWED FLD. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|---|------------------------------|--|---|
| 3-0958 | 5/10/75 TIME - 1307 | DURANGO, CO | PIPER PA-22 N159F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 46, 47 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - LA PLATA COUNTY | | | PHASE OF OPERATION | |
| | | DEPARTURE POINT DURANGO, CO | INTENDED DESTINATION LOCAL | LANDING: LEVEL OFF/TOUCHDOWN | | |
| | | TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | | LANDING: LEVEL OFF/TOUCHDOWN | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| WEATHER - SUDDEN WINDSHIFT | | | | | | |
| FACTOR(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION CLEAR | | | CEILING AT ACCIDENT SITE UNLIMITED | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER | | | PRECIPITATION AT ACCIDENT SITE NONE | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | RELATIVE BEARING OF WIND RIGHT CROSS WIND 068-112 DEGREES | |
| | | WIND DIRECTION-DEGREES 290 | | | WIND VELOCITY-KNOTS 15 | |
| | | TYPE OF WEATHER CONDITIONS VFR | | | TYPE OF FLIGHT PLAN NONE | |
| REMARKS- WINDS 15K, GUSTING. LND IN CRAB ATTITUDE. | | | | | | |
| 3-1138 | 5/11/75 TIME - 1430 | FT COLLINS, CO | BELLANCA 7ECA N57398 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 31, 190 TOTAL HOURS, 8 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - FT COLLINS ARPK | | | PHASE OF OPERATION | |
| | | DEPARTURE POINT BOULDER, CO | INTENDED DESTINATION FT COLLINS, CO | LANDING: ROLL | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NCSE OVER/DOWN | | | LANDING: ROLL | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED SPEED | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| REMARKS- ATTEMPTD HI SPEED TURN OFF RWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|---|--|---|---|---|
| 3-1139 | 5/14/75 | NR-LAS ANIMAS,CO | AERO COMDR 680S N6874S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 30, 1439 TOTAL HOURS, 196 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT WAUNAKEE,WI | INTENDED DESTINATION GRAND JUNCTION,CO | LAST ENROUTE STOP SPRINGFIELD,IL | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: DITCHES | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION TERRAIN - ROUGH/UNEVEN | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - FAILURE OF TWO OR MORE ENGINES COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LND ON NARROW ROAD. | | | | | | |
| 3-0956 | 5/18/75 | COLORADO SPGS,CO | SCHWEIZER SGS134 N1171S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 54, 103 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - BLACK FOREST | | PHASE OF OPERATION | | |
| | | DEPARTURE POINT COLORADO SPGS,CO | INTENDED DESTINATION LOCAL | LANDING: FINAL APPROACH LANDING: FINAL APPROACH | | |
| | | TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH: TREES | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| FACTOR(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT MISCELLANEOUS ACTS,CONDITIONS - POORLY PLANNED APPROACH TERRAIN - HIGH OBSTRUCTIONS REMARKS- FLT SPOILERS EXTENDED TOO SOON. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|----------------|---|------------------------|---------------------------|---|
| 3-C955 | 5/19/75 | BROOMFIELD, CO | BEECH 19 N2194W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 18, 28 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - JEFFCO DEPARTURE POINT - BROOMFIELD, CO TYPE OF ACCIDENT - STALL INTENDED DESTINATION - LOCAL PHASE OF OPERATION - LANDING: FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH REMARKS- LOST CTL DRG SLIP MANEUVER. | | | | | | |
| 3-1299 | 5/25/75 | NR. RUSH, CO | PIPER PA-28 N33661 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 23, 46 TOTAL HOURS, 11 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT - PEYTON, CO TYPE OF ACCIDENT - ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED INTENDED DESTINATION - RETURN LAST ENROUTE STOP - LIBERAL, KS PHASE OF OPERATION - IN FLIGHT: NORMAL CRUISE LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER - UNFAVORABLE WIND CONDITIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION - SCATTERED VISIBILITY AT ACCIDENT SITE - 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE - HAZE WIND DIRECTION-DEGREES - 330 TYPE OF WEATHER CONDITIONS - VFR REMARKS- SOLO X-C, RAN OUT OF FUEL. PLT UNDERSHOT LDG AREA. GUSTING TO 30K. CEILING AT ACCIDENT SITE - UNLIMITED PRECIPITATION AT ACCIDENT SITE - NONE TEMPERATURE-F - 50 WIND VELOCITY-KNOTS - 20 TYPE OF FLIGHT PLAN - VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|---|--|------------------------|---|--|
| 3-1298 | 5/25/75 | NR.LYONS,CO | CESSNA 172 N13657 | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 19, 72 TOTAL HOURS, 15 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT FT COLLINS,CO | INTENDED DESTINATION RETURN | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: TREES | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING MISCELLANEOUS ACTS,CONDITIONS - FLEW INTO BLIND CANYON | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| REMARKS- UN OUTCLIMB RISING TERRAIN.LNDD IN TREES. | | | | | | |
| 3-1300 | 5/26/75 | LITTLETON,CO | PIPER PA-28 N7410J | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 25, 54 TOTAL HOURS, 42 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - LITTLETON ARPT DEPARTURE POINT LITTLETON,CO | INTENDED DESTINATION ABERDEEN,SD | | | |
| | | TYPE OF ACCIDENT STALL: MUSH GEAR COLLAPSED | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB TAKEOFF: INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| | | SKY CCNDITION CLEAR | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TEMPERATURE-F 70 | | | |
| | | WIND DIRECTION-DEGREES 140 | WIND VELOCITY-KNOTS 10 | | | |
| | | TYPE OF WEATHER CCNDITIONS VFR | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- DOWNWIND TKOF DUE OBSTRUCTIONS.SETTLED TO GRND,L GR SEPARATED.CONT,LND STAPLETON.DENS ALT 7600FT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|----------------------|----------------|---------------------|--|--|
| 3-1402 | 6/5/75 | NR.FT MORGAN,CO * | CALLAIR A-5 | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 25, 688 |
| | TIME - 1700 | | N9975C | PX- 0 0 0 | AERIAL APPLICATION | TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | FT MORGAN,CO | LOCAL | | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | STALL | | | | IN FLIGHT: PROCEDURE TURNAROUND | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | |
| | FACTOR(S) | | | | | |
| | PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE | | | | | |
| | SPECIAL DATA | | | | | |
| | TOTAL HOURS IN CROP CONTROL - 325 | | | | KIND OF OPERATION - SPRAYING CROPS | |
| | KIND OF CROP - GRAIN FIELDS | | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC | |
| | PILOT'S SEAT BELT - FASTENED-PROPERLY | | | | GLOVES - NOT USED | |
| | GOGGLES - NOT USED | | | | CRASH HELMET - AVAILABLE-USED | |
| | COCKPIT CRASHPAD - INSTALLED | | | | TANK/HOPPER-LOCATION - SIDES | |
| | TERRAIN-TYPE - LEVEL,FLAT | | | | ELEVATION-AREA BEING TREATED-FEET - 4500 | |
| | SWATH RUN-HOW FLOWN - WIND CALM | | | | PROCEDURE TURNAROUND - SECOND 1/3 OF TURN | |
| 3-1606 | 6/6/75 | DOVE CREEK,CO | GRUMMAN G-164A | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 30, 2500 |
| | TIME - 0440 | | N9694 | PX- 0 0 0 | ASSOC CROP CTL ACTIVITY | TOTAL HOURS, 285 IN TYPE, NOT INSTRUMENT RATED. |
| | DAMAGE-DESTROYED | | | | | |
| | NAME OF AIRPORT - DOVE CREEK | | | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | DOVE CREEK,CO | LOCAL | | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | ENGINE FAILURE OR MALFUNCTION | | | | TAKEOFF: INITIAL CLIMB | |
| | COLLIDED WITH: BUILDING(S) | | | | LANDING: LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSE(S) | | | | | |
| | POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | |
| | 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 - 2000 | | | | KIND OF OPERATION - SPRAYING CROPS | |
| | KIND OF CROP - GRAIN FIELDS | | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC | |
| | PILOT'S SEAT BELT - FASTENED-PROPERLY | | | | GLOVES - NOT USED | |
| | GOGGLES - NOT USED | | | | CRASH HELMET - AVAILABLE-USED | |
| | COCKPIT CRASHPAD - NOT INSTALLED | | | | CRASH BAR - NOT INSTALLED | |
| | TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | | | |
| | REMARKS- ENG TEAR DWN DISCLOSED NO FAILURE OR MALFUNCTION- HIT SHED & TREES. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--------------|---|------------------------|---|---|
| 3-1607 | 6/20/75 | LONGMONT, CO | PIPER PA-20 N7002B DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 51, 2712 TOTAL HOURS, 6 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - LONGMONT MUNI DEPARTURE POINT INTENDED DESTINATION LONGMONT, CO SHERIDAN, WY TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF: RUN GEAR COLLAPSED TAKEOFF: RUN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-1737 | 7/4/75 | NR. WRAY, CO | PIPER PA-25 N4367Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 33, 769 TOTAL HOURS, 217 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION WRAY, CO LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING: ROLL COLLIDED WITH: DITCHES LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - MISCELLANEOUS EQUIPMENT: OTHER TERRAIN - HIGH VEGETATION SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 320 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 3700 REMARKS- AUTOMATIC FLAGMAN DEVICE JAMMED. LDG ON ROAD. TALL WEEDS ON LEFT SIDE OF ROAD CAUGHT IN SPRAY EQUIP. | | | | | | |
| KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------------------------|--|---|----------------------------------|---|
| 3-1739 | 7/8/75 TIME - 0930 | NR.CRAIG,CO | CALLAIR A-9B N7644V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 36, 8055 TOTAL HOURS, 1600 IN TYPE, NOT INSTRU- MENT RATED. |
| | | DEPARTURE POINT CRAIG,CO | INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT: PROCEDURE TURNAROUND | | |
| TYPE OF ACCIDENT STALL: MUSH | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 4000 | | | KIND OF OPERATION - DUSTING CROPS | | | |
| KIND OF CROP - GRAIN FIELDS | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOTOXIC | | | |
| PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED | | | GLOVES - NOT USED | | | |
| GOGGLES - NOT USED | | | CRASH HELMET - AVAILABLE-USED | | | |
| COCKPIT CRASHPAD - INSTALLED | | | CRASH BAR - INSTALLED | | | |
| TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | TERRAIN-TYPE - ROLLING | | | |
| ELEVATION-AREA BEING TREATED-FEET - 6250 | | | SWATH RUN-HOW FLOWN - CROSSWIND | | | |
| PROCEDURE TURNAROUND - THIRD 1/3 OF TURN | | | | | | |
| REMARKS- PROC TURN ARND HILL. | | | | | | |
| 3-1740 | 7/16/75 TIME - 1300 | NR.CENTER,CO | CESSNA A188 N2KL DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 24, 618 TOTAL HOURS, 174 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT CENTER,CO | INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT: CLEANUP SWATH | | |
| TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| FACTOR(S) TERRAIN - HIGH CBSTRUCTIONS | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 155 | | | KIND OF OPERATION - SPRAYING CROPS | | | |
| KIND OF CROP - GRAIN FIELDS | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOTOXIC | | | |
| PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED | | | GLOVES - NOT USED | | | |
| GOGGLES - NOT USED | | | CRASH HELMET - AVAILABLE-USED | | | |
| COCKPIT CRASHPAD - INSTALLED | | | CRASH BAR - INSTALLED | | | |
| TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | TERRAIN-TYPE - LEVEL,FLAT | | | |
| ELEVATION-AREA BEING TREATED-FEET - 7600 | | | SWATH RUN-HOW FLOWN - CROSSWIND | | | |
| REMARKS- ACFT FLOWN BACK TO ARPT & LND OK. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------------|--|-------------------------------------|---|--|
| 3-1778 | 6/23/75 TIME - 1615 | WATERBURY, CT | CHAMPION 76C8A N1880G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 55, 369 TOTAL HOURS, 44 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PLYMOUTH DEPARTURE POINT INTENDED DESTINATION WATERBURY, CT LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING: ROLL COLLIDED WITH: PARKED AIRCRAFT LANDING: OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS REMARKS- HIT N150K, SUBSTANTIAL DMG. PILOT DID NOT CLOSE THROTTLE AFTER LDG. | | | | | | |
| 3-1776 | 7/2/75 TIME - 1930 | ANSONIA, CT | PIPER PA-28 N98267 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 162 TOTAL HOURS, 78 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ANSONIA DEPARTURE POINT INTENDED DESTINATION BRIDGEPORT, CT LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| 3-1777 | 7/5/75 TIME - 1213 | MARLBOROUGH, CT | CESSNA 150 N70855 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 OT- 0 0 2 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 51, 4800 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - LESNEWSKI DEPARTURE POINT INTENDED DESTINATION MARLBOROUGH, CT LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT: ONE AIRBORNE TAKEOFF: RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF OTHER AIRCRAFT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|--|-------------------------------------|---|---|
| 3-1777 | 7/5/75 TIME - 1213 | MARLBOROUGH,CT | CESSNA 150 N3874V DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 QT- 0 0 2 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 44, 900 TOTAL HOURS, 300 IN TYPE, NOT INSTRU- MENT RATED. |
| NAME OF AIRPORT - LESNEWSKI DEPARTURE POINT INTENDED DESTINATION HARTFORD,CT MARLBOROUGH,CT TYPE OF ACCIDENT COLLISION WITH AIRCRAFT: ONE AIRBORNE PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF OTHER AIRCRAFT FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SIMULATED CONDITIONS REMARKS- SIMULATED FORCED LOG LNDD ON TOP OF N7085S. | | | | | | |
| 3-1779 | 7/12/75 TIME - 1105 | CANAAN,CT | PIPER J-3 N24881 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 60, 2000 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SEGALLA DEPARTURE POINT INTENDED DESTINATION CANAAN,CT LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: CROP PHASE OF OPERATION IN FLIGHT: LOW PASS LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. PERSONNEL - MAINTENANCE,SERVICING,INSPECTION: IMPROPER MAINTENANCE (OWNER PERSONNEL) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ACFT LAST ANNUAL INSPECTION OCT 10,1972. NO CERT OF REGISTRATION IN ACFT. LNDD IN CORN FIELD. | | | | | | |
| 3-1633 | 6/21/75 TIME - 1858 | CHESWOLD,DE | CESSNA 150 N5778G DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 59, 203 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION MIDDLETOWN,DE LOCAL TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED PHASE OF OPERATION IN FLIGHT: OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - INCAPACITATION MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- BLOOD ALCOHOL LVL .33 PCT.ACFT OBSVD AT LOW ALT FLT DESCRIBED AS ERRATIC VARYING BTW 200-800 FT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|---|------------------------|---|---|
| 3-1517 | 1/30/75 TIME - 1400 | HOLLYWOOD, FL | CESSNA 150 N51399 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, AGE 46, 4546 TOTAL HOURS, 1596 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - NORTH PERRY DEPARTURE POINT INTENDED DESTINATION HOLLYWOOD, FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: AUTOMOBILE TAXI: TO TAKEOFF PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT REMARKS- IP INSTRUCTING STUDENT TO ALIGN THE ACFT WITH THE RWY CENTERLINE. R WING HIT TRUCK ADJ TO TAXIWAY. | | | | | | |
| 3-1057 | 2/19/75 TIME - 1920 | NR. PERRY, FL | BEECH A23-19 N5793V DAMAGE-DESTROYED INTENDED DESTINATION TAMPA, FL | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 52, 545 TOTAL HOURS, 364 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT PERRY, FL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: UNCONTROLLED IN FLIGHT: OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 800 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 4 MILES OR LESS RAIN, RAIN SHOWERS OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F UNKNOWN/NOT REPORTED 65 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 345 5 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR NONE REMARKS- RECOVERY DATE 2/21/75. FRONTAL SYSTEM WX. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|---|--|---|---|
| 3-1005 | 2/20/75 TIME - 1335 | OPA LOCKA, FL | BEECH 95 N1823W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL CORP/EXEC | AIRLINE TRANSPORT, AGE 54, 15500 TOTAL HOURS, 350 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - OPA LOCKA DEPARTURE POINT, LEESBURG, FL TYPE OF ACCIDENT HARD LANDING | INTENDED DESTINATION OPA LOCKA, FL | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | |
| FACTOR(S) WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF FLIGHT PLAN VFR | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE RAIN, THUNDERSTORM TYPE OF WEATHER CONDITIONS VFR | | | |
| REMARKS- ENCTRD WIND GUST WHILE RAISING FLAPS. NOSE GEAR STRUCK RWY, PROPS AND FUSELAGE DMGD. | | | | | | |
| 3-1175 | 2/23/75 TIME - 2235 | MIAMI, FL | CESSNA 172K N7250G DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 29, 3131 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT OPA LOCKA, FL TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT: BUZZING | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - OPERATED CARELESSLY PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | |
| REMARKS- AFTR LOW PASS ON FISHING VESSEL ACFT OBSVD IN L TURN BFR L WING STRUCK THE WATER. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|--|------------------------|---|--|
| 3-1783 | 3/2/75 TIME - 2005 | LAKE COMO, FL | CESSNA 182 N4719D DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 2 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 63, 550 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - THUNDERBIRD AIRPK | | | | | | |
| DEPARTURE POINT ORLANDO, FL | | | INTENDED DESTINATION LAKE COMO, FL | | | |
| TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH: TREES | | | PHASE OF OPERATION LANDING: FINAL APPROACH LANDING: FINAL APPROACH | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| REMARKS- ACFT STRUCK 55FT TREE 560FT BEFORE RWY. PLT ON DUTY 11 HRS. PLT EXPIRED APRX 3 WEEKS AFTR ACDT. | | | | | | |
| 3-1174 | 3/8/75 TIME - 1409 | HOMOSASSA SPG, FL | TAYLORCRAFT BC12-D N96102 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 29, 800 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT CLEARWATER, FL | | | INTENDED DESTINATION LOCAL | | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL | | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE IN FLIGHT: DESCENDING | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- OBSERVED IN STEEP TURN NR SUITABLE EMERG FLD PRIOR LOSS OF CTL. FUEL SHUTOFF VLV FND IN CLOSED PSN. | | | | | | |
| 3-1639 | 3/16/75 TIME - 1900 | SUMTERVILLE, FL | MOONEY M20E N9299M DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 50, 346 TOTAL HOURS, 124 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT BRANDON, FL | | | INTENDED DESTINATION KEYSTONE HEIGHT, FL | | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: DITCHES | | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL | | | |
| PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM: FILTERS, STRAINERS, SCREENS MISCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED TERRAIN - HIDDEN OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL INJECTION INLET SCREEN WAS CONTAMINATED WITH SEDIMENT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|---|------------------------|---|--|
| 3-1450 | 3/17/75 TIME - 0400 | PERRY, FL | BEECH V35A N7914R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL INSTR., AGE 28, 3300 TOTAL HOURS, 9 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PERRY-FOLEY DEPARTURE POINT INTENDED DESTINATION THOMASVILLE, GA MIAMI, FL TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - ELECTRICAL FAILURE WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED 300 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED THUNDERSTORM OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG CALM TEMPERATURE-F WIND VELOCITY-KNOTS 52 CALM TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR NONE REMARKS- PLT RPTD ELECT FAIL, FLT ON TOP OVCST. EMGCTY GR SYS AND ELECT SYS CKD OK. PLT CONCERNED WITH WX. | | | | | | |
| 3-1002 | 3/21/75 TIME - 1945 | OPA LOCKA, FL | PIPER PA-23 N5241Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 25, 2476 TOTAL HOURS, 365 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - OPA LOCKA DEPARTURE POINT INTENDED DESTINATION MIAMI, FL OPA LOCKA, FL TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE: ON GROUND TAXI: FROM LANDING COLLIDED WITH: OBJECT TAXI: FROM LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) AIRFRAME - LANDING GEAR: BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - FIRE IN WING FIRE AFTER IMPACT REMARKS- PLT ATTEMPTED TO TAXI TO RAMP AFTER BRAKE FAILURE. FIRE OCCURRED WHEN WING STRUCK FUEL TRUCK. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|---|---|------------------------|---|--|
| 3-1003 | 3/27/75 TIME - 1513 | BELLE GLADE, FL | PIPER PA-28 N9074W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 5 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 50, 400 TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT TAMPA, FL | INTENDED DESTINATION WEST PALM BEACH, FL | | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: DITCHES | | | | | |
| | PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: VALVE ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE TERRAIN - HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ACFT VEERED INTO DITCH DUE HIGH VEGETATION. NR 2 CYL EX VALVE FAILED. | | | | | |
| 3-1781 | 3/30/75 TIME - 1030 | DELRAY BEACH, FL | BELLANCA 7ACA N9189L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 42, 1700 TOTAL HOURS, 114 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - ANTIQUERS DEPARTURE POINT DELRAY BEACH, FL | INTENDED DESTINATION LOCAL | | | PHASE OF OPERATION IN FLIGHT: LOW PASS IN FLIGHT: UNCONTROLLED DESCENT | |
| | TYPE OF ACCIDENT TURBULENCE COLLISION WITH GROUND/WATER: UNCONTROLLED | | | | | |
| | PROBABLE CAUSE(S) WEATHER - LOCAL WHIRLWIND WEATHER BRIEFING - RECEIVED RECORDED BRIEFING BY LFMF RADIO WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | |
| | SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 20 TYPE OF FLIGHT PLAN NONE | | | | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 360 TYPE OF WEATHER CONDITIONS VFR | |
| | REMARKS- GLIDER OPS, PLT S OF ARPT AT APT 50 FT AGL CKG FOR HEAT LIFT. L WING STRUCK GND. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|----------------------|--------------------|---------------------|--|---|
| 3-1173 | 3/31/75 | NR. PENSACOLA, FL | PIPER PA-28 | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 29, 158 |
| | TIME - 1940 | | N5540F | PX- 2 0- 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 88 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | LAST ENROUTE STOP | |
| | BOCNE, NC | PENSACOLA, FL | | | AUBURN, AL | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | COLLISION WITH GROUND/WATER: UNCONTROLLED | | | | IN FLIGHT: UNCONTROLLED DESCENT | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - OBSTRUCTIONS TO VISION | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | OVERCAST | | | | 400 | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 3 MILES OR LESS | | | | NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | |
| | HAZE | | | | 52 | |
| | WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | |
| | 10 | | | | 10 | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | IFR | | | | VFR | |
| | REMARKS- PENSACOLA RADIO ADVSD PLT THAT VISUAL FLT NOT RECOMMENDED IN AREA. PLT LATER RPTD DISORIENTED. | | | | | |
| 3-1004 | 4/1/75 | BELLE GLADE, FL | GRUMMAN G-164 | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 25, 2310 |
| | TIME - 1000 | | N601Y | PX- 0 0 0 | ASSOC CROP CTL ACTIVITY | TOTAL HOURS, 1015 IN TYPE, INSTRUMENT RATED. |
| | | | DAMAGE-SUBSTANTIAL | | | |
| | NAME OF AIRPORT - BELLE GLADE STATE | | | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | BELLE GLADE, FL | LOCAL | | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | HARD LANDING | | | | LANDING: LEVEL OFF/TOUCHDOWN | |
| | COLLIDED WITH: OBJECT | | | | LANDING: ROLL | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | | | | | |
| | PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | |
| | FACTOR(S) | | | | | |
| | AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: HIDDEN HAZARD | | | | | |
| | SPECIAL DATA | | | | | |
| | TOTAL HOURS IN CROP CONTROL - 1100 | | | | KIND OF OPERATION - SPRAYING CROPS | |
| | KIND OF CROP - OTHER | | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC | |
| | PILOT'S SEAT BELT - FASTENED-PROPERLY | | | | GLOVES - NOT USED | |
| | GOGGLES - NOT USED | | | | CRASH HELMET - AVAILABLE-NOT USED | |
| | COCKPIT CRASHPAD - INSTALLED | | | | CRASH BAR - INSTALLED | |
| | TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | | TERRAIN-TYPE - LEVEL, FLAT | |
| | SWATH RUN-HOW FLOWN - CROSSWIND | | | | | |
| | REMARKS- AIRBORNE, UN CLB PLT ELECTED TO ABORT FLT. ACFT DROPPED WHEN PLT RETARDED THROTTLE STRUCK A HUMMOCK. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|--|------------------------|---------------------------|---|
| 3-1784 | 4/7/75 TIME - 1700 | PLANT CITY, FL | CESSNA 150 N5523E DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | CERTIFICATE UNKNOWN, AGE 75, 25000 TOTAL HOURS, 704 IN TYPE, NOT INSTRU- MENT RATED. |
| NAME OF AIRPORT - MILLERS AIRSTRIP DEPARTURE POINT INTENDED DESTINATION PLANT CITY, FL LOCAL TYPE OF ACCIDENT AIRFRAME FAILURE: IN FLIGHT PHASE OF OPERATION COLLIDED WITH: FENCE, FENCEPOSTS TAKEOFF: INITIAL CLIMB LANDING: ROLL PROBABLE CAUSE(S) SYSTEMS - FLIGHT CONTROL SYSTEMS: ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - OTHER EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ELEV TRIM TAB HORN ASSY PN0432168-5 FAILED INFLT. ACFT STRUCK FENCE IN EMGCY LNDG FIELD. | | | | | | |
| 3-1520 | 4/18/75 TIME - 1645 | SEBRING, FL | BEECH 19 N6560R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 27, 59 TOTAL HOURS, 20 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SEBRING DEPARTURE POINT INTENDED DESTINATION ST PETERSBURG, FL RETURN TYPE OF ACCIDENT HARD LANDING LAST ENROUTE STOP GEAR COLLAPSED SEBRING, FL PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE SKY CCNDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 85 WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN VFR REMARKS- WIND VARIABLE 140-180 DEG. | | | | | | |
| CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND HEAD WIND 338-022 DEGREES WIND DIRECTION-DEGREES 140 TYPE OF WEATHER CONDITIONS VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|--------------------------|---|---|---|---|--|
| 3-1640 | 4/22/75 TIME - 1020 | BRADENTON, FL | PIPER PA-24 N5086P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | PRIVATE, AGE 29, 272 TOTAL HOURS, 28 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT SARASOTA, FL | INTENDED DESTINATION AVON PARK, FL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL | | |
| PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - REDUCTION GEAR ASSEMBLY: OTHER MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LOCKPLATE AND STUDS FOUND IN MUTILATED STATE. IDLER GR ASSEMBLY P/N-72231 HAD 40 PCT TEETH MISSING | | | | | | |
| 3-1641 | 4/25/75 TIME - 1935 | KISSIMMEE, FL | BEDE BD-4 N70RD DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 52, 3500 TOTAL HOURS, 11 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - KISSIMMEE MUNI DEPARTURE POINT KISSIMMEE, FL | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES | | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: ROLL | | |
| PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: IMPROPER MAINTENANCE (OWNER PERSONNEL) POWERPLANT - EXHAUST SYSTEM: MANIFOLDS MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED 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- EX MANIFOLD EXTN OF L SIDE MISSING, FOUND ON RWY. FUEL LINE DISTORTED IN RUBBER AREA FM HI HEAT. | | | | | | |
| 3-1637 | 4/27/75 TIME - UNK/NR | OPA LOCKA, FL | CESSNA 150 N5890G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS UNKNOWN/NOT REPORTED | CERTIFICATE UNKNOWN, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED. |
| | | DEPARTURE POINT OPA LOCKA, FL | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT UNDETERMINED | | PHASE OF OPERATION UNKNOWN/NOT REPORTED | | |
| PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT REMARKS- INJURY INDEX PRESUMED. ACFT STOLEN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|---|---|---|---|
| 3-1782 | 4/27/75 TIME - 1230 | GAINESVILLE,FL | PIPER PA-32 N7703J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 6 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 33, 73 TOTAL HOURS, 12 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - GAINESVILLE DEPARTURE POINT GREENVILLE,SC TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | INTENDED DESTINATION GAINESVILLE,FL | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| REMARKS- ACFT PORPOISE ON LG. | | | | | | |
| 3-1785 | 4/28/75 TIME - 1220 | STUART,FL | PIPER PA-32 N7728J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 53, 2438 TOTAL HOURS, 1390 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - WITHAM FIELD DEPARTURE POINT CLEWISTOWN,FL TYPE OF ACCIDENT COLLIDED WITH: AIRPORT HAZARD | INTENDED DESTINATION STUART,FL | PHASE OF OPERATION TAXI: FROM LANDING | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: HIDDEN HAZARD | | | | | | |
| REMARKS- ACFT RT GR STRUCK HIDDEN CONCRETE WATER DRAIN WHILE TAXIING IN GRASS AREA. | | | | | | |
| 3-1642 | 5/8/75 TIME - 1130 | DELAND,FL | BOEING A75N1 N4JF DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 54, 500 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - BOB LEE DEPARTURE POINT DELAND,FL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NGSE OVER/DOWN | INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL | | |
| PROBABLE CAUSE(S) MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS POWERPLANT - FUEL SYSTEM: VENTS,DRAINS,TANK CAPS MISCELLANEOUS ACTS,CONDITIONS - OBSTRUCTED MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- A MUD-DOBBER INSECT CLOGGED THE FUEL VENT LINE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------------|---|------------------------|---|--|
| 3-1001 | 5/10/75 TIME - 1230 | LAKE PLACID, FL | BEECH 819 N1953W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 25, 33 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT SEBASTIAN, FL | | | INTENDED DESTINATION PUNTA GORDA, FL | | | |
| TYPE OF ACCIDENT OVERSHOOT | | | PHASE OF OPERATION | | | |
| COLLIDED WITH: WIRES/POLES | | | LANDING: LEVEL OFF/TOUCHDOWN | | | |
| | | | LANDING: ROLL | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | |
| FACTOR(S) | | | | | | |
| TERRAIN - WET, SOFT GROUND | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - THUNDERSTORM ACTIVITY | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT | | | | | | |
| ADVERSE/UNFAVORABLE WEATHER | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| OVERCAST | | | 500 | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 1 MILE OR LESS | | | THUNDERSTORM | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | | |
| UNKNOWN/NOT REPORTED | | | 70 | | | |
| TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | | |
| IFR | | | VFR | | | |
| REMARKS- STRUCK TWO BARBED WIRE FENCES AND A DITCH | | | | | | |
| 3-1058 | 5/10/75 TIME - 0310 | NR. MARATHON, FL | CESSNA 172L N7059Q DAMAGE-DESTROYED | CR- 0 1 0 PX- 1 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 27, 191 TOTAL HOURS, 115 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT MARATHON, FL | | | INTENDED DESTINATION LOCAL | | | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | | | PHASE OF OPERATION | | | |
| | | | IN FLIGHT: OTHER | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| PILOT IN COMMAND - PHYSICAL IMPAIRMENT | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | |
| REMARKS- BLOOD ALCOHOL LVL 0.19 PCT. ACFT STRUCK WATER SLTLY NOSE DWN, L WING LOW ATTITUDE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|---|------------------------|---|--|
| 3-1524 | 5/12/75 TIME - 1820 | GROVELAND, FL | PIPER PA-32 N4799S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 5 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 47, 1422 TOTAL HOURS, 333 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - KLINGER DEPARTURE POINT FT LAUDERDALE, FL INTENDED DESTINATION GROVELAND, FL TYPE OF ACCIDENT OVERSHOOT GEAR COLLAPSED PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- ABT 3FT DROP OFF AT END OF RWY. | | | | | | |
| 3-1527 | 5/15/75 TIME - 1840 | CHIPLEY, FL | PIPER PA-22 N1530P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 47, 374 TOTAL HOURS, 31 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CHIPLEY DEPARTURE POINT CHIPLEY, FL INTENDED DESTINATION LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: FENCE, FENCEPOSTS PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - FUEL SYSTEM: SELECTOR VALVES MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. | | | | | | |
| REMARKS- 1 SCREW INSTLD IN SELECTOR VALVE, ROTATED WHEN USED. FUEL PORT HALF CLOSED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|---|------------------------|---|--|
| 3-1519 | 5/15/75 TIME - 1115 | PAHOKEE, FL | GLOBE GC-1A N90333 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 25, 927 TOTAL HOURS, 94 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PALM BEACH COUNTY DEPARTURE POINT INTENDED DESTINATION KEY WEST, FL PAHOKEE, FL TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR: LANDING GEAR WARNING AND INDICATING COMPONENTS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - HYDRAULIC FAILURE REMARKS- EXTND GR MANUALLY, INDCD DWN & LOCKED. CAUSE OF HYD FAILURE NOT DETERMINED. | | | | | | |
| 3-1518 | 5/17/75 TIME - 1430 | TALLAHASSEE, FL | EVANS VP-1 N10VW DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 49, 126 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION PERRY, FL QUINCY, FL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE COLLIDED WITH: AUTOMOBILE LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) TERRAIN - OTHER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LANDED ON HIGHWAY ON TOP OF VEHICLE. | | | | | | |
| 3-1523 | 5/19/75 TIME - 1620 | KISSIMEE, FL | CESSNA 177 N29389 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 28, 48 TOTAL HOURS, 24 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION TALLAHASSEE, FL ORLANDO, FL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE GEAR COLLAPSED LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------------|---|------------------------|---|---|
| 3-1447 | 5/23/75 TIME - 1620 | LAKELAND, FL | CESSNA 177 N2860X DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 22, 70 TOTAL HOURS, 60 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LAKELAND MUNI DEPARTURE POINT INTENDED DESTINATION BIRMINGHAM, AL CROSS CITY, FL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES PHASE OF OPERATION LANDING: TRAFFIC PATTERN-CIRCLING LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PLT EST FUEL OK TO LAKELAND UNCERTAIN OF FUEL AT CROSS CTY. HIT PALMETTO TREE LNOG AND DRG TKOF. | | | | | | |
| 3-1448 | 5/24/75 TIME - 1335 | SANIBEL ISLAND, FL | CESSNA 172L N7002Q DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 34, 141 TOTAL HOURS, 31 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SANIBEL DEPARTURE POINT INTENDED DESTINATION NEW TAMiami, FL SANIBEL ISLAND, FL TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: DITCHES PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL 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) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY REMARKS- AFTR ROUNDOUT ACFT FLOATED. RAN OFF END OF Rwy HIT A DITCH. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|---|------------------------|---|---|
| 3-1526 | 5/25/75 TIME - 1830 | TAMPA, FL | GRUM AMER AAI-B N6547L DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL INSTR., AGE 22, 826 TOTAL HOURS, 325 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - TAMPA INTL DEPARTURE POINT INTENDED DESTINATION TAMPA, FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE: PROPELLER LANDING: TRAFFIC PATTERN-CIRCLING COLLIDED WITH: OBJECT LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - PROPELLER AND ACCESSORIES: BLADES MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- 4-1/2 IN BLADE TIP SEPD. NUMEROUS PITS LEADING EDGE OF BLADE. RR TRACKS. | | | | | | |
| 3-1522 | 5/28/75 TIME - 1030 | MACCLENNY, FL | PIPER PA-28R N2662R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 710 TOTAL HOURS, 103 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - THRIFTS DEPARTURE POINT INTENDED DESTINATION JACKSONVILLE, FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE COLLIDED WITH: FENCE, FENCEPOSTS LANDING: ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - LUBRICATING SYSTEM: VALVES MISCELLANEOUS ACTS, CONDITIONS - WRONG PART MISCELLANEOUS ACTS, CONDITIONS - OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- OIL DRAIN VALVE P/N-CCA-1700 INSTALLED-WRONG VALVE FOR ACFT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-----------------------|--|---|------------------------------------|---|--|
| 3-1638 | 6/1/75 TIME - 1645 | CHULUOTA, FL | PIPER PA-18 N3693Z DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, FL. INSTR., AGE 53, 16353 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT CHULUOTA, FL | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT NOSE OVER/DOWN | PHASE OF OPERATION LANDING: ROLL | | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN TERRAIN - HIGH VEGETATION | | | | |
| 3-1449 | 6/1/75 TIME - 0900 | GROVELAND, FL | CESSNA 150 N6274S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 21, 180 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - KLINGER DEPARTURE POINT PLYMOUTH, FL | INTENDED DESTINATION RETURN | LAST ENROUTE STOP GROVELAND, FL | | |
| | | TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: DIRT BANK | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY REMARKS- T/D IN THE LAST 500FT OF RWY REMAINING. | | | | |
| 3-1780 | 6/7/75 TIME - 1340 | LANTANA, FL | CESSNA 150 N10861 DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 30, 9 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - PALM BEACH CITY DEPARTURE POINT LANTANA, FL | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT STALL: MUSH | PHASE OF OPERATION LANDING: GO-AROUND | | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PERSONNEL - FLIGHT INSTRUCTOR: INADEQUATE TRAINING OF STUDENT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING REMARKS- SUPERVISED SOLO, 4TH LDG ATTEMPT. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|---|---|---------------------------|---|
| 3-1525 | 6/8/75 TIME - 0900 | ORLANDO, FL | LAKE LA-4 N1072L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 60, 345 TOTAL HOURS, 74 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ORLANDO, FL | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | | |
| | | TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: TREES | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY | | | | | | |
| REMARKS- OVERRAN LNDG AREA STRUCK PALM TREES AT WATERS EDGE. | | | | | | |
| 3-1521 | 6/12/75 TIME - 1850 | KEY WEST, FL | CESSNA 150 N7808G DAMAGE-DESTROYED | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 49, 1824 TOTAL HOURS, 700 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT KEY WEST, FL | INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT: OTHER | | |
| | | TYPE OF ACCIDENT STALL | | | | |
| PROBABLE CAUSE(S) DUAL STUDENT - IMPROPER OPERATION OF FLIGHT CONTROLS DUAL STUDENT - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | |
| REMARKS- ACCELERATED STALL EXECUTING PYLON 8 PRACTICE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|---|---|---|--|
| 3-1636 | 6/20/75 TIME - 1215 | LAKE HARBOR, FL | GRUMMAN G-164A N6631 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | AIRLINE TRANSPORT, AGE 39, 4168 TOTAL HOURS, 257 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE PCINT LAKE HARBOR, FL | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: CROP | | | PHASE OF OPERATION LANDING: ROLL LANDING: ROLL | |
| PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION MISCELLANEOUS ACTS, CONDITIONS - HYDRAULIC FAILURE MISCELLANEOUS ACTS, CONDITIONS - LOW FLUID LEVEL | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1179 TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED REMARKS- NO BRAKE FLUID IN BRAKE SYSTEM. | | | | | | |
| | | | | KIND OF OPERATION - FERTILIZING.(DUST). PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT | | |
| 3-1452 | 4/23/75 TIME - 2315 | THOMASTON, GA | CESSNA 182 N2467Q DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 50, 2150 TOTAL HOURS, 2000 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - REGINALD GRANT DEPARTURE POINT ANNISTON, AL | INTENDED DESTINATION MACON, GA | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: RESIDENCE(S) | | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: FINAL APPROACH | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. . REMARKS- APRX FLT TIME 5 HR 10 MIN. TOTAL FLT AND OTR GND RUN TKOF PREP AND MAINT WOULD APRX 6HR SINCE SVC. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------|--|------------------------|----------------------------------|---|
| 3-1451 | 4/26/75 TIME - 1445 | COOLIDGE, GA | CESSNA 188 N70489 DAMAGE-SUBSTANTIAL INTENDED DESTINATION COOLIDGE, GA | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 39, 536 TOTAL HOURS, 13 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT MOULTRIE, GA | | | | | | |
| TYPE OF ACCIDENT NOSE OVER/DOWN | | | PHASE OF OPERATION LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| REMARKS- T/D FOR TOUCH GO LNDG, PLT DECIDED TO STOP. HVY BRAKING ACFT NOSED OVR. | | | | | | |
| 3-1643 | 5/5/75 TIME - 1815 | BYRON, GA | PIPER PA-25 N6966Z DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 22, 810 TOTAL HOURS, 600 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT BYRON, GA | | | | | | |
| TYPE OF ACCIDENT STALL | | | PHASE OF OPERATION IN FLIGHT: PROCEDURE TURNAROUND | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 600 | | | KIND OF OPERATION - SPRAYING CROPS | | | |
| KIND OF CROP - GRAIN FIELDS | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | | | |
| GLOVES - USED | | | GOGGLES - USED | | | |
| CRASH HELMET - AVAILABLE-USED | | | COCKPIT CRASHPAD - INSTALLED | | | |
| CRASH BAR - INSTALLED | | | TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | |
| TERRAIN-TYPE - LEVEL, FLAT | | | SWATH RUN-HOW FLOWN - CROSSWIND | | | |
| PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN | | | | | | |
| 3-1529 | 5/24/75 TIME - 1015 | DULUTH, GA | PIPER PA-28 N9420J DAMAGE-SUBSTANTIAL INTENDED DESTINATION LAWRENCEVILLE, GA | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | PRIVATE, AGE 31, 188 TOTAL HOURS, 11 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT TITUSVILLE, FL | | | LAST ENROUTE STOP BUFORD, GA | | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | | PHASE OF OPERATION IN FLIGHT: FLAREOUT FOR SWATH RUN LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - BECAME LCST/DISORIENTED | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | |
| TERRAIN - ROUGH/UNEVEN | | | | | | |
| TERRAIN - HIGH VEGETATION | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- DEPLETED FUEL SUPPLY WHILE LOOKING FOR ARPT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|------------|-----------------------|------------------------|---|--|
| 3-1530 | 5/30/75 | ADEL, GA | CESSNA 188A N4414Q | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 22, 281 TOTAL HOURS, 30 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HOODS STRIP DEPARTURE POINT INTENDED DESTINATION ADEL, GA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL: MUSH TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND MISCELLANEOUS ACTS, CONDITIONS - LOAD NOT JETTISONED SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - TOBACCO TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOTOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - USED GOGGLES - USED CRASH HELMET - AVAILABLE-USED CCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- PLT USUALLY USED 20 DEG FLAP FOR LOADED SHORT FLD TKOF.COULDN'T REMEMBER IF FLAPS USED. | | | | | | |
| 3-1453 | 6/1/75 | SPARTA, GA | CESSNA 150 N6204G | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 27, 193 TOTAL HOURS, 94 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION THOMASON, GA MILLEDGEVILLE, GA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE COLLIDED WITH: TREES LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - HIGH OBSTRUCTIONS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- TWO FLTS OF 1HR BFR DEP.ACFT NOT SVCD.FBO KEEPS FUEL APT 1 IN BLO FILLER NECK.TOTAL FLT HRS 3.9 | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------|---|------------------------|---|---|
| 3-1786 | 6/5/75 TIME - 0700 | ATLANTA,GA | PIPER PA-28 N9411N DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 34, 523 TOTAL HOURS, 206 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - FULTON COUNTY DEPARTURE POINT INTENDED DESTINATION ATLANTA,GA DESTIN,FL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: BUILDING(S) PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: MASTER AND CONNECTING RODS MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - OTHER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ROD BOLTS PN75060 ROD NUTS PN74646 FAILED ON CYLINDER NR 4 . ACFT STRUCK SHED DURING LDG. | | | | | | |
| 3-1528 | 6/13/75 TIME - 2010 | ELLAVILLE,GA | CESSNA 150K N5720G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 22, 32 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - GILL STRIP DEPARTURE POINT INTENDED DESTINATION ELLAVILLE,GA LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM: VENTS,DRAINS,TANK CAPS MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION TERRAIN - HIGH OBSTRUCTIONS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL VENT PLUGGED WITH DIRT DUE DIRT DOBBER ACTIVITY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|---|------------------------|-------------------------------------|--|
| 3-0960 | 5/9/75 TIME - .0750 | NR-EWA, HI | TOMCAT MK-5 N9014T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL. INSTR., AGE 28, 3241 TOTAL HOURS, 52 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NAS BARBERS POINT DEPARTURE POINT INTENDED DESTINATION EWA, HI LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: OBJECT IN FLIGHT: PULLUP FROM SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - OTHER PILOT'S SEAT BELT - NOT FASTENED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES ELEVATION-AREA BEING TREATED- FEET - 50 REMARKS- STRUCK PARKED SUGAR PLANTER. WEED CTL. KIND OF OPERATION - OTHER TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - ROLLING SWATH RUN-HOW FLOWN - UPWIND | | | | | | |
| 3-1301 | 5/15/75 TIME - 0625 | NR-HONOLULU, HI | DEHAVILLAND DHC-3 N35310 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO S-D | COMMERCIAL, AGE 31, 3607 TOTAL HOURS, 142 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - HONOLULU INTL DEPARTURE POINT INTENDED DESTINATION HONOLULU, HI KAMUELA, HI TYPE OF ACCIDENT TURBULENCE COLLISION WITH GROUND/WATER: UNCONTROLLED LAST ENROUTE STOP WAIMEA, HI PHASE OF OPERATION TAKEOFF: INITIAL CLIMB IN FLIGHT: UNCONTROLLED DESCENT PROBABLE CAUSE(S) MISCELLANEOUS - VORTEX TURBULENCE PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. MISCELLANEOUS ACTS, CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE REMARKS- DEP RWY 4, DC-9 HAD DEP RWY 8. WAKE TURB AT INTERSECTION. TWR HAD CAUTIONED PLT 8FOR TKOF. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|---|------------------------|---|--|
| 3-1403 | 4/10/75 TIME - 1720 | FAIRFIELD, ID | PIPER PA-22 N9309D DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 35, 120 TOTAL HOURS, 79 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FAIRFIELD DEPARTURE POINT FAIRFIELD, ID TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - WINDSHIELD, DIRTY, FOGGY, ETC.-RESTRICTED VISION AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: ICE/SLUSH ON RUNWAY REMARKS- SLUSH SPLASHED ON WINDSHIELD. HIT SNOW BANK. | | | | | | |
| 3-0961 | 4/12/75 TIME - 0830 | NR.MCCALL, ID | CESSNA TU206F N1912U DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 35, 5959 TOTAL HOURS, 3904 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MACKAY BAR DEPARTURE POINT BOISE, ID TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- 1 WAY MTN STRIP. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|-------------------|--|------------------------|---------------------------|---|
| 3-0962 | 4/19/75 | NR-BOISE, ID | CESSNA 150 N7815E DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 22, 11 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - STRAWBERRY GLEN DEPARTURE POINT INTENDED DESTINATION BOISE, ID LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING: TRAFFIC PATTERN-CIRCLING 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 PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 3000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER RAIN SHOWERS OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 50 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 270 13 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- LND IN PASTURE. PLTS 2ND SOLO FLT. | | | | | | |
| 3-1609 | 5/12/75 | MOUNTAIN HOME, ID | CESSNA 150 N10517 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 21, 31 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION MOUNTAIN HOME, ID LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE NOSE OVER/DOWN LANDING: ROLL PROBABLE CAUSE(S) MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) TERRAIN - ROUGH/UNEVEN REMARKS- INTENDED GO ARND FRM PRACTICE FORCED LG. CTCD GRND BFOR OPENING THROTTLE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|------------|---|------------------------|----------------------------------|---|
| 3-1315 | 5/17/75 | GIMLET, ID | STINSON 108-2 N9632K DAMAGE-DESTROYED | CR- 1 1 0 PX- 1 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 61, 25110 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GIMLET DEPARTURE POINT GIMLET, ID TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER: CONTROLLED NAME OF AIRPORT - GIMLET DEPARTURE POINT GIMLET, ID INTENDED DESTINATION LOCAL PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- ACFT HIT EDGE OF BLUFF. NO ENG MALFUNCTION FOUND | | | | | | |
| 3-1610 | 5/18/75 | BURLEY, ID | HUGHES 269A1A N8859F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 28, 869 TOTAL HOURS, 123 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT UNKNOWN/NOT REPORTED TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION ROLL OVER NAME OF AIRPORT - BURLEY, ID DEPARTURE POINT UNKNOWN/NOT REPORTED INTENDED DESTINATION LOCAL PHASE OF OPERATION IN FLIGHT: SWATH RUN LANDING: POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM: PUMPS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 14 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES REMARKS- LOST PWR ON SWATH RUN. FORCED TO MAKE IMMEDIATE LDG WITH INSUFFICIENT ALT. | | | | | | |
| KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED ELEVATION-AREA BEING TREATED- FEET - 4100 | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|--------------|---|------------------------|-------------------------------------|---|
| J-1176 | 1/2/75 TIME - 2229 | ROCKFORD, IL | BEECH E18S N7581 DAMAGE-DESTROYED | CR- 0 2 0 PX- 1 0 0 | COMMERCIAL AIR TAXI-CARGO S-D | COMMERCIAL, FL. INSTR., AGE 22, 2295 TOTAL HOURS, 383 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GREATER ROCKFORD DEPARTURE POINT INTENDED DESTINATION OTTUMWA, IA ROCKFORD, IL TYPE OF ACCIDENT: STALL LAST ENROUTE STOP MOLINE, IL PHASE OF OPERATION LANDING: TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC. EQUIPMENT FACTOR(S) WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW WIND DIRECTION-DEGREES 170 TYPE OF WEATHER CONDITIONS IFR FIRE AFTER IMPACT REMARKS- MAIL FLIGHT. ACFT ROLLED SHARP TO THE L BFR ALT LOSS. MDT RME ICE DRG USCNT. MAIL FLIGHT. | | | | | | |
| CEILING AT ACCIDENT SITE 1000 PRECIPITATION AT ACCIDENT SITE SNOW TEMPERATURE-F 28 WIND VELOCITY-KNOTS 13 TYPE OF FLIGHT PLAN IFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|---|------------------------|---|--|
| 3-1648 | 2/23/75 TIME - 2025 | ROCK FALLS, IL | BEECH G35 N4594D DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 45, 565 TOTAL HOURS, 271 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - WHITESIDE COUNTY DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP ROCK FALLS, IL RETURN BLOOMINGTON, IL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: CONTROLLED LANDING: FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE FACTOR(S) WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. WEATHER - LOW CEILING WEATHER - SNOW WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - ICE-WINDSHIELD WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED . SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 300 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F BLOWING SNOW 33 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 30 23 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR REMARKS- NOT DEICER EQPD. RCVRD 2/24/75. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|-------------------------|---|------------------------|------------------------------|---|
| 3-1060 | 2/26/75 | ELGIN, IL | PIPER PA-23 N6800Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 48, 381 TOTAL HOURS, 28 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - ELGIN | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | CHICAGO, IL | ELGIN, IL | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | OVERSHOOT | | | LANDING: LEVEL OFF/TOUCHDOWN | |
| | | COLLIDED WITH: DITCHES | | | LANDING: ROLL | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | |
| PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | |
| FACTOR(S) | | | | | | |
| AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: ICE/SLUSH ON RUNWAY | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| OVERCAST | | | 2500 | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 5 OR OVER | | | NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | RELATIVE BEARING OF WIND | | | |
| NONE | | | RIGHT CROSS WIND 068-112 DEGREES | | | |
| TEMPERATURE-F | | | WIND DIRECTION-DEGREES | | | |
| 30 | | | 270 | | | |
| WIND VELOCITY-KNOTS | | | TYPE OF WEATHER CONDITIONS | | | |
| 23 | | | VFR | | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| NCNE | | | | | | |
| REMARKS- FIRST PART OF RMY FREE OF ICE. PLT APLD BRAKES BTWN ICE PATCHES ON RMY, HVY BRAKING BFR END OF RMY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|--|--|---|--|
| 3-1646 | 3/19/75 TIME - 0330 | CONCORD, IL | PIPER PA-28 N15004 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 21, 60 TOTAL HOURS, 58 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT BOWLING GREEN, MO | INTENDED DESTINATION KIRKSVILLE, MO | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES | PHASE OF OPERATION IN FLIGHT: DESCENDING IN FLIGHT: DESCENDING | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - FOG | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SKY CONDITION OBSCURATION | | | | CEILING AT ACCIDENT SITE UNLIMITED | | |
| VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS | | | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE GROUND FOG | | | | TYPE OF WEATHER CONDITIONS IFR | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | |
| REMARKS- FLT CONT UNTIL FUEL EX. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------|---|---|---|--|
| 3-1232 | 4/14/75 TIME - 2017 | TRIMBLE, IL | PIPER PA-28 N95243 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 44, 80 TOTAL HOURS, 22 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT STILLWATER, OK | | | INTENDED DESTINATION COLUMBUS, OH | LAST ENROUTE STOP UNKNOWN/NOT REPORTED | | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED | | | | PHASE OF OPERATION IN FLIGHT: UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE 600 | | | |
| VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS | | | PRECIPITATION AT ACCIDENT SITE DRIZZLE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TEMPERATURE-F 45 | | | |
| WIND DIRECTION-DEGREES 70 | | | WIND VELOCITY-KNOTS 5 | | | |
| TYPE OF WEATHER CONDITIONS IFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- PLT RPTD TO IND ARTC I THINK IM UPSIDE DWN.FLT ON TOP OF OVCST PLT ATMTD DSCNT THRU CLDS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------|--|-------------------------------------|---|--|
| 3-1059 | 4/26/75 TIME - 1730 | BRADFORD, IL | PIPER J3C-65 N6264H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 40, 300 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - RICKENBERGER DEPARTURE POINT INTENDED DESTINATION SPRING VALLEY, IL BRADFORD, IL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN TAXI: FROM LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - RECEIVED RECORDED BRIEFING BY LFMF RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 5000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 50 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 80 15 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- WIND GUSTING 21K. | | | | | | |
| 3-1235 | 5/1/75 TIME - 1715 | ROCKFORD, IL | BEECH A36 N3116W DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 OT- 0 0 4 | INSTRUCTIONAL CHECK | COMMERCIAL, FL.INSTR., AGE 61, 13487 TOTAL HOURS, 1200 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GREATER ROCKFORD DEPARTURE POINT INTENDED DESTINATION ROCKFORD, IL URBANA, IL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT: BOTH ON GROUND TAXI: TO TAKEOFF PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF OTHER AIRCRAFT REMARKS- R PROP ON N474E STRUCK RUDDER, ELEV, STABILIZER AND FUSELAGE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------|---|-------------------------------------|------------------------------|--|
| 3-1235 | 5/1/75 TIME - 1715 | ROCKFORD, IL | BEECH E18S N474E DAMAGE-MINOR | CR- 0 0 1 PX- 0 0 3 OT- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 34, 9489 TOTAL HOURS, 110% IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GREATER ROCKFORD DEPARTURE POINT INTENDED DESTINATION ROCKFORD, IL MILWAUKEE, WI TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT: BOTH ON GROUND TAXI: TO TAKEOFF PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT REMARKS- COLLIDED WITH TAXIING BEECH N3116W. PLT RCVG IFR CLNC. TAXIWAY CURVES TO R. | | | | | | |
| 3-1061 | 5/3/75 TIME - 1520 | ROCKFORD, IL | GRUM AMER AA1-B N9885L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | STUDENT, AGE 23, 26 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - GREATER ROCKFORD DEPARTURE POINT INTENDED DESTINATION ROCKFORD, IL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING: LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-1531 | 5/20/75 TIME - 1533 | WHEELING, IL | BRANTLY B2B N2264U DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 28, 328 TOTAL HOURS, 138 IN TYPE, NOT INSTRU- MENT RATED. |
| NAME OF AIRPORT - CHICAGO LAND DEPARTURE POINT INTENDED DESTINATION WHEELING, IL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING: POWER-OFF AUTOROTATIVE LANDING HARD LANDING LANDING: POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. REMARKS- PRACTICE AUTOROTATION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------|---|------------------------|---|---|
| 3-1533 | 5/24/75 TIME - 1700 | MINOOKA, IL | CESSNA 185 N7SR DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | MISCELLANEOUS PARAJUMP (SPORT) | COMMERCIAL, AGE 28, 560 TOTAL HOURS, 227 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ROSSI FARM RLA DEPARTURE POINT INTENDED DESTINATION MINOOKA, IL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL: MUSH TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION TERRAIN - HIGH OBSTRUCTIONS REMARKS- MANUEVERED TO AVOID WIRES WHILE SETTLING. | | | | | | |
| 3-1336 | 5/25/75 TIME - 1605 | DIXON, IL | PIPER PA-24 N8526P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 50, 653 TOTAL HOURS, 510 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - DIXON MUNI DEPARTURE POINT INTENDED DESTINATION DIXON, IL SHEBOYGAN, WI TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB WHEELS-UP LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. REMARKS- TKOF R' MAIN, FUEL EX, SWITCHED TO AWX. NO VIS CK. ALT TOO LOW TO COMPLETE GR EXTN CYCLE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|-------------|--|------------------------|---|--|
| 3-1177 | 5/26/75 | KEWANEE, IL | CESSNA 182 N8473S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 27, 98 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - KEWANEE MUNI DEPARTURE POINT KANSAS CITY, MO TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NGSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING WEATHER - UNFAVORABLE WIND CONDITIONS AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SOFT SHOULDERS WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT ADVERSE/UNFAVORABLE WEATHER SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 70 WIND VELOCITY-KNOTS 25 TYPE OF FLIGHT PLAN VFR REMARKS- DRIFTED OFF RWY. | | | | | | |
| CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND LEFT QUARTERING HEAD WIND 293-337 DEGREES WIND DIRECTION-DEGREES 300 TYPE OF WEATHER CONDITIONS VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------------|---|------------------------|---|---|
| 3-1234 | 5/30/75 TIME - 0010 | SHELBYVILLE, IL | BEECH A23 N3511R DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 3 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 53, 1053 TOTAL HOURS, 873 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SHELBY COUNTY DEPARTURE POINT INTENDED DESTINATION SHELBYVILLE, IL LOCAL TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING FACTOR(S) WEATHER - LOW CEILING MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED 1300 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 67 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 200 6 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- FLT DISCONTINUED DUE FOG COND. LONG LO FINAL APCH. HIT WIRES ABT 600FT SHORT OF RWY. | | | | | | |
| 3-1338 | 5/31/75 TIME - 1800 | LODA, IL | PIPER PA-28 N7535R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 37, 318 TOTAL HOURS, 264 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - B AND H RLA DEPARTURE POINT INTENDED DESTINATION LODA, IL URBANA, IL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: DITCHES PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: WET RUNWAY MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND REMARKS- WATER STANDING ON SURFACE OF RUNWAY. ACFT SKIDDED TO L OFF RWY INTO A DITCH. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---|----------------------|---------------------|--------------------------------|--------------------------|
| 3-1647 | 5/31/75 | MARION, IL | PIPER PA-30 | CR- 1 0 0 | NONCOMMERCIAL | COMMERCIAL, AGE 41, 591 |
| | TIME - 1212 | | N7833Y | PX- 3 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 38 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | INSTRUMENT RATED. |
| | | NAME OF AIRPORT - WILLIAMSON CO | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | SPRINGFIELD, MO | MARION, IL | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | AIRFRAME FAILURE: IN FLIGHT | | | IN FLIGHT: DESCENDING | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | |
| | | PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | |
| | | PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | |
| | | AIRFRAME - WINGS: SPARS | | | | |
| | | FACTOR(S) | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | |
| | | WEATHER - LOW CEILING | | | | |
| | | WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS | | | | |
| | | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | |
| | | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | |
| | | SKY CONDITION | | | CEILING AT ACCIDENT SITE | |
| | | OVERCAST | | | 600 | |
| | | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | |
| | | 2 MILES OR LESS | | | RAIN | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | |
| | | FOG | | | 62 | |
| | | WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | |
| | | 280 | | | 18 | |
| | | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | |
| | | IFR | | | IFR | |
| | | REMARKS- 6HRS ACTUAL INST LOGGED, 3HRS SINCE 10/74. ALL WING SPARS BENT UPWARDS PRIOR TO FAILURE & SEPARATION | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|--------------|--|------------------------|---|---|
| 3-1337 | 6/1/75 TIME - 1625 | LORRAINE, IL | CESSNA 175 N93688 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 30, 111 TOTAL HOURS, 12 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HEMMING RLA DEPARTURE POINT INTENDED DESTINATION HIGH HILL, MO LORRAINE, IL TYPE OF ACCIDENT OVERSHOOT NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND FACTOR(S) WEATHER - SUDDEN WINDSHIFT MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 65 WIND VELOCITY-KNOTS 18 TYPE OF FLIGHT PLAN NONE REMARKS- WIND SHIFTED TO TAILWIND. NOSE GR SANK INTO SOFT GND IN BEAN FLD. | | | | | | |
| PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND TAIL WIND 158-202 DEGREES WIND DIRECTION-DEGREES 360 TYPE OF WEATHER CONDITIONS VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|--|---|------------------------|---|---|
| 3-1534 | 6/6/75 TIME - 0740 | CARMI, IL | BELL 47D-1 N74121 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL. INSTR., AGE 46, 5181 TOTAL HOURS, 4053 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT CARMI, IL | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES | PHASE OF OPERATION IN FLIGHT: SWATH RUN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 4000 | | | KIND OF OPERATION - DEFOLIATION (LIQUID) | | | |
| KIND OF CROP - OTHER | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC | | | |
| PILOT'S SEAT BELT - FASTENED-PROPERLY | | | GLOVES - USED | | | |
| GOGGLES - NOT USED | | | CRASH HELMET - AVAILABLE-USED | | | |
| COCKPIT CRASHPAD - NOT INSTALLED | | | CRASH BAR - NOT INSTALLED | | | |
| TANK/HOPPER-LOCATION - SIDES | | | TERRAIN-TYPE - LEVEL, FLAT | | | |
| ELEVATION-AREA BEING TREATED- FEET - 450 | | | SWATH RUN-HOW FLOWN - CROSSWIND DENSE WITH TREES | | | |
| REMARKS- HIT WIRES ACROSS DRAIN DITCH. | | | | | | |
| 3-1532 | 6/8/75 TIME - 0920 | LINCOLN, IL | JEANIES TEENIE N28RT DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 52, 200 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - LOGAN CO DEPARTURE POINT LINCOLN, IL | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | 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 | | | | | | |
| SKY CONDITION CLEAR | | | | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER | | | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| WIND VELOCITY-KNOTS 8 | | | RELATIVE BEARING OF WIND HEAD WIND 338-022 DEGREES | | | |
| TYPE OF FLIGHT PLAN NONE | | | TYPE OF WEATHER CONDITIONS VFR | | | |
| REMARKS- DRG FLARE FOR LUG WIND GUST UPSET ACFT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|------------------------|--|--|------------------------------|---|---|
| 3-1535 | 6/19/75 TIME - 2000 | PEORIA, IL | CESSNA 182 N3090F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 22, 77 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - GREATER PEORIA | | | | |
| | | DEPARTURE POINT | | | | |
| | | SPRINGFIELD, IL | | | | |
| | | TYPE OF ACCIDENT | | | | |
| | | HARD LANDING | | | | |
| | | | | PHASE OF OPERATION | | |
| | | | | LANDING: LEVEL OFF/TOUCHDOWN | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | |
| | | FACTOR(S) | | | | |
| | | PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | |
| | | PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | |
| | | REMARKS- FWD FUSELAGE DMGD. | | | | |
| 3-1645 | 6/27/75 TIME - 1725 | CARBONDALE, IL | CESSNA 150 N8490G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | NO CERTIFICATE, AGE UNK/NR, 10 TOTAL HOURS, ALL IN TYPE, NOT INSTRU- MENT RATED. |
| | | NAME OF AIRPORT - SOUTHERN ILLINOIS | | | | |
| | | DEPARTURE POINT | | | | |
| | | CARBONDALE, IL | | | | |
| | | TYPE OF ACCIDENT | | | | |
| | | HARD LANDING | | | | |
| | | GEAR COLLAPSED | | | | |
| | | | | PHASE OF OPERATION | | |
| | | | | LANDING: LEVEL OFF/TOUCHDOWN | | |
| | | | | LANDING: ROLL | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | |
| | | PERSONNEL - FLIGHT INSTRUCTOR: INADEQUATE TRAINING OF STUDENT | | | | |
| | | PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | |
| | | FACTOR(S) | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | |
| | | REMARKS- SUPERVISED SOLO PLT CONSULTED WITH IP ABT OTR HARD LNDG. IP ADVSD MAKE ANOTHER TKOF AND LNDG. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|--------|-----------------|---|------------------------|---|--|
| 3-1644 | 7/7/75 | BLOOMINGTON, IL | CESSNA 172G N5726R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 42, 355 TOTAL HOURS, 164 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BLOOMINGTON DEPARTURE POINT INTENDED DESTINATION MINIER, IL BLOOMINGTON, IL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE GEAR COLLAPSED LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) WEATHER - LOW CEILING MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE 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 BROKEN 300 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F GROUND FOG 70 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 350 8 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR NONE REMARKS- ABT 3 1/2 QTS DRAINED FM L TANK, 8 OZ DRAINED FM LOWEST POINT IN SYS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION * | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------|---|------------------------|---------------------------------------|--|
| 3-1787 | 7/11/75 TIME - 1240 | FORSYTH, IL | BELL 47G N7924S DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 28, 1280 TOTAL HOURS, 452 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT FORSYTH, IL | | | | | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING | | | PHASE OF OPERATION IN FLIGHT: RETURN TO STRIP LANDING: POWER-OFF AUTOROTATIVE 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 SPEED AND ALTITUDE | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SPECIAL DATA | | | | | | |
| TCTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED | | | KIND OF OPERATION - OTHER | | | |
| KIND OF CROP - CORN | | | PILOT'S SEAT BELT - FASTENED-PROPERLY | | | |
| GLOVES - NOT USED | | | GOGGLES - NOT USED | | | |
| TANK/HOPPER-LOCATION - SIDES | | | | | | |
| REMARKS- SEED CORN POLLINATION. | | | | | | |
| 3-1189 | 1/28/75 TIME - 2009 | COLUMBUS, IN | CESSNA 172K N79251 DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 34, 496 TOTAL HOURS, 154 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BAKALAR MUNI | | | | | | |
| DEPARTURE POINT PEORIA, IL | | | INTENDED DESTINATION COLUMBUS, IN | | | |
| TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES | | | PHASE OF OPERATION LANDING: FINAL APPROACH | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. | | | | | | |
| PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | |
| FACTOR(S) | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST | | | | | | |
| MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| SKY CONDITION OBSCURATION | | | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS | | | PRECIPITATION AT ACCIDENT SITE DRIZZLE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TYPE OF WEATHER CONDITIONS BELOW MINIMUMS | | | |
| TYPE OF FLIGHT PLAN IFR | | | | | | |
| REMARKS- RECOVERY DATE 012875.DSCNDD BLU MDA STRUCK WIRES ABT 1.45 MILES E OF ARPT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|---|--|------------------------------------|---|--|
| 3-1649 | 3/23/75 | CINCINNATI, IN | PIPER PA-24 N7514P DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 37, 1113 TOTAL HOURS, 987 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT MCCHORDSVILLE, IN | INTENDED DESTINATION WASHINGTON, IN | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED | PHASE OF OPERATION IN FLIGHT: UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - THUNDERSTORM ACTIVITY WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 600 | | | |
| | | VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS | PRECIPITATION AT ACCIDENT SITE RAIN, THUNDERSTORM | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- RCVRD 3/24/75. | | | | | | |
| 3-1006 | 4/26/75 | PAOLI, IN | AEROSTAR RANGER N6738N DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 40, 862 TOTAL HOURS, 461 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - PAOLI INTL | | | | |
| | | DEPARTURE POINT PAOLI, IN | INTENDED DESTINATION RETURN | LAST ENROUTE STOP TELL CITY, IN | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES | PHASE OF OPERATION LANDING: TRAFFIC PATTERN-CIRCLING LANDING: FINAL APPROACH | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. | | | | | | |
| REMARKS- ENG QUIT WHILE ENTRG PATTERN. DID NOT SWITCH TANKS R TANK ABT 1 SPOONFUL, L TANK ABT 1/4 TO 1/2 FULL | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---|--|------------------------|--|--|
| 3-1007 | 5/4/75 | ANGOLA, IN | CESSNA 177 N33857 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 28, 278 TOTAL HOURS, 48 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - TRI STATE DEPARTURE POINT ANGOLA, IN TYPE OF ACCIDENT STALL | INTENDED DESTINATION KENDALLVILLE, IN | | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - DOWNDRAFT, UPDRAFTS | | | | | | |
| | | SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN VFR | CEILING AT ACCIDENT SITE 2000 PRECIPITATION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 310 TYPE OF WEATHER CONDITIONS VFR | | | |
| REMARKS- TURB DUE HILL AND TREES BEYOND END OF RWY. WIND GUSTING 20K. | | | | | | |
| 3-1062 | 5/11/75 | EARL PARK, IN | TOWNSEND 47G2 N90836 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 27, 1908 TOTAL HOURS, 1400 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT EARL PARK, IN TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | INTENDED DESTINATION LOCAL | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE | | | | | | |
| REMARKS- PLT RPTD PAST 4 DAYS WAS VERY HECTIC. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------|--|-------------------------------------|---|--|
| 3-1655 | 5/15/75 TIME - 1156 | ELWOOD, IN | CESSNA 175 N9405B DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 OT- 0 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 32, 96 TOTAL HOURS, 35 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ELWOOD DEPARTURE POINT ELWOOD, IN INTENDED DESTINATION LOCAL TYPE OF ACCIDENT COLLISION WITH AIRCRAFT: BOTH IN FLIGHT PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - NO CONVERGENCE ANGLE-DEGREES - 90 HORIZONTAL COLLISION ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - NO ANTI-COLLISION LIGHTS - OPERATING REMARKS- BOTH ACFT COLLIDED OUR INTERSECTION OF N-S,E-W R.WY.CESSNA ON APCH R.WY 27,GRUMMAN ON APCH R.WY 36. | | | | | | |
| 3-1655 | 5/15/75 TIME - 1156 | ELWOOD, IN | GRUM AMER AA-5 N1332R DAMAGE-SUBSTANTIAL | CR- 0 1 1 PX- 0 0 0 OT- 0 0 2 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 31, 750 TOTAL HOURS, 28 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ELWOOD DEPARTURE POINT MCCORDSVILLE, IN INTENDED DESTINATION RETURN LAST ENROUTE STOP ELWOOD, IN TYPE OF ACCIDENT COLLISION WITH AIRCRAFT: BOTH IN FLIGHT PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) DUAL STUDENT - FAILED TO SEE AND AVOID OTHER AIRCRAFT PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF OTHER AIRCRAFT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - NO CONVERGENCE ANGLE-DEGREES - 90 HORIZONTAL COLLISION ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - NO ANTI-COLLISION LIGHTS - OPERATING REMARKS- STUDENT HIGH ON APCH, IP INIATED SLIP WITH WING DWN ABT 20 DEG. COLLIDED WITH N9405B OVR R.WY. CTR. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|---|------------------------|---|---|
| 3-1339 | 5/15/75 TIME - 1925 | TOPEKA, IN | CESSNA 120 N73058 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 22, 920 TOTAL HOURS, 35 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT MOLINE, IL | INTENDED DESTINATION SALEM, MI | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: FENCE, FENCEPOSTS | PHASE OF OPERATION TAKEOFF: RUN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, ALTITUDE OR CLEARANCE PILOT IN COMMAND - FAILED TO ABORT TAKEOFF | | | | | | |
| FACTOR(S) TERRAIN - WET, SOFT GROUND PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | | | |
| REMARKS- EMGCY LDG DUE FUEL EX. PLT OBTAINED 5 GAL AUTO GS. | | | | | | |
| 3-1178 | 5/18/75 TIME - 1915 | COLUMBIA CITY, IN | ADAMS SIDE-W N17A DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, 140 TOTAL HOURS, 85 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - MOTHERWELL DEPARTURE POINT COLUMBIA CITY, IN | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT STALL: MUSH | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ABORT TAKEOFF PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: HIGH VEGETATION | | | | | | |
| REMARKS- TALL GRASS, ACFT SLOW TO ACCELERATE, PULLED ACFT OFF RWY, SETTLED BEYOND. | | | | | | |
| 3-1650 | 6/3/75 TIME - 0840 | PORT ISABEL, IN | PIPER PA-22 N3578V DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 59, 7000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT MARION, IN | INTENDED DESTINATION SHERIDAN, IN | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED | PHASE OF OPERATION IN FLIGHT: UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INCAPACITATION MISCELLANEOUS ACTS, CONDITIONS - PILOT SUFFERED HEART ATTACK FIRE AFTER IMPACT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|------------------|--|------------------------|----------------------------------|---|
| 3-1236 | 6/5/75 TIME - 1850 | INDIANAPOLIS, IN | CESSNA 150 N21923 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 32, 27 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - INDIANAPOLIS MET DEPARTURE POINT INTENDED DESTINATION INDIANAPOLIS, IN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING: LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- DOOR OPENED, PLT DISTRACTED. | | | | | | |
| 3-1654 | 6/7/75 TIME - 1915 | VINCENNES, IN | PIPER PA-36 N56590 DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 22, 910 TOTAL HOURS, 400 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - KLEINS DEPARTURE POINT INTENDED DESTINATION VINCENNES, IN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: WIRES/POLES IN FLIGHT: PROCEDURE TURNAROUND PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE TERRAIN - HIGH OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 400 KIND OF CROP - OTHER PILOT'S SEAT BELT - FAILED ON IMPACT GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 430 PROCEDURE TURNAROUND - THIRD 1/3 OF TURN REMARKS- HIT TOP STRAND OF STATIC LINE. L SEAT BELT ATTACH CABLE BROKE WHERE IT PASSED THRU AFT BULKHEAD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------|---|------------------------|---|--|
| 3-1536 | 6/13/75 TIME - 2220 | GOSHEN, IN | BEECH M35 N9356Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 47, 667 TOTAL HOURS, 275 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MUNICIPAL DEPARTURE POINT TETERBORO, NJ TYPE OF ACCIDENT COLLIDED WITH: DITCHES PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) WEATHER - THUNDERSTORM ACTIVITY MISCELLANEOUS ACTS, CONDITIONS - LANDED IN CONSTRUCTION AREA WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT ADVERSE/UNFAVORABLE WEATHER SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF FLIGHT PLAN NONE REMARKS- ARPT CLOSED DUE CONST INFO CARRIED IN HOURLY SEQUENCE. HIT DITCH WHICH CROSSED ROLLOUT PATH. | | | | | | |
| 3-1652 | 6/24/75 TIME - 2125 | MUNCIE, IN | PIPER PA-22 N7636D DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 1 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 46, 385 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - REESE DEPARTURE POINT PORTLAND, IN TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED PROBABLE CAUSE(S) DUAL STUDENT - IMPROPER LEVEL OFF DUAL STUDENT - IMPROPER RECOVERY FROM BOUNCED LANDING PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- HI SINK DVLDPD IP CALLED FOR PWR, STUDENT DID NOT RESPOND. ACFT T/D HARD BFR IP TOOK OVR. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------|---|------------------------|---------------------------|---|
| 3-1653 | 6/25/75 TIME - 1225 | MUNCIE, IN | BEECH 24R N6978R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 46, 141 TOTAL HOURS, 18 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - REESE DEPARTURE POINT MORGANTOWN, WV TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: FENCE, FENCEPOSTS 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) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT ADVERSE/UNFAVORABLE WEATHER SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE TEMPERATURE-F 86 WIND VELOCITY-KNOTS 25 TYPE OF FLIGHT PLAN NONE REMARKS- PORPOISED RWY 27, LNDD RWY 9. GUSTING 35K. | | | | | | |
| INTENDED DESTINATION MUNCIE, IN PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL CEILING AT ACCIDENT SITE 2000 PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND TAIL WIND 158-202 DEGREES WIND DIRECTION-DEGREES 270 TYPE OF WEATHER CONDITIONS VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|---|-------------------------------------|---|---|
| 3-1651 | 6/27/75 TIME - 1430 | JEFFERSONVILLE, IN | PIPER PA-28R N3927T DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 OT- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 54, 669 TOTAL HOURS, 27 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - HAPS | | | | |
| | | DEPARTURE POINT HUNTINGTON, IN | INTENDED DESTINATION JEFFERSONVILLE, IN | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: AUTOMOBILE | PHASE OF OPERATION LANDING: FINAL APPROACH | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| FACTORS(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - OBSTRUCTIONS TO VISION PERSONNEL - AIRPORT SUPERVISORY PERSONNEL: FAILURE TO NOTIFY OF UNSAFE COND/AND OR FAILURE TO MARK OBSTRUCTION MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH | | | | | | |
| | | SKY CONDITION BROKEN | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE | TEMPERATURE-F 85 | | | |
| | | WIND DIRECTION-DEGREES 80 | WIND VELOCITY-KNOTS 4 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- APCH RATIO TO RWY 33 IS 1 TO 1 WITH NO DISPLACED THRESHOLD. HIT TRUCK ON OVERPASS 16FT ABV RWY ELEV | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|-----------|--|------------------------|---------------------------|---|
| 3-1455 | 5/8/75 TIME - 1510 | NEVADA,IA | ENSTROM F-28A N249Q DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 23, 150 TOTAL HOURS, 62 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NEVADA DEPARTURE POINT INTENDED DESTINATION MANLEY,IA DES MOINES,IA TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: UNCONTROLLED IN FLIGHT: OTHER PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES NONE 220 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 15 VFR TYPE OF FLIGHT PLAN NONE REMARKS- PLT RPRTD VIBRATION AND ERRATIC CYCLIC MOVEMENT.LOST CTL ABV T/D POINT SPUN R 180 DEG.GUSTING 27K. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------|--|------------------------|---|--|
| 3-1008 | 5/11/75 TIME - 1100 | CLARINDA, IA | PIPER J3C-65 N42670 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 76, 8000 TOTAL HOURS, 2000 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SCHENCK DEPARTURE POINT - CLARINDA, IA TYPE OF ACCIDENT - ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: DIRT BANK NAME OF AIRPORT - SCHENCK DEPARTURE POINT - CLARINDA, IA TYPE OF ACCIDENT - ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: DIRT BANK 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 FACTOR(S) WEATHER - CONDITIONS CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION - SCATTERED VISIBILITY AT ACCIDENT SITE - 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE - NONE TYPE OF FLIGHT PLAN - NONE REMARKS- EMERGENCY LNDG NECESSITATED BY SUSTAINED POWER LOSS. | | | | | | |
| INTENDED DESTINATION - LOCAL PHASE OF OPERATION LANDING: TRAFFIC PATTERN-CIRCLING LANDING: LEVEL OFF/TOUCHDOWN CEILING AT ACCIDENT SITE - UNLIMITED PRECIPITATION AT ACCIDENT SITE - NONE TYPE OF WEATHER CONDITIONS - VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------|--|------------------------|----------------------------------|---|
| 3-1454 | 6/16/75 TIME - 1930 | NEVADA, IA | HILLER H-23D N79SW DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 28, 1111 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT NEVADA, IA | | | INTENDED DESTINATION LOCAL | | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER: CONTROLLED | | | PHASE OF OPERATION IN FLIGHT: SWATH RUN IN FLIGHT: SWATH RUN | | | |
| PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 635 KIND OF CROP - CORN PILOT'S SEAT BELT - FASTENED-PROPERLY CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND REMARKS- SPRAY RUN ABT 5-10FT ABV CORN. | | | | | | |
| KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTXIC GLOVES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - AFT OF PILOT ELEVATION-AREA BEING TREATED- FEET - 995 | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---|--|------------------------------|---|---|
| 3-1341 | 6/24/75 | JOHNSTON, IA | AERONCA 15AC N1039H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 1 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 37, 91 TOTAL HOURS, 83 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - KERN FIELD | | | | |
| | | DEPARTURE PCINT JEFFERSON, IA | | | | |
| | | TYPE OF ACCIDENT OVERSHOOT | | PHASE OF OPERATION | | |
| | | CULLIDED WITH: TREES | | LANDING: LEVEL OFF/TOUCHDOWN | | |
| | | | | LANDING: GO-AROUND | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | |
| PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | | | | | | |
| PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - LANDED AT WRONG AIRPORT | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND | | | | | | |
| WEATHER - OBSTRUCTIONS TO VISION | | | | | | |
| SKY CCNDITION | | | | | | |
| OVERCAST | | | | | | |
| VISIBILITY AT ACCIDENT SITE | | | | | | |
| 5 OR OVER | | | | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | | | |
| HAZE | | | | | | |
| TEMPERATURE-F | | | | | | |
| 68 | | | | | | |
| WIND VELOCITY-KNOTS | | | | | | |
| 10 | | | | | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| NCNE | | | | | | |
| REMARKS- PLT THOUGHT LNDG AT ARPT 3 MI NORTH. | | | | | | |
| 3-1537 | 6/27/75 | MILTON, IA | CESSNA 177B N34413 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 119 TOTAL HOURS, 17 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT MIAMI, OK | | | | |
| | | INTENDED DESTINATION MT PLEASANT, IA | | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION | | PHASE OF OPERATION | | |
| | | GEAR COLLAPSED | | IN FLIGHT: NORMAL CRUISE | | |
| | | | | 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 - FUEL EXHAUSTION | | | | | | |
| TERRAIN - ROUGH/UNEVEN | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- VIS CK OF FUEL PLT EST ENOUGH FOR 2HR FLT. AIRBORNE APRX 2 HR 20 MIN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------|--|------------------------|---|---|
| 3-1656 | 7/4/75 TIME - 0900 | STOCKTON,IA | PITTS S-1C N7EB DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 53, 350 TOTAL HOURS, 230 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WORKMAN PVT DEPARTURE POINT STOCKTON,IA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL | | | INTENDED DESTINATION COUNCIL BLUFFS,IA | | PHASE OF OPERATION IN FLIGHT: CLIMB TO CRUISE LANDING: FINAL APPROACH | |
| PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM: LINES AND FITTINGS MISCELLANEOUS ACTS,CONDITIONS - OBSTRUCTED MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL INLET CLOGGED.STALLED ACFT ABT 20FT AGL. | | | | | | |
| 3-1063 | 4/28/75 TIME - 1600 | STAFFORD,KS | CESSNA A188B N53187 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 29, 1830 TOTAL HOURS, 50 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT STAFFORD,KS TYPE OF ACCIDENT COLLIDED WITH: TREES | | | INTENDED DESTINATION LOCAL | | PHASE OF OPERATION IN FLIGHT: SWATH RUN | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 120 KIND OF CROP - OTHER GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - ROLLING SWATH RUN-HOW FLOWN - CROSSWIND REMARKS- RETURNED & LANDED OK.SPRAYING ALFALFA. | | | | | | |
| KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GOGGLES - USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 1900 | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|-------------------|--|------------------------|---|--|
| 3-1011 | 5/3/75 TIME - 1945 | MEDICINE LODGE,KS | PIPER PA-28 N1519J DAMAGE-SUBSTANTIAL | CR- 0 1 1 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 36, 2929 TOTAL HOURS, 480 IN TYPE, NOT INSTRU- MENT RATED. |
| NAME OF AIRPORT - MEDICINE LODGE DEPARTURE POINT INTENDED DESTINATION MEDICINE LODGE,KS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL: MUSH LANDING: FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - CONTROL INTERFERENCE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE REMARKS- DRG A SLIP TO LNDG DEMO STUDENT PLT UNINTENTIONALLY FOLLOWED ALONG HEAVILY ON FLT CTLS. | | | | | | |
| 3-1010 | 5/4/75 TIME - 1440 | BEAUMONT,KS | BEECH 95-B55 N8975M DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 54, 2801 TOTAL HOURS, 40 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BEAUMONT DEPARTURE POINT INTENDED DESTINATION BEAUMONT,KS ST JOSEPH,MO 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 - PREMATURE LIFT-OFF FACTOR(S) WEATHER - DOWNDRAFT,UPDRAFTS MISCELLANEOUS ACTS,CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CCNDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES NONE 220 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 20 VFR TYPE OF FLIGHT PLAN NONE REMARKS- SHORT FLO TKOF,NO FLAPS DUE WIND. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------|---|------------------------|---|---|
| 3-1009 | 5/8/75 TIME - 1500 | OLATHE,KS | PIPER PA-28 N9736W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 43, 127 TOTAL HOURS, 30 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - JOHNSON CO DEPARTURE POINT INTENDED DESTINATION OLATHE,KS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: PARKED AIRCRAFT TAXI: TO TAKEOFF PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL: INADEQUATE FLIGHT TRAINING-PROCEDURES REMARKS- PIPER N55680 AND PIPER N6129W SUB DMG.PLT NOT AWARE THIS MODEL ACFT NOT EQPD WITH TOE BRAKES. | | | | | | |
| 3-1048 | 5/13/75 TIME - 2015 | SELDEN,KS | CESSNA 188 N5642J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 32, 3274 TOTAL HOURS, 1395 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION SELDEN,KS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: DIRT BANK TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,ALTITUDE OR CLEARANCE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND MISCELLANEOUS ACTS,CONDITIONS - LOAD NOT JETTISONED SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 3275 KIND OF CROP - CORN GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 2950 | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|---|--------------------------------|---|--|
| 3-1180 | 5/22/75 TIME - 0805 | SAWYER, KS | PIPER PA-28 N8359R DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 267 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT LARNED, KS | INTENDED DESTINATION KIOWA, KS | LAST ENROUTE STOP PRATT, KS | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED | PHASE OF OPERATION 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 | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION OBSCURATION | CEILING AT ACCIDENT SITE 0 | | | |
| | | VISIBILITY AT ACCIDENT SITE ZERO | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| 3-1538 | 5/24/75 TIME - 1222 | KANSAS CITY, KS | CESSNA 150 N18600 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 57, 52 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - FAIRFAX | | | | |
| | | DEPARTURE POINT KANSAS CITY, KS | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION DITCHING | PHASE OF OPERATION LANDING: FINAL APPROACH LANDING: LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) | | | | | | |
| POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER | | | | | | |
| REMARKS- LNDG IN RIVER ACFT SANK NOT RCVRD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--------------|---|------------------------|---|---|
| 3-1321 | 5/26/75 | GOVE,KS | CESSNA 210 N9513X DAMAGE-SUBSTANTIAL INTENDED DESTINATION GOVE,KS | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 40, 357 TOTAL HOURS, 222 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT GOODLAND,KS | | | | | | |
| TYPE OF ACCIDENT COLLIDED WITH: OBJECT | | | PHASE OF OPERATION LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING POWERPLANT - FUEL SYSTEM: VENTS,DRAINS,TANK CAPS MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY SECURED MISCELLANEOUS ACTS,CONDITIONS - FUEL SIPHONING. | | | | | | |
| FACTOR(S) TERRAIN - OTHER WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT LOW ON FUEL | | | | | | |
| SKY CONDITION CLEAR | | | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | WIND DIRECTION-DEGREES 30 | | | |
| WIND VELOCITY-KNOTS 19 | | | TYPE OF WEATHER CONDITIONS VFR | | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | |
| REMARKS- LNDD ON ROAD,HIT SIGN.LOOSE FUEL CAPS.WIND GUSTING 19K. | | | | | | |
| 3-1351 | 6/1/75 | ROSSVILLE,KS | HUGHES 269A N8898F DAMAGE-DESTROYED INTENDED DESTINATION SILVER LAKE,KS | CR- 0 1 0 PX- 0 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 35, 1700 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT ROSSVILLE,KS | | | | | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER: UNCONTROLLED | | | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB TAKEOFF: INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - WATER IN FUEL | | | | | | |
| FACTOR(S) TERRAIN - WET,SOFT GROUND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- INSUFFICIENT A/S OR ALT FOR AUTOROTATION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|--|--|---|---|---|
| 3-1344 | 6/2/75 TIME - 1523 | GOODLAND,KS | CESSNA 172U N7869G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 37, 171 TOTAL HOURS, 51 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - GOODLAND DEPARTURE POINT HUTCHINSON,KS TYPE OF ACCIDENT NOSE OVER/DOWN | INTENDED DESTINATION RAWLINS,WY | PHASE OF OPERATION LANDING: ROLL | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. MISCELLANEOUS ACTS,CONDITIONS - RUNWAY CLOSED FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT ADVERSE/UNFAVORABLE WEATHER REMARKS- PLT CLRD TO LND RWY 21 WHILE FLARING TO LND FSS ADVSD FLT LNDG RWY 23,CLOSED RWY.11.6HR IN 24HR PD | | | | | | |
| 3-1343 | 6/6/75 TIME - 1030 | HILL CITY,KS | CHAMPION 76CBC N269S DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 21, 393 TOTAL HOURS, 129 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT HILL CITY,KS TYPE OF ACCIDENT STALL: SPIN | | PHASE OF OPERATION IN FLIGHT: PROCEDURE TURNAROUND | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE SPECIAL DATA TGTAL HOURS IN CROP CONTROL - 393 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - BELLY ELEVATION-AREA BEING TREATED-FEET - 2500 PROCEDURE TURNAROUNC - THIRD 1/3 OF TURN FIRE AFTER IMPACT REMARKS- 9.5HRS LAST 24HR PERIOD. | | | | | | |
| | | | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - CROSSWIND | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|--|------------------------|---|--|
| 3-1789 | 6/12/75 TIME - 0830 | HOLCOMB, KS | BELL 47D1 N7735 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 31, 3238 TOTAL HOURS, 900 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT HOLCOMB, KS | | | INTENDED DESTINATION LOCAL | | PHASE OF OPERATION TAKEOFF: VERTICAL | |
| TYPE OF ACCIDENT COLLIDED WITH: CROP | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 3238 | | | KIND OF OPERATION - SPRAYING CROPS | | | |
| KIND OF CROP - GRAIN FIELDS | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC | | | |
| PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED | | | GLOVES - USED | | | |
| GOGGLES - NOT USED | | | CRASH HELMET - AVAILABLE-USED | | | |
| COCKPIT CRASHPAD - NOT INSTALLED | | | CRASH BAR - NOT INSTALLED | | | |
| TANK/HOPPER-LOCATION - SIDES | | | TERRAIN-TYPE - LEVEL, FLAT | | | |
| ELEVATION-AREA BEING TREATED- FEET - 3000 | | | SWATH RUN-HOW FLOWN - CROSSWIND | | | |
| REMARKS- STRUCK CROP WITH SPRAY BOOM. | | | | | | |
| 3-1179 | 6/13/75 TIME - 1404 | MANHATTAN, KS | AMER AVCO AA1-B N8889L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 42, 642 TOTAL HOURS, 123 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BLUE RIVER HILLS | | | INTENDED DESTINATION RETURN | | LAST ENROUTE STOP MANHATTAN, KS | |
| DEPARTURE POINT HORTON, KS | | | PHASE OF OPERATION TAKEOFF: ABORTED | | | |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: FENCE, FENCEPOSTS | | | TAKEOFF: ABORTED | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | | | |
| FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: HIGH VEGETATION | | | | | | |
| REMARKS- PLT LWRD 1/3 FLAP BFR TKOF. ACFT DID NOT BECOME AIRBORNE, TURNED OFF RMY TO AVOID RAVINE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------|--|------------------------|---|--|
| 3-1342 | 6/15/75 TIME - 0730 | PRATT, KS | MILLER TEENIE N4608 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 43, 67 TOTAL HOURS, 0 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PRATT DEPARTURE POINT PRATT, KS TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-1539 | 6/17/75 TIME - 1230 | MINNEOLA, KS | BELLANCA 7GCBC N87069 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | ATR, FLIGHT INSTR., AGE 30, 3050 TOTAL HOURS, 18 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - KENNEDY DEPARTURE POINT AUGUSTA, KS TYPE OF ACCIDENT COLLIDED WITH: FENCE, FENCEPOSTS PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: HIGH VEGETATION REMARKS- POST PARTIALLY OBSCURED BY WEEDS. | | | | | | |
| 3-1340 | 6/20/75 TIME - 1845 | LEAWOOD, KS | CESSNA 172 N5586R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, 123 TOTAL HOURS, 11 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - STATE LINE DEPARTURE POINT LAWRENCE, KS TYPE OF ACCIDENT UNDERSHOOT NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND REMARKS- SETTLED INTO LOW BRUSH ABT 20FT SHORT OF RWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|--|---|----------------------------------|--|
| 3-1541 | 6/24/75 TIME - 1201 | STAFFORD,KS | BOEING A75N1 N61419 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | AIRLINE TRANSPORT, AGE 28, 5000 TOTAL HOURS, 157 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT STAFFORD,KS | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | | PHASE OF OPERATION IN FLIGHT: PROCEDURE TURNAROUND | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 250 | | | | KIND OF OPERATION - SPRAYING CROPS | | |
| KIND OF CROP - GRAIN FIELDS | | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC | | |
| PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED | | | | GLOVES - NOT USED | | |
| GOGGLES - USED | | | | CRASH HELMET - AVAILABLE-USED | | |
| COCKPIT CRASHPAD - NOT INSTALLED | | | | CRASH BAR - NOT INSTALLED | | |
| TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | | TERRAIN-TYPE - LEVEL,FLAT | | |
| ELEVATION-AREA BEING TREATED- FEET - 1800 | | | | SWATH RUN-HOW FLOWN - CROSSWIND | | |
| PROCEDURE TURNAROUND - THIRD 1/3 OF TURN | | | | | | |
| REMARKS- DIVERTED ATTENTION TO WORKSHEET. | | | | | | |
| 3-1788 | 6/24/75 TIME - 0925 | GREENSBURG,KS | PIPER PA-25 N4474Y DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | PRIVATE, AGE 23, 475 TOTAL HOURS, 210 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - GREENSBURG | INTENDED DESTINATION LOCAL | | | |
| | | DEPARTURE POINT GREENSBURG,KS | | | | |
| | | TYPE OF ACCIDENT STALL | PHASE OF OPERATION IN FLIGHT: SURVEY FIELD/AREA | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 210 | | | | KIND OF OPERATION - SPRAYING CROPS | | |
| KIND OF CROP - GRAIN FIELDS | | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC | | |
| PILOT'S SEAT BELT - FASTENED-PROPERLY | | | | GLOVES - NOT USED | | |
| GOGGLES - NOT USED | | | | CRASH HELMET - AVAILABLE-USED | | |
| COCKPIT CRASHPAD - INSTALLED | | | | CRASH BAR - INSTALLED | | |
| TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | | TERRAIN-TYPE - ROLLING | | |
| ELEVATION-AREA BEING TREATED- FEET - 2300 | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- PILOT MANEUVERING TO START SPRAY RUN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|---|------------------------|---------------------------------------|---|
| 3-1540 | 6/26/75 TIME - 2045 | ATWOOD, KS | HUGHES 269A N8892F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | AIRLINE TRANSPORT, AGE 34, 1461 TOTAL HOURS, 87 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - HELI LOADING AREA DEPARTURE POINT INTENDED DESTINATION ATWOOD, KS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ROLL OVER TAKEOFF: VERTICAL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE CALM TEMPERATURE-F TYPE OF WEATHER CONDITIONS 80 VFR TYPE OF FLIGHT PLAN NONE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 87 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES ELEVATION-AREA BEING TREATED- FEET - 3000 REMARKS- ENG ROTOR RPM DECAYED AFTER L/O. KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT | | | | | | |
| 3-1181 | 2/7/75 TIME - 1400 | GEORGETOWN, KY | CESSNA 150 N6557S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 19, 9 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MARSHAL FIELD DEPARTURE POINT INTENDED DESTINATION GEORGETOWN, KY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB COLLIDED WITH: TREES LANDING: ROLL PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------------|---|------------------------|---|--|
| 3-1456 | 4/22/75 TIME - 1445 | UTICA, KY | VOLKSPANE VP-1 N39WA DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | NO CERTIFICATE, AGE 41, 55 TOTAL HOURS, 13 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - GOODE AIRPARK DEPARTURE POINT INTENDED DESTINATION UTICA, KY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE: IN FLIGHT TAKEOFF: INITIAL CLIMB COLLISION WITH GROUND/WATER: CONTROLLED LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) AIRFRAME - FUSELAGE: OTHER MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT REMARKS- STUDENT CERTIFICATE EXPIRED 7/31/74. WIND DEFLECTOR BEHIND PLTS HEAD DISLODGED. UN FLARE FOR LOG. | | | | | | |
| 3-1542 | 5/13/75 TIME - 0952 | BEREA, KY | PIPER PA-28 N32519 DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 32, 149 TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BEREA RICHMOND DEPARTURE POINT INTENDED DESTINATION LOUISVILLE, KY BEREA, KY TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: TREES LANDING: GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- LNDD ON SOD TAXI STRIP. | | | | | | |
| 3-1543 | 5/14/75 TIME - 0840 | RUSSELL SPGS, KY | CESSNA 182 N71773 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 26, 152 TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - RUSSELL SPRINGS DEPARTURE POINT INTENDED DESTINATION LOUISVILLE, KY RUSSELL SPGS, KY TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING: LEVEL OFF/TOUCHDOWN COLLIDED WITH: TREES LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY REMARKS- STRUCK TREE, BRUSH AND ROADWAY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|---|------------------------|------------------------------|--|
| 3-1657 | 6/6/75 TIME - 1354 | BOWLING GREEN, KY | CESSNA 320B N551X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 48, 6732 TOTAL HOURS, 262 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BOWLING GREEN DEPARTURE POINT INTENDED DESTINATION BOWLING GREEN, KY CHICAGO, IL TYPE OF ACCIDENT AIRFRAME FAILURE: IN FLIGHT PROBABLE CAUSE(S) SYSTEMS - FLIGHT CONTROL SYSTEMS: ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPAD. PITCH CONTROL PROBLEM SUSPECTED MECHANICAL DISCREPANCY REMARKS- ELEV PUSH-PULL ROD ATTACH RIVETS FAILED. PLT ABLE STABILIZE ACFT IN PITCH MODE THRU ELEV TRIM. | | | | | | |
| 3-1743 | 2/20/75 TIME - 0608 | GRAND CHENIER, LA | HUGHES 369HS N84AL DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 27, 2419 TOTAL HOURS, 811 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HELIPAD DEPARTURE POINT INTENDED DESTINATION GRAND CHENIER, LA OFFSHORE PLATFORM TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE: TAIL ROTOR COLLISION WITH GROUND/WATER: CONTROLLED PROBABLE CAUSE(S) ROTORCRAFT - ROTOR ASSEMBLIES: TAIL ROTOR BLADES MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT MISCELLANEOUS ACTS, CONDITIONS - CORRODED/CORROSION MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- HUGHES T/R BLADE, P/N 369A1613-3 FAILED & SEPARATED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|---|------------------------|------------------------------|--|
| 3-1304 | 4/4/75 TIME - 0630 | GRAND CHENIER, LA | BELL 206B N59621 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 2 1 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 26, 2142 TOTAL HOURS, 255 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CONTINENTAL DEPARTURE POINT INTENDED DESTINATION CAMERON, LA GRAND CHENIER, LA TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE TERRAIN - HIGH OBSTRUCTIONS WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 22 TYPE OF WEATHER CONDITIONS VFR FIRE AFTER IMPACT REMARKS- GUSTING TO 20K. HIT KNOWN PWR LINES. | | | | | | |
| CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 42 WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN NONE | | | | | | |
| 3-1143 | 4/11/75 TIME - 1700 | NEW ORLEANS, LA | CESSNA 185D N1568F DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL CHECK | COMMERCIAL, AGE 40, 1808 TOTAL HOURS, 180 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - TRANS GULF SPB DEPARTURE POINT INTENDED DESTINATION NEW ORLEANS, LA LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WHEELS-DOWN LANDING IN WATER PROBABLE CAUSE(S) MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS PILOT IN COMMAND - FAILED TO RETRACT LANDING GEAR FACTOR(S) CHECK PILOT - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PILOT IN COMMAND - MISUNDERSTANDING OF ORDERS OR INSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - CREW COORDINATION-POOR MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- ANNUAL ATCO CK. SIMULATED FORCED LDG. CREW DIDNT USE CK LIST. ACFT OVERTURNED. GR LTS INOP. | | | | | | |
| PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: LEVEL OFF/TOUCHDOWN | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|---|------------------------|---|--|
| 3-1144 | 4/17/75 TIME - 1610 | MANY, LA NAME OF AIRPORT - HART DEPARTURE POINT BATON ROUGE, LA TYPE OF ACCIDENT COLLIDED WITH: TREES | PIPER PA-28 N1467T DAMAGE-SUBSTANTIAL INTENDED DESTINATION MANY, LA | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 42, 720 TOTAL HOURS, 199 IN TYPE, NOT INSTRUMENT RATED. |
| PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR: BRAKING SYSTEM (NORMAL SYSTEM) AIRFRAME - LANDING GEAR: BRAKING SYSTEM (EMERGENCY SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY REMARKS- BRAKES FAILED HALFWAY DOWN RWY, REASON UNK. | | | | | | |
| 3-1145 | 4/20/75 TIME - 1130 | ZWOLLE, LA NAME OF AIRPORT - AMMONS DEPARTURE POINT ZWOLLE, LA TYPE OF ACCIDENT UNDERSHOOT GROUND-WATER LOOP-SWERVE | AERONCA 7ECA N2510G DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 21, 750 TOTAL HOURS, 12 IN TYPE, INSTRUMENT RATED. |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SOFT SHOULDERS | | | | | | |
| 3-1151 | 4/21/75 TIME - 1905 | ALEXANDRIA, LA DEPARTURE POINT NEW BRAUNFELS, TX TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES | PIPER PA-28 N15011 DAMAGE-DESTROYED INTENDED DESTINATION ALEXANDRIA, LA | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 30, 105 TOTAL HOURS, 26 IN TYPE, NOT INSTRUMENT RATED. |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- DIDNT REFUEL AT ENROUTE STOP. CIRCUMNAVIGATED WEA | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|---|------------------------|---|--|
| 3-1140 | 4/23/75 TIME - 1908 | NEW ORLEANS, LA | BEECH A36 N9123Q DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 4 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 40, 1200 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - LAKEFRONT DEPARTURE POINT POMPANO BEACH, FL INTENDED DESTINATION NEW ORLEANS, LA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION DITCHING PHASE OF OPERATION IN FLIGHT: DESCENDING LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- OVER FLEW SUITABLE ARPTS. ACFT SANK, NOT RECOVERED. NO FLOTATION GEAR ABD. | | | | | | |
| 3-0963 | 4/29/75 TIME - 0900 | WELSH, LA | GRUMMAN G-164A N7802 DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 23, 1430 TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT WELSH, LA INTENDED DESTINATION LOCAL TYPE OF ACCIDENT STALL: MUSH PHASE OF OPERATION IN FLIGHT: BUZZING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- PLT ATTEMPTD LO ALT AILERON ROLL. | | | | | | |
| KIND OF OPERATION - SEEDING CROPS TYPE OF CHEMICAL USED - UNKNOWN/NOT REPORTED GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|---|--|-------------------------------------|---|---|
| 3-1146 | 5/2/75 TIME - 1600 | OBERLIN, LA | GRUMMAN G-164A N7360 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 24, 2400 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT OBERLIN, LA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: DITCHES | PHASE OF OPERATION IN FLIGHT: STARTING SWATH RUN LANDING: ROLL | | | |
| PROBABLE CAUSE(S) POWERPLANT - IGNITION SYSTEM: SPARK PLUG MISCELLANEOUS ACTS, CONDITIONS - CARBON DEPOSITS PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| FACTOR(S) TERRAIN - ROUGH/UNEVEN PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 55 REMARKS- SPARK PLUGS FOULED. HIT RICE LEVEE. | | | | | | |
| KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - UPWIND | | | | | | |
| 3-0964 | 5/4/75 TIME - 1930 | MAMOU, LA | PIPER PA-22 N1249C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 QT- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 38, 108 TOTAL HOURS, 73 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - AG STRIP DEPARTURE POINT MAMOU, LA | INTENDED DESTINATION LAKE CHARLES, LA | | | |
| | | TYPE OF ACCIDENT STALL: MUSH | PHASE OF OPERATION 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) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: WET RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SOFT RUNWAY REMARKS- SETTLED TO GRND, HIT FENCE POST & PARKED CAR. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|--------|---|---|------------------------|---------------------------------------|---|
| 3-0965 | 5/9/75 | MERMENTAU, LA | GRUMMAN G-164A N979X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL INSTR., AGE 48, 15000 TOTAL HOURS, 600 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT MERMENTAU, LA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NCSE OVER/DOWN | PHASE OF OPERATION IN FLIGHT: SWATH RUN LANDING: ROLL | | | |
| PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: BLOWER, IMPELLER ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 16 REMARKS- HIT LEVEE. | | | | | | |
| KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT | | | | | | |
| 3-1147 | 5/9/75 | LERDY, LA | PIPER PA-25 N8787L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 37, 4065 TOTAL HOURS, 1200 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - HORACE VINCENT DEPARTURE POINT LERDY, LA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: FENCE, FENCEPOSTS | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: HIDDEN HAZARD FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 20 REMARKS- PLT DID NOT CHECK CONDITION OF STRIP. HIT WATER HOLE HIDDEN BY GRASS. INSUFFICIENT ROOM FOR ABORT. | | | | | | |
| KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - UNKNOWN/NOT REPORTED GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|---|-------------------------------------|---------------------------------------|---|
| 3-1148 | 5/9/75 TIME - 1700 | MORSE, LA | GRUMMAN G-164A N956X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 57, 28000 TOTAL HOURS, 5000 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FARM STRIP DEPARTURE POINT INTENDED DESTINATION MORSE, LA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF: RUN NOSE OVER/DOWN TAKEOFF: RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: WET RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SOFT SHOULDERS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED REMARKS- HIT RICE LEVEE. KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | | | | |
| 3-1149 | 5/10/75 TIME - 0900 | ABBEVILLE, LA | GRUMMAN G-164A N7203 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 OT- 0 0 1 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 53, 31050 TOTAL HOURS, 7500 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ABBEVILLE MUNI DEPARTURE POINT INTENDED DESTINATION ABBEVILLE, LA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT: ONE AIRBORNE LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF OTHER AIRCRAFT SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9999 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT SWATH RUN-HOW FLOWN - CROSSWIND KIND OF OPERATION - SEEDING CROPS TYPE OF CHEMICAL USED - UNKNOWN/NOT REPORTED GLOVES - NOT USED CRASH HELMET - AVAILABLE-NOT USED CRASH BAR - INSTALLED ELEVATION-AREA BEING TREATED- FEET - 16 | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|---|-------------------------------------|---------------------------------------|---|
| 3-1141 | 5/10/75 TIME - 1300 | OAKDALE, LA | SNOW 600S2R N3652X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 31, 2800 TOTAL HOURS, 1000 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ALLEN STRIP DEPARTURE POINT INTENDED DESTINATION OAKDALE, LA LOCAL TYPE OF ACCIDENT STALL: MUSH PHASE OF OPERATION TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: WET RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SOFT RUNWAY TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 2400 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- SOFT SPOTS ON RWY. TAIL HIT RICE LEVEE. KIND OF OPERATION - SEEDING CROPS TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT | | | | | | |
| 3-1149 | 5/10/75 TIME - 0900 | ABBEVILLE, LA | GRUMMAN G-164A N4963 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 OT- 0 0 1 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE UNK/NR, 16300 TOTAL HOURS, 9600 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ABBEVILLE MUNI DEPARTURE POINT INTENDED DESTINATION ABBEVILLE, LA LOCAL TYPE OF ACCIDENT COLLISION WITH AIRCRAFT: ONE AIRBORNE PHASE OF OPERATION TAXI: FROM LANDING 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 TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT SWATH RUN-HOW FLOWN - CROSSWIND REMARKS- UNCONTROLLED ARPT. N4963 LND ON OVERRUN. N7203 ON APCH TO RWY LND ON TOP OF N4963. KIND OF OPERATION - SEEDING CROPS TYPE OF CHEMICAL USED - UNKNOWN/NOT REPORTED GLOVES - NOT USED CRASH HELMET - AVAILABLE-NOT USED CRASH BAR - INSTALLED ELEVATION-AREA BEING TREATED- FEET - 16 | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|--------------------|---|------------------------|----------------------------------|--|
| 3-1150 | 5/11/75 | BATON ROUGE, LA | PIPER PA-28 N32558 DAMAGE--SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 28, 37 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - DOWNTOWN DEPARTURE POINT BATON ROUGE, LA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: DITCHES PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED SPEED PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: HIDDEN HAZARD REMARKS- DITCH ON SIDE OF TAXIWAY OBSCURED BY GRASS | | | | | | |
| 3-1152 | 5/13/75 | E.LAKE CHARLES, LA | GRUMMAN G-164A N6535 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 38, 6010 TOTAL HOURS, 4000 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT E.LAKE CHARLES, LA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: BLOWER, IMPELLER ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE TERRAIN - WET, SOFT GROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - FASTENED-PROPERLY GUGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 16 PROCEDURE TURNAROUND - SECOND 1/3 OF TURN REMARKS- LND IN RICE FLD. | | | | | | |
| KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|--|------------------------|---------------------------------------|--|
| 3-1142 | 5/14/75 TIME - 1530 | WELSH, LA | GRUMMAN G-164A N9684 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 36, 2237 TOTAL HOURS, 313 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT WELSH, LA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | PHASE OF OPERATION IN FLIGHT: STARTING SWATH RUN LANDING: ROLL | | | |
| PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: BLOWER, IMPELLER ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | |
| FACTOR(S) TERRAIN - WET, SOFT GROUND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND - | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 50 | | | | | | |
| KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND | | | | | | |
| 3-1404 | 5/14/75 TIME - 1400 | EUNICE, LA | GRUMMAN G-164A N9830 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 52, 18000 TOTAL HOURS, 600 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - WIMBORLY DEPARTURE POINT EUNICE, LA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: DIRT BANK | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND MISCELLANEOUS ACTS, CONDITIONS - LOAD NOT JETTISONED | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- HIT RICE LEVEE | | | | | | |
| KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|--|------------------------|---------------------------------------|---|
| 3-1407 | 5/15/75 TIME - 1140 | IOWA, LA | GRUMMAN G-164A N8661H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 45, 20000 TOTAL HOURS, 3000 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - O'BRIEN S FLYING DEPARTURE POINT INTENDED DESTINATION IOWA, LA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN LANDING: ROLL PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR: BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - DISTORTED MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9999 KIND OF CROP - RICE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 46 REMARKS- R MASTER BRAKE CYL SPRING DISTORTED. CAUSED LEVER TO LOCK R BRAKE. KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOKIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND | | | | | | |
| 3-1487 | 5/16/75 TIME - 1630 | NR. BASILE, LA | PIPER PA-25 N7011Z DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, FL. INSTR., AGE 25, 3475 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GUIDRY STRIP DEPARTURE POINT INTENDED DESTINATION BASILE, LA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB COLLIDED WITH: TREES LANDING: ROLL PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS 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 - 3400 KIND OF CROP - RICE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 60 KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOKIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - ROLLING | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------|---|------------------------|---------------------------------------|--|
| 3-1405 | 5/20/75 TIME - 1030 | IOTA, LA | GRUMMAN G-164A N677U DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 35, 645 TOTAL HOURS, 281 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SITTIG DEPARTURE POINT IOTA, LA TYPE OF ACCIDENT COLLIDED WITH: OBJECT NAME OF AIRPORT - SITTIG DEPARTURE POINT IOTA, LA TYPE OF ACCIDENT COLLIDED WITH: OBJECT PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: HIGH VEGETATION SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 281 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- Rwy NARROWED MID LENGTH. BUSHES CAUGHT WG. KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED | | | | | | |
| 3-1303 | 5/20/75 TIME - 1115 | WELSH, LA | GRUMMAN G-164A N7694 DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 36, 5842 TOTAL HOURS, 3154 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WELSH MUNI DEPARTURE POINT WELSH, LA TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES NAME OF AIRPORT - WELSH MUNI DEPARTURE POINT WELSH, LA TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING TERRAIN - HIGH OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 4142 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 20 PROCEDURE TURNAROUND - THIRD 1/3 OF TURN REMARKS- PLT FLEW UNDER TWO KNOWN WIRES, HIT THIRD UNKNOWN WIRE. AREA NOT PRE-CKD FOR HAZARDS KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---|----------------------|---------------------|---|--------------------------|
| 3-1305 | 5/21/75 | NR.IOWA,LA | GRUMMAN G-164A | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 39, 8550 |
| | TIME - 1150 | | N5374 | PX- 0 0 0 | ASSOC CROP CTL ACTIVITY | TOTAL HOURS, 1224 IN |
| | | | DAMAGE-DESTROYED | | | TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - FLOYD FOREMAN AG | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | IOWA,LA | LOCAL | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | COLLIDED WITH: DIRT BANK | | | TAKEOFF: INITIAL CLIMB | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - HIGH TEMPERATURE | | | | |
| | | WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | |
| | | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | |
| | | SKY CONDITION | | | CEILING AT ACCIDENT SITE | |
| | | CLEAR | | | UNLIMITED | |
| | | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | |
| | | 5 OR OVER | | | NONE | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | |
| | | NONE | | | 87 | |
| | | WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | |
| | | 180 | | | 5 | |
| | | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | |
| | | VFR | | | NONE | |
| | | SPECIAL DATA | | | KIND OF OPERATION - SEEDING CROPS | |
| | | TOTAL HOURS IN CROP CONTROL - 7000 | | | TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC | |
| | | KIND OF CROP - RICE | | | GLOVES - NOT USED | |
| | | PILOT'S SEAT BELT - FASTENED-PROPERLY | | | CRASH HELMET - AVAILABLE-USED | |
| | | GOGGLES - NOT USED | | | CRASH BAR - INSTALLED | |
| | | COCKPIT CRASHPAD - INSTALLED | | | | |
| | | TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | | |
| | | FIRE AFTER IMPACT | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--|--|--|---|---|
| 3-1302 | 5/21/75 | GUEYDAN, LA | GRUMAN G-164A N5355 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 47, 13314 TOTAL HOURS, 7314 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT GUEYDAN, LA | INTENDED DESTINATION LOCAL | | PHASE OF OPERATION IN FLIGHT: PROCEDURE TURNAROUND | |
| | | TYPE OF ACCIDENT COLLIDED WITH: TREES | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| SKY CONDITION CLEAR | | | | CEILING AT ACCIDENT SITE UNLIMITED | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER | | | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | | TEMPERATURE-F 88 | | |
| WIND DIRECTION-DEGREES 180 | | | | WIND VELOCITY-KNOTS 12 | | |
| TYPE OF WEATHER CONDITIONS VFR | | | | TYPE OF FLIGHT PLAN NONE | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND REMARKS- DOWNDRAFTS & TURB IN AREA. | | | | KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 3 PROCEDURE TURNAROUND - THIRD 1/3 OF TURN | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|--|------------------------|----------------------------------|---|
| 3-1306 | 5/23/75 TIME - 1700 | MERMENTAU, LA | BOEING E75 N51212 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL. INSTR., AGE 48, 15000 TOTAL HOURS, 3000 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT MERMENTAU, LA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES | PHASE OF OPERATION IN FLIGHT: PULLUP FROM SWATH RUN LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - 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 - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 20 PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN | | | | | | |
| KIND OF OPERATION - SEEDING CROPS TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - DOWNWIND | | | | | | |
| 3-1153 | 5/23/75 TIME - 1920 | NEW ORLEANS, LA | MOONEY M22 N99HN DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 26, 4114 TOTAL HOURS, 16 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT NEW ORLEANS, LA | INTENDED DESTINATION HOUSTON, TX | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION DITCHING | PHASE OF OPERATION IN FLIGHT: CLIMB TO CRUISE LANDING: LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- AIRCRAFT NOT RECOVERED FROM LAKE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|------------------------|--|------------------------|---------------------------------------|--|
| 3-1308 | 5/26/75 TIME - 1300 | JONES, LA | GRUMMAN G-164 N484Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | PRIVATE, AGE 34, 1313 TOTAL HOURS, 941 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MC KOIN DEPARTURE POINT JONES, LA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING SYSTEMS - FLIGHT CONTROL SYSTEMS: OTHER MISCELLANEOUS ACTS, CONDITIONS - JAMMED SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- GUST LOCK JAMMED AGAINST CONTROL COLUMN. | | | | | | |
| PHASE OF OPERATION TAKEOFF: RUN TAKEOFF: ABORTED | | | | | | |
| 3-1307 | 6/1/75 TIME - UNK/NR | NR, ST MARTINVILLE, LA | BELL 206B N58099 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS UNKNOWN/NOT REPORTED | CERTIFICATE UNKNOWN, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED. |
| DEPARTURE POINT BELLE CHASE, LA TYPE OF ACCIDENT COLLIDED WITH: TREES PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT FIRE AFTER IMPACT REMARKS- ACFT FOUND IN DENSE SWAMP. INJURY INDEX PRESUMED | | | | | | |
| PHASE OF OPERATION UNKNOWN/NOT REPORTED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|-------------|---|------------------------|----------------------------------|--|
| 3-1406 | 6/6/75 TIME - 0830 | EUNICE, LA | GRUMMAN G-164A N5257 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 26, 1071 TOTAL HOURS, 450 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - S&S DUSTERS DEPARTURE POINT INTENDED DESTINATION EUNICE, LA LOCAL TYPE OF ACCIDENT TURBULENCE COLLIDED WITH: TREES PHASE OF OPERATION TAKEOFF: INITIAL CLIMB TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE MISCELLANEOUS - VORTEX TURBULENCE REMARKS- TKOF MADE TOO SOON AFTR OTR ACFT.NO LOAD ABD. | | | | | | |
| 3-1468 | 6/9/75 TIME - 0800 | OBERLIN, LA | EMAIR MA-1 N1014Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 36, 10842 TOTAL HOURS, 215 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION OBERLIN, LA LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN PHASE OF OPERATION IN FLIGHT: STARTING SWATH RUN LANDING: ROLL PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: CYLINDER ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - WET, SOFT GROUND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9999 KIND OF CROP - RICE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 20 REMARKS- NR 5 CYL CRACKED ACROSS HEAD. LND IN FLOODED RICE FLD. | | | | | | |
| KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|-----------------|--|------------------------|---|--|
| 3-1489 | 6/9/75 TIME - 1915 | NEW ORLEANS, LA | HOPKINS SPORTS N6375 DAMAGE-NONE | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 50 TOTAL HOURS, 30 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LAKEFRONT DEPARTURE POINT INTENDED DESTINATION NEW ORLEANS, LA LOCAL TYPE OF ACCIDENT PROPELLER/ROTOR ACCIDENT TO PERSON PHASE OF OPERATION TAKEOFF: RUN PROBABLE CAUSE(S) PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION PILOT IN COMMAND - OPERATED CARELESSLY FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING REMARKS- PLTS R-HAND CAME IN CONTACT WITH PROP WHILE TRYING TO CLOSE R SIDE OF CANOPY. | | | | | | |
| 3-1741 | 6/9/75 TIME - 1420 | BATON ROUGE, LA | BEECH 95-B55 N5895J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 42, 5148 TOTAL HOURS, 133 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - DOWNTOWN DEPARTURE POINT INTENDED DESTINATION GALVESTON, TX BATON ROUGE, LA TYPE OF ACCIDENT GEAR RETRACTED PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED AIRFRAME - LANDING GEAR: NOSEWHEEL ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT MISCELLANEOUS ACTS, CONDITIONS - BENT FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. REMARKS- NOSE GR CENTERING TRACK BENT. ROLLER OUTSIDE TRACK. PLT HAD PULLED GR WARNING CB. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|--|------------------------|---|--|
| 3-1408 | 6/10/75 TIME - 0930 | LEESVILLE, LA | BEECH 35 N3956N DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 23, 2890 TOTAL HOURS, 28 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ORANGE, TX | INTENDED DESTINATION KANSAS CITY, MO | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: TREES | PHASE OF OPERATION LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING TERRAIN - HIGH OBSTRUCTIONS WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 600 | | | |
| | | VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE RAIN, THUNDERSTORM | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- LND ON ROAD DUE ENROUTE WEA. | | | | | | |
| 3-1309 | 6/21/75 TIME - 1400 | LECOMPT, LA | TERN GLIDER N7308 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 30, 129 TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SUMMERVILLE | INTENDED DESTINATION LOCAL | | | |
| | | DEPARTURE POINT LECOMPT, LA | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN | | | |
| | | TYPE OF ACCIDENT OVERSHOOT | LANDING: LEVEL OFF/TOUCHDOWN | | | |
| | | COLLISION WITH GROUND/WATER: CONTROLLED | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE FACTOR(S) TERRAIN - ROUGH/UNEVEN REMARKS- LND IN BEAN FLD. ACFT NOT EQUIPPED WITH FLAPS, SPOILERS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|---|------------------------|---|--|
| 3-1742 | 6/28/75 TIME - 1910 | IOWA, LA | GRUMMAN G-164A N9774 DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 47, 17000 TOTAL HOURS, 700 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - O'BRIEN DEPARTURE POINT CARLASS, LA TYPE OF ACCIDENT NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: WET RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SOFT RUNWAY FACTOR(S) WEATHER - RAIN WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE WIND DIRECTION-DEGREES 70 TYPE OF WEATHER CONDITIONS VFR SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9999 PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- HEAVY RAIN OCCURRED JUST BEFORE LDG. | | | | | | |
| INTENDED DESTINATION IOWA, LA PHASE OF OPERATION LANDING: ROLL CEILING AT ACCIDENT SITE 2800 PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND RIGHT CROSS WIND 068-112 DEGREES WIND VELOCITY-KNOTS 8 TYPE OF FLIGHT PLAN NONE KIND OF OPERATION - FERRY GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED | | | | | | |
| 3-1049 | 5/13/75 TIME - 1210 | FRANKFORT, ME | PIPER PA-32 N56012 DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 36, 478 TOTAL HOURS, 25 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT WEST POINT, VA TYPE OF ACCIDENT COLLIDED WITH: TREES PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISJUDGED ALTITUDE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- DSCNDD THRU CLDS HIT TREES ON MTN ABT 650FT MSL. | | | | | | |
| INTENDED DESTINATION BELFAST, ME PHASE OF OPERATION IN FLIGHT: OTHER | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|--------------------|--|------------------------|---------------------------------------|--|
| 3-1182 | 5/29/75 | MILLINOCKET, ME | GRUMMAN TBM-3E N4168A DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 37, 4500 TOTAL HOURS, 1200 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MILLINOCKET MUNI DEPARTURE POINT INTENDED DESTINATION MILLINOCKET, ME LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF: RUN COLLIDED WITH: TREES TAKEOFF: RUN PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE TAIL WIND 158-202 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 310 15 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 20 KIND OF OPERATION - SPRAYING FORESTS KIND OF CROP - FOREST-TREES TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE-USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - BELLY REMARKS- WIND GUSTING 20K. COLLIDED WITH ROCKS AND TREES. BRAKES OKD OK. | | | | | | |
| 3-1233 | 6/1/75 | NR. GREENVILLE, ME | CESSNA 180 N8626X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 44, 1415 TOTAL HOURS, 501 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION PATTEN, ME FIFTH ST JOHN LKE, ME TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB COLLIDED WITH: TREES TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ENG LOST PWR LNDD REMOTE POND. ENG OKD OK, TKOF NO PAX TO OBTAIN HELP. ENG LOST PWR CRASH LNDD TREES. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|---------------|--|------------------------|---|---|
| 3-1790 | 6/28/75 | BIDDEFORD, ME | BENSON B8M N3979 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 39, 300 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BIDDEFORD MUNI TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: OTHER PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - ENGINE STRUCTURE: PISTON, PISTON RINGS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NO COMPRESSION IN NO.2 CYLINDER. | | | | | | |
| 3-1791 | 7/13/75 | CARIBOU, ME | TAYLORCRAFT BC12-D N43875 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 41, 500 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT CARIBOU, ME TYPE OF ACCIDENT COLLIDED WITH: OBJECT GEAR COLLAPSED INTENDED DESTINATION LOCAL PHASE OF OPERATION TAXI: TO TAKEOFF TAXI: OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS REMARKS- ACFT HIT A LARGE ROCK. NOSED OVER. | | | | | | |
| 3-1012 | 4/20/75 | LAUREL, MD | CESSNA 180 N7689A DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 36, 1500 TOTAL HOURS, 274 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SUBURBAN DEPARTURE POINT LAUREL, MD TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES INTENDED DESTINATION BALTIMORE, MD PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- R FUEL TANK APT 2 GAL, L TANK APRX 1 PINT. PLT THOUGHT HE HAD ENOUGH GAS TO RETURN TO BAL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------------|---|------------------------|---|--|
| 3-1457 | 5/10/75 TIME - 0915 | FRIENDLY, MD | PIPER PA-28 N9024J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 53, 242 TOTAL HOURS, 133 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PG AIRPARK DEPARTURE POINT INTENDED DESTINATION FRIENDLY, MD LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF: RUN COLLIDED WITH: PARKED AIRCRAFT TAKEOFF: RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - FAILED TO ABORT TAKEOFF REMARKS- PILOT MADE SOFT FIELD TKOF, LOST DIR CTL, STRUCK PARKED ACFT N1272X, SUB DMGD. | | | | | | |
| 3-1183 | 5/11/75 TIME - 1630 | GAITHERSBURG, MD | FLEET 7 N9433 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 650 TOTAL HOURS, 101 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MONTGOMERY CO DEPARTURE POINT INTENDED DESTINATION GAITHERSBURG, MD LOCAL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) AIRFRAME - LANDING GEAR: TAILWHEEL ASSEMBLIES WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 190 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- PLT APLD BRAKES ABRUPTLY. TAIL WHEEL ASSEMBLY, 3 THRUST PLATE TO CASTERING AXIS DOWL PINS SHEARED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|--------------|---|------------------------|---|---|
| 3-1186 | 6/2/75 TIME - 0845 | EDGEMERE, MD | B-MUSTANG MIDGET N245 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 295. TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT ESSEX, MD | | | | | | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED | | | PHASE OF OPERATION IN FLIGHT: OTHER | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS REMARKS- PLT HAD NOT LOGGED ANY FLT HOURS SINCE 9/20/73. | | | | | | |
| 3-1185 | 6/3/75 TIME - 1125 | CLINTON, MD | CESSNA 150J N51099 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 44, 68 TOTAL HOURS, 61 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HYDE FIELD | | | | | | |
| DEPARTURE POINT CLINTON, MD | | | INTENDED DESTINATION LOCAL | | | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | | | PHASE OF OPERATION LANDING: GO-AROUND | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND REMARKS- UNDERSHOT APCH, T/D ABT 300FT SHORT OF RWY. | | | | | | |
| 3-1184 | 6/7/75 TIME - 0710 | LANTZ, MD | CHAMPION 7ECA N11049 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL. INSTR., AGE 28, 640 TOTAL HOURS, 35 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT GETTYSBURG, PA | | | INTENDED DESTINATION LOCAL | | | |
| TYPE OF ACCIDENT COLLIDED WITH: OBJECT | | | PHASE OF OPERATION IN FLIGHT: MANEUVER TO AVOID OBSTRUCTION | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, ALTITUDE OR CLEARANCE PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT FACTOR(S) MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 3 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - BELLY SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED REMARKS- COLLIDED WITH STONE WALL ORG TURN TO AVOID TREE LINE. 3.1 HRS AERIAL AG EXP. | | | | | | |
| | | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - NOT AVAILABLE CRASH BAR - NOT INSTALLED TERRAIN-TYPE - HILLY | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------|---|------------------------|---|--|
| 3-1458 | 6/22/75 TIME - 1050 | SWANTON, MD | PIPER PA-22 N3460Z DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 52, 129 TOTAL HOURS, 69 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BEVER AIR STRIP | | | | | | |
| DEPARTURE POINT | | | INTENDED DESTINATION | | | |
| OAKLAND, MD | | | SWANTON, MD | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| UNDERSHOOT | | | LANDING: FINAL APPROACH | | | |
| COLLIDED WITH: DIRT BANK | | | LANDING: FINAL APPROACH | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - DOWNDRAFT, UPDRAFTS | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| CLEAR | | | UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 5 OR OVER | | | NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | WIND DIRECTION-DEGREES | | | |
| NONE | | | 290 | | | |
| WIND VELOCITY-KNOTS | | | TYPE OF WEATHER CONDITIONS | | | |
| 5 | | | VFR | | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| NONE | | | | | | |
| REMARKS- HI SINK RATE, FAST THROTTLE APPLICATION, ACFT HIT A 5 FT EMBANKMENT. | | | | | | |
| 3-1064 | 3/2/75 TIME - 1218 | CANTON, MA | CESSNA 182K N2503Q DAMAGE-DESTROYED | CR- 0 1 0 PX- 1 2 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 39, 600 TOTAL HOURS, 150 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NORWOOD MUNI | | | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| ENGINE FAILURE OR MALFUNCTION | | | IN FLIGHT: NORMAL CRUISE | | | |
| COLLIDED WITH: TREES | | | LANDING: FINAL APPROACH | | | |
| PROBABLE CAUSE(S) | | | | | | |
| POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- HIT TREES ADJ TO GOLF FAIRWAY. 1 PAX EXPIRED FM INJURY SEVERAL DAYS AFTR ACOT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|--|------------------------|---------------------------|---|
| 3-1068 | 3/29/75 TIME - 1230 | BEDFORD, MA | BEECH J35 N303S DAMAGE-DESTROYED | CR- 0 1 1 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 25, 2002 TOTAL HOURS, 8 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - HANSCOM FIELD DEPARTURE POINT INTENDED DESTINATION BEDFORD, MA LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: OBJECT PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: CRANKSHAFT MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. | | | | | | |
| REMARKS- CRANKSHAFT HAD SEPARATED BTWN NR 1 AND 2 CON ROD BEARING JOURNALS. LNDD IN BRUSH BEYOND END OF RWY. | | | | | | |
| 3-1050 | 4/11/75 TIME - 1615 | TEWKSBURY, MA | GRUM AMER AA-5 N5414L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 28, 197 TOTAL HOURS, 28 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - TEW-MAC DEPARTURE POINT INTENDED DESTINATION TEWKSBURY, MA LOCAL TYPE OF ACCIDENT COLLIDED WITH: OBJECT PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- MONUCULAR VISION. PLT SAW TRUCK AND MAN WAVING THOUGHT HE HAD ADEQUATE CLEARANCE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|---|------------------------|---|--|
| 3-1052 | 5/11/75 TIME - 1715 | FITCHBURG, MA | TAYLORCRAFT BC-65 N36195 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 44, 590 TOTAL HOURS, 67 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FITCHBURG MUNI DEPARTURE POINT WOLFBORO, NH TYPE OF ACCIDENT NOSE OVER/DOWN INTENDED DESTINATION FITCHBURG, MA PHASE OF OPERATION LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 200 TYPE OF WEATHER CONDITIONS VFR REMARKS- WIND GUSTING 28K.ACFT CARTWHEELED. CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND HEAD WIND 338-022 DEGREES WIND VELOCITY-KNOTS 20 TYPE OF FLIGHT PLAN NONE WING TIP TOUCHED THE GND.ACFT CARTWHEELED. | | | | | | |
| 3-1051 | 5/18/75 TIME - 1940 | GARDNER, MA | AERONCA 7AC N85387 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 45, 210 TOTAL HOURS, 158 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - GARDNER DEPARTURE POINT GARDNER, MA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING INTENDED DESTINATION LOCAL PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - IMPROPER LEVEL OFF PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- DRG 180 TURN ACFT BEGAN TO LOSE ALT RAPIDLY.LDG GR AND R WING STRUT DMGD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|--|--|---|---|
| 3-1066 | 5/22/75 TIME - 1600 | NORFOLK, MA | FLEET 2 N1499T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 46, 270 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - NORFOLK DEPARTURE POINT NORFOLK, MA | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING: ROLL LANDING: ROLL | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN | | | | |
| PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION AIRFRAME - LANDING GEAR: BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - BRAKES FROZEN MISCELLANEOUS ACTS, CONDITIONS - UNAPPROVED MODIFICATION MISCELLANEOUS ACTS, CONDITIONS - WRONG PART REMARKS- HAYES 7.50X10 WHLS & EXPANDER BRAKES, SCOTT MASTER CYL INSTLD. NON-COMPATIBLE. MECH BRAKES SPECIFIED. | | | | | | |
| 3-1188 | 5/22/75 TIME - 0530 | HYANNIS, MA | SMITH MINI N18B DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 24, 4500 TOTAL HOURS, 94 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - BARNSTABLE DEPARTURE POINT HYANNIS, MA | INTENDED DESTINATION CHATHAM, MA | PHASE OF OPERATION LANDING: FINAL APPROACH | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - FOG WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF WEATHER CONDITIONS IFR REMARKS- WHILE ATMTG MAINTAIN VIS GND CTC R GR STRUCK A CABLE BTWN 2 POLES ACROSS ROUTE 134. | | | | | | |
| | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 60 TYPE OF FLIGHT PLAN NONE | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|---|------------------------|---|--|
| 3-1067 | 5/23/75 TIME - 1200 | TEWKSBURY, MA | DEHAVILLAND DH 82A N8223 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 132 TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - TEW-MAC DEPARTURE POINT BEDFORD, MA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: TREES PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, ALTITUDE OR CLEARANCE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- BOUNCED LNDG, PLT INITIATED GO-AROUND. ACFT TURNED ABT 30 DEG R, PLT ROTATED SHARPLY, DIDNT CLR TREES. | | | | | | |
| 3-1065 | 5/23/75 TIME - 1700 | MARLBOROUGH, MA | CESSNA 210J N3328S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 49, 1362 TOTAL HOURS, 840 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MARLBORO DEPARTURE PCINT BEDFORD, MA TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: DITCHES PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY REMARKS- T/D ABT 1/3 DWN RWY, ACFT BALLOONED, BOUNCED 3 TIMES. OVERRAN RWY ENTRD BRUSH AREA AND GULLEY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|--|-------------------------------------|---|---|
| 3-1190 | 5/28/75 TIME - 1032 | WESTFIELD, MA | HUGHES 269B N103KC DAMAGE-DESTROYED | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL CHECK | COMMERCIAL, FL. INSTR., AGE 28, 1435 TOTAL HOURS, 55 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BARNES MUNICIPAL DEPARTURE POINT INTENDED DESTINATION WESTFIELD, MA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: AUTOROTATIVE DESCENT AIRFRAME FAILURE: ON GROUND LANDING: POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - GROUND RESONANCE FACTOR(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS REMARKS- PWR-OFF AUTOROTATION LNOG, SKIPPED 16 FEET FORWARD AFTER INITIAL TOUCHDOWN. | | | | | | |
| 3-1187 | 6/8/75 TIME - 1250 | EDGARTOWN, MA | N. AMERICAN F-51D N76AF DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | ATR, FLIGHT INSTR., AGE 43, 10000 TOTAL HOURS, 5 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - KATAMA AIRPARK DEPARTURE POINT INTENDED DESTINATION EDGARTOWN, MA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL: SPIN IN FLIGHT: AEROBATICS PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- BFR FLT PLT BRFD NO NEG G & COOL VERT MNVRS. PLT FLEW ACRBTS W 2000 FT OVR CST. | | | | | | |
| 3-1793 | 6/23/75 TIME - 1650 | BEDFORD, MA | PIPER PA-28 N55498 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 QT- 0 0 1 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 26, 1404 TOTAL HOURS, 230 IN TYPE, NOT INSTRU- MENT RATED. |
| NAME OF AIRPORT - L G HANSCOM FIELD DEPARTURE POINT INTENDED DESTINATION BEDFORD, MA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: AUTOMOBILE TAXI: FROM LANDING PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL: DRIVER OF VEHICLE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - CONGESTED RAMP/TAXIWAY REMARKS- RAMP WAGON EMERGED FM BTWN 2 ACFT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|---|------------------------|--|--|
| 3-1792 | 6/24/75 TIME - 0705 | TEWKSBURY, MA | PIPER PA-24 N5570P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 52, 1068 TOTAL HOURS, 768 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - TEW-MAC DEPARTURE POINT TEWKSBURY, MA TYPE OF ACCIDENT WHEELS-UP | INTENDED DESTINATION NORWOOD, MA | | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR | | | | | | |
| FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | | | |
| WEATHER - OBSTRUCTIONS TO VISION | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION CLEAR | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE | WIND DIRECTION-DEGREES 215 | | | |
| | | WIND VELOCITY-KNOTS 5 | TYPE OF WEATHER CONDITIONS VFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- PLANNING IFR FLIGHT ENTERING PATTERN MISSED GR DWN ON CK LIST. | | | | | | |
| 3-1658 | 7/3/75 TIME - 0645 | STOW, MA | PIPER J3 N2112M DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 55, 1200 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - MINUTE MAN DEPARTURE POINT STOW, MA TYPE OF ACCIDENT STALL: SPIN | INTENDED DESTINATION LOCAL | | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| REMARKS- ACFT OBSVD TO CLB STEEPLY BFR R WING DROPPED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|------------------------|---|--|--|---|--|
| 3-1659 | 7/5/75 TIME - 1610 | FOXBORO, MA | RAVEN S-50A N71CT DAMAGE-MINOR | CR- 0 1 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 27, 20 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT N PROVIDENCE, RI | INTENDED DESTINATION UNKNOWN/NOT REPORTED | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN | | |
| | | TYPE OF ACCIDENT HARD LANDING | | | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT PILOT IN COMMAND - MISJUDGED ALTITUDE | | | | |
| | | FACTOR(S) TERRAIN - OTHER | | | | |
| | | REMARKS- LNDD ON LAKE, CREW SPILLED FRM GONDOLA DRG T/D. BALLOON BECAME AIRBORNE, LNDD IN GRAVEYARD 8MIN LATER | | | | |
| 3-1664 | 1/10/75 TIME - 1806 | TRAVERSE CITY, MI | BEECH A23-19 N20TD DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 44, 425 TOTAL HOURS, 333 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - CHERRY CAPITAL | INTENDED DESTINATION FORT WAYNE, IN | LAST ENROUTE STOP TRAVERSE CITY, MI | | |
| | | DEPARTURE POINT BOYNE FALLS, MI | | PHASE OF OPERATION LANDING: FINAL APPROACH | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: TREES | | | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PILOT IN COMMAND - IMPROPER IFR OPERATION PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | |
| | | FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - ALTIMETER SETTING-INCORRECT WEATHER - FOG WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 600 | | | |
| | | VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TEMPERATURE-F 46 | | | |
| | | WIND DIRECTION-DEGREES 180 | WIND VELOCITY-KNOTS 12 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN IFR | | | |
| | | REMARKS- HIT TALL TREES ABT 3 MI E OF ARPT, LOC APCH. PLT RPTD DIFFICULTY SETTING DG DUE TURBC. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION * | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------|---|------------------------|---|---|
| 3-1665 | 2/13/75 TIME - 1810 | HOWELL, MI | CESSNA 210F N1864F DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | PRIVATE, AGE 55, 1300 TOTAL HOURS, 524 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LIVINGSTON COUNTY DEPARTURE POINT INTENDED DESTINATION HOWELL, MI LOCAL TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED CHECK PILOT - LACK OF FAMILIARITY WITH AIRCRAFT FACTOR(S) AIRFRAME - LANDING GEAR: LANDING GEAR WARNING AND INDICATING COMPONENTS MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE REMARKS- GR SYS AND WARN LIGHTS WORKED. NMLY, HORN DID NOT SOUND WITH GR UP THROTTLE RETARDED. | | | | | | |
| 3-1016 | 3/1/75 TIME - 1000 | GLADWIN, MI | BEECH 35 N4416D DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 54, 2400 TOTAL HOURS, 1800 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HAINES FARM STRIP DEPARTURE POINT INTENDED DESTINATION GLADWIN, MI BIRCH RUN, MI 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 - PREMATURE LIFT-OFF PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) TERRAIN - SNOW-COVERED WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE LEFT CROSS WIND 248-292 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 15 270 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 10 VFR TYPE OF FLIGHT PLAN NONE REMARKS- OVERCORRECTED TO R WHILE ATMPGT TO CLR FENCE ACFT STALLED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------------|---|------------------------|---|--|
| 3-1193 | 3/21/75 TIME - 1907 | STAMBAUGH, MI | CESSNA 337D N86134 DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 2 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 47, 5300 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| NAME OF AIRPORT - STAMBAUGH DEPARTURE POINT WHEELING, IL INTENDED DESTINATION STAMBAUGH, MI TYPE OF ACCIDENT STALL: MUSH PHASE OF OPERATION LANDING: TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - IMPROPER IFR OPERATION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 100 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS DRIZZLE, FREEZING DRIZZLE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 31 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 120 5 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN BEGW MINIMUMS IFR REMARKS- CRUISE CLNC. NO PUB INSTRUMENT APCH PROC. DESCENDED THRU CLOUDS. WX EST BY WITNESSES LO CIG, FOG, RAIN. | | | | | | |
| 3-1660 | 4/30/75 TIME - 1930 | NR. GROSSE POINTE, MI | CESSNA 172M N4612Q DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 2 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 32, 184 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT DETROIT, MI INTENDED DESTINATION LOCAL TYPE OF ACCIDENT STALL: SPIN PHASE OF OPERATION IN FLIGHT: ACROBATICS PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- ALMOST VERT CLMB AFTR DIVING AT SHIP. INSUFF ALT AFTR RCVRV FRM SPIN, HIT WATER. TOX EXAM-COCAINE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|--|--|------------------------|---|---|
| 3-1192 | 5/4/75 TIME - 1232 | VICKSBURG, MI | PIPER PA-28 N7065R DAMAGE-DESTROYED INTENDED DESTINATION STURGIS, MI | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 153 TOTAL HOURS, 98 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT KALAMAZOO, MI | | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: TREES | PHASE OF OPERATION IN FLIGHT: OTHER | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION BROKEN | | | CEILING AT ACCIDENT SITE 100 | | | |
| VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TEMPERATURE-F 50 | | | |
| WIND DIRECTION-DEGREES 300 | | | WIND VELOCITY-KNOTS 10 | | | |
| TYPE OF WEATHER CONDITIONS IFR | | | TYPE OF FLIGHT PLAN SPECIAL VFR | | | |
| REMARKS- SPECIAL VFR, WX 500 BKN 700 OVCST 4 MI VIS. WX IN ACOT AREA 100 BKN 4 MI VIS. OBSVD IN 45 DEG DSCNT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|------------|--|------------------------|---|--|
| 3-1015 | 5/5/75 TIME - 0815 | LINDEN, MI | CESSNA 172L N7590G DAMAGE-DESTROYED INTENDED DESTINATION GRAND RAPIDS, MI | CR- 1 0 0 PX- 1 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 32, 97 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT PONTIAC, MI | | | | | | |
| TYPE OF ACCIDENT COLLIDED WITH: TREES | | | PHASE OF OPERATION IN FLIGHT: OTHER | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE ZERO OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF FLIGHT PLAN NCNE | | | CEILING AT ACCIDENT SITE 0 PRECIPITATION AT ACCIDENT SITE NONE TYPE OF WEATHER CONDITIONS IFR | | | |
| REMARKS- DESCENDED THRU CLOUDS TO OBTAIN GND REFERENCE.OBSERVED TREE TOO LATE TO AVOID COLLISION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|---|------------------------|---|---|
| 3-1663 | 5/6/75 TIME - 0910 | PRUDENVILLE, MI | CESSNA 150G N2910S DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 34, 8550 TOTAL HOURS, 505 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT GRAYLING, MI | INTENDED DESTINATION FLINT, MI | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: ELECTRONIC TOWERS | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 450 | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TEMPERATURE-F 56 | | | |
| | | WIND DIRECTION-DEGREES 360 | WIND VELOCITY-KNOTS 9 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- HIT GUY WIRE OF 497FT TALL RADIO TWR. | | | | | | |
| 3-1014 | 5/11/75 TIME - 1304 | BATTLE CREEK, MI | CESSNA 160K N8452M DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 50, 35 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - W K KELLOG | | | | |
| | | DEPARTURE POINT BATTLE CREEK, MI | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| REMARKS- DRG FLARE THE ACFT STARTED TO DRIFT TO R ACFT THEN BOUNCED AND CAME DWN NOSE FIRST. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|---|---|---|--|
| 3-1017 | 5/11/75 TIME - 0915 | MARQUETTE, MI | LUSCOMBE 8A N1117B DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 32, 357 TOTAL HOURS, 27 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - LEO GLASS DEPARTURE POINT MARQUETTE, MI TYPE OF ACCIDENT NOSE OVER/DOWN | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING: ROLL | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: HIDDEN HAZARD REMARKS- SAND, CLAY, ROCK RHY. MAIN GR SANK IN SOFT SANDY SPOT. | | | | | | |
| 3-1013 | 5/11/75 TIME - 1015 | FREMONT, MI | RAVEN S-40 N11976 DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 61, 54 TOTAL HOURS, 46 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT TWIN LAKES, MI TYPE OF ACCIDENT HARD LANDING | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) POWERPLANT - FUEL SYSTEM: LINES AND FITTINGS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE FIRE AFTER IMPACT REMARKS- FLEX LINE FM BURNER TO REGULATOR ATTACH FITTING BKN ON GND CTC, FIRE OCRD. WIND 210 DEG 13K. | | | | | | |
| 3-1022 | 5/15/75 TIME - 1330 | CLARKSTON, MI | CESSNA 150L N7505G DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 32, 11020 TOTAL HOURS, 4150 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT PONTIAC, MI TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT: DESCENDING LANDING: LEVEL OFF/TOUCHDOWN | | |
| 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 REMARKS- CARB HEAT APLD BFR DSCNT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|--|------------------------|---|--|
| 3-1070 | 5/16/75 TIME - 1905 | DETROIT, MI | PIPER PA-18 N1237A DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 40, 600 TOTAL HOURS, 325 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT DETROIT, MI | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- HI SINK RATE. | | | | | | |
| 3-1345 | 5/16/75 TIME - 1930 | NR. HOUGHTON LAKE, MI | PIPER PA-24 N6753P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 33, 155 TOTAL HOURS, 66 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT PLYMOUTH, MI | INTENDED DESTINATION SAGINAW BAY, MI | | | |
| | | TYPE OF ACCIDENT STALL: SPIN AIRFRAME FAILURE: IN FLIGHT | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE IN FLIGHT: OTHER | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| FACTOR(S) WEATHER - TURBULENCE IN FLIGHT, CLEAR AIR WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED OR KNOWN AIRCRAFT DAMAGE | | | | | | |
| | | SKY CONDITION CLEAR | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE | TEMPERATURE-F 40 | | | |
| | | WIND DIRECTION-DEGREES 200 | WIND VELOCITY-KNOTS 5 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- ENCTR D SVR TURBC, DOOR POPPED OPEN, ENTRD SPIN, DMGD WINGS, L STABILATOR BENT DOWN 3FT FROM END. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|---|------------------------|---|--|
| 3-1072 | 5/17/75 TIME - 2245 | TROY, MI | CESSNA 172M N20439 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 24, 81 TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BIG BEAVER DEPARTURE POINT INTENDED DESTINATION MARSHALL, MI TROY, MI TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING: LEVEL OFF/TOUCHDOWN COLLIDED WITH: DITCHES LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY | | | | | | |
| 3-1191 | 5/18/75 TIME - 1344 | JACKSON, MI | STINSON 108-2 N9508K DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 29, 107 TOTAL HOURS, 22 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - REYNOLDS MUNI DEPARTURE POINT INTENDED DESTINATION JACKSON, MI ELYRIA, OH TYPE OF ACCIDENT PHASE OF OPERATION STALL: SPIN TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS REMARKS- AFTR TKOF ACFT ASSUMED A NOSE HI ATTITUDE EST AS 75-80 DEG, CLB TO ABT 100FT TURN L BFR PITCH DWN. | | | | | | |
| 3-1071 | 5/22/75 TIME - 2315 | YPSILANTI, MI | PIPER PA-28 N2189T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 29, 282 TOTAL HOURS, 11 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WILLOW RUN DEPARTURE POINT INTENDED DESTINATION SAGINAW, MI YPSILANTI, MI TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: TREES LANDING: FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - MISJUDGED ALTITUDE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- PLT RQSTD STROBE LGT DEMO, BECAME TEMP BLINDED, ATMTD FLT BY INST REF. HIT TREES ABT 600FT BFR RHW. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|---|---|---|---|
| 3-1073 | 5/23/75 TIME - 2040 | OSHTENO,MI | LUSCOMBE 8A N71101 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 52, 1123 TOTAL HOURS, 32 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - PRIVATE DEPARTURE POINT OSHTENO,MI TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH: FENCE,FENCEPOSTS | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING: FINAL APPROACH LANDING: LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - POORLY PLANNED APPROACH REMARKS- SINK RATE GREATER THAN PLT ANTICIPATED. | | | | | | |
| 3-1662 | 5/24/75 TIME - 1845 | TRAVERSE CITY,MI | HUGHES 269C N9662F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 48, 3186 TOTAL HOURS, 35 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT MANISTEE,MI TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING | INTENDED DESTINATION WILLIAMSBURG,MI | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: POWER-OFF AUTOROTATIVE LANDING | | |
| PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: VALVE ASSEMBLIES MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- SLIGHT DOWNHILL SLOPE.NR 2 CYL EX VALVE HEAD BKN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------|--|------------------------|---|---|
| 3-1069 | 5/25/75 TIME - 1830 | TECUMSEH,MI | CESSNA 140 N2459V DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 50, 300 TOTAL HOURS, 60 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - TECUMSEH DEPARTURE POINT TECUMSEH,MI TYPE OF ACCIDENT TURBULENCE COLLIDED WITH: TREES PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS WEATHER - SQUALL LINE WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 40 TYPE OF FLIGHT PLAN NONE REMARKS- TSTMS IN AREA.WHILE IN TFC PATTERN PLT ENCTRD SVR TURBC LOST CTL OF ACFT. | | | | | | |
| INTENDED DESTINATION LOCAL PHASE OF OPERATION LANDING: FINAL APPROACH LANDING: FINAL APPROACH CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 66 TYPE OF WEATHER CONDITIONS VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---|----------------------|--------------------------------|--------------------------|---------------------------|
| 3-1544 | 5/30/75 | LAPEER, MI | CESSNA 414 | CR- 0 0 1 | NONCOMMERCIAL | COMMERCIAL, AGE 53, 1683 |
| | TIME - 2120 | | N414GW | PX- 0 0 1 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 300 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | INSTRUMENT RATED. |
| | | NAME OF AIRPORT - DUPONT-LAPEER | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | ONTARIO, CAN | DETROIT, MI | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | COLLIDED WITH: WIRES/POLES | | LANDING: FINAL APPROACH | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | |
| | | PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - LOW CEILING | | | | |
| | | WEATHER - RAIN | | | | |
| | | WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS | | | | |
| | | WEATHER BRIEFING - SELF-HELP, PILOT CHECKED WEATHER DATA | | | | |
| | | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | |
| | | EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT | | | | |
| | | ADVERSE/UNFAVORABLE WEATHER | | | | |
| | | SKY CONDITION | | CEILING AT ACCIDENT SITE | | |
| | | BROKEN | | 2500 | | |
| | | VISIBILITY AT ACCIDENT SITE | | PRECIPITATION AT ACCIDENT SITE | | |
| | | 1 MILE OR LESS | | RAIN, THUNDERSTORM | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | TEMPERATURE-F | | |
| | | NONE | | 63 | | |
| | | WIND DIRECTION-DEGREES | | WIND VELOCITY-KNOTS | | |
| | | 280 | | 20 | | |
| | | TYPE OF WEATHER CONDITIONS | | TYPE OF FLIGHT PLAN | | |
| | | VFR | | IFR | | |
| | | REMARKS- ACFT DIVERTED DUE WX. HIT WIRES LANDING ON DRAG STRIP. PLT THOUGHT LCL ARPT. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|--------|-------------|---|------------------------|---|---|
| 3-1346 | 6/2/75 | LINDEN, MI | PIPER PA-22 N5587Z DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 38, 40 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PRICES DEPARTURE POINT LINDEN, MI TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH: AIRPORT HAZARD PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) WEATHER - TURBULENCE IN FLIGHT, CLEAR AIR MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CCNDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF WEATHER CONDITIONS VFR REMARKS- NOSE WHEEL STRUCK LIP OF RWY. | | | | | | |
| PHASE OF OPERATION LANDING: FINAL APPROACH LANDING: LEVEL OFF/TOUCHDOWN | | | | | | |
| CEILING AT ACCIDENT SITE 3500 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 67 TYPE OF FLIGHT PLAN NONE | | | | | | |
| 3-1545 | 6/3/75 | CHELSEA, MI | PITTS S-1C N24144 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 38, 1155 TOTAL HOURS, 240 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT ANN ARBOR, MI TYPE OF ACCIDENT STALL: SPIN PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED REMARKS- ACFT IN R SPIN NOSE CAME UP RESULTING IN A FLAT SPIN. NOSE CAME DOWN WITH BLAST OF PWR. ACFT CKD OK. | | | | | | |
| PHASE OF OPERATION IN FLIGHT: ACROBATICS | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|-------------|---|------------------------|---|--|
| 3-1668 | 6/4/75 TIME - 0927 | DETROIT, MI | CESSNA 177 N2242Y DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 1 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 59, 2012 TOTAL HOURS, 23 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - DETROIT CITY DEPARTURE POINT INTENDED DESTINATION DETROIT, MI LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL: MUSH TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. FIRE AFTER IMPACT REMARKS- THIRD PAX EXPIRED 6/17/75. DPTD RWY NOSE HI ATTITUDE. ABT 70LB OVR MAX GWT. WATER PIPELINE PATROL. | | | | | | |
| 3-1795 | 6/6/75 TIME - 1700 | ALMA, MI | LUSCOMBE 8A N1951B DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, 191 TOTAL HOURS, 56 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - GRATIOT COMMUNITY DEPARTURE POINT INTENDED DESTINATION SHERIDAN, MI ALMA, MI TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING: ROLL COLLIDED WITH: DITCHES LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 4500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE RIGHT QUARTERING HEAD WIND 023-067 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 64 300 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 18 VFR TYPE OF FLIGHT PLAN NONE REMARKS- DRG LNDG ROLL R WING CAME UP L WING DRAGGED ON THE RWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|---|------------------------|---|---|
| 3-1547 | 6/8/75 TIME - 1950 | ANN ARBOR, MI | PIPER J3 N21647 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 43, 114 TOTAL HOURS, 12 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - YOUNG FIELD DEPARTURE POINT ANN ARBOR, MI TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-1546 | 6/13/75 TIME - 2000 | MASON, MI | PIPER PA-24 N5574P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 30, 175 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MASON DEPARTURE POINT GREENSBORO, NC TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: IMPROPERLY SERVICED AIRCRAFT (OWNER-PILOT) POWERPLANT - ENGINE STRUCTURE: MASTER AND CONNECTING RODS MISCELLANEOUS ACTS, CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE TERRAIN - WET, SOFT GROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- OIL PASSAGES BLOCKED RESULTING IN INADEQUATE LUBRICATION OF CONNECTING ROD BEARINGS | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|---|------------------------|---|--|
| 3-1548 | 6/15/75 TIME - 1230 | MEADE, MI | CESSNA 150K N6225G DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 44, 1326 TOTAL HOURS, 370 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MCCOMBE DEPARTURE POINT MEADE, MI TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: CYLINDER ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE TERRAIN - WET, SOFT GROUND TERRAIN - HIGH VEGETATION PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LNDD IN SOFT FLD WITH HI WEEDS. ALL 3 ROCKER ARM SHAFT BOSSES FAILED ON NO 2 CYL. | | | | | | |
| 3-1667 | 6/18/75 TIME - 2015 | E LANSING, MI | LAKE LA-4 N2019L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PRACTICE | COMMERCIAL, AGE 45, 247 TOTAL HOURS, 13 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT E LANSING, MI TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS REMARKS- DMGD R WING, FLAP, AILERON AND RUDDER. PLT ABORTED TKOF AFTR 2/3-3/4 USED WITHOUT BECOMING AIRBORNE. | | | | | | |
| 3-1661 | 6/19/75 TIME - 1110 | CASS CITY, MI | PIPER PA-28 N5126 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 93 TOTAL HOURS, 31 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - JIM TUCKEY FARM DEPARTURE POINT ANN ARBOR, MI TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: DITCHES PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY REMARKS- ROAD ACROSS RWY, PLT THOUGHT ROAD ROUGH LNDD BEYOND 1200FT GND ROLL, WET GROSS, UN STOP ON RWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------|---|------------------------|---|---|
| 3-1666 | 6/30/75 TIME - 1358 | JACKSON,MI | CESSNA 170 N5737C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 21, 109 TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - REYNOLDS MUNI DEPARTURE POINT INTENDED DESTINATION JACKSON,MI LOCAL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN PHASE OF OPERATION TAKEOFF: RUN TAKEOFF: RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO ABORT TAKEOFF REMARKS- FIRST CONV LNDG GR ACFT FLOWN.ACFT ENTRD GRASS AREA AND INVERTED. | | | | | | |
| 3-1794 | 7/4/75 TIME - 1615 | GOBLES,MI | PIPER PA-24 N7567P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 617 TOTAL HOURS, 295 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - WESLER FIELD DEPARTURE POINT INTENDED DESTINATION GOBLES,MI LOCAL TYPE OF ACCIDENT WHEELS-UP PHASE OF OPERATION TAKEOFF: ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF MISCELLANEOUS ACTS,CONDITIONS - INTENTIONAL WHEELS-UP REMARKS- RETRACTED GEAR TO ABORT. | | | | | | |
| 3-1348 | 4/3/75 TIME - 1630 | NR.WINONA,MN | MOONEY M20C N7109U DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 27, 1176 TOTAL HOURS, 529 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION LACROSSE,WI WINONA,MN TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: OBJECT PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION TERRAIN - OTHER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PLT HAD TO SLIDE SEAT TO REAR IN ORDER TO REACH FUEL VALVE.ENG QUIT 10 MIN AFTR DEPT FM LACROSSE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|--|------------------------|---------------------------|---|
| 3-1549 | 4/16/75 TIME - 1745 | BENSON, MN | PIPER PA-25 N6027Z DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | INSTRUCTIONAL TRAINING | COMMERCIAL, AGE 27, 230 TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT BENSON, MN | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: TREES | PHASE OF OPERATION IN FLIGHT: PULLUP FROM SWATH RUN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, ALTITUDE OR CLEARANCE PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND FIRE AFTER IMPACT | | | | | | |
| REMARKS- DOWNWIND SWATH RUN, HIT TOP 1/4 OF TREE. | | | | | | |
| 3-1194 | 4/16/75 TIME - 1437 | DULUTH, MN | CESSNA 150L N18063 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 45, 65 TOTAL HOURS, 40 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - DULUTH MUNI | INTENDED DESTINATION LOCAL | | | |
| | | DEPARTURE POINT DULUTH, MN | | | | |
| | | TYPE OF ACCIDENT TURBULENCE NOSE OVER/DOWN | PHASE OF OPERATION LANDING: FINAL APPROACH LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISUNDERSTANDING OF ORDERS OR INSTRUCTIONS PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. MISCELLANEOUS - VORTEX TURBULENCE | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - CONGESTED TRAFFIC-PATTERN | | | | | | |
| REMARKS- TWR INSTRUCTED LOW APCH. PLT DIDN'T ACK, RPTD HE HEARD SHORT APCH. THEN CLEARED TO LND. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------------|---|------------------------|----------------------------|---|
| 3-1796 | 4/18/75 TIME - 0033 | GRAND RAPIDS,MN | BEECH C90 N4146S DAMAGE-DESTROYED | CR- 0 1 0 PX- 1 0 0 | NONCOMMERCIAL CORP/EXEC | AIRLINE TRANSPORT, AGE 39, 5411 TOTAL HOURS, 195 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ITASCA COUNTY DEPARTURE POINT INTENDED DESTINATION ANOKA,MN GRAND RAPIDS,MN TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: TREES LANDING: FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CCNDITION CEILING AT ACCIDENT SITE OVERCAST 200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 37 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 280 5 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN BELOW MINIMUMS IFR FIRE AFTER IMPACT REMARKS- DSCNDD BELOW MDA, HIT TREES APRX 1-1/2MIS OF ARPT. VOR APCH. | | | | | | |
| 3-1053 | 4/29/75 TIME - 1610 | CAMBRIDGE,MN | CESSNA 150M N66396 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 41, 6105 TGTAL HOURS, 1530 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION CRYSTAL,MN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: OTHER STALL: MUSH IN FLIGHT: OTHER PROBABLE CAUSE(S) MISCELLANEOUS ACTS,CONDITIONS - SIMULATED CONDITIONS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS REMARKS- IP TOOK OVR FM STUDENT PLT ROLLED SHARPLY INTO A STEEP L BANK.HI SINK RATE DEVELOPED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|---|---|---|---|
| 3-1671 | 5/5/75 TIME - 2030 | BLAINE, MN | CESSNA 150H N22720 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 35, 108 TOTAL HOURS, 80 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - ANOKA COUNTY DEPARTURE POINT CAMBRIDGE, MN TYPE OF ACCIDENT - ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES | | INTENDED DESTINATION BLAINE, MN PHASE OF OPERATION IN FLIGHT: DESCENDING LANDING: LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- STALLED ACFT INTO GROVE OF TREES. | | | | | | |
| 3-1195 | 5/21/75 TIME - 1545 | LAFAYETTE, MN | HUGHES 269A N8929F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 26, 1373 TOTAL HOURS, 44 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - TRUCK PLATFORM DEPARTURE POINT LAFAYETTE, MN TYPE OF ACCIDENT ROLL OVER | | INTENDED DESTINATION LOCAL PHASE OF OPERATION TAKEOFF: VERTICAL | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE | | | | | | |
| | | SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF WEATHER CONDITIONS VFR | | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 89 TYPE OF FLIGHT PLAN NONE | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 279 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES ELEVATION-AREA BEING TREATED- FEET - 1000 REMARKS- L/O FM BACK OF FLAT BED TRUCK. | | | | | | |
| | | | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - ROLLING | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|---|------------------------|---|---|
| 3-1669 | 5/22/75 TIME - 1640 | ARGYLE,MN | CESSNA 182N N92514 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 52, 118 TOTAL HOURS, 75 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - JOHNSON DEPARTURE POINT WARREN,MN | INTENDED DESTINATION ARGYLE,MN | | | |
| | | TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: PARKED AIRCRAFT | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| FACTOR(S) WEATHER - SUDDEN WINDSHIFT MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY | | | | | | |
| | | SKY CONDITION CLEAR | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | RELATIVE BEARING OF WIND LEFT CROSS WIND 248-292 DEGREES | | | |
| | | TEMPERATURE-F 60 | WIND DIRECTION-DEGREES 90 | | | |
| | | WIND VELOCITY-KNOTS 12 | TYPE OF WEATHER CONDITIONS VFR | | | |
| REMARKS- OVERSHOT & STRUCK PARKED ACFT. N17340,SUBSTANTIAL DMG. WIND GUSTING TO 20K. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|---|------------------------|---|---|
| 3-1673 | 5/23/75 TIME - 1440 | SAUK CENTER, MN | CESSNA 170B N3048A DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 67, 1013 TOTAL HOURS, 715 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SAUK CENTER DEPARTURE POINT INTENDED DESTINATION OLATHE, KS SAUK CENTER, MN TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS SKY CCNDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 70 WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN NCNE REMARKS- WIND GUSTING 21K.R WING STRUCK THE GND. | | | | | | |
| CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND HEAD WIND 338-022 DEGREES WIND DIRECTION-DEGREES 160 TYPE OF WEATHER CONDITIONS VFR | | | | | | |
| 3-1672 | 6/2/75 TIME - 1805 | ELIZABETH, MN | PIPER PA-18 N5463H DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 57, 2350 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION FERGUS FALLS, MN LOCAL TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE PILOT IN COMMAND - EXERCISED POOR JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING REMARKS- ACFT IN STEEP CLBG TURN TO L FOLLOWED BY STEEP DIVE TO GND. ACFT PREV FLYING 10-12FT OVR RR TRACKS. | | | | | | |
| PHASE OF OPERATION IN FLIGHT: OTHER | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|---------------|--|------------------------|---|---|
| 3-1347 | 6/3/75 TIME - 0800 | ROSEMOUNT, MN | BELL 47G2 N108DA DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 27, 3982 TOTAL HOURS, 52 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT ROSEMOUNT, MN | | | INTENDED DESTINATION LOCAL | | | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | | | PHASE OF OPERATION IN FLIGHT: PROCEDURE TURNAROUND | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - LOAD NOT JETTISONED MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 315 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - AFT OF PILOT ELEVATION-AREA BEING TREATED- FEET - 950 REMARKS- RPM DROPPED BLO 3000 IN A TURN. | | | | | | |
| | | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - ROLLING PROCEDURE TURNAROUND - THIRD 1/3 OF TURN | | | |
| 3-1670 | 6/4/75 TIME - 1730 | NORTHOME, MN | CESSNA 172M N4383R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 37, 66 TOTAL HOURS, 47 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NORTHOME | | | | | | |
| DEPARTURE POINT NORTHOME, MN | | | INTENDED DESTINATION JAMESTOWN, ND | | | |
| TYPE OF ACCIDENT COLLIDED WITH: DIRT BANK | | | PHASE OF OPERATION TAKEOFF: ABORTED | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF | | | | | | |
| FACTOR(S) TERRAIN - WET, SOFT GROUND | | | | | | |
| REMARKS- SOFT SOD RWY, STANDING WATER IN SOME AREAS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|------------------|---------------------------------|------------------------|---|--|
| 3-1250 | 7/14/75 | PRESTON, MN | CESSNA 170 N390TV | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 44, 400 TOTAL HOURS, 102 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FILLMORE COUNTY | | | DAMAGE-SUBSTANTIAL | | | |
| DEPARTURE POINT | | | INTENDED DESTINATION | | | |
| PRESTON, MN | | | LOCAL | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLIDED WITH: OBJECT | | | LANDING: ROLL | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| FACTOR(S) | | | | | | |
| TERRAIN - HIDDEN OBSTRUCTIONS | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS | | | | | | |
| REMARKS- LNDD IN HAY FLD. HIT A BADGER HOLE. | | | | | | |
| 3-1074 | 2/17/75 | OLIVE BRANCH, MS | CESSNA 172H N2497L | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 47, 228 TOTAL HOURS, 174 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - OLIVE BRANCH | | | DAMAGE-DESTROYED | | | |
| DEPARTURE POINT | | | INTENDED DESTINATION | | | |
| RULEVILLE, MS | | | OLIVE BRANCH, MS | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLISION WITH GROUND/WATER: UNCONTROLLED | | | IN FLIGHT: UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| OBSCURATION | | | 500 | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 1/2 MILE OR LESS | | | NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | | |
| FOG | | | 51 | | | |
| WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | | | |
| 260 | | | 15 | | | |
| TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | | |
| IFR | | | VFR | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------|--|------------------------|---|--|
| 3-1551 | 3/20/75 TIME - 1530 | STEWART,MS | CESSNA A188B N53205 DAMAGE-DESTROYED INTENDED DESTINATION STEWART,MS | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 36, 2204 TOTAL HOURS, 655 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT EUROPA,MS | | | | | | |
| TYPE OF ACCIDENT STALL | | | PHASE OF OPERATION IN FLIGHT: PULLUP FROM SWATH RUN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - LOAD NOT JETTISONED | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 2204 | | | KIND OF OPERATION - SEEDING CROPS | | | |
| KIND OF CROP - PASTURE | | | TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC | | | |
| PILOT'S SEAT BELT - FASTENED-PROPERLY | | | GLOVES - NOT USED | | | |
| GOGGLES - NOT USED | | | CRASH HELMET - AVAILABLE-USED | | | |
| COCKPIT CRASHPAD - INSTALLED | | | CRASH BAR - INSTALLED | | | |
| TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | TERRAIN-TYPE - ROLLING | | | |
| ELEVATION-AREA BEING TREATED- FEET - 450 | | | SWATH RUN-HOW FLOWN - CROSSWIND | | | |
| REMARKS- ACFT IN L TURN WING OBSVD TO DROP BFR ACFT DSCNDD INTO WOODED AREA. | | | | | | |
| 3-1018 | 4/26/75 TIME - 1459 | COLUMBIA,MS | CORBIN ACE-D N4295 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 43, 325 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT COLUMBIA,MS | | | | | | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | | | PHASE OF OPERATION IN FLIGHT: BUZZING | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING | | | | | | |
| REMARKS- ACFT OBSVD AT LOW ALT FOR SOME TIME.LAST FLT AT HALF HEIGHT OF NEARBY WATER TOWER. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|-----------------|--|------------------------|---|---|
| 3-176 | 4/7/75 TIME - 1345 | ITTA BENA, MS | CESSNA 210L N93009 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 36, 400 TOTAL HOURS, 115 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LAKESIDE PLANTATN | | | | | | |
| DEPARTURE POINT GREENWOOD, MS | | | INTENDED DESTINATION ITTA BENA, MS | | | |
| TYPE OF ACCIDENT OVERSHOOT | | | PHASE OF OPERATION | | | |
| COLLIDED WITH: BUILDING(S) | | | LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | | | |
| 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) | | | | | | |
| AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: WET RUNWAY | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND | | | | | | |
| REMARKS- PLT ELECTED TO HIT HANGAR RATHER THAN ENTR LAKE WHEN UNABLE STOP ON WET GRASS STRIP. WIND SE 13K. | | | | | | |
| 3-1021 | 5/2/75 TIME - 1330 | COLDWATER, MS | GRUM AMER AA-5 N9582L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 50, 159 TOTAL HOURS, 144 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - COLDWATER | | | | | | |
| DEPARTURE POINT WINONA, MS | | | INTENDED DESTINATION COLDWATER, MS | | | |
| TYPE OF ACCIDENT OVERSHOOT | | | PHASE OF OPERATION | | | |
| COLLIDED WITH: TREES | | | LANDING: LEVEL OFF/TOUCHDOWN LANDING: GO-AROUND | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | |
| PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND | | | | | | |
| FACTOR(S) | | | | | | |
| TERRAIN - WET, SOFT GROUND | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH | | | | | | |
| REMARKS- PWR APLOD ABT 200FT FM END OF RWY. | | | | | | |
| 3-1019 | 5/5/75 TIME - 1745 | MORGAN CITY, MS | CESSNA A188B N4482Q DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 36, 334 TOTAL HOURS, 18 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MUSES AG AIRPORT | | | | | | |
| DEPARTURE POINT BELZONI, MS | | | INTENDED DESTINATION MORGAN CITY, MS | | | |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN | | | PHASE OF OPERATION | | | |
| | | | LANDING: ROLL LANDING: ROLL | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SOFT SHOULDERS | | | | | | |
| REMARKS- WHEEL DUG IN SOFT UNPAVED SURFACE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------|---|------------------------|--------------------------------|--|
| 3-1020 | 5/14/75 TIME - 0935 | JACKSON, MS | BELL 47G4 N1198W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS POLICE PATROL | COMMERCIAL, AGE 45, 1543 TOTAL HOURS, 573 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HAWKINS FIELD DEPARTURE PCINT INTENDED DESTINATION JACKSON, MS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: CLIMB TO CRUISE HARD LANDING LANDING: POWER-OFF AUTOROTATIVE LANDING | | | | | | |
| 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 PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE | | | | | | |
| FACTOR(S) WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. | | | | | | |
| SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST/LOWER SCATTERED 10000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F HAZE 75 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 150 6 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE | | | | | | |
| REMARKS- POST ACOT EXAM OF CARB REVEALED NUMEROUS DROPLETS OF WATER. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|--|-------------------------------------|----------------------------------|--|
| 3-1196 | 5/25/75 TIME - 1830 | CLARKSDALE, MS | PITTS SIS N44NN DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 QT- 0 0 1 | MISCELLANEOUS AIR SHOW/RACING | COMMERCIAL, AGE 47, 1000 TOTAL HOURS, 750 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FLETCHER FIELD DEPARTURE POINT INTENDED DESTINATION CLARKSDALE, MS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING: TRAFFIC PATTERN-CIRCLING COLLISION WITH AIRCRAFT: BOTH IN FLIGHT LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF OTHER AIRCRAFT COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. | | | | | | |
| SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.--SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL RADAR CTL/SURVEILLANCE - RADAR SERVICE NOT AVIALABLE TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - NO CONVERGENCE ANGLE-DEGREES - 10 HORIZONTAL COLLISION ANGLE-DEGREES - 170 VERTICAL COLLISION ANGLE-DEGREES - 10 EVASIVE ACTION TAKEN - NO REMARKS- PLT CONCENTRATED ON LNDG. IN R BANK TO ALIGN ACFT WITH RWY COLLIDED WITH NINN ON TKOF. | | | | | | |
| 3-1196 | 5/25/75 TIME - 1830 | CLARKSDALE, MS | PITTS SIS NINN DAMAGE-MINOR | CR- 0 0 1 PX- 0 0 0 QT- 0 0 1 | MISCELLANEOUS AIR SHOW/RACING | PRIVATE, AGE 18, 894 TOTAL HOURS, 700 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FLETCHER FIELD DEPARTURE POINT INTENDED DESTINATION CLARKSDALE, MS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT: BOTH IN FLIGHT TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF OTHER AIRCRAFT FACTOR(S) PERSONNEL - TRAFFIC CONTROL PERSONNEL: ISSUED IMPROPER OR CONFLICTING INSTRUCTIONS SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.--SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL RADAR CTL/SURVEILLANCE - RADAR SERVICE NOT AVIALABLE TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - NO CONVERGENCE ANGLE-DEGREES - 10 HORIZONTAL COLLISION ANGLE-DEGREES - 170 VERTICAL COLLISION ANGLE-DEGREES - 10 EVASIVE ACTION TAKEN - NO REMARKS- CLRD FOR TKOF BY STARTER LOCATED BY TKOF POINT ON RWY. COLLIDED WITH N44NN ABT 15FT AGL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--------------------------------------|--|---|---|---|
| 3-1550 | 6/8/75 TIME - 1723 | PETAL, MS | BEECH 35-C33 N6134V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 31, 9300 TOTAL HOURS, 75 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT OCALA, FL | INTENDED DESTINATION COLUMBIA, LA | | LAST ENROUTE STOP HATTIESBURG, MS | | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL | | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: FINAL APPROACH | | |
| | PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM: VENTS, DRAINS, TANK CAPS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - FUEL SIPHONING MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- L FUEL VENT BKN AT RELIEF. FUEL CELL LWR SURFACE UNFASTENED WITH SVR WRINKLING. | | | | | |
| 3-1797 | 6/14/75 TIME - 1305 | FOREST, MS | CESSNA 172 N4125F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 34, 273 TOTAL HOURS, 95 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - FOREST MUNI DEPARTURE POINT RAYMOND, MS | INTENDED DESTINATION MERIDIAN, MS | | LAST ENROUTE STOP FOREST, MS | | |
| | TYPE OF ACCIDENT OVERSHOOT GEAR COLLAPSED | | | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | | |
| | 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) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- TOUCHED DOWN HALF WAY DOWN RUNWAY 'W EFFECTIVE TAILWIND. SIX FOOT DROP AT END OF RWY. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------------|---|------------------------|---|---|
| 3-1552 | 6/21/75 TIME - 1710 | JACKSON, MS | PIPER PA-28R N33322 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 42, 2213 TOTAL HOURS, 85 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HAWKINS FIELD DEPARTURE POINT INTENDED DESTINATION CAHOKIA, IL JACKSON, MS TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE COLLIDED WITH: DIRT BANK LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - OTHER FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- VISUALLY ESTIMATED FUEL & RELIED ON FUEL GAUGES. NOSE GR STRUCK A MOUND OF DIRT ON ROAD BED. | | | | | | |
| 3-1674 | 6/24/75 TIME - 0830 | OLIVE BRANCH, MS | BELLANCA 17-30A N39848 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 43, 2500 TOTAL HOURS, 1600 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - OLIVE BRANCH DEPARTURE POINT INTENDED DESTINATION OLIVE BRANCH, MS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB COLLIDED WITH: FENCE, FENCEPOSTS LANDING: ROLL PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| 3-1675 | 7/2/75 TIME - 1930 | COLUMBUS, MS | HUGHES 269C N9293F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL OTHER | COMMERCIAL, AGE 34, 2311 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION COLUMBUS, MS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: WIRES/POLES IN FLIGHT: LOW PASS PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- FLD SURVEY. STRUCK LOW VOLTAGE PWR LINE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|---|------------------------|---|---|
| 3-1349 | 4/12/75 TIME - 1810 | PAINTON, MO | AMER AVCO 441 N69MP DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 57, 895 TOTAL HOURS, 95 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - EAA CHAPTER 453 DEPARTURE POINT INTENDED DESTINATION CAPE GIRARDEAU, MO RETURN TYPE OF ACCIDENT PHASE OF OPERATION STALL TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND REMARKS- R WING OBSVD TO DROP AFTR CLRG GRAIN ELEV. MFG CK LIST-BFR TKOF-FLAPS UP. PLT USED 1/3. | | | | | | |
| 3-1024 | 4/29/75 TIME - 1545 | BRUNSWICK, MO | AERO COMDR A-98 N7658V DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 26, 271 TOTAL HOURS, 3 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION BRUNSWICK, MO LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL: SPIRAL IN FLIGHT: PROCEDURE TURNAROUND PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 3 KIND OF CROP - UNKNOWN/NOT REPORTED PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 590 PROCEDURE TURNAROUND - SECOND 1/3 OF TURN REMARKS- TKOF GWT 3314.5LBS, MAX GWT 3000. | | | | | | |
| KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - NOT AVAILABLE CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|---------------------------------|---|------------------------|---|--|
| 3-1025 | 5/3/75 TIME - 1550 | POTOSI, MO POPULAR BLUFF, MO | PIPER PA-25 N4766Y DAMAGE-SUBSTANTIAL INTENDED DESTINATION POTOSI, MO | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL | COMMERCIAL, AGE 38, 840 TOTAL HOURS, 650 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: DITCHES . PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- EMERGENCY LNDG NECESSITATED BY FUEL EXHAUSTION. LNDG SHORT OF INTENDED LNDG AREA, HIT DIRT BANK. | | | | | | |
| 3-1459 | 5/3/75 TIME - 1700 | PORTAGEVILLE, MO | BELL 47G-2 N6716D DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION PHASE OF OPERATION IN FLIGHT: SWATH RUN | COMMERCIAL, AGE 31, 5775 TOTAL HOURS, 225 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT PORTAGEVILLE, MO TYPE OF ACCIDENT COLLIDED WITH: TREES PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 5000 KIND OF CROP - OTHER PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - AFT OF PILOT ELEVATION-AREA BEING TREATED- FEET - 300 REMARKS- SPRAYING DRAIN DITCH BANK, MAIN ROTOR BLADE STRUCK SOME TREE LIMBS IN SHADOWS. | | | | | | |
| KIND OF OPERATION - OTHER TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|-------------|--|------------------------|---|--|
| 3-1027 | 5/4/75 TIME - 1630 | FENTON, MO | KEARBAY JCK-1 N119P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 39, 784 TOTAL HOURS, 7 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - WEISS DEPARTURE POINT ST LOUIS, MO TYPE OF ACCIDENT HARD LANDING NCSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SOFT SHOULDERS REMARKS- BOUNCED CAME DOWN OFF EDGE OF R.WY. NOSE GR PLOWED INTO SOFT GND. | | | | | | |
| 3-1023 | 5/5/75 TIME - 0645 | BOLCKOW, MO | PIPER PA-25 N9741P DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 23, 430 TOTAL HOURS, 45 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT BOLCKOW, MO TYPE OF ACCIDENT COLLIDED WITH: TREES PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS SPECIAL DATA TCTAL HOURS IN CROP CONTROL - 10 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 - 1000 PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN FIRE AFTER IMPACT REMARKS- PLT THOUGHT HE CLRD THE TREE, GLANCED L TO SEE IF FLAGMAN WAS PROCEEDING TO NEXT FIELD. | | | | | | |
| INTENDED DESTINATION FENTON, MO PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL INTENDED DESTINATION LOCAL PHASE OF OPERATION IN FLIGHT: PULLUP FROM SWATH RUN KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|-----------------|---|------------------------|---|---|
| 3-1075 | 5/15/75 | GARDEN CITY, MO | PIPER PA-28 N4377T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 38, 290 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FAMULINER DEPARTURE POINT INTENDED DESTINATION LAKE WINNEBAGO, MO RICHTER, MO TYPE OF ACCIDENT PHASE OF OPERATION STALL TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND REMARKS- AIRCRAFT NEAR GROSS WEIGHT. FLAPS USED FOR TKOF ACFT WOULD NOT CLB. | | | | | | |
| 3-1026 | 5/20/75 | KANSAS CITY, MO | PIPER PA-22 N3637A DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 29, 70 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - KANSAS CITY MUNI DEPARTURE POINT INTENDED DESTINATION KANSAS CITY, MO LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL: MUSH TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 9000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS NONE VFR TYPE OF FLIGHT PLAN NONE REMARKS- PLT RPTD ENCTRD TURBC COULDNT GAIN ALT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------------|---|------------------------|---|--|
| 3-1678 | 5/22/75 TIME - 1330 | ST LOUIS, MO | CESSNA 402 N8089Q DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 32, 4400 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - LAMBERT-ST LOUIS DEPARTURE POINT INTENDED DESTINATION COLUMBIA, MO ST LOUIS, MO TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING: ROLL PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR: MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC. MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- L LNDG GR BELLCRANK P/N 5041001-1, AFT TUBE ASSEMBLY P/N 0840125-15 AND 1 BOLT NAS 464-P4 BROKE. | | | | | | |
| 3-1352 | 5/25/75 TIME - 1800 | EDWARDS, MO | GRUM AMER AA-5B N1169H DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 26, 298 TOTAL HOURS, 6 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PINE COVE DEPARTURE POINT INTENDED DESTINATION EDWARDS, MO UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION STALL: MUSH TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED REMARKS- SOFT FLD TKOF, ACFT SETTLED BACK TO RWY PLT LOST CTL. | | | | | | |
| 3-1554 | 6/5/75 TIME - 1855 | CHESTERFIELD, MO | BEECH 23 N2314Z DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 26, 116 TOTAL HOURS, 26 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SPIRIT ST LOUIS DEPARTURE POINT INTENDED DESTINATION SAINT LOUIS, MO LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB HARD LANDING LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - OPERATED CARELESSLY MISCELLANEOUS ACTS, CONDITIONS - BOGUS PART MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL PILOT IN COMMAND - IMPROPER LEVEL OFF COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LOST L FUEL CAP INFLT 6/1/75 ACFT PARKED OUTSIDE IN RAIN 6/1/75-6/4/75 WITH RAG STUFFED IN OPENING | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|--|------------------------|---|--|
| 3-1350 | 6/8/75 TIME - 1800 | FENTON,MO | CESSNA 172M N19892 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 58, 1527 TOTAL HOURS, 151 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - WEISS DEPARTURE POINT ST LOUIS,MO TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: DITCHES | INTENDED DESTINATION FENTON,MO | | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS AIRFRAME - LANDING GEAR: BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | |
| | | SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 100 TYPE OF WEATHER CONDITIONS VFR | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND LEFT CROSS WIND 248-292 DEGREES WIND VELOCITY-KNOTS 12 TYPE OF FLIGHT PLAN NONE | | | |
| 3-1676 | 6/17/75 TIME - 1824 | CHESTERFIELD,MO | K PINSCH MUSTNG N144KP DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 43, 2330 TOTAL HOURS, 0 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SPIRIT ST LOUIS DEPARTURE POINT CHESTERFIELD,MO TYPE OF ACCIDENT STALL: SPIN | INTENDED DESTINATION PERRYVILLE,MO | | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FIRE AFTER IMPACT REMARKS- ACFT BROKE SHARPLY L DRG L CLBG TURN, ENTERED SPIN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|---|------------------------|---|---|
| 3-1555 | 6/20/75 TIME - 1712 | LOWRY CITY, MO | BELL 470-1 N929B DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL MAPPING/PHOTO | PRIVATE, AGE 37, 1815 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT LOWRY CITY, MO | | | | | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION ROLL OVER | | | PHASE OF OPERATION TAKEOFF: VERTICAL IN FLIGHT: AUTOROTATIVE DESCENT | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL GRADE-IMPROPER PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PUT IN 3 GALS AUTO FUEL FROM CAN THEN MANEUVERED TO REFILL FROM PUMP AT AUTO SERVICE STATION. | | | | | | |
| 3-1679 | 6/23/75 TIME - 0615 | LUTESVILLE, MO | BELLANCA 17-31 N7360V DAMAGE-DESTROYED INTENDED DESTINATION DUMAS, TX | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 44, 1600 TOTAL HOURS, 150 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT CAPE GIRARDEAU, MO | | | LAST ENROUTE STOP UNKNOWN/NOT REPORTED | | | |
| TYPE OF ACCIDENT AIRFRAME FAILURE: IN FLIGHT | | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| FACTOR(S) AIRFRAME - WINGS: SPARS MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | PRECIPITATION AT ACCIDENT SITE RAIN, THUNDERSTORM | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED | | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | |
| REMARKS- RIGHT WING SEPARATED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------------|--|------------------------|---|---|
| 3-1553 | 6/30/75 TIME - 0830 | KENNETT, MO | CESSNA 177 N3128T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 24, 398 TOTAL HOURS, 95 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SKELTON DEPARTURE POINT KENNETT, MO TYPE OF ACCIDENT STALL: MUSH INTENDED DESTINATION LOCAL PHASE OF OPERATION TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - PREMATURE LIFT-OFF FACTOR(S) WEATHER - HIGH TEMPERATURE SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE TEMPERATURE-F 80 TYPE OF WEATHER CONDITIONS VFR REMARKS- 1300 FT RUNWAY. CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND HEAD WIND 338-022 DEGREES WIND DIRECTION-DEGREES 270 TYPE OF FLIGHT PLAN NONE | | | | | | |
| 3-1556 | 6/30/75 TIME - 1915 | POPLAR BLUFF, MO | CESSNA 150 N3501L DAMAGE-SUBSTANTIAL | CR- 0 2 0 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 47, 314 TOTAL HOURS, 162 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HAYES FIELD DEPARTURE POINT POPLAR BLUFF, MO TYPE OF ACCIDENT COLLIDED WITH: TREES INTENDED DESTINATION LOCAL PHASE OF OPERATION LANDING: GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - OBSTRUCTIONS TO VISION WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE TYPE OF WEATHER CONDITIONS VFR REMARKS- STRUCK TREES NEAR END OF RNY. CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 95 TYPE OF FLIGHT PLAN NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|-------------------|--|------------------------|---|---|
| 3-1677 | 7/6/75 | SPRINGFIELD,MO | CESSNA 177RG N2050W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 37, 920 TOTAL HOURS, 20 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SPRINGFIELD MUNI DEPARTURE POINT SPRINGFIELD,MO INTENDED DESTINATION LOCAL TYPE OF ACCIDENT GEAR COLLAPSED PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR: NORMAL RETRACTION/EXTENSION ASSEMBLY SYSTEMS - HYDRAULIC SYSTEM: SEALS MISCELLANEOUS ACTS,CONDITIONS - LEAK/LEAKAGE MISCELLANEOUS ACTS,CONDITIONS - HYDRAULIC FAILURE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY FUMES IN CABIN REMARKS- O RING P/N 28775-133 TWISTED LEAK DVLDP HYD SYS DEPLETED.ELEC HYD PUMP DMGD DUE TO CONT OPS. | | | | | | |
| 3-1613 | 4/11/75 | NR.WHITE WATER,MT | BELLANCA 7GC6C N88465 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL AERIAL SURVEY | PRIVATE, AGE 22, 525 TOTAL HOURS, 17 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT WHITE WATER,MT INTENDED DESTINATION LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL PROBABLE CAUSE(S) SYSTEMS - ANTI-ICING,DE-ICING SYSTEMS: CARBURETOR DE-ICING SYSTEM MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY INSTALLED MISCELLANEOUS ACTS,CONDITIONS - ICE-CARBURETOR PERSONNEL - PRODUCTION-DESIGN-PERSONNEL: INCORRECT FACTORY INSTALLATION FACTOR(S) TERRAIN - SNCW-COVERED WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CLEAR CEILING AT ACCIDENT SITE UNLIMITED VISIBILITY AT ACCIDENT SITE 5 OR OVER PRECIPITATION AT ACCIDENT SITE NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 35 TYPE OF WEATHER CONDITIONS VFR TYPE OF FLIGHT PLAN NONE REMARKS- CARB HEAT VALVE WORKED ONLY PARTIALLY. IMPROPER RIGGING. LND IN DEEP SNOW. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|------------------------------------|---|------------------------|--|---|
| 3-1611 | 4/30/75 TIME - 1930 | LOLO,MT | PIPER PA-22 N920LD DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | STUDENT, AGE 35, 54 TOTAL HOURS, 12 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT MISSOULA,MT | INTENDED DESTINATION LOCAL | | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | | | | |
| | PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: VALVE ASSEMBLIES MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE TERRAIN - ROUGH/UNEVEN | | | | | |
| | FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- VALVE IN NR 4 CYL FAILED. LND IN PLOWED FLD. | | | | | |
| 3-1612 | 5/14/75 TIME - 1600 | CHOTEAU,MT | AERONCA 78CM N1127N DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 45, 194 TOTAL HOURS, 16 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - CHOTEAU DEPARTURE POINT GREAT FALLS,MT | INTENDED DESTINATION CHOTEAU,MT | | | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: GO-AROUND | |
| | TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | |
| | FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|-----------------------------------|--|--|---|--|
| 3-1198 | 5/4/75 TIME - 1925 | KEARNEY, NE | CESSNA 150 N9982G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 33, 282 TOTAL HOURS, 77 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT LARAMIE, WY | INTENDED DESTINATION YORK, NE | | LAST ENROUTE STOP KEARNEY, NE | | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NCSE OVR/DCWN | | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- R WING STRUCK POLE. | | | | | |
| 3-1076 | 5/7/75 TIME - 1655 | WACO, NE | BELLANCA 7GCBC N54731 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 24, 299 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT YORK, NE | INTENDED DESTINATION UTICA, NE | | PHASE OF OPERATION IN FLIGHT: BUZZING | | |
| | TYPE OF ACCIDENT STALL: SPIN | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF FLIGHT PLAN NONE REMARKS- ACFT OBSVD 20-30FT OVR PWRLINE, PULL UP IN A R BANK TO ABT 300FT AGL. BANK INCRD BFR DSCNT. | | | | | |
| | | | | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TYPE OF WEATHER CONDITIONS VFR | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------|---|------------------------|---|--|
| 3-1197 | 5/16/75 TIME - 1710 | OMAHA, NE | BRANTLY B305 N11MR DAMAGE-DESTROYED | CR- 0 0 2 PX- 0 0 2 | INSTRUCTIONAL DUAL | ATR, FLIGHT INSTR., AGE 45, 4499 TOTAL HOURS, 23 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - FLIGHTLAND DEPARTURE POINT INTENDED DESTINATION OMAHA, NE LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ROLL OVER IN FLIGHT: HOVERING PROBABLE CAUSE(S) DUAL STUDENT - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. DUAL STUDENT - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE RIGHT QUARTERING HEAD WIND 023-067 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 75 170 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 15 VFR TYPE OF FLIGHT PLAN NONE | | | | | | |
| 3-1199 | 5/18/75 TIME - 1315 | DECATUR, NE | CESSNA 177A N30535 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 65, 375 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - DECATUR DEPARTURE POINT INTENDED DESTINATION VERMILLION, SD DECATUR, NE TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING: LEVEL OFF/TOUCHDOWN NOSE OVER/DOWN LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------|---|------------------------|---|---|
| 3-1029 | 5/19/75 TIME - 1930 | OMAHA, NE | CESSNA 210E N4981U DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 4000 TOTAL HOURS, 545 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - EPPLEY AIRFIELD DEPARTURE POINT INTENDED DESTINATION OMAHA, NE O'NEILL, NE TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WHEELS-UP PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - ENGINE CONTROLS-COCKPIT: THROTTLE-POWER LEVER ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP FACTOR(S) TERRAIN - ROUGH/UNEVEN PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. | | | | | | |
| REMARKS- THROTTLE CONTROL SHAFT BROKE AT ROD END. LNDG IN PLOWED FLD NR N END OF RWY 17L. | | | | | | |
| 3-1028 | 5/21/75 TIME - 1415 | OMAHA, NE | MOONEY M20D N6643W DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 1 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 50, 5380 TOTAL HOURS, 415 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - NORTH OMAHA DEPARTURE POINT INTENDED DESTINATION OMAHA, NE MASON CITY, IA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES PHASE OF OPERATION IN FLIGHT: CLIMB TO CRUISE LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|--|------------------------|---|---|
| 3-1558 | 5/22/75 TIME - 0612 | FAIRBURY, NE | PIPER PA-25 N8717L DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL. INSTR., AGE 56, 25250 TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT FAIRBURY, NE | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES | PHASE OF OPERATION IN FLIGHT: SWATH RUN | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE | | | | | | |
| FACTOR(S) | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| SPECIAL DATA | | | | | | |
| | | TOTAL HOURS IN CROP CONTROL - 4000 | KIND OF OPERATION - SPRAYING CROPS | | | |
| | | KIND OF CROP - PASTURE | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC | | | |
| | | PILOT'S SEAT BELT - FAILED ON IMPACT | GLOVES - USED | | | |
| | | GOGGLES - NOT USED | CRASH HELMET - AVAILABLE-USED | | | |
| | | COCKPIT CRASHPAD - INSTALLED | CRASH BAR - INSTALLED | | | |
| | | TANK/HOPPER-LOCATION - FORWARD OF PILOT | TERRAIN-TYPE - ROLLING | | | |
| | | ELEVATION-AREA BEING TREATED- FEET - 1650 | SWATH RUN-HOW FLOWN - CROSSWIND | | | |
| REMARKS- A NORTH-SOUTH DUAL SET OF PWR LINES ON E EDGE OF FLD. SPRAY PASS TO E INTO EARLY MORNING SUN. | | | | | | |
| 3-1680 | 6/1/75 TIME - 1335 | OGALLALA, NE | AERONCA 78CM N73634 DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 52, 550 TOTAL HOURS, 48 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT OGALLALA, NE | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | PHASE OF OPERATION IN FLIGHT: ACROBATICS | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - EXERCISED POOR JUDGMENT | | | | | | |
| PILOT IN COMMAND - MISJUDGED ALTITUDE | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING | | | | | | |
| REMARKS- CHANDELLE TYPE CLIMBING TURN FRM ABT 300FT AGL, FOLLOWED BY A LOOP. HIT GND DRG RECOVERY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---|----------------|--|---------------------|--------------------|---------------------------|
| 3-1799 | 6/5/75 | GOTHENBURG, NE | PIPER PA-25 | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 24, 2653 |
| | TIME - 1830 | | N8626L | PX- 0 0 0 | AERIAL APPLICATION | TOTAL HOURS, 362 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | OT- 0 0 1 | | INSTRUMENT RATED. |
| | NAME OF AIRPORT - GOTHENBURG MUNI | | | | | |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | GOTHENBURG, NE | | LOCAL | | | |
| | TYPE OF ACCIDENT | | PHASE OF OPERATION | | | |
| | COLLISION WITH AIRCRAFT: BOTH IN FLIGHT | | IN FLIGHT: CLEANUP SWATH | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT | | | | | | |
| PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF OTHER AIRCRAFT | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 362 | | | KIND OF OPERATION - SPRAYING CROPS | | | |
| KIND OF CROP - OTHER | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | | | |
| PILOT'S SEAT BELT - FASTENED-PROPERLY | | | GLOVES - NOT USED | | | |
| GOGGLES - NOT USED | | | CRASH HELMET - AVAILABLE-NOT USED | | | |
| COCKPIT CRASHPAD - INSTALLED | | | CRASH BAR - INSTALLED | | | |
| TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | TERRAIN-TYPE - LEVEL, FLAT | | | |
| ELEVATION-AREA BEING TREATED- FEET - 2550 | | | SWATH RUN-HOW FLOWN - UPWIND | | | |
| SPECIAL DATA | | | | | | |
| SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV.-SMALL | | | US GEN. AV. | | | |
| CONTROLLING AGENCY - NO CONTROL | | | RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT | | | |
| TRAFFIC ADVISORY ISSUED - NONE | | | EVASIVE ACTION TAKEN - YES | | | |
| ANTI-COLLISION LIGHTS - NOT INSTALLED | | | | | | |
| REMARKS- RUNS 90 DEG TO EACH OTHER. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|----------------|---|-------------------------------------|---|--|
| 3-1799 | 6/5/75 TIME - 1830 | GOTHENBURG, NE | PIPER PA-25 N9577P DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 OT- 0 0 1 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 41, 12729 TOTAL HOURS, 2755 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GOTHENBURG MUNI DEPARTURE POINT INTENDED DESTINATION GOTHENBURG, NE LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT: BOTH IN FLIGHT IN FLIGHT: CLEANUP SWATH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF OTHER AIRCRAFT SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 2755 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 - 2550 KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-NOT USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV.-SMALL US GEN. AV. CONTROLLING AGENCY - NO CONTROL RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE EVASIVE ACTION TAKEN - YES ANTI-COLLISION LIGHTS - NOT INSTALLED | | | | | | |
| 3-1557 | 6/7/75 TIME - 2030 | LINCOLN, NE | AERONCA 7AC N83469 DAMAGE-NONE | CR- 0 0 1 PX- 0 0 1 OT- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 19, 583 TOTAL HOURS, 168 IN TYPE, NOT INSTRU- MENT RATED. |
| NAME OF AIRPORT - EDEN SKY RANCH DEPARTURE POINT INTENDED DESTINATION LINCOLN, NE LOCAL TYPE OF ACCIDENT PHASE OF OPERATION MISCELLANEOUS LANDING: ROLL PROBABLE CAUSE(S) PERSONNEL - AIRPORT SUPERVISORY PERSONNEL: OTHER PERSONNEL - MISCELLANEOUS-PERSONNEL: OTHER REMARKS- UNSUPERVISED CHILDREN. 8 YEAR OLD RAN ONTO RUNWAY INTO CONVENTIONAL GEAR ACFT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|---|------------------------|----------------------------------|--|
| 3-1353 | 6/11/75 TIME - 1430 | OAKDALE, NE | CARSON RELL 47G N617X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 40, 3926 TOTAL HOURS, 259 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT OAKDALE, NE | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES | PHASE OF OPERATION IN FLIGHT: SWATH RUN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 1430 | | | KIND OF OPERATION - SPRAYING CROPS | | | |
| KIND OF CROP - CORN | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC | | | |
| PILOT'S SEAT BELT - FASTENED-PROPERLY | | | GLOVES - USED | | | |
| GOGGLES - NOT USED | | | CRASH HELMET - AVAILABLE-USED | | | |
| COCKPIT CRASHPAD - NOT INSTALLED | | | CRASH BAR - NOT INSTALLED | | | |
| TANK/HOPPER-LOCATION - SIDES | | | TERRAIN-TYPE - ROLLING | | | |
| ELEVATION-AREA BEING TREATED- FEET - 1800 | | | SWATH RUN-HOW FLOWN - CROSSWIND | | | |
| REMARKS- WIRES CROSSING FIELD BEING SPRAYED. | | | | | | |
| 3-1355 | 6/16/75 TIME - 0700 | LYONS, NE | PIPER PA-28R N4861T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 50, 1442 TOTAL HOURS, 339 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - LYONS | INTENDED DESTINATION LYONS, NE | | | |
| | | DEPARTURE POINT WAHOO, NE | | | | |
| | | TYPE OF ACCIDENT OVERSHOOT GEAR COLLAPSED | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: WET RUNWAY MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| REMARKS- PLT THOUGHT PWR LINES ACROSS APCH PATH. INVESTIGATION SHOWED LINES BURIED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|-------------|---|------------------------|---|---|
| 3-1354 | 6/26/75 | LINCOLN, NE | SMITH MINI N1152 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 47, 2801 TOTAL HOURS, 17 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ARROW DEPARTURE POINT LINCOLN, NE TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: FENCE, FENCEPOSTS PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL REMARKS- HIT RWY LGT AND FENCE POST. | | | | | | |
| 3-1681 | 7/2/75 | ASHLAND, NE | CESSNA 182P N106X DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 35, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT FREMONT, NE TYPE OF ACCIDENT COLLIDED WITH: TREES PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED REMARKS- HIT 30FT TREES ABT 25FT AGL. | | | | | | |
| 3-1682 | 7/7/75 | WILBER, NE | LUSCOMBE 8A N7794L DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 23, 128 TOTAL HOURS, 33 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT CRETE, NE TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING REMARKS- LOW ALTITUDE CHANDELL OR LAZY 8 TYPE MANEUVERS. 2ND COMPLETED BLO LVL OF TREE TOPS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|--------------------------|---------------------|---|------------------------|---------------------------|--|
| 3-1800 | 7/22/75 TIME - 2015 | BIG SPRINGS, NE | AERONCA 7AC N84555 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | STUDENT, AGE 20, 13 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ARMSTRONG FIELD | | | | | | |
| DEPARTURE POINT | | | INTENDED DESTINATION | | | |
| BIG SPRINGS, NE | | | LOCAL | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| UNDERSHOOT | | | LANDING: FINAL APPROACH | | | |
| COLLIDED WITH: WIRES/POLES | | | LANDING: FINAL APPROACH | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE | | | | | | |
| REMARKS- PLT BECAME AWARE OF WIRES, ATMTD GO UNDER, STRUCK TOP WIRE AND LWR WIRE. | | | | | | |
| 3-1493 | 4/24/75 TIME - UNK/NR | NR. INCLINE VLG, NV | CESSNA 182A N5958B DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL BUSINESS | ATR, FLIGHT INSTR., AGE 53, 12900 TOTAL HOURS, 8 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT | | | INTENDED DESTINATION | | | |
| SALT LAKE CITY, UT | | | HAYWARD, CA | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLISION WITH GROUND/WATER: CONTROLLED | | | IN FLIGHT: NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) | | | | | | |
| PILOT IN COMMAND - PHYSICAL IMPAIRMENT | | | | | | |
| WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. | | | | | | |
| WEATHER - CONDITIONS CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING | | | | | | |
| WEATHER - SNOW | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| OBSCURATION | | | UNKNOWN/NOT REPORTED | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| ZERO | | | SNOW | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TYPE OF WEATHER CONDITIONS | | | |
| BLOWING SNOW | | | IFR | | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| NONE | | | | | | |
| REMARKS- RECOVERY DATE 4/25/75. PLT HAD SEVERE ARTERIOSCLEROSIS & EMPHYSEMA. FLEW INTO KNOWN POOR WEA. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------------|--|------------------------|---|---|
| 3-0967 | 4/24/75 TIME - 1015 | BOULDER CITY, NV | GLOBE GC-1B N78164 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 57, 535 TOTAL HOURS, 13 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BOULDER CITY | | | INTENDED DESTINATION | | PHASE OF OPERATION | |
| DEPARTURE POINT BOULDER CITY, NV | | | LOCAL | | LANDING: LEVEL OFF/TOUCHDOWN | |
| TYPE OF ACCIDENT HARD LANDING | | | | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | |
| REMARKS- FWD FUSELAGE DMGD. | | | | | | |
| 3-0966 | 5/4/75 TIME - 1215 | NR. BATTLE MT, NV | CESSNA T210K N8120G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 28, 2901 TOTAL HOURS, 10 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT BATTLE MT, NV | | | INTENDED DESTINATION BOISE, ID | | PHASE OF OPERATION | |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: DITCHES | | | LANDING: ROLL LANDING: ROLL | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| TERRAIN - WET, SOFT GROUND | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - HYPOXIA | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT | | | | | | |
| PHYSICAL CONDITION OF PASSENGER | | | | | | |
| REMARKS- PAX BECAME HYPOXIC, PLT HAD TO LND ON ROAD COVERED WITH 4 IN MUD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|--|------------------------|---|---|
| 3-0968 | 5/12/75 TIME - 1345 | CARSON CITY,NV | CESSNA 150 N6010T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 55, 297 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CARSON CITY DEPARTURE POINT INTENDED DESTINATION SONORA,CA ELKO,NV TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN LAST ENROUTE STOP CARSON CITY,NV PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CCNDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 70 WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN NONE CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND RIGHT QUARTERING TAIL WIND 113-157 DEGREES WIND DIRECTION-DEGREES 45 TYPE OF WEATHER CONDITIONS VFR | | | | | | |
| 3-0969 | 5/17/75 TIME - 0930 | RENO,NV | MAULE M4220C N40643 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 60, 41 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - RENO-STEAD DEPARTURE POINT INTENDED DESTINATION RENO,NV LOCAL TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPQSE | PILOT DATA |
|--|------------------------|------------------------------|---|------------------------|---|---|
| 3-1310 | 5/18/75 TIME - 1045 | LAS VEGAS,NV | CESSNA 182A N99878 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 42, 10 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NO. LAS VEGAS TERM | | | | | | |
| DEPARTURE POINT | | INTENDED DESTINATION | | | | |
| LAS VEGAS,NV | | LOCAL | | | | |
| TYPE OF ACCIDENT | | PHASE OF OPERATION | | | | |
| HARD LANDING | | LANDING: LEVEL OFF/TOUCHDOWN | | | | |
| GEAR COLLAPSED | | LANDING: ROLL | | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-1155 | 5/24/75 TIME - 1102 | HIDDEN HILLS,NV | LAISTER LP-15 N6LV DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 53, 617 TOTAL HOURS, 24 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HIDDEN HILLS | | | | | | |
| DEPARTURE POINT | | INTENDED DESTINATION | | | | |
| HIDDEN HILLS,NV | | TONOPAH,NV | | | | |
| TYPE OF ACCIDENT | | PHASE OF OPERATION | | | | |
| MISCELLANEOUS | | TAKEOFF: INITIAL CLIMB | | | | |
| COLLIDED WITH: DIRT BANK | | LANDING: ROLL | | | | |
| PROBABLE CAUSE(S) | | | | | | |
| INSTRUMENTS/EQUIPMENT AND ACCESSORIES - MISCELLANEOUS EQUIPMENT: GLIDER LAUNCH/TOW EQUIPMENT | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - DETERIORATED | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE | | | | | | |
| FACTOR(S) | | | | | | |
| TERRAIN - ROUGH/UNEVEN | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- SINGLE WHEEL GEAR.TOW ROPE PARTED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|---------------|---|------------------------|--|---|
| 3-1492 | 5/24/75 | SCHURZ, NV | PILATUS B-4 N99986 | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS AIR SHOW/RACING | PRIVATE, AGE 57, 101 TOTAL HOURS, 96 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT MINDEN, NV | | | DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NUSE OVER/DOWN | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN WEATHER - UNFAVORABLE WIND CONDITIONS FACTOR(S) TERRAIN - OTHER WEATHER BRIEFING - OTHER WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER | | | | | | |
| SKY CONDITION CLEAR | | | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | TEMPERATURE-F 65 | | | |
| WIND DIRECTION-DEGREES 320 | | | WIND VELOCITY-KNOTS 30 | | | |
| TYPE OF WEATHER CONDITIONS VFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- WEA BRIEF BY SOARING MEET OPS. LND ON ROAD DUE SEVERE TURB & HI SINK RATE. GUSTING TO 40K. | | | | | | |
| 3-1410 | 6/1/75 | LAS VEGAS, NV | BELLANCA 7KCAB N88314 | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 45, 14 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NO. LAS VEGAS AIR | | | DAMAGE-SUBSTANTIAL | | | |
| DEPARTURE POINT LAS VEGAS, NV | | | INTENDED DESTINATION LOCAL | | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: LEVEL OFF/TOUCHDOWN | |
| TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- FIRST SOLO FLT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|--------------|---|------------------------|---|---|
| 3-1745 | 6/5/75 TIME - 1000 | LAS VEGAS,NV | CESSNA 320F N6177Q DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 1500 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MCCARRAN INTL DEPARTURE POINT INTENDED DESTINATION SALT LAKE CITY,UT LAS VEGAS,NV TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING: FINAL APPROACH HARD LANDING LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - POORLY PLANNED APPROACH REMARKS- LND IN OVERRUN. | | | | | | |
| 3-1411 | 6/8/75 TIME - 0945 | NR.ELKO,NV | BEECH 35 N2965V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 35, 285 TOTAL HOURS, 95 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - JACK CREEK DEPARTURE POINT INTENDED DESTINATION ELY,NV ELKO,NV TYPE OF ACCIDENT PHASE OF OPERATION TURBULENCE IN FLIGHT: LOW PASS COLLISION WITH GROUND/WATER: UNCONTROLLED IN FLIGHT: UNCONTROLLED DESCENT PROBABLE CAUSE(S) WEATHER - LCCAL WHIRLWIND FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CCNDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 70 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 10 VFR TYPE OF FLIGHT PLAN VFR REMARKS- LOW PASS AT 200FT AGL. DENSITY ALT ABT 9300FT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|---|--|------------------------|---|--|
| 3-1490 | 6/10/75 | NR.SPARKS,NV | PIPER PA-18 N8075P DAMAGE-DESTROYED | CR- 0 2 0 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 59, 3664 TOTAL HOURS, 105 IN TYPE, NOT INSTRU- MENT RATED. |
| | | DEPARTURE POINT RENO,NV | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | PHASE OF OPERATION IN FLIGHT: OTHER | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - CREW COORDINATION-POOR | | | | | | |
| REMARKS- IP ALLOWED ACFT TO DESCEND INTO GRND. | | | | | | |
| 3-1409 | 6/29/75 | INCLINE VLG,NV | PICCARD AX-6 N270P DAMAGE-MINOR | CR- 0 0 1 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 27, 36 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT STATELINE,NV | INTENDED DESTINATION INCLINE VLG,NV | | | |
| | | TYPE OF ACCIDENT MISCELLANEOUS | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL: PASSENGER | | | | | | |
| REMARKS- PLT TOLD PAX TO STAND FOR LDG.PAX REMAINED SEATED,HURT HIS BACK.LDG WAS NORMAL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|---|------------------------|---|--|
| 3-1746 | 6/29/75 TIME - 1300 | PAHRUMP,NV | PIPER PA-28 N54370 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 50, 92 TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PAHRUMP DUSTER DEPARTURE POINT INTENDED DESTINATION PAHRUMP,NV TULARE,CA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: DIRT BANK PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: VALVE ASSEMBLIES MISCELLANEOUS ACTS,CONDITIONS - IMPROPER CLEARANCE-TOLERANCE MISCELLANEOUS ACTS,CONDITIONS - LOW COMPRESSION FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CCNDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 180 TYPE OF WEATHER CONDITIONS VFR REMARKS- NR 2 CYL EXHAUST VALVE NOT SEATED PROPERLY. DENSITY ALT 5100FT. | | | | | | |
| CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 91 WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN NONE | | | | | | |
| 3-1747 | 7/9/75 TIME - 1430 | WASHOE CITY,NV | GLASFLUGEL H301B N6512 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS OTHER | PRIVATE, AGE 22, 436 TOTAL HOURS, 190 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION MINDEN,NV RETURN TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: FENCE,FENCEPCSTS PROBABLE CAUSE(S) PILOT IN CUMMANC - MISJUDGED DISTANCE AND SPEED FACTOR(S) TERRAIN - WET,SCFT GROUND EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- SOARING X-C CONTEST. RAN OUT OF LIFT & LND IN PASTURE WITH WET GRASS. | | | | | | |
| PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------|---|------------------------|---|---|
| 3-1744 | 7/14/75 TIME - 1230 | HENDERSON,NV | BELLANCA 7ECA N88457 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 51, 953 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SKY HARBOR DEPARTURE POINT INTENDED DESTINATION HENDERSON,NV LOCAL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN LANDING: ROLL PROBABLE CAUSE(S) WEATHER - LOCAL WHIRLWIND WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE UNKNOWN/NOT REPORTED TEMPERATURE-F TYPE OF WEATHER CONDITIONS 105 VFR TYPE OF FLIGHT PLAN NONE REMARKS- WHIRLWIND TOSSED ACFT TO SIDE OF RWY. | | | | | | |
| 3-1748 | 7/24/75 TIME - 0720 | RENO,NV | BEECH 95-B55 N6013F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 44, 1864 TOTAL HOURS, 631 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - RENO INTL DEPARTURE POINT INTENDED DESTINATION CONCORD,CA RENO,NV TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR: NORMAL RETRACTION/EXTENSION ASSEMBLY AIRFRAME - LANDING GEAR: EMERGENCY/EXTENSION ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS,CONDITIONS - JAMMED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY FIRE AFTER IMPACT REMARKS- NOSE GR ACTUATOR SPLINE DRIVE FAILED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|--------------|-----------------------|------------------------|-----------------------------------|---|
| 3-1154 | 8/16/75 | NK. JEAN, NV | CESSNA 150F N822F | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 34, 42 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT LAS VEGAS, NV TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED DAMAGE-SUBSTANTIAL INTENDED DESTINATION FULLERTON, CA PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL PROBABLE CAUSE(S) POWERPLANT - ENGINE CONTROLS-COCKPIT: MIXTURE CONTROL ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- MIXT CTL WIRE CAME LOOSE AT CARB. | | | | | | |
| 3-1237 | 1/5/75 | BERLIN, NH | CESSNA 182A N2202G | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS PARAJUMP (SPORT) | PRIVATE, AGE 50, 124 TOTAL HOURS, 13 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BERLIN MUNI DEPARTURE POINT BERLIN, NH TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL PHASE OF OPERATION IN FLIGHT: DESCENDING LANDING: FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- DESCENT FROM 11500 FT AT 2000FPM, CLEARED ENGINE AT 8000 AND 5000FT, NO RESPONSE AT 3500FT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------------|--|------------------------|---|---|
| 3-1460 | 6/25/75 TIME - 1715 | KEENE,NH | PIPER PA-28 N7227F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 34, 9 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - DILLANT HOPKINS DEPARTURE POINT INTENDED DESTINATION KEENE,NH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING: LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- BOUNCED ON LANDING,COLLAPSED NOSE LANDING GEAR DURING RECOVERY ATTEMPT. | | | | | | |
| 3-1238 | 3/2/75 TIME - 1140 | NEWTON,NJ | BELLANCA 17-30 N4723V DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, 1229 TOTAL HOURS, 427 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE PCINT INTENDED DESTINATION SUSSEX,NJ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE: IN FLIGHT IN FLIGHT: NORMAL CRUISE PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION: INADEQUATE INSPECTION OF AIRCRAFT (MAINTENANCE PERSONNEL) AIRFRAME - WINGS: SPARS MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS,CONDITIONS - DETERIORATED FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT REMARKS- EVIDENCE HI THAN NML WING LOAD ON FRONT UP REAR STRAP FITNG.FRONT SPAR SHEAR PLATE & PLANKING DET. | | | | | | |
| 3-1056 | 5/17/75 TIME - 1040 | WEST MILFORD,NJ | CESSNA 177 N30018 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 57, 293 TOTAL HOURS, 83 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NAIROBI DEPARTURE POINT INTENDED DESTINATION KINGSTON,NY WEST MILFORD,NJ TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING: LEVEL OFF/TOUCHDOWN COLLIDED WITH: TREES LANDING: GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- PLT INITIATED GO-AROUND AFTER ACFT T/D ABT MID-POINT OF THE RWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------|---|------------------------|---|--|
| 3-1054 | 5/18/75 TIME - 1230 | PITTSOWN,NJ | SCHWEIZER 2-22 N684U DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | COMMERCIAL, AGE 23, 645 TOTAL HOURS, 11 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SKYMANOR DEPARTURE POINT INTENDED DESTINATION PITTSOWN,NJ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: CONTROLLED LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,ALTITUDE OR CLEARANCE PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. REMARKS- ON NINTH AUTO TOW RLSD AT 200FT AGL AFTR USING APRX 1700FT RWH ATMTD 180 DEG TURN INTO ADJ FLD | | | | | | |
| 3-1200 | 5/23/75 TIME - 2340 | VINELAND,NJ | ALON A-2 N6562Q DAMAGE-SUBSTANTIAL | CR- 2 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 43, 950 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - VINELAND-DOWNSTWN DEPARTURE POINT INTENDED DESTINATION WILMINGTON,DE VINELAND,NJ TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: TREES LANDING: OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT - ATMTD VER FLT AT ALT INSUF TO CLR OBST TRRN FACTOR(S) TERRAIN - HIGH CBSTRUCTIONS PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING WEATHER - FOG SKY CCNDITION CEILING AT ACCIDENT SITE OBSCURATION 0 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 70 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 140 5 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR FIRE AFTER IMPACT REMARKS- NO RECORD OF PILOT RECIVING WX BRIEFING. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|-----------------|---|--|---|--|
| 3-1078 | 6/6/75 TIME - 1811 | MOUNT LAUREL,NJ | PIPER PA-12 N3192M DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AERIAL ADVERTISING | COMMERCIAL, AGE 46, 463 TOTAL HOURS, 14 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - COLLINS DEPARTURE POINT MCUNT LAUREL,NJ TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - EXERCISED POOR JUDGMENT FACTOR(S) TERRAIN - OTHER WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 40 TYPE OF FLIGHT PLAN NCNE FIRE AFTER IMPACT REMARKS- HIT HIWAY LITE POLE.LIGHT STDS ARE APRX 10FT ABV RWY ELEV.ARPT ELEV ABT 20FT HIGHER THAN HIWAY. | | | | | | |
| | | | | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB CEILING AT ACCIDENT SITE 9000 PRECIPITATION AT ACCIDENT SITE THUNDERSTORM WIND DIRECTION-DEGREES 310 TYPE OF WEATHER CONDITIONS VFR | | |
| 3-1077 | 6/7/75 TIME - 1154 | ANDOVER,NJ | N.AMERICAN NAVION N8667H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 50, 324 TOTAL HOURS, 120 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - AEROFLEX DEPARTURE POINT ANDOVER,NJ TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: RUNWAY OR APPROACH LIGHTS PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES: RUNWAY LIGHTING MISCELLANEOUS ACTS,CONDITIONS - INTENTIONAL WHEELS-UP MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY REMARKS- HIT LT ON R SIDE OF RWY.ELECTED TO LND WHLS UP IN SOFT AREA. | | | | | | |
| | | | | PHASE OF OPERATION TAKEOFF: RUN TAKEOFF: INITIAL CLIMB | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------------|--|------------------------|---|--|
| 3-1201 | 6/20/75 TIME - 1457 | BASKING RIDGE,NJ | BEECH 95-C55 N245UC DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, AGE 39, 3760 TOTAL HOURS, 1368 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SOMERSET HILLS DEPARTURE POINT INTENDED DESTINATION PEACH TREE CITY,GA LINDEN,NJ TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING: GO-AROUND COLLIDED WITH: TREES LANDING: GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE REMARKS- R AUX FUEL TANK ABT 3 GAL,R MAIN 18 GAL.FUEL SELECT R AUX.L PROP,ALL 3 BLADES RCVD SVR ROT DMG. | | | | | | |
| 3-0905 | 3/23/75 TIME - 0930 | UJITO,NM | BELL 206B N6283N DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 31, 4135 TOTAL HOURS, 1065 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION AZTEC,NM RETURN TYPE OF ACCIDENT LAST ENROUTE STOP ENGINE FAILURE OR MALFUNCTION UJITO,NM HARD LANDING PHASE OF OPERATION LANDING: POWER-ON LANDING LANDING: POWER-ON LANDING PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LOST PWR ABT 20FT AGL. | | | | | | |
| 3-0976 | 3/24/75 TIME - 1730 | LOS ALAMOS,NM | CESSNA 140 N72894 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | ATR,FLIGHT INSTR., AGE 35, 3820 TOTAL HOURS, 441 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION LOS ALAMOS,NM LOCAL TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE: IN FLIGHT IN FLIGHT: OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- ENTERED SPIRAL FROM INTNTL SPIN. DMGD WGS DRG RECOVERY. LNDD OK. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---|--|------------------------|---|--|
| 3-0995 | 3/26/75 | NR. ESCALANTE, NM | CESSNA 310Q N7683Q DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 53, 3977 TOTAL HOURS, 827 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT ESCALANTE, NM | INTENDED DESTINATION PAGE, AZ | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER - SNOW | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| | | SKY CONDITION OBSCURATION | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| | | VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS | PRECIPITATION AT ACCIDENT SITE SNOW | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | TEMPERATURE-F 16 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- RECOVERY DATE 5/8/75. HIT VERTICAL CLIFF. | | | | | | |
| 3-C977 | 4/9/75 | NR. GOBERNADOR, NM | BELL 206B N4444S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 35, 5547 TOTAL HOURS, 2251 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT AZTEC, NM | INTENDED DESTINATION GOBERNADOR, NM | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING | PHASE OF OPERATION LANDING: TRAFFIC PATTERN-CIRCLING LANDING: POWER-OFF AUTOROTATIVE LANDING | | | |
| PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | |
| FACTOR(S) TERRAIN - ROUGH/UNEVEN | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- SUSPECT FUEL CONTAMINATION OF ENG CTL UNITS. HAD TO CLR SLOPE ON LGD ATTEMPT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|-------------|--|------------------------|-----------------------|---|
| 3-0903 | 4/9/75 TIME - 1600 | CARLSBAD,NM | CESSNA 150 N6568S DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 22, 648 TOTAL HOURS, 370 IN TYPE, NOT INSTRU- MENT RATED. |
| NAME OF AIRPORT - CAVERN CITY DEPARTURE POINT INTENDED DESTINATION CARLSBAD,NM LOCAL TYPE OF ACCIDENT PHASE OF OPERATION MISCELLANEOUS LANDING: GO-AROUND COLLIDED WITH: OBJECT LANDING: ROLL PROBABLE CAUSE(S) SYSTEMS - FLIGHT CONTROL SYSTEMS: WING FLAP CONTROL SYSTEM ELECTRICAL FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - NO BRIEFING RECEIVED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 65 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 150 15 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- WING FLAPS FULL DOWN.WOULD NOT RETRACT,REASON UNDETERMINED.DENSITY ALT 4000FT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------------------------|---|------------------------|---------------------------|--|
| 3-0978 | 4/16/75 TIME - 0950 | LA MADERA, NM | CESSNA 150L N6527G DAMAGE-DESTROYED | CR- 2 0 0 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 19, 160 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT SANTA FE, NM | INTENDED DESTINATION ESPANOLA, NM | | | |
| | | TYPE OF ACCIDENT STALL: SPIN | PHASE OF OPERATION IN FLIGHT: OTHER | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FLEW INTO BLIND CANYON | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING | | | | | | |
| WEATHER - HIGH DENSITY ALTITUDE | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| SKY CONDITION CLEAR | | | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | TEMPERATURE-F 61 | | | |
| WIND DIRECTION-DEGREES 220 | | | WIND VELOCITY-KNOTS 15 | | | |
| TYPE OF WEATHER CONDITIONS VFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- RECOVERY DATE 4/19/75. LOST CTL DRG ATTEMPTD TURN ARND IN CANYON. DENSITY ALT ABT 8800FT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|--|------------------------|---|--|
| 3-0975 | 4/17/75 TIME - 0920 | CLOVIS,NM | CESSNA 182B N2584G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 57, 600 TOTAL HOURS, 150 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CLOVIS MUNI DEPARTURE POINT INTENDED DESTINATION CLOVIS,NM UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION NGSE OVER/DOWN TAXI: TO TAKEOFF PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 210 40 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- GUSTING TO 50K. | | | | | | |
| 3-0970 | 5/4/75 TIME - 1730 | NR.TUCUMCARI,NM | BELLANCA 17-31 N93690 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 36, 2629 TOTAL HOURS, ALL IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION OKLAHOMA CITY,OK ALBUQUERQUE,NM TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE GEAR COLLAPSED LANDING: ROLL PROBABLE CAUSE(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL: INCORRECT FACTORY INSTALLATION POWERPLANT - FUEL SYSTEM: FUEL INJECTION SYSTEM MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY INSTALLED MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION TERRAIN - ROUGH/UNEVEN FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL VAPOR RETURN LINE CHECK VALVE INSTALLED BACKWARDS.AD75-11-06 APPLIES. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|--|------------------------|---|--|
| 3-0974 | 5/6/75 TIME - 1715 | PLAYAS,NM | CESSNA 170 N1489D DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 30, 2622 TOTAL HOURS, 31 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PLAYAS DEPARTURE POINT PLAYAS,NM TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NCSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 55 WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN NONE REMARKS- IP DEMONSTRATED X-WIND LOG. GUSTING TO 20K. | | | | | | |
| INTENDED DESTINATION LOCAL PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES 330 TYPE OF WEATHER CONDITIONS VFR | | | | | | |
| 3-1412 | 5/10/75 TIME - 0200 | NR.ALBUQUERQUE,NM | CESSNA 206 N5149U DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | CERTIFICATE UNKNOWN, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED. |
| DEPARTURE POINT UNKNOWN/NOT REPORTED TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ILLICIT TRANSPORT OF MARIHUANA. ACFT ABANDONED. INJURY INDEX PRESUMED. | | | | | | |
| INTENDED DESTINATION UNKNOWN/NOT REPORTED PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: LEVEL OFF/TOUCHDOWN | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|---|------------------------|------------------------------|---|
| 3-1157 | 5/14/75 TIME - 1403 | LAS VEGAS,NM | DEHAVILLAND DHC-2 N47032 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, FL.INSTR., AGE 46, 1400 TOTAL HOURS, 130 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - LAS VEGAS MUNI DEPARTURE POINT INTENDED DESTINATION LAS VEGAS,NM GRANT,NE 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 PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: HIDDEN HAZARD MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE UNKNOWN/NOT REPORTED TEMPERATURE-F WIND VELOCITY-KNOTS 75 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- GUSTING TO 15K. TAIL WHEEL CAUGHT RWY LTG HOLE. | | | | | | |
| 3-0971 | 5/16/75 TIME - 1515 | FARMINGTON,NM | CESSNA 310J N3040L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 36, 15370 TOTAL HOURS, 530 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - FARMINGTON MUNI DEPARTURE POINT INTENDED DESTINATION KAYENTA,AZ FARMINGTON,NM TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE: IN FLIGHT TAKEOFF: INITIAL CLIMB WHEELS-UP LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR: NORMAL RETRACTION/EXTENSION ASSEMBLY AIRFRAME - LANDING GEAR: EMERGENCY/EXTENSION ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS,CONDITIONS - DISCONNECTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- IDLER ARM BELLCRANK FAILED DRG RETRACT.UN EXTEND NOSE GR.LNDD ON MAIN GR,NOSE GR TRAIL PSN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|------------------|--|------------------------|------------------------------|---|
| 3-0973 | 5/17/75 | NK.LOS LUNAS,NM | CESSNA U206 N9453G DAMAGE-SUBSTANTIAL | CR- 0 1 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, FL.INSTR., AGE 31, 1500 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT UNKNOWN/NOT REPORTED INTENDED DESTINATION UNKNOWN/NOT REPORTED TYPE OF ACCIDENT COLLIDED WITH: DIRT BANK PHASE OF OPERATION TAKEOFF: RUN PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - ROUGH/UNEVEN REMARKS- TRANSPORTING MARIHUANA.ATMPTD TKOF FROM TRAIL TO EVADE LAW OFFICERS.HIT EMBANKMENT. | | | | | | |
| 3-0972 | 5/18/75 | ALBUQUERQUE,NM | CESSNA 414 N488S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 5 | NONCOMMERCIAL CORP/EXEC | ATR,FLIGHT INSTR., AGE 55, 18486 TOTAL HOURS, 232 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ALBUQUERQUE INTL DEPARTURE POINT INTENDED DESTINATION HALLS CROSSING,UT ALBUQUERQUE,NM TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED LANDING: ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION AIRFRAME - LANDING GEAR: NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - BOGUS PART MISCELLANEOUS ACTS,CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT REMARKS- BELLCRANKS ON LDG GEAR ACTUATOR WERE NON-STANDARD. MOD DATE N/R. | | | | | | |
| 3-1156 | 5/21/75 | NK.FARMINGTON,NM | CESSNA U206E N1459M DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 5 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 22, 1472 TOTAL HOURS, 580 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BRETHREN CHRIST DEPARTURE POINT INTENDED DESTINATION FARMINGTON,NM GALLUP,NM TYPE OF ACCIDENT LAST ENROUTE STOP ENGINE FAILURE OR MALFUNCTION FARMINGTON,NM COLLIDED WITH: DITCHES PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: ROLL PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. REMARKS- HIT FENCES & DITCH. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|----------------|---|------------------------|---------------------------|---|
| 3-1311 | 5/21/75 | NR.CIMARRON,NM | CESSNA 180 N5219D DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 48, 167 TOTAL HOURS, 35 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PHILMONT RANCH | | | INTENDED DESTINATION | | | |
| DEPARTURE POINT | | | SANTA FE,NM | | | |
| CIMARRON,NM | | | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| STALL: MUSH | | | TAKEOFF: INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| PILOT IN COMMAND - PREMATURE LIFT-OFF | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - HIGH DENSITY ALTITUDE | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| WEATHER BRIEFING - SELF-HELP,PILOT CHECKED WEATHER DATA | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| CLEAR | | | UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 5 OR OVER | | | NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | RELATIVE BEARING OF WIND | | | |
| NONE | | | LEFT CROSS WIND 248-292 DEGREES | | | |
| TEMPERATURE-F | | | WIND DIRECTION-DEGREES | | | |
| 65 | | | 180 | | | |
| WIND VELOCITY-KNOTS | | | TYPE OF WEATHER CONDITIONS | | | |
| 20 | | | VFR | | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| NONE | | | | | | |
| REMARKS- DENSITY ALT ABT 8400FT. GUSTING TO 20K. LOW TIME IN CONVENTIONAL GR ACFT. | | | | | | |
| 3-1416 | 5/21/75 | NR.ROY,NM | CESSNA 182E N9327X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 28, 550- TOTAL HOURS, 400 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CLAVEL RANCH | | | INTENDED DESTINATION | | | |
| DEPARTURE POINT | | | ROY,NM | | | |
| TUCUMCARI,NM | | | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLIDED WITH: OBJECT | | | TAXI: FROM LANDING | | | |
| GEAR COLLAPSED | | | TAXI: FROM LANDING | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: POORLY MAINTAINED RAMP/TAXIWAY SURFACE | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| REMARKS- NOSE WHEEL HIT GOPHER HOLE IN TAXIWAY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--|---|------------------------|---|--|
| 3-1158 | 5/24/75 | LAS CRUCES,NM | CESSNA 182 N58947 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 232 TOTAL HOURS, 105 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - LAS CRUCES MUNI | | | | |
| | | DEPARTURE POINT LAS CRUCES,NM | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-1417 | 6/8/75 | VILLANUEVA,NM | CESSNA 150 N88135 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 22, 67 TOTAL HOURS, 35 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT LUBBOCK,TX | INTENDED DESTINATION SANTA FE,NM | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL: MUSH | PHASE OF OPERATION TAKEOFF: RUN TAKEOFF: INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FUEL GRADE-IMPROPER | | | | | | |
| PILOT IN COMMAND - FAILED TO ABORT TAKEOFF | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - HIGH DENSITY ALTITUDE | | | | | | |
| PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE | | | | | | |
| WEATHER BRIEFING - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION CLEAR | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OK OVER | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TEMPERATURE-F 70 | | | |
| | | WIND DIRECTION-DEGREES 300 | WIND VELOCITY-KNOTS 10 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- RAN OUT OF FUEL,LND OK.SERVICED ACFT WITH AUTO GAS.DENSITY ALT 8000FT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--------------------------|---|--|--|---|--|
| 3-1414 | 6/11/75 TIME - 1645 | SILVER CITY,NM | CESSNA 150 N3068J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 32, 35 TOTAL HOURS, 23 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - WHISKEY CREEK DEPARTURE POINT SILVER CITY,NM TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: LEVEL OFF/TOUCHDOWN | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | |
| 3-1415 | 6/12/75 TIME - UNK/NR | STEINS,NM | BEECH TC-45G N9430Z DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | CERTIFICATE UNKNOWN, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED. |
| | | DEPARTURE POINT UNKNOWN/NOT REPORTED TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: DITCHES | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION FACTOR(S) TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ILLICIT TRANS OF MARIJUANA. LND ON DRY LAKE BED & HIT DITCH. ACFT ABANDONED. INJ INDEX PRESUMED. | | | | |
| 3-1418 | 6/12/75 TIME - 0606 | SANTA FE,NM | PIPER PA-23 N4190P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 670 TOTAL HOURS, 450 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SANTA FE MUNI DEPARTURE POINT SANTA FE,NM TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WHEELS-UP | | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: LEVEL OFF/TOUCHDOWN | | |
| | | PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS MISCELLANEOUS ACTS,CONDITIONS - INTENTIONAL WHEELS-UP COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HÉLIPT. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--|--|--|---|---|
| 3-1614 | 6/28/75 | NR. ALBUQUERQUE, NM | RAVEN RX-6 N1015R DAMAGE-NONE | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 43, 9465 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ALBUQUERQUE, NM | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN | | |
| | | TYPE OF ACCIDENT HARD LANDING | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF MISCELLANEOUS ACTS, CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE REMARKS- PILOT NOT WEARING PROTECTIVE BOOTS. IMPROPER STANCE IN GONDOLA. BROKE LEG. | | | | | | |
| 3-1618 | 6/28/75 | NR. LAS CRUCES, NM | SCHWEIZER SGS232 N1787L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 37, 2819 TOTAL HOURS, 73 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT SUNLAND, NM | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING: ROLL | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: DITCHES | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN TERRAIN - HIDDEN OBSTRUCTIONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- SINGLE WHEEL HIT WASH OBSCURED BY GRASS. LND DUE LACK OF THERMALS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|----------------|---|------------------------|---------------------------|--|
| 3-1413 | 6/29/75 | GALLUP,NM | AMER AVCO AA-1B N8868L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 42, 829 TOTAL HOURS, 15 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - GALLUP DEPARTURE POINT GALLUP,NM TYPE OF ACCIDENT STALL: MUSH INTENDED DESTINATION TUCSON,AZ PHASE OF OPERATION IN FLIGHT: OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - NO BRIEFING RECEIVED SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 3 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 280 TYPE OF WEATHER CONDITIONS VFR CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 88 WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN NONE REMARKS- DENSITY ALTITUDE 9700FT, NEAR MAX GROSS WEIGHT. | | | | | | |
| 3-1608 | 6/30/75 | ALBUQUERQUE,NM | MOONEY M20F N6496Q DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 38, 698 TOTAL HOURS, 21 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CORONADO DEPARTURE POINT ALBUQUERQUE,NM TYPE OF ACCIDENT OVERSHOOT INTENDED DESTINATION LOCAL COLLIDED WITH: FENCE,FENCEPOSTS PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND DUAL STUDENT - MISJUDGED DISTANCE AND SPEED DUAL STUDENT - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY REMARKS- NO TOE BRAKES ON IP SIDE. BOUNCED & TOUCHED DOWN ABT HALFWAY PT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|--|--|--------------------------------|---------------------------|--|
| 3-1615 | 7/3/75 TIME - 1035 | NR.GALLUP,NM | CESSNA UC-78 N61654 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | ATR, FLIGHT INSTR., AGE 43, 9063 TOTAL HOURS, 25 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT ALBUQUERQUE,NM | INTENDED DESTINATION PHOENIX,AZ | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: OBJECT | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LND ON HIWAY, HIT ROAD SIGN. | | | | | | |
| 3-1749 | 7/9/75 TIME - 1010 | ALBUQUERQUE,NM | GLOBE GC-18 N3202K DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 25, 71 TOTAL HOURS, 24 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - CORONADO DEPARTURE POINT ALBUQUERQUE,NM | INTENDED DESTINATION RETURN | LAST ENROUTE STOP GRANTS,NM | | |
| | | TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- PORPOISED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|---|------------------------|---|--|
| 3-1616 | 7/11/75 TIME - 2040 | NK.PIE TOWN,NM | AMER AVCO AAL-B N9930L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL.INSTR., AGE 22, 440 TOTAL HOURS, 62 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - KINGS RANCH DEPARTURE POINT INTENDED DESTINATION PIE TOWN,NM GRANTS,NM TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: FENCE,FENCEPOSTS TAKEOFF: RUN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - FAILED TO ABORT TAKEOFF AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SOFT RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: HIGH VEGETATION FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY SKY CCNDITION CEILING AT ACCIDENT SITE SCATTERED UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE LIGHT AND VARIABLE TEMPERATURE-F TYPE OF WEATHER CONDITIONS 70 VFR TYPE OF FLIGHT PLAN NCNE REMARKS- ATTEMPTD TKOF FRM MUDDY STRIP WITH 6-8IN CLUMPS OF GRASS. DENSITY ALT ABT 9300FT. WIND LT & VBL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|---|--|---|----------------------------------|---|
| 3-175C | 7/12/75 | NR.LAS CRUCES,NM | AERO CMDR 600S2R N4986X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 37, 8000 TOTAL HOURS, 10 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT LAS CRUCES,NM | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: DITCHES | | PHASE OF OPERATION IN FLIGHT: SWATH RUN LANDING: ROLL | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | |
| FACTOR(S) TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1800 KIND OF CROP - FOREST-TREES PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 3950 REMARKS- HIT IRRIGATION DITCH. | | | | | | |
| 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 SWATH RUN-HOW FLOWN - WIND CALM | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|---|---|------------------------|---|---|
| 3-1617 | 7/17/75 | NR. ROSWELL, NM | PIPER PA-25 N6547Z DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL. INSTR., AGE 24, 2500 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT ROSWELL, NM | INTENDED DESTINATION LOCAL | | PHASE OF OPERATION IN FLIGHT: PROCEDURE TURNAROUND | |
| | | TYPE OF ACCIDENT STALL: MUSH | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD WEATHER BRIEFING - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION CLEAR | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE - 5 OR OVER | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TEMPERATURE-F 85 | | | |
| | | WIND DIRECTION-DEGREES 120 | WIND VELOCITY-KNOTS 12 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN NONE | | | |
| SPECIAL DATA | | | | | | |
| | | TOTAL HOURS IN CROP CONTROL - 500 | KIND OF OPERATION - DUSTING CROPS | | | |
| | | KIND OF CROP - GRAIN FIELDS | TYPE OF CHEMICAL USED - DRY CHEMICAL-TOXIC | | | |
| | | PILOT'S SEAT BELT - FASTENED-PROPERLY | GLOVES - NOT USED | | | |
| | | GOGGLES - NOT USED | CRASH HELMET - NOT AVAILABLE | | | |
| | | COCKPIT CRASHPAD - INSTALLED | CRASH BAR - INSTALLED | | | |
| | | TANK/HOPPER-LOCATION - FORWARD OF PILOT | TERRAIN-TYPE - LEVEL, FLAT | | | |
| | | ELEVATION-AREA BEING TREATED- FEET - 4100 | SWATH RUN-HOW FLOWN - CROSSWIND | | | |
| | | PROCEDURE TURNAROUND - THIRD 1/3 OF TURN | | | | |
| REMARKS- DENSITY ALT 6600FT. | | | | | | |
| 3-1461 | 4/12/75 | STORMVILLE, NY | SCORPION I N1580 DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | MISCELLANEOUS EXPERIMENTATION | PRIVATE, AGE 42, 262 TOTAL HOURS, 31 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - STORMVILLE | INTENDED DESTINATION LOCAL | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE | |
| | | DEPARTURE POINT STORMVILLE, NY | | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED | | | | |
| PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | | | |
| REMARKS- PILOT SAID THERE WAS SUDDEN VIOLENT LATERAL VIBRATION, HIGH ROTOR RPM AND LOSS OF LIFT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--------------|---|------------------------|--|---|
| 3-1240 | 4/27/75 TIME - 1430 | SPENCER, NY | CESSNA 150L N19593 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 35, 83 TOTAL HOURS, 80 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT MONTICELLO, NY | | INTENDED DESTINATION BINGHAMTON, NY | | PHASE OF OPERATION LANDING: ROLL | |
| | TYPE OF ACCIDENT GEAR COLLAPSED | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN. FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | |
| | REMARKS- XC FLT STUDENT PLT, LND BROTHERS FARM FIELD, NOSEWHEEL COLLAPSED WHEN HIT DIP IN FLD. | | | | | |
| 3-1202 | 5/17/75 TIME - 1440 | MARLBORO, NY | PIPER J3C-65 N38262 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 36, 92 TOTAL HOURS, 66 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - MARLBORO DEPARTURE POINT MARLBORO, NY | | INTENDED DESTINATION LOCAL | | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: LEVEL OFF/TOUCHDOWN | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL PILOT IN COMMAND - IMPROPER LEVEL OFF COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PLT DRAINED APRX 2 GAL FUEL, THEN ADDED FRESH FUEL PRIOR TO TKOF. | | | | | |
| 3-1055 | 5/17/75 TIME - 1400 | WALLKILL, NY | PAZMANY PL-1A N4725G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 55, 1560 TOTAL HOURS, 211 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - KOBELT DEPARTURE POINT MONTGOMERY, NY | | INTENDED DESTINATION WALLKILL, NY | | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | |
| | TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- MAIN LUG GR ATTACH FITTING DWG 1-10002 FAILED. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|---|------------------------|---|---|
| 3-1205 | 5/24/75 TIME - 1735 | SPRING VALLEY, NY | PIPER PA-28 N662FL DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 49, 115 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - RAMAPO VALLEY DEPARTURE POINT INTENDED DESTINATION SPRING VALLEY, NY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: TREES LANDING: ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) AIRFRAME - LANDING GEAR: BRAKING SYSTEM (NORMAL SYSTEM) REMARKS- AIRWORTHINESS DIRECTIVE NCW. BRAKES FAILED ACFT CONT DWN STEEP INCLINE HIT TREES. | | | | | | |
| 3-1079 | 5/26/75 TIME - 2200 | HUDSON, NY | PIPER PA-22 N5565Z DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 55, 210 TOTAL HOURS, 118 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - COLUMBIA CO DEPARTURE POINT INTENDED DESTINATION HUDSON, NY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: PARKED AIRCRAFT TAXI: FROM LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- CUT IN CLOSE TO PARKED ACFT STRUCK N5087C SUB DMG, N2551H AND N5565A MINOR DMG. | | | | | | |
| 3-1204 | 6/3/75 TIME - 1020 | PLATTSBURGH, NY | PIPER PA-23 N6514Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PRACTICE | COMMERCIAL, AGE 28, 450 TOTAL HOURS, 15 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CLINTON CO DEPARTURE POINT INTENDED DESTINATION PLATTSBURGH, NY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR REMARKS- PLT RECENTLY TRANSITIONED FM CESSNA 310 IN WHICH GR AND FLAP CTLS ON OPPOSITE SIDE THAN PA-23. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|---|------------------------|---|--|
| 3-1239 | 6/8/75 TIME - 1255 | MASSENA,NY | AERONCA 7AC N85684 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 60, 1076 TOTAL HOURS, 72 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - RICHARDS FIELD DEPARTURE POINT INTENDED DESTINATION MASSENA,NY UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: OBJECT TAXI: OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT REMARKS- HAND PROP,AFTR CLRG ENG TURNED MAG SWITCH ON LEFT THROTTLE OPEN BY ERROR.ENG STARTED HIT TRUCK. | | | | | | |
| 3-1559 | 6/11/75 TIME - 1715 | OGDENSBURG,NY | FLEET 168 N1328V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 53, 473 TOTAL HOURS, 392 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - OGDENSBURG INTL DEPARTURE POINT INTENDED DESTINATION PUTSDAM,NY OGDENSBURG,NY TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: OBJECT LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PERSONNEL - AIRPORT SUPERVISORY PERSONNEL: OTHER MISCELLANEOUS ACTS,CONDITIONS - RUNWAY CLOSED REMARKS- STRUCK CONSTRUCTION STAKES ON RWY. RWY NOTAMED CLOSED, NOT MARKED WITH X. | | | | | | |
| 3-1241 | 6/20/75 TIME - 1750 | MANORKILL,NY | CESSNA 206 N29054 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 43, 404 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LUCKY J RANCH DEPARTURE POINT INTENDED DESTINATION RAMAPO VALLEY,NY MANORKILL,NY TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING: FINAL APPROACH HARD LANDING LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|---|-------------------------------------|---|--|
| 3-1203 | 6/22/75 TIME - 1510 | AMITYVILLE, NY | PIPER PA-28 N7161R DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 OT- 0 0 4 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 51, 1753 TOTAL HOURS, 1200 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ZAHNS DEPARTURE POINT INTENDED DESTINATION AMITYVILLE, NY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT: BOTH IN FLIGHT IN FLIGHT: DESCENDING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV.-SMALL US GEN. AV. CONTROLLING AGENCY - UNICOM RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - NO EVASIVE ACTION TAKEN - YES ANTI-COLLISION LIGHTS - OPERATING REMARKS- PLT OBSVD OTR ACFT ON CLB OUT, PULLED UP, L WING STRUCK TOP OF RUDDER OF N3990R. BOTH ACFT LNDD OK. | | | | | | |
| 3-1203 | 6/22/75 TIME - 1510 | AMITYVILLE, NY | PIPER PA-28 N3990R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 OT- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 50, 220 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ZAHNS DEPARTURE POINT INTENDED DESTINATION AMITYVILLE, NY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT: BOTH IN FLIGHT IN FLIGHT: CLIMB TO CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV.-SMALL US GEN. AV. CONTROLLING AGENCY - UNICOM RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - NO ANTI-COLLISION LIGHTS - OPERATING REMARKS- AFTRR 45 DEG DEPT TURN, DRG CLB OUT, PLT HEARD NOISE IN REAR OF ACFT THOUGHT CABLE BROKE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|---|------------------------|---|---|
| 3-1206 | 1/12/75 TIME - 1545 | FAYETTEVILLE, NC | MOONEY M20E N3428X DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 53, 300 TOTAL HOURS, 49 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - FAYETTEVILLE | | | | |
| | | DEPARTURE POINT RALEIGH, NC | INTENDED DESTINATION CHARLESTON, SC | | | |
| | | TYPE OF ACCIDENT STALL | PHASE OF OPERATION LANDING: MISSED APPROACH | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - INSTRUMENTS-MISREAD OR FAILED TO READ | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 300 | | | |
| | | VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE GROUND FOG | TEMPERATURE-F 50 | | | |
| | | WIND DIRECTION-DEGREES 40 | WIND VELOCITY-KNOTS 5 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN IFR | | | |
| | | FIRE AFTER IMPACT | | | | |
| REMARKS- PLT EXPD FLT DIFFICULTIES. ATC OFFERED SURVEILLANCE APCH. ACFT VEERED OFF BFR RADAR CTC LOST. | | | | | | |
| 3-1562 | 2/15/75 TIME - 1330 | WALNUT COVE, NC | PIPER PA-28 N7584W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 40, 103 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT GREENSBORO, NC | INTENDED DESTINATION MT AIRY, NC | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: FINAL APPROACH | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| POWERPLANT - ENGINE STRUCTURE: MASTER AND CONNECTING RODS | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- NR 2 ROD BEAR JOURNAL APPEARED OVERHEATED OTR ROD JOURNAL OIL PASSAGES RSTD DUE OIL SLUDGE BUILDUP | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------------|---|------------------------|----------------------------|---|
| 3-1208 | 3/23/75 TIME - 1200 | WASHINGTON, NC | CESSNA 150 N6922F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 26, 13 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WARREN FIELD DEPARTURE POINT INTENDED DESTINATION WASHINGTON, NC LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING: LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- PLT NOTICED SHIMMY IN NOSEWHEEL, RAISED NOSE TO REDUCE PRESSURE ACFT BECAME AIRBORNE LNDD ON NOSE. | | | | | | |
| 3-1684 | 4/14/75 TIME - 2205 | SOUTHERN PINES, NC | SWEARINGEN 226AT N960M DAMAGE-DESTROYED | CR- 2 0 0 PX- 0 0 0 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, AGE 54, 18000 TOTAL HOURS, 493 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SOUTHERN PINES DEPARTURE POINT INTENDED DESTINATION FLUSHING, NY SOUTHERN PINES, NC TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: UNCONTROLLED LANDING: TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 400 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FOG IFR TYPE OF FLIGHT PLAN IFR REMARKS- PLT RPTD OVR ARPT WILL MAKE A VISUAL APCH TO 5.HIT TREES ABT 1/2MI BFR RWY.PATCHES OF FOG IN AREA. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|--|------------------------|---|---|
| 3-1563 | 4/18/75 TIME - 1800 | BEECH MOUNTAIN,NC | BEECH F33A N1675W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, 524 TOTAL HOURS, ALL IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BANNER ELK DEPARTURE POINT GREENSBORO,NC TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: DITCHES PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY REMARKS- WIND RPTD AS 300 DEG 5-10K FOR SVL HRS BFR AND AFTR ACDT. LANDED RWY 30. | | | | | | |
| 3-1210 | 4/23/75 TIME - 1830 | LIBERTY,NC | CESSNA 172 N709ST DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 35, 450 TOTAL HOURS, 75 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT HIGH POINT,NC TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT POWERPLANT - ENGINE ACCESSORIES: STARTERS TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- STARTER BENDIX UNIT DEFECTIVE.FUEL EX R TANK PLT SWITCHED TO L.PROP STOPPED UN GET PROP ROTATING. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|---|--|---|--|
| 3-1081 | 4/26/75 TIME - 1430 | HICKORY, NC | CESSNA 182 N92422 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | MISCELLANEOUS SEARCH AND RESCUE | PRIVATE, AGE 46, 909 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - HICKORY DEPARTURE POINT HICKORY, NC TYPE OF ACCIDENT HARD LANDING | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF FLIGHT PLAN NONE | | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TYPE OF WEATHER CONDITIONS VFR | | |
| REMARKS- PRACTICE CAP MISSION. NOSE GR, BRACING AND FIREWALL BENT. ACFT DROPPED IN FM 8-10FT. WIND GUSTING 18K. | | | | | | |
| 3-1207 | 5/2/75 TIME - 1515 | ROANOKE RAPIDS, NC | CESSNA 172H N3797F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 49, 342 TOTAL HOURS, 164 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - PITTMAN DEPARTURE POINT HALIFAX, NC TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE | INTENDED DESTINATION ROANOKE RAPIDS, NC | PHASE OF OPERATION LANDING: ROLL | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT - INADVERTENTLY ACTUATED THROTTLE. REMARKS- PLT REACHING ACROSS THROTTLE TO CK FLAP SWITCH. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|--|------------------------|---|---|
| 3-1080 | 5/6/75 TIME - 1515 | KITTY HAWK, NC | CESSNA 150 N10476 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 38, 101 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FIRST FLIGHT DEPARTURE POINT INTENDED DESTINATION FORT BRAGG, NC RETURN TYPE OF ACCIDENT COLLIDED WITH: TREES PROBABLE CAUSE(S) PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH TERRAIN - HIGH OBSTRUCTIONS REMARKS- PLT INITIATED GO-AROUND BY ROLLING INTO A MED BANK 180 DEG TURN. AFTR TURN ACFT HEADED FOR TREES. | | | | | | |
| 3-1358 | 5/6/75 TIME - 1800 | CHARLOTTE, NC | CESSNA 182 N2017X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 45, 208 TOTAL HOURS, 70 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BROCKENBROUGH DEPARTURE POINT INTENDED DESTINATION RALEIGH DURHAM, NC CHARLOTTE, NC TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY REMARKS- ACFT WENT PAST END OF RWY HIT A LARGE POLE LAYING ON THE END. | | | | | | |
| 3-1083 | 5/21/75 TIME - 1810 | MARION, NC | CESSNA 150 N2919J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 40, 29 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SHIFLET FIELD DEPARTURE POINT INTENDED DESTINATION MARION, NC LOCAL TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: TREES PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY REMARKS- T/O MORE THAN HALFWAY DWN RWY. THOUGHT ABT GO-AROUND DECIDED IT WAS TOO LATE. DECISION NOT TIMELY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---|----------------------|---------------------|------------------------------|---------------------------|
| 3-1209 | 5/21/75 | SELMA, NC | CESSNA 150 | CR- 0 0 1 | NONCOMMERCIAL | STUDENT, AGE 27, 56 TOTAL |
| | TIME - 1945 | | N45327 | PX- 0 0 0 | PLEASURE/PERSONAL TRANSP | HOURS, 53 IN TYPE, NOT |
| | | | DAMAGE-SUBSTANTIAL | | | INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SELMA | | | | |
| | | DEPARTURE POINT - | INTENDED DESTINATION | | PHASE OF OPERATION | |
| | | GOLDSBORO, NC | SELMA, NC | | LANDING: LEVEL OFF/TOUCHDOWN | |
| | | TYPE OF ACCIDENT | | | LANDING: ROLL | |
| | | OVERSHOOT | | | | |
| | | COLLIDED WITH: DITCHES | | | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | |
| | | PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | |
| | | FACTOR(S) | | | | |
| | | AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: WET RUNWAY | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY | | | | |
| | | REMARKS- T/D BEYOND MIDFIELD. | | | | |
| 3-1082 | 5/23/75 | WRIGHTSBORO, NC | SNOW S2C | CR- 0 0 1 | MISCELLANEOUS | COMMERCIAL, AGE 29, 2414 |
| | TIME - 1130 | | N1622S | PX- 0 0 0 | OTHER PUBLIC | TOTAL HOURS, 102 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - NEW HANOVER CO | | | | |
| | | DEPARTURE POINT - | INTENDED DESTINATION | | PHASE OF OPERATION | |
| | | WRIGHTSBORO, NC | LOCAL | | IN FLIGHT: CLIMB TO CRUISE | |
| | | TYPE OF ACCIDENT | | | LANDING: FINAL APPROACH | |
| | | ENGINE FAILURE OR MALFUNCTION | | | | |
| | | COLLIDED WITH: WIRES/POLES | | | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | POWERPLANT - ENGINE STRUCTURE: MASTER AND CONNECTING RODS | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | |
| | | TERRAIN - HIGH OBSTRUCTIONS | | | | |
| | | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | |
| | | REMARKS- LINK ROD FOR NR 8 CYL FAILED AT PISTON PIN. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--|--|--|---|--|
| 3-1560 | 5/25/75 TIME - 1750 | PRINCETON, NC | CESSNA 150 N3641J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 24, 89 TOTAL HOURS, 59 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT SANFORD, NC | INTENDED DESTINATION GOLDSBORO, NC | | LAST ENROUTE STOP UNKNOWN/NOT REPORTED | | |
| | TYPE OF ACCIDENT NOSE OVER/DOWN | | | PHASE OF OPERATION LANDING: ROLL | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) WEATHER - THUNDERSTORM ACTIVITY TERRAIN - WET, SOFT GROUND TERRAIN - ROUGH/UNEVEN WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER | | | | | |
| | SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE TYPE OF FLIGHT PLAN VFR | | | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE THUNDERSTORM TYPE OF WEATHER CONDITIONS VFR | | |
| | REMARKS- ENCTR DETERIORATING WX COND LNDD IN A WET CORN FLD. | | | | | |
| 3-1244 | 5/28/75 TIME - 1630 | EDEN, NC | CESSNA 182 N20810 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL OTHER | CERTIFICATE UNKNOWN, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED. |
| | NAME OF AIRPORT - SHILOH DEPARTURE POINT EDEN, NC | INTENDED DESTINATION UNKNOWN/NOT REPORTED | | PHASE OF OPERATION TAKEOFF: RUN | | |
| | TYPE OF ACCIDENT COLLIDED WITH: DITCHES | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT REMARKS- ATMTD TKOF IN ROUGH AREA OFF TAXIWAY. INJURY INDEX PRESUMED. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------------|---|------------------------|---|--|
| 3-1242 | 6/3/75 TIME - 1715 | MORGANTON, NC | CESSNA 172M N20040 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 35, 22 TOTAL HOURS, 18 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MORGANTON LENOIR DEPARTURE POINT INTENDED DESTINATION MORGANTON, NC LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING: LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-1357 | 6/20/75 TIME - 1130 | JACKSONVILLE, NC | PIPER PA-16 N6830K DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 21, 131 TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NEW RIVER MCAS DEPARTURE POINT INTENDED DESTINATION JACKSONVILLE, NC LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAXI: FROM LANDING GEAR COLLAPSED TAXI: FROM LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED SPEED PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- VERY LITTLE EXP IN CONV GR ACFT. | | | | | | |
| 3-1462 | 6/20/75 TIME - 1150 | EDENTON, NC | PIPER PA-25 N7292Z DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | COMMERCIAL, AGE 30, 1600 TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FARMERS AIR SERV DEPARTURE POINT INTENDED DESTINATION EDENTON, NC LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: TREES IN FLIGHT: LOW PASS PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FIRE AFTER IMPACT REMARKS- ACFT IN TURN TO LINE UP WITH RWY. L WING TIP HIT LARGE PINE TREE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|---|------------------------|---|---|
| 3-1356 | 6/24/75 TIME - 1930 | WASHINGTON, NC | CESSNA P206 N2692X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 33, 142 TOTAL HOURS, 61 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WARREN FIELD DEPARTURE POINT INTENDED DESTINATION WASHINGTON, NC LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING: FINAL APPROACH COLLISION WITH GROUND/WATER: CONTROLLED LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - ENGINE CONTROLS-COCKPIT: THROTTLE-POWER LEVER ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - STRIPPED MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEDOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPAT. REMARKS- THREADS ON ROD END OF SELF-ALIGNING ANTI-FRICTION ROD STRIPPED. CRASH LNDG L OF RWY DUE TREES BEYOND | | | | | | |
| 3-1561 | 7/3/75 TIME - 0730 | SANFORD, NC | PIPER PA-28 N41268 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 24, 83 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SANFORD MUNI DEPARTURE POINT INTENDED DESTINATION CLINTON, MD SANFORD, NC TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING: LEVEL OFF/TOUCHDOWN COLLIDED WITH: DITCHES LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------|---|------------------------|---|--|
| 3-1683 | 7/21/75 TIME - 1120 | RAEFORD, NC | CESSNA 182P N21508 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 28, 905 TOTAL HOURS, 221 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - RAEFORD DEPARTURE POINT RAEFORD, NC TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN INTENDED DESTINATION TAHLEQUAH, OK LAST ENROUTE STOP MUSCLE SHOALS, AL PHASE OF OPERATION IN FLIGHT: CLIMB TO CRUISE LANDING: ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - FUEL SYSTEM: VENTS, DRAINS, TANK CAPS MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL TERRAIN - HIGH VEGETATION FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL TANK SUMP PLUGS INSTLD INSTEAD OF SUMP DRAINS. WATER IN FUEL HOSE AT CARB AND SEDIMENT BOWL. | | | | | | |
| 3-1212 | 5/9/75 TIME - 1630 | REYNOLDS, ND | CESSNA 150 N6249G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 40, 13 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT HILLSBORO, ND TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN INTENDED DESTINATION LOCAL PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL TERRAIN - WET, SOFT GROUND FACTOR(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: OTHER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE REMARKS- WATER IN FUEL TRACED TO ARPT FUEL STORAGE TANK. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------|--|------------------------|---|--|
| 3-1211 | 5/25/75 TIME - 1040 | NORTHWOOD,ND | BEECH A45 N9087C DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 42, 10000 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| NAME OF AIRPORT - GLENN BERG DEPARTURE POINT INTENDED DESTINATION NORTHWOOD,ND FARGO,ND TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED PHASE OF OPERATION IN FLIGHT: ACROBATICS PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE PILOT IN COMMAND - EXERCISED POOR JUDGMENT MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING FIRE AFTER IMPACT | | | | | | |
| 3-1359 | 6/3/75 TIME - 1330 | HANNAFORD,ND | CESSNA 336 N1781Z DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 63, 1760 TOTAL HOURS, 1200 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION BISMARCK,ND GRAND FORKS,ND TYPE OF ACCIDENT FIRE OR EXPLOSION: IN FLIGHT PHASE OF OPERATION GEAR COLLAPSED IN FLIGHT: NORMAL CRUISE LANDING: ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION SYSTEMS - ELECTRICAL SYSTEM: BATTERIES MISCELLANEOUS ACTS,CONDITIONS - CORRODED/CORROSION TERRAIN - ROUGH/UNEVEN FACTOR(S) MISCELLANEOUS - SMOKE IN COCKPIT MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SMOKE IN COCKPIT REMARKS- BATTERY BOX CORRODED ON ONE END OF HOLD DWN CHANNEL.CORROSION ON TOP OF BATTERY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|--|---|----------------------------------|--|
| 3-1564 | 6/21/75 TIME - 2100 | FESSENDEN,ND | PIPER PA-18 N7115K DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 28, 429 TOTAL HOURS, 400 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT FESSENDEN,ND | INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT: PROCEDURE TURNAROUND | | |
| TYPE OF ACCIDENT STALL: MUSH | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 400 | | | KIND OF OPERATION - SPRAYING CROPS | | | |
| KIND OF CROP - GRAIN FIELDS | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC | | | |
| PILOT'S SEAT BELT - FASTENED-PROPERLY | | | GLOVES - NOT USED | | | |
| GOGGLES - NOT USED | | | CRASH HELMET - AVAILABLE-USED | | | |
| COCKPIT CRASHPAD - NOT INSTALLED | | | CRASH BAR - NOT INSTALLED | | | |
| TANK/HOPPER-LOCATION - BELLY | | | TERRAIN-TYPE - LEVEL,FLAT | | | |
| ELEVATION-AREA BEING TREATED-FEET - 1600 | | | SWATH RUN-HOW FLOWN - DOWNWIND | | | |
| PROCEDURE TURNAROUND - THIRD 1/3 OF TURN | | | | | | |
| REMARKS- DISCREPANCIES FOUND DRG INSP NOT CORRECTED BEFORE FLIGHT. | | | | | | |
| 3-1030 | 1/24/75 TIME - 1645 | COSHOCTON,OH | TAYLORCRAFT F-19 N3545T DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 27, 954 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - RICHARD DOWNING | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING: ROLL LANDING: ROLL | | |
| | | DEPARTURE POINT COSHOCTON,OH | | | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE | | | | |
| | | COLLIDED WITH: DIRT BANK | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| DUAL STUDENT - IMPROPER LEVEL OFF | | | | | | |
| DUAL STUDENT - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER | | | | | | |
| REMARKS- STRUCK A DITCH AND DIRT EMBANKMENT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|----------------|---|------------------------|---|---|
| 3-1248 | 4/1/75 | MEDINA, OH | PIPER PA-28 N55707 DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 41, 486 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - FREEDOM FIELD DEPARTURE POINT UNKNOWN/NOT REPORTED TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH: WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH TERRAIN - HIGH OBSTRUCTIONS REMARKS- STRUCK 5/8 IN STATIC CABLE ABT 788FT SOUTH OF RWY THRESHOLD. POLES NOT LIGHTED, NO HI VIS MARKERS. | | | | | | |
| 3-1084 | 4/11/75 | NEW ALBANY, OH | BEECH 95-B55 N8668M DAMAGE-DESTROYED | CR- 1 0 0 PX- 4 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 42, 1545 TOTAL HOURS, 29 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT COLUMBUS, OH TYPE OF ACCIDENT STALL: MUSH PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. REMARKS- PLT OFTEN FLEW LOW OVR HOUSE WHEN RETURNING FROM A TRIP. ACFT IN L BANKED ATTITUDE AT IMPACT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------------|---|------------------------|---|--|
| 3-1085 | 4/13/75 TIME - 1814 | STRONGSVILLE, OH | ERCO 415C N2491H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 56, 321 TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - STRONGSVILLE DEPARTURE POINT INTENDED DESTINATION STRONGSVILLE, OH RETURN TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH: TREES PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH TERRAIN - HIGH OBSTRUCTIONS SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 360 TYPE OF WEATHER CONDITIONS VFR REMARKS- HIT TREE ABT 35FT AGL. | | | | | | |
| LAST ENROUTE STOP LORAIN, OH PHASE OF OPERATION LANDING: FINAL APPROACH LANDING: FINAL APPROACH | | | | | | |
| CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 40 WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN NONE | | | | | | |
| 3-1034 | 4/20/75 TIME - 1700 | WADSWORTH, OH | CESSNA 172L N4293Q DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 30, 78 TOTAL HOURS, 17 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WELTZIEN SKYPARK DEPARTURE POINT INTENDED DESTINATION WADSWORTH, OH RETURN TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: DITCHES PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY REMARKS- ACFT CROSSED END OF RWY, CROSSED A ROAD HIT A TWO FT DEEP DITCH. | | | | | | |
| LAST ENROUTE STOP NEW PHILADELPHIA, OH PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|---|--|---|---|
| 3-1033 | 4/29/75 TIME - 1713 | LANCASTER, OH | CESSNA 170 N4181V DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 44, 65 TOTAL HOURS, 63 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT LANCASTER, OH | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER: CONTROLLED | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| FACTOR(S) TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- INSP REVEALED WATER CORROSION IN CARB AND WATER SATURATION IN GASKETS. R WING TIP STRUCK THE GND. | | | | | | |
| 3-1688 | 5/1/75 TIME - 1757 | SWANTON, OH | GRUM AMER AAL-B N7357L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 42, 2983 TOTAL HOURS, 10 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - TOLEDO EXPRESS DEPARTURE POINT SWANTON, OH | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: DITCHES | | PHASE OF OPERATION LANDING: ROLL LANDING: ROLL | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| | | SKY CONDITION CLEAR | | CEILING AT ACCIDENT SITE UNLIMITED | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | RELATIVE BEARING OF WIND RIGHT QUARTERING HEAD WIND 023-067 DEGREES | | |
| | | TEMPERATURE-F 68 | | WIND DIRECTION-DEGREES 310 | | |
| | | WIND VELOCITY-KNOTS 16 | | TYPE OF WEATHER CONDITIONS VFR | | |
| | | TYPE OF FLIGHT PLAN NCNE | | | | |
| REMARKS- WIND GUSTING 25K. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|-------------------|--|------------------------|---|---|
| 3-1689 | 5/3/75 TIME - 1330 | BOWLING GREEN, OH | PIPER PA-24 N8094P DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 1 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 44, 375 TOTAL HOURS, 70 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BOWLING GREEN MUN DEPARTURE POINT INTENDED DESTINATION CINCINNATI, OH BOWLING GREEN, OH TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING: LEVEL OFF/TOUCHDOWN COLLIDED WITH: DITCHES LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND REMARKS- PLT ELECTED TO LND LONG DUE ROUGH RWY SURFACE. T/D IN 400FT REMAINING. WIND GUSTING 20K. | | | | | | |
| 3-1772 | 5/3/75 TIME - 1655 | WADSWORTH, OH | GRUM AMER AA-5 N9561L DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 34, 1058 TOTAL HOURS, 179 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - WADSWORTH MUNI DEPARTURE POINT INTENDED DESTINATION WADSWORTH, OH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING: FINAL APPROACH COLLIDED WITH: DITCHES LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) DUAL STUDENT - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND REMARKS- IP THOUGHT ACFT FLOAT WOULD CARRY OVR TO RWY. T/D ABT 90FT SHORT OF RWY. | | | | | | |
| 3-1032 | 5/9/75 TIME - 1400 | AKRON, OH | PIPER PA-28 N9334W DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 36, 259 TOTAL HOURS, 37 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION FORT KNOX, KY CLEVELAND, OH TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE COLLIDED WITH: FENCE, FENCEPOSTS LANDING: ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - ENGINE STRUCTURE: CRANKSHAFT MISCELLANEOUS ACTS, CONDITIONS - SHEARED TERRAIN - OTHER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- CRANKSHAFT GR P/N 67514 SHEARED ITS DOWL PIN, LOCK PLATE P/N 67516 NOT INSTLD. HIT BRIDGE GUARD RAIL | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|--|------------------------|---|--|
| 3-1086 | 5/10/75 TIME - 1355 | WAYNESVILLE,OH | CHEROKEE 2 N587A DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 39, 53 TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SOARING SOCIETY DEPARTURE POINT INTENDED DESTINATION WAYNESVILLE,OH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING REMARKS- PLTS FLT LOG OR CERTIFICATE DID NOT REFLECT AN ENDORSEMENT TO FLY SOLO IN THE CHEROKEE 2. | | | | | | |
| 3-1687 | 5/19/75 TIME - 0044 | MINFORD,OH | GRUM AMER AA-5 N9556L DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 2 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 22, 273 TOTAL HOURS, 176 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - G PORTSMOUTH REG DEPARTURE POINT INTENDED DESTINATION LIMA,OH SPARTENSBURG,SC TYPE OF ACCIDENT LAST ENROUTE STOP COLLIDED WITH: TREES HUNTINGTON,WV PHASE OF OPERATION LANDING: TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING WEATHER - FOG TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 0 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE ZERO NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F GROUND FOG 66 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS CALM IFR TYPE OF FLIGHT PLAN NONE REMARKS- DARK NIGHT,DENSE GND FOG.CIRCLED ARPT SEVERAL TIMES,CRASHED 1MI FROM ARPT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|--|------------------------|---|---|
| 3-1685 | 5/23/75 TIME - 2000 | N BASS ISL, OH | AERO COMDR 100 N4083X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 50, 7234 TOTAL HOURS, 4 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ISLE OF ST. GEORGE DEPARTURE POINT INTENDED DESTINATION SOUTH BASS ISLAND, MI N BASS ISL, OH TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- NO PREIMPACT FAILURE FOUND DRG INVESTIGATION. | | | | | | |
| 3-1245 | 5/23/75 TIME - 1205 | COLUMBUS, OH | PIPER PA-23 N6046Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL CORP/EXEC | AIRLINE TRANSPORT, AGE 33, 10251 TOTAL HOURS, 281 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PORT COLUMBUS INT DEPARTURE POINT INTENDED DESTINATION COLUMBUS, OH LOUISVILLE, KY TYPE OF ACCIDENT FIRE OR EXPLOSION: IN FLIGHT PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: IMPROPER MAINTENANCE (OWNER PERSONNEL) POWERPLANT - EXHAUST SYSTEM: GASKET MISCELLANEOUS ACTS, CONDITIONS - MISSING FACTOR(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL: POOR/INADEQUATE DESIGN MISCELLANEOUS ACTS, CONDITIONS - FIRE IN ENGINE REMARKS- EX PORT GASKET AND STUD MISSING. ENG COWL DESIGN PRECLUDES ADEQUATE PREFLIGHT INSP. | | | | | | |
| 3-1087 | 5/24/75 TIME - 1515 | GOSHEN, OH | BRIEGLER BG-12A N2403 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 44, 500 TOTAL HOURS, 25 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION WAYNESVILLE, OH LOCAL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- COCKPIT AREA BKN OFF FM FUSELAGE. AT APRX 500FT AGL PLT CHANGED MIND TO ANOTHER FLD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|---|------------------------|---|---|
| 3-1031 | 5/25/75 TIME - 1900 | MINFORD, OH | PIPER J-3 N2081M DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 23, 22 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - KNORE DEPARTURE POINT MINFORD, OH TYPE OF ACCIDENT NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - HIGH VEGETATION EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT REMARKS- PLT BECAME ILL ELECTED TO LND IN HAY FLD ADJ TO ARPT DUE OTR ACFT ON RWY. | | | | | | |
| 3-1246 | 5/25/75 TIME - 1225 | MT GILEAD, OH | PIPER PA-28 N56817 DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 19, 62 TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MORROW COUNTY DEPARTURE POINT MARION, OH TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH REMARKS- HIT PWR LINE ABT 700FT BFR RWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|------------------|----------------------|---------------------|--|--------------------------|
| 3-1568 | 5/25/75 | PLEASANT BEND.OH | PIPER PA-25 | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 35, 604 |
| | TIME - 1745 | | N6378Z | PX- 0 0 0 | AERIAL APPLICATION | TOTAL HOURS, 95 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | NORTH CREEK,OH | | LOCAL | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | OVERSHOOT | | | | LANDING: LEVEL OFF/TOUCHDOWN | |
| | COLLIDED WITH: OBJECT | | | | LANDING: LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | |
| | PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - SUDDEN WINDSHIFT | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - THUNDERSTORM ACTIVITY | | | | | |
| | WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | |
| | EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT | | | | | |
| | ADVERSE/UNFAVORABLE WEATHER | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | OVERCAST | | | | 600 | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 5 OR OVER | | | | RAIN, THUNDERSTORM | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | |
| | NONE | | | | 75 | |
| | WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | |
| | 260 | | | | 40 | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | IFR | | | | NONE | |
| | SPECIAL DATA | | | | | |
| | TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED | | | | KIND OF OPERATION - FERTILIZING (LIQUID) | |
| | KIND OF CROP - UNKNOWN/NOT REPORTED | | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC | |
| | PILOT'S SEAT BELT - FASTENED-PROPERLY | | | | GLOVES - NOT USED | |
| | GOGGLES - NOT USED | | | | CRASH HELMET - AVAILABLE-USED | |
| | COCKPIT CRASHPAD - INSTALLED | | | | CRASH BAR - INSTALLED | |
| | TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | | | |
| | FIRE AFTER IMPACT | | | | | |
| | REMARKS- COLLIDED WITH RR TRACK & 2FT EMBANKMENT. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|--|------------------------|---|--|
| 3-1213 | 5/26/75 TIME - 0930 | WADSWORTH, OH | KANRAN KR-1 N90837 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 47, 378 TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - WADSWORTH | | | | |
| | | DEPARTURE POINT WADSWORTH, OH | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL | PHASE OF OPERATION LANDING: TRAFFIC PATTERN-CIRCLING LANDING: FINAL APPROACH | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| POWERPLANT - FUEL SYSTEM: CARBURETOR | | | | | | |
| MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ENGINE LOADED UP | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- VH 1600 ENG CHOKE ACTUATING WIRE DISCONNECTED. CHOKE CLOSED. | | | | | | |
| 3-1567 | 5/29/75 TIME - 2015 | WOOSTER, OH | PIPER PA-25 N6026Z DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 50, 1500 TOTAL HOURS, 170 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT WOOSTER, OH | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: WIRES/POLES | PHASE OF OPERATION IN FLIGHT: PULLUP FROM SWATH RUN LANDING: FINAL APPROACH | | | |
| 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 OFF AIRPORT ON LAND | | | | | | |
| SPECIAL DATA | | | | | | |
| | | TOTAL HOURS IN CROP CONTROL - 125 | KIND OF OPERATION - FERTILIZING (LIQUID) | | | |
| | | KIND OF CROP - GRAIN FIELDS | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC | | | |
| | | PILOT'S SEAT BELT - NOT FASTENED | GLOVES - NOT USED | | | |
| | | GOGGLES - NOT USED | CRASH HELMET - AVAILABLE-USED | | | |
| | | COCKPIT CRASHPAD - NOT INSTALLED | CRASH BAR - INSTALLED | | | |
| | | TANK/HOPPER-LOCATION - FORWARD OF PILOT | TERRAIN-TYPE - LEVEL, FLAT | | | |
| | | ELEVATION-AREA BEING TREATED- FEET - 1100 | SWATH RUN-HOW FLOWN - WIND CALM | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- ACFT TOTALLY DESTROYED BY FIRE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------------|--|------------------------|---|--|
| 3-1565 | 6/10/75 TIME - 1910 | MARLBORO, OH | TAYLOR TITCH N8216 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 51, 4636 TOTAL HOURS, 0 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SUNSET STRIP DEPARTURE POINT INTENDED DESTINATION MARLBORO, OH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: DITCHES LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: IMPROPER MAINTENANCE (OWNER PERSONNEL) POWERPLANT - PROPELLER AND ACCESSORIES: BLADES MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED MISCELLANEOUS ACTS, CONDITIONS - RPM-UNCONTROLLABLE-OVERSPEED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- NO LOW PITCH STOP ON PROP. PLT NOTED HI RPM DRG CLB THROTTLED BACK DIDNT CHANGE PROP RPM. | | | | | | |
| 3-1771 | 6/13/75 TIME - 1400 | CIRCLEVILLE, OH | CESSNA 150 N1724Q DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 31, 276 TOTAL HOURS, 34 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - DREAM STRIP DEPARTURE POINT INTENDED DESTINATION CIRCLEVILLE, OH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: TREES TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, ALTITUDE OR CLEARANCE PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) WEATHER - LOCAL WHIRLWIND WEATHER - DOWNDRAFT, UPDRAFTS SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 3800 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE LEFT QUARTERING HEAD WIND 293-337 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 81 260 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 14 VFR TYPE OF FLIGHT PLAN NONE REMARKS- WIND GUSTING 21K. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|--|------------------------|---|---|
| 3-1566 | 6/19/75 TIME - 1415 | YOUNGSTOWN, OH | CESSNA 140 N4229N DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 25, 52 TOTAL HOURS, 49 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LANSLOWNE DEPARTURE POINT INTENDED DESTINATION COLUMBUS, OH YOUNGSTOWN, OH TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NGSE OVER/DOWN LAST ENROUTE STOP TOLEDO, OH PHASE OF OPERATION LANDING: ROLL LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER REMARKS- ACFT VEERED L HIT ELEVATED SHOULDER. APCH WAS HIGH AND FAST. | | | | | | |
| 3-1360 | 6/28/75 TIME - 1508 | COLUMBUS, OH | BELLANCA 14-19 N76768 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 52, 684 TOTAL HOURS, 286 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PORT COLUMBUS DEPARTURE POINT INTENDED DESTINATION COLUMBUS, OH LOCAL TYPE OF ACCIDENT WHEELS-UP PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED REMARKS- PLT TRYING OUT A NEW PAIR OF MUFF TYPE HEADPHONES, DID NOT HEAR GR UP WARNING HORN. | | | | | | |
| 3-1686 | 7/9/75 TIME - 2000 | OBERLIN, OH | BELLANCA 7ECA N68503 DAMAGE-SUBSTANTIAL | CR- 0 1 1 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 26, 504 TOTAL HOURS, 50 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - OBERLIN DEPARTURE POINT INTENDED DESTINATION OBERLIN, OH LOCAL TYPE OF ACCIDENT STALL: SPIN PHASE OF OPERATION TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) DUAL STUDENT - FAILED TO OBTAIN/MAINTAIN FLYING SPEED DUAL STUDENT - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- PWR LINES ABT 30FT HI EXTND ACROSS DEPT END OF RWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|----------------------|--------------------|---------------------|--------------------------------|---|
| 3-1159 | 4/20/75 | BOLEY, OK | PIPER PA-28 | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 33, 202 |
| | TIME - 1000 | | N5329S | PX- 0 0 1 | BUSINESS | TOTAL HOURS, 142 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | LAST ENROUTE STOP | |
| | OKLAHOMA CITY, OK | RETURN | | | BOLEY, OK | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | COLLIDED WITH: FENCE, FENCEPOSTS | | | | TAKEOFF: RUN | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | |
| | PILOT IN COMMAND - FAILED TO ABORT TAKEOFF | | | | | |
| | FACTOR(S) | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND | | | | | |
| | TERRAIN - OTHER | | | | | |
| | WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | |
| | WEATHER BRIEFING - UNKNOWN/NOT REPORTED | | | | | |
| | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | CLEAR | | | | UNLIMITED | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 5 OR OVER | | | | NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | WIND DIRECTION-DEGREES | |
| | NONE | | | | 180 | |
| | WIND VELOCITY-KNOTS | | | | TYPE OF WEATHER CONDITIONS | |
| | 15 | | | | VFR | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | NONE | | | | | |
| | FIRE AFTER IMPACT | | | | | |
| | REMARKS- PREV TKOF ATTEMPT INTO WIND ABORTED DUE PWR LINES. THEN ATTEMPTD DOWNWIND TKOF. GUSTING TO 20K. | | | | | |
| 3-0979 | 4/25/75 | RINGLING, OK | CESSNA 180 | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 55, 5081 |
| | TIME - 1900 | | N2935A | PX- 0 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | | DAMAGE-SUBSTANTIAL | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | RINGLING, OK | CHICKASHA, OK | | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | ENGINE FAILURE OR MALFUNCTION | | | | TAKEOFF: RUN | |
| | GEAR COLLAPSED | | | | TAKEOFF: ABORTED | |
| | PROBABLE CAUSE(S) | | | | | |
| | POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | |
| | PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | |
| | FACTOR(S) | | | | | |
| | TERRAIN - ROUGH/UNEVEN | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | |
| | PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE | | | | | |
| | REMARKS- R GEAR HIT HOLE IN ROUGH SOD PASTURE. PREV LDG TO CK TIMBER. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|--|------------------------|---|--|
| 3-0980 | 5/3/75 TIME - 2350 | ADA,OK | CESSNA 172 N6035A DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 38, 970 TOTAL HOURS, 380 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ADA DEPARTURE POINT ADA,OK INTENDED DESTINATION HOLDENVILLE,OK TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: ROLL PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS TERRAIN - WET,SOFT GROUND FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| 3-0981 | 5/4/75 TIME - 1110 | KETCHUM,OK | CESSNA 180 N2188Z DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 53, 10082 TOTAL HOURS, 1290 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE PCINT KETCHUM,OK INTENDED DESTINATION LOCAL TYPE OF ACCIDENT COLLIDED WITH: OBJECT NOSE OVER/DOWN PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - POORLY PLANNED APPROACH MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- ACFT L FLOAT HIT CATWALK RAIL. ACFT SANK. | | | | | | |
| 3-1160 | 5/18/75 TIME - 1700 | BARTLESVILLE,OK | BENSEN B-8M N4355 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 49, 97 TOTAL HOURS, 11 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT BARTLESVILLE,OK INTENDED DESTINATION LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: CRANKSHAFT MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FWD CRANKSHAFT CUP PLUG DISLODGED,CAUSED INTERNAL DMG TO ENG. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------|---|------------------------|---|---|
| 3-1419 | 5/27/75 TIME - 1035 | BEAVER,OK | PIPER PA-28 N5227L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 35, 270 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BEAVER DEPARTURE POINT OKLAHOMA CITY,OK INTENDED DESTINATION BEAVER,OK TYPE OF ACCIDENT OVERSHOOT PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN COLLIDED WITH: FENCE,FENCEPOSTS LANDING: ROLL 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) PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY REMARKS- PLT FAILED TO CK WIND SOCK PRIOR TO LNDG.MADE NO FLAP LNDG DOWNWIND | | | | | | |
| 3-1313 | 6/6/75 TIME - 1415 | GORE,OK | PIPER PA-22 N7030D DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 41, 10 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT WEBBERS FALLS,OK INTENDED DESTINATION LOCAL TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES PHASE OF OPERATION IN FLIGHT: BUZZING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL TERRAIN - HIGH OBSTRUCTIONS FIRE AFTER IMPACT REMARKS- PLT NOT ENDORSED FOR SOLO. PLT BLOOD ALCOHOL LVL 152 MG PCT. HIT GUY WIRE 65FT AGL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------|---|------------------------|---|---|
| 3-1312 | 6/7/75 TIME - 1300 | HOUGH,OK | PIPER PA-18 N7301L DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 21, 350 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PVT STRIP DEPARTURE POINT INTENDED DESTINATION PAMPA, TX HOUGH,OK TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING: GO-AROUND COLLIDED WITH: WIRES/POLES LANDING: GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ENGINE LOADED UP FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- OPENED THROTTLE ABRUPTLY. GO ARND DUE X-WIND. | | | | | | |
| 3-1326 | 6/21/75 TIME - 1130 | NR.KANSAS,OK | CESSNA 150F N3028X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 20, 93 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - COOKSON HILLS DEPARTURE POINT INTENDED DESTINATION SAND SPRINGS,OK KANSAS,OK TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING: LEVEL OFF/TOUCHDOWN NOSE OVER/DOWN LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY REMARKS- NO FLAP LDG.ROUGH OVERRUN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|---|------------------------|---|---|
| 3-1753 | 6/24/75 TIME - 1230 | ALLEN, OK | BOEING A75 N51854 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL. INSTR., AGE 48, 6025 TOTAL HOURS, 3200 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ALLEN, OK | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: TREES | PHASE OF OPERATION IN FLIGHT: STARTING SWATH RUN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED | | | KIND OF OPERATION - SPRAYING CROPS | | | |
| KIND OF CROP - FRUIT ORCHARDS | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | | | |
| PILOT'S SEAT BELT - FASTENED-PROPERLY | | | GLOVES - USED | | | |
| CRASH HELMET - AVAILABLE-USED | | | COCKPIT CRASHPAD - INSTALLED | | | |
| CRASH BAR - INSTALLED | | | TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | |
| TERRAIN-TYPE - HILLY | | | ELEVATION-AREA BEING TREATED- FEET - 850 | | | |
| SWATH RUN-HOW FLOWN - WIND CALM | | | | | | |
| REMARKS- CONT FLT & LND OK. | | | | | | |
| 3-1752 | 6/28/75 TIME - 1222 | ENID, OK | CESSNA 172A N7686T DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 56, 1202 TOTAL HOURS, 34 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - WOODCRING | INTENDED DESTINATION ENID, OK | | | |
| | | DEPARTURE POINT STILLWATER, OK | PHASE OF OPERATION LANDING: FINAL APPROACH | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------------|---|---|---|---|
| 3-1494 | 7/2/75 TIME - 1620 | HYDRO,OK | CESSNA 182H N2362X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 22, 293 TOTAL HOURS, 14 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT EL RENO,OK | | | INTENDED DESTINATION WEATHERFORD,OK | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: DITCHES | | | | | | |
| PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | |
| FACTOR(S) TERRAIN - ROUGH/UNEVEN PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PLT STATED ENG SURGED,REASON UNDET. | | | | | | |
| 3-1754 | 7/4/75 TIME - 1510 | NR.SAND SPRINGS,OK | CESSNA 120 N1886N DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 30, 59 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT SAND SPRINGS,OK | | | INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NGSE OVER/DOWN | | | | | | |
| PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION: IMPROPER MAINTENANCE (OWNER PERSONNEL) POWERPLANT - IGNITION SYSTEM: SPARK PLUG MISCELLANEOUS ACTS,CONDITIONS - UNDER TORQUED MISCELLANEOUS ACTS,CONDITIONS - LOOSE,PART/FITTING | | | | | | |
| FACTOR(S) TERRAIN - HIGH VEGETATION PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NR 2 CYL LWR SPARK PLUG CAME OUT OF CYL. OTR PLUGS FOUND LOOSE. | | | | | | |
| 3-1751 | 7/11/75 TIME - 2003 | NORMAN,OK | CESSNA 182B N2732G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 45, 375 TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WESTHEIMER | | | | | | |
| DEPARTURE POINT NCRMAN,OK | | | INTENDED DESTINATION CORPUS CHRISTI,TX | PHASE OF OPERATION TAXI: OTHER | | |
| TYPE OF ACCIDENT COLLIDED WITH: RUNWAY OR APPROACH LIGHTS. | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT | | | | | | |
| FACTOR(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS REMARKS- PLT PULLED PROP THRU. MAG SWITCH WAS ON. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|---|---|---|--|
| 3-1619 | 7/15/75 TIME - 1510 | OKMULGEE,OK | BEECH G33 N9270Q DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL BUSINESS | PRIVATE, AGF 43, 324 TOTAL HOURS, 109 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT TULSA,OK | INTENDED DESTINATION HOUSTON,TX | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL | | |
| | | TYPE OF ACCIDENT FIRE OR EXPLOSION: IN FLIGHT GEAR COLLAPSED | | | | |
| PROBABLE CAUSE(S) POWERPLANT - POWERPLANT-INSTRUMENTS: POWER INDICATORS MISCELLANEOUS ACTS,CONDITIONS - ARCING MISCELLANEOUS ACTS,CONDITIONS - DISCONNECTED MISCELLANEOUS ACTS,CONDITIONS - BURNED | | | | | | |
| FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS - SMOKE IN COCKPIT EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT SMOKE IN COCKPIT SUSPECTED MECHANICAL DISCREPANCY | | | | | | |
| REMARKS- TACH CABLE BROKE ABOUT 10IN FROM ENG ATTACH PT.ROTATNG CABLE CAUSED HI HEAT.BURNED THRU HOUSING. | | | | | | |
| 3-1620 | 7/17/75 TIME - 1635 | TULSA,OK | PIPER PA-28 N98350 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 37, 313 TOTAL HOURS, 238 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - HARVEY YOUNG DEPARTURE POINT TULSA,OK | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: DITCHES | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | | | |
| REMARKS- PLT STATED SUDDEN GUST LIFTED R WG. | | | | | | |
| 3-1755 | 7/17/75 TIME - 1500 | NOWATA,OK | CESSNA 210L N59102 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL.INSTR., AGE 25, 2509 TOTAL HOURS, 609 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT NOWATA,OK | INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT: AEROBATICS | | |
| | | TYPE OF ACCIDENT STALL | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING | | | | | | |
| FACTOR(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT | | | | | | |
| REMARKS- LOW ALT ROLL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|--|------------------------|---|--|
| 3-1621 | 1/27/75 TIME - 1100 | WAMIC,OR | CESSNA 180 N370G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 33, 558 TOTAL HOURS, 103 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SMOCK PRAIRIE DEPARTURE POINT INTENDED DESTINATION WAMIC,OR LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: RUN COLLIDED WITH: FENCE,FENCEPOSTS TAKEOFF: ABORTED PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SNOW ON RUNWAY MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE REMARKS- LOOSE SNOW ON RWY. ALSO HIT ROCK PILE. | | | | | | |
| 3-1421 | 2/5/75 TIME - 1500 | NR.HILLSBORO,OR | BELLANCA 7KCAB N5250X DAMAGE-DESTROYED | CR- 1 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 27, 832 TOTAL HOURS, 40 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION HILLSBORO,OR LOCAL TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE: IN FLIGHT IN FLIGHT: ACROBATICS PROBABLE CAUSE(S) AIRFRAME - WINGS: SPARS AIRFRAME - WINGS: BRACING WIRES,STRUTS MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT REMARKS- R' WING SEPARATED.CO-PLT EVACUATED THRU WINDSHIELD OPENING,R DOOR STUCK. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------------|--|------------------------|---------------------------------------|---|
| 3-1420 | 2/21/75 TIME - 1215 | INDEPENDENCE, OR | CESSNA A188B N86448 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | AIRLINE TRANSPORT, AGE 49, 16208 TOTAL HOURS, 310 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - INDEPENDENCE DEPARTURE POINT INTENDED DESTINATION INDEPENDENCE, OR LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: RUN NOSE OVER/DOWN LANDING: ROLL PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM: PUMPS MISCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS MISCELLANEOUS ACTS, CONDITIONS - FAILED TO USE ALL AVAILABLE RUNWAY TERRAIN - WET, SOFT GROUND PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1400 TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE-NOT USED CRASH BAR - INSTALLED KIND OF OPERATION - TEST PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- INTERSECTION TKOF.CHIP, UNDET ORIGIN, FOUND IN ENG DRIVEN PUMP MAN PRESS READ 21 IN.ACFT HEAVY. | | | | | | |
| 3-1422 | 2/25/75 TIME - 1530 | HERMISTON, OR | BEECH D55 N7878R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 41, 3480 TOTAL HOURS, 219 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - HERMISTON DEPARTURE POINT INTENDED DESTINATION HERMISTON, OR SPOKANE, WA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB WHEELS-UP LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - FAILURE OF TWO OR MORE ENGINES COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- 82 GALS ON BOARD. FUEL STARVATION SUSPECTED, SOURCE UNDET. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--|--|------------------------|---------------------------------------|--|
| 3-1423 | 3/20/75 | NR.CORVALLIS,OR | BELL 47G381 N1373X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, FL.INSTR., AGE UNK/NR, 4268 TOTAL HOURS, 204 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT CORVALLIS,OR | INTENDED DESTINATION BELLFOUNTAIN,OR | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: OBJECT | PHASE OF OPERATION TAXI: AERIAL TAXI, OTHER | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FIRE AFTER IMPACT REMARKS- AIR TAXI TO REFUEL AREA. M/R BLADES HIT TRUCK. NO LOAD ABD. | | | | | | |
| 3-1424 | 4/9/75 | NR.ALBANY,OR | CESSNA A188B N9873G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | COMMERCIAL, AGE 33, 800 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ALBANY,OR | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | PHASE OF OPERATION LANDING: ROLL LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- ABANDONED AIRSTRIP. PLT HADNT FLOWN FOR SEVERAL MONTHS. | | | | | | |
| 3-1314 | 4/9/75 | BEND,OR | CESSNA 150 N9934G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 25, 11 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - BEND MUNI DEPARTURE POINT BEND,OR | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | PHASE OF OPERATION LANDING: ROLL LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER REMARKS- FIRST SOLO LDG. NOSE GR HIT TAXIWAY LIP. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|--|---|---|---|---|
| 3-1497 | 4/12/75 | ST. HELENS, OR | CESSNA 150K N6224G DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 16, 62 TOTAL HOURS, 54 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT BREMERTON, WA | INTENDED DESTINATION HILLSBORO, OR | LAST ENROUTE STOP BELLINGHAM, WA | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NCSE OVER/DOWN | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | |
| TERRAIN - ROUGH/UNEVEN | | | | | | |
| FACTOR(S) | | | | | | |
| PERSONNEL - FLIGHT INSTRUCTOR: INADEQUATE TRAINING OF STUDENT | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- ACFT HIT DIRT BANK IN FLD. | | | | | | |
| 3-1495 | 5/6/75 | COTTAGE GROVE, OR | CESSNA 177 N30039 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 431 TOTAL HOURS, 37 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - COTTAGE GROVE | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING: FINAL APPROACH LANDING: LEVEL OFF/TOUCHDOWN | | |
| | | DEPARTURE POINT COTTAGE GROVE, OR | | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER: CONTROLLED | | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION | | | | | | |
| FACTOR(S) | | | | | | |
| TERRAIN - OTHER | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- PULLED MIXT CTL INSTEAD OF CARB HEAT. HIT RIVER, BOUNCED ONTO ISLAND INTO LOGS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------|---|------------------------|---|---|
| 3-1496 | 5/28/75 TIME - 1445 | NORWAY, OR | MOONEY M20C N3445X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 3000 TOTAL HOURS, 2600 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NORWAY DEPARTURE POINT NORWAY, OR TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER - UNFAVORABLE WIND CONDITIONS AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: HIGH VEGETATION WEATHER BRIEFING - NO BRIEFING RECEIVED SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 70 WIND VELOCITY-KNOTS 20 TYPE OF FLIGHT PLAN NONE REMARKS- HIGH GRASS ALONG STRIP. | | | | | | |
| INTENDED DESTINATION GRANTS PASS, OR PHASE OF OPERATION TAKEOFF: RUN TAKEOFF: RUN CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND LEFT QUARTERING HEAD WIND 293-337 DEGREES WIND DIRECTION-DEGREES 270 TYPE OF WEATHER CONDITIONS VFR | | | | | | |
| 3-1498 | 6/13/75 TIME - 2238 | PORTLAND, OR | AMER AVCO AA1-A N9632L DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, 117 TOTAL HOURS, 12 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT HILLSBORO, OR TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - MISJUDGED ALTITUDE MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING REMARKS- HIT LT POLE 20FT AGL IN FRONT OF VA HOSPITAL AT NITE. | | | | | | |
| INTENDED DESTINATION LOCAL PHASE OF OPERATION IN FLIGHT: LOW PASS | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|---|------------------------|---|--|
| 3-1041 | 2/20/75 TIME - 1600 | THOMASVILLE, PA | CESSNA 150L N16074 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 31, 94 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - YORK THOMASVILLE DEPARTURE POINT INTENDED DESTINATION BALTIMORE, MD RETURN TYPE OF ACCIDENT COLLIDED WITH: BUILDING(S) PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- ACFT LEFT WING- STRUCK TICKET BOOTH ADJACENT TAXIWAY, DAMAGED SPAR. | | | | | | |
| 3-1089 | 3/16/75 TIME - 2010 | SCHAFFERSTOWN, PA | PIPER PA-28 N3544K DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | PRIVATE, AGE 44, 122 TOTAL HOURS, 118 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - KELLER BROS DEPARTURE POINT INTENDED DESTINATION CHAMBERSBURG, PA LANCASTER, PA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - BECAME LGST/DISORIENTED PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - ROUGH/UNEVEN FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- BLOOD TEST PERFORMED IN HOSPITAL. VALUE NOT RPTD OR CONFIRMED UNDER THE INFLUENCE OF ALCOHOL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|--|--|---|--|
| 3-1247 | 3/27/75 TIME - 1612 | DRIFTING, PA | SIAI-MARCHE S205 N985WA DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 51, 1749 TOTAL HOURS, 37 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT EMPORIUM, PA | INTENDED DESTINATION COLLEGEVILLE, PA | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WHEELS-UP | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: PISTON, PISTON RINGS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RPM-UNCONTROLLABLE-OVERSPEED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PROP GOV INLET BLKD RESIDUE FM INTERNAL ENGINE FAILURE. ORIGIN OF FAILURE IN NR 3 PISTON & PIN AREA | | | | | | |
| 3-1036 | 3/30/75 TIME - 1955 | MONROEVILLE, PA | MOONEY M20A N6011X DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 30, 1216 TOTAL HOURS, 72 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT ROBBINSVILLE, NJ | INTENDED DESTINATION MONROEVILLE, PA | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER: CONTROLLED | | PHASE OF OPERATION IN FLIGHT: DESCENDING LANDING: LEVEL OFF/TOUCHDOWN | | |
| 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 REMARKS- PLT CRASH LANDED ACFT ON UPSLOPE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---|----------------------|---------------------|--------------------------------|--------------------------|
| 3-1214 | 4/1/75 | BEAVER FALLS, PA | HILLER ACFT UH-12B | CR- 0 0 1 | INSTRUCTIONAL | PRIVATE, AGE 39, 1510 |
| | TIME - 1810 | | N90424 | PX- 0 0 0 | TRAINING | TOTAL HOURS, 29 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - BEAVER CO | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | BEAVER FALLS, PA | LOCAL | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | ENGINE FAILURE OR MALFUNCTION | | | IN FLIGHT: NORMAL CRUISE | |
| | | HARD LANDING | | | LANDING: ROLL-ON/RUN-ON | |
| | | 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 | | | | |
| | | PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - CONDITIONS CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING | | | | |
| | | TERRAIN - HIGH OBSTRUCTIONS | | | | |
| | | WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | |
| | | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | |
| | | SKY CONDITION | | | CEILING AT ACCIDENT SITE | |
| | | CLEAR | | | UNLIMITED | |
| | | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | |
| | | 5 OR OVER | | | NONE | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | |
| | | NONE | | | 35 | |
| | | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | |
| | | VFR | | | NONE | |
| | | REMARKS- DURING FLIGHT PIC STATED THAT THE ENGINE DEVELOPED CARB ICE. HEAT APPLIED ENGINE QUIT, HARD LDG. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|--|----------------------|---------------------|--------------------------------|--------------------------|
| 3-1037 | 4/19/75 | MONTGOMERYVILLE, PA | CESSNA 177 | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 64, 5050 |
| | TIME - 1200 | | N2846X | PX- 0 0 1 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 30 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - MONTGOMERYVILLE | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | MCNTGOMERYVILLE, PA | BLAIRSTOWN, PA | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | HARD LANDING | | | LANDING: LEVEL OFF/TOUCHDOWN | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | |
| | | PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - UNFAVORABLE WIND CONDITIONS | | | | |
| | | WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | |
| | | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | |
| | | SKY CONDITION | | | CEILING AT ACCIDENT SITE | |
| | | UNKNOWN/NOT REPORTED | | | 6000 | |
| | | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | |
| | | 5 OR OVER | | | RAIN | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | RELATIVE BEARING OF WIND | |
| | | NONE | | | UNKNOWN/NOT REPORTED | |
| | | TEMPERATURE-F | | | WIND DIRECTION-DEGREES | |
| | | 65 | | | 270 | |
| | | WIND VELOCITY-KNOTS | | | TYPE OF WEATHER CONDITIONS | |
| | | 25 | | | VFR | |
| | | TYPE OF FLIGHT PLAN | | | | |
| | | NONE | | | | |
| | | REMARKS- WIND GUSTING 25K. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION * | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|--|----------------------|---------------------|-----------------------------------|---------------------------|
| 3-1035 | 4/23/75 | TOUGHKENAMON, PA | CESSNA 150L | CR- 0 0 1 | INSTRUCTIONAL | STUDENT, AGE 21, 53 TOTAL |
| | TIME - 1255 | | N5387Q | PX- 0 0 0 | TRAINING | HOURS, 17 IN TYPE, NOT |
| | | | DAMAGE-DESTROYED | | | INSTRUMENT RATED. |
| | | NAME OF AIRPORT - NEW GARDEN FLYING | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | WILMINGTON, DE | TOUGHKENAMON, PA | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | ENGINE FAILURE OR MALFUNCTION | | | LANDING: TRAFFIC PATTERN-CIRCLING | |
| | | COLLIDED WITH: TREES | | | LANDING: FINAL APPROACH | |
| | | 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 | | | | |
| | | TERRAIN - HIGH OBSTRUCTIONS | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING | | | | |
| | | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | |
| | | SKY CONDITION | | | CEILING AT ACCIDENT SITE | |
| | | CLEAR | | | UNLIMITED | |
| | | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | |
| | | 5 OR OVER | | | NONE | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | |
| | | HAZE | | | 60 | |
| | | WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | |
| | | 180 | | | 15 | |
| | | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | |
| | | VFR | | | NONE | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|---|------------------------|---|--|
| 3-1092 | 5/13/75 TIME - 1336 | BERLIN, PA | PIPER PA-28 N629FL DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 55, 650 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT SHIPPENSBURG, PA | INTENDED DESTINATION DETROIT, MI | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: TREES | PHASE OF OPERATION IN FLIGHT: OTHER | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - LOW CEILING WEATHER - FCG WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 100 | | | |
| | | VISIBILITY AT ACCIDENT SITE 3/4 MILE OR LESS | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TEMPERATURE-F 49 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN NONE | | | |
| | | FIRE AFTER IMPACT | | | | |
| REMARKS- NO RECORD OF PILOT WX BRIEFING. ATMTD FLT AT ALT TOO LOW TO CLR OBSTRUCTING TERRAIN. | | | | | | |
| 3-1090 | 5/16/75 TIME - 1601 | MT LEBANON, PA | ENSTROM F-28A N251Q DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 46, 280 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT MT LEBANON, PA | INTENDED DESTINATION PITTSBURGH, PA | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES | PHASE OF OPERATION LANDING: POWER-ON LANDING | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| REMARKS- ROTOR RPM DCRSD DRG CLB TO CLR WIRES. DRG LNDG APCH TO GRASS CLRG, T/R HIT WIRES. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------------|---|------------------------|---|---|
| 3-1039 | 5/18/75 TIME - 1940 | NEW LONDON, PA | CESSNA 150 N11483 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 47, 62 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NEW LONDON DEPARTURE POINT NEW LONDON, PA TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED NAME OF AIRPORT - NEW LONDON DEPARTURE POINT NEW LONDON, PA TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- ACFT FLOATED MORE THAN NML, BOUNCED ON T/D. | | | | | | |
| 3-1691 | 5/20/75 TIME - 1045 | PHILADELPHIA, PA | BELL 47J-2A N1140W DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 1 1 | MISCELLANEOUS HIGHWAY TRAFFIC ADVISORY | COMMERCIAL, AGE 30, 1187 TOTAL HOURS, 55 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PHILADELPHIA INTL DEPARTURE POINT PHILADELPHIA, PA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING NAME OF AIRPORT - PHILADELPHIA INTL DEPARTURE POINT PHILADELPHIA, PA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE INSPECTION OF AIRCRAFT (MAINTENANCE PERSONNEL) POWERPLANT - ENGINE STRUCTURE: VALVE ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED PILOT IN COMMAND - IMPROPER LEVEL OFF COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- VALVE ROCKER SHAFT RETAINING PLATE NOT INSTALLED NR 6 CYL. ROCKER ARM SHAFT DISPLACED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------------|--|------------------------|---|---|
| 3-1093 | 5/23/75 TIME - 1928 | HONESDALE, PA | CAMAIR 480 N221 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 3 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 27, 4000 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CHERRY RIDGE DEPARTURE POINT INTENDED DESTINATION CHERRY POINT, NC HONESDALE, PA TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: OBJECT LAST ENROUTE STOP ALLENTOWN, PA PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) AIRFRAME - LANDING GEAR: BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER REMARKS- PLT HEARD LOUD POP WHEN BRAKES APPLIED. BRAKE DISC WARPED AND RIDGED. ROLLED DWN HILL HIT ROCKS. | | | | | | |
| 3-1088 | 5/24/75 TIME - 1500 | MOUNT POCONO, PA | SCHWEIZER 2-32 N65973 DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 30, 173 TOTAL HOURS, 74 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MOUNT POCONO MUNI DEPARTURE POINT INTENDED DESTINATION MOUNT POCONO, PA LOCAL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE PHASE OF OPERATION LANDING: ROLL PROBABLE CAUSE(S) MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- TOW PLANE EXPD PWR LCSS, PREMATURE RELEASE OF GLIDER. LND IN PARKING LOT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|--|------------------------|---|---|
| 3-1040 | 5/24/75 TIME - 1600 | BEDFORD, PA | CESSNA 182 N5819B DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 49, 110 TOTAL HOURS, 80 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BEDFORD DEPARTURE POINT FREDERICK, MD TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: TREES NAME OF AIRPORT - BEDFORD DEPARTURE POINT FREDERICK, MD TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: TREES PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: WET RUNWAY EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT ADVERSE/UNFAVORABLE WEATHER | | | | | | |
| 3-1038 | 5/25/75 TIME - 1430 | MARIENVILLE, PA | PIPER PA-28 N55974 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 28, 600 TOTAL HOURS, 310 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - YEANEY DEPARTURE POINT ROCHESTER, NY TYPE OF ACCIDENT STALL: MUSH NAME OF AIRPORT - YEANEY DEPARTURE POINT ROCHESTER, NY TYPE OF ACCIDENT STALL: MUSH PROBABLE CAUSE(S) PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|--------|--|---|------------------------|---|---|
| 3-1243 | 6/6/75 | BEDFORD, PA | CESSNA 172K N79196 | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 42, 366 TOTAL HOURS, 67 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - BEDFORD DEPARTURE POINT LATROBE, PA | INTENDED DESTINATION MORRISTOWN, NJ | | | |
| | | TYPE OF ACCIDENT OVERSHOOT NOSE OVER/DOWN | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | |
| FACTOR(S) WEATHER - THUNDERSTORM ACTIVITY MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT ADVERSE/UNFAVORABLE WEATHER | | | | | | |
| | | SKY CONDITION BROKEN/LOWER SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF FLIGHT PLAN VFR | CEILING AT ACCIDENT SITE 4000 PRECIPITATION AT ACCIDENT SITE NONE TYPE OF WEATHER CONDITIONS VFR | | | |
| REMARKS- PRECAUTIONARY LDG DUE TO WX ADVISORY AND APPROACHING THUNDERSTORM. DROP OFF AT END OF RWY. | | | | | | |
| 3-1216 | 6/8/75 | HOLIDAYSBURG, PA | SCHEIBE 55 N8364 | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE UNK/NR, 100 TOTAL HOURS, 28 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT JULIAN, PA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT OVERSHOOT GROUND-WATER LOOP-SWERVE | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE TERRAIN - HIGH VEGETATION EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT | | | | | | |
| REMARKS- DUE TO HIGH SINK RATE PLT MADE EMGCY LNDG OVERSHOT FLD. LOWERED WING INTO GRASS TO AVOID STEEP BANK | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------|---|-------------------------------------|---|---|
| 3-1091 | 6/10/75 TIME - 1950 | MACUNGIE, PA | CESSNA 150 N3810J DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 OT- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 51, 613 TOTAL HOURS, 250 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT ALLENTOWN, PA | | | INTENDED DESTINATION LOCAL | | | |
| TYPE OF ACCIDENT COLLISION WITH AIRCRAFT: BOTH IN FLIGHT | | | PHASE OF OPERATION IN FLIGHT: OTHER | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF OTHER AIRCRAFT | | | | | | |
| SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE EVASIVE ACTION TAKEN - NO | | | | | | |
| 3-1091 | 6/10/75 TIME - 1950 | MACUNGIE, PA | AERONCA 7AC N2630E DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 0 0 OT- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 27, 1858 TOTAL HOURS, 2 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT ALLENTOWN, PA | | | INTENDED DESTINATION LOCAL | | | |
| TYPE OF ACCIDENT COLLISION WITH AIRCRAFT: BOTH IN FLIGHT | | | PHASE OF OPERATION IN FLIGHT: OTHER | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - MISJUDGED CLEARANCE PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF OTHER AIRCRAFT | | | | | | |
| FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | |
| SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE EVASIVE ACTION TAKEN - NO | | | | | | |
| REMARKS- 3 ACFT OBSERVED IN FORMATION FLT.AERONCA,N2630E,DESCENDED THEN PULLED UP IN FRONT OF CESSNA,N3810J | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------------|---|------------------------|------------------------------|---|
| 3-1692 | 6/13/75 TIME - 2120 | PHILADELPHIA, PA | TED SMITH 600 N7408S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | AIRLINE TRANSPORT, AGE 60, 16685 TOTAL HOURS, 197 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PHILADELPHIA INTL DEPARTURE POINT INTENDED DESTINATION WILKES BARRE, PA PHILADELPHIA, PA TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING: FINAL APPROACH HARD LANDING LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND PILOT IN COMMAND - IMPROPER LEVEL OFF REMARKS- ACFT T/D IN GRASS AREA SHORT OF DISPLACED THRESHOLD OF RWY 17. | | | | | | |
| 3-1215 | 6/17/75 TIME - 0630 | DUCANSVILLE, PA | AERONCA 70C N2095A DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 37, 170 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BLUE KNOB VALLEY DEPARTURE POINT INTENDED DESTINATION DUCANSVILLE, PA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING: ROLL COLLIDED WITH: OBJECT LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER REMARKS- ACFT OPTD R SIDE OF RWY ROLLED DWN 25FT RAVINE ABT 30FT TO R OF RWY. | | | | | | |
| 3-1249 | 6/17/75 TIME - 1950 | EXPORT, PA | PIPER PA-28 N922RD DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 32, 22 TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PITT-BOQUET DEPARTURE POINT INTENDED DESTINATION EXPORT, PA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING: TRAFFIC PATTERN-CIRCLING STALL: MUSH LANDING: FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ACFT PLACARDED AGAINST ABRUPT POWER APPLICATIONS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------|--|------------------------|---|---|
| 3-1690 | 7/10/75 TIME - 0930 | ST MARYS, PA | CESSNA 150 N11813 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 40, 226 TOTAL HOURS, 209 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ST MARYS DEPARTURE POINT ST MARYS, PA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING NAME OF AIRPORT - ST MARYS INTENDED DESTINATION LOCAL PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - IGNITION SYSTEM: LEADS PILOT IN COMMAND - IMPROPER LEVEL OFF PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. REMARKS- R MAG INTERMITTENT ABV 800 RPM. SLICK MAGS. 4001 SERIES, NONSERVICABLE. | | | | | | |
| 3-1217 | 6/8/75 TIME - 1258 | GREEN, RI | BABY ACE D1 N4184A DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 50, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - RICENN DEPARTURE POINT GREEN, RI TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL NAME OF AIRPORT - RICENN INTENDED DESTINATION STONINGTON, CT PHASE OF OPERATION TAKEOFF: INITIAL CLIMB TAKEOFF: INITIAL CLIMB 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 PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF FLIGHT PLAN NCNE REMARKS- PRIMER FOUND UNLOCKED AND OPEN. AS ACFT TKOF ENG SOUNDED RUF. PLT CONT TKOF TURNED TO L BFR DSCNT. | | | | | | |
| CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE RAIN TYPE OF WEATHER CONDITIONS VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------|--|------------------------|---|---|
| 3-1042 | 4/30/75 TIME - 1800 | LUGOFF, SC | CESSNA 182 N5300B DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 570 TOTAL HOURS, 48 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LUGOFF DEPARTURE POINT LUGOFF, SC TYPE OF ACCIDENT HARD LANDING INTENDED DESTINATION LOCAL PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| 3-1218 | 5/4/75 TIME - 1910 | CHESTER, SC | CHAMPION 7KCAB N1643G DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | COMMERCIAL, AGE 29, 3000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CHESTER DEPARTURE POINT CHESTER, SC TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED INTENDED DESTINATION LOCAL PHASE OF OPERATION IN FLIGHT: ACROBATICS PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - MISJUDGED SPEED AND CLEARANCE REMARKS- PLT PERFORMING ENGLISH BUNT MANUEVER.ACFT APPEARED TO BE ROLLING UPRIGHT BFR DSCNDG BEHIND TREES. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|--|------------------------|----------------------------------|---|
| 3-1463 | 5/12/75 TIME - 1200 | RIDGE SPRINGS, SC | HUGHES 269A N8735F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 30, 2834 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT RIDGE SPRINGS, SC | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION ROLL OVER | PHASE OF OPERATION IN FLIGHT: SWATH RUN LANDING: OTHER | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| POWERPLANT - FUEL SYSTEM: LINES AND FITTINGS | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SPECIAL DATA | | | | | | |
| | | TOTAL HOURS IN CROP CONTROL - 28 | KIND OF OPERATION - SPRAYING CROPS | | | |
| | | KIND OF CROP - OTHER | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | | | |
| | | PILOT'S SEAT BELT - FASTENED-PROPERLY | GLOVES - NOT USED | | | |
| | | GOGGLES - NOT USED | CRASH HELMET - AVAILABLE-USED | | | |
| | | COCKPIT CRASHPAD - NOT INSTALLED | CRASH BAR - NOT INSTALLED | | | |
| | | TANK/HOPPER-LOCATION - UNKNOWN/NOT REPORTED | TERRAIN-TYPE - DENSE WITH TREES | | | |
| | | ELEVATION-AREA BEING TREATED- FEET - 60 | SWATH RUN-HOW FLOWN - WIND CALM | | | |
| REMARKS- FUEL INJECTOR LINE BROKEN. HOLD ON NUTS LOOSE. | | | | | | |
| 3-1695 | 5/16/75 TIME - 1205 | WALTERBORO, SC | CESSNA 150 N5912J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 59, 14 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - WALTERBORO MUNI | | | | |
| | | DEPARTURE POINT WALTERBORO, SC | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | |
| PERSONNEL - FLIGHT INSTRUCTOR: INADEQUATE TRAINING OF STUDENT | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------------|---|------------------------|---|--|
| 3-1693 | 5/18/75 TIME - 1600 | CHESTER, SC | PIPER PA-28 N1775J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 50, 371 TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CHESTER CO DEPARTURE POINT AIKEN, SC TYPE OF ACCIDENT COLLIDED WITH: OBJECT PROBABLE CAUSE(S) PERSONNEL - AIRPORT SUPERVISORY PERSONNEL: IMPROPER INSPECTION OF FACILITIES AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: HIDDEN HAZARD REMARKS- R MAIN GR ENTRD DEPRESSION 1 FT OFF Rwy ADJ TO UNDERGROUND CEMENT ELECTRICAL BOX OBSCD BY WATER. | | | | | | |
| 3-1569 | 5/19/75 TIME - 0945 | MCCLELLANVILLE, SC | CESSNA 150M N45363 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | PRIVATE, AGE 37, 648 TOTAL HOURS, 131 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT MCNCKS CORNER, SC TYPE OF ACCIDENT STALL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT LOW ON FUEL | | | | | | |
| 3-1219 | 5/23/75 TIME - 1815 | CONWAY, SC | PIPER PA-22 N5723Z DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 388 TOTAL HOURS, 356 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - COLLINS DEPARTURE POINT CONWAY, SC TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL: SPIRAL PROBABLE CAUSE(S) DUAL STUDENT - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL SELECTOR POSITIONED BETWEEN TANKS MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION DUAL STUDENT - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION DUAL STUDENT - IMPROPER OPERATION OF FLIGHT CONTROLS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. | | | | | | |
| REMARKS- WHEN ENG STOPPED ACFT ENTRD STEEP BANK TO L DRG WHICH THE NOSE DROPPED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|--|---|------------------------|---------------------------------------|---|
| 3-1571 | 6/8/75 TIME - 1540 | CHESTER, SC | SCHWEIZER 2-33 N5767S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 37, 15 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - CHESTER DEPARTURE POINT CHESTER, SC | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH: TREES | PHASE OF OPERATION LANDING: FINAL APPROACH LANDING: FINAL APPROACH | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| FACTOR(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - MISCELLANEOUS EQUIPMENT: GLIDER LAUNCH/TOW EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | |
| REMARKS- TOW ROPE BROKE ABT 250FT AGL. ALT SUFFICIENT TO RTN TO ARPT. | | | | | | |
| 3-1694 | 6/8/75 TIME - 1630 | REIDVILLE, SC | HUGHES 269A N8853F DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, FL. INSTR., AGE 44, 10117 TOTAL HOURS, 67 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT REIDVILLE, SC | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING | PHASE OF OPERATION IN FLIGHT: RETURN TO STRIP LANDING: POWER-OFF AUTOROTATIVE LANDING | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 8000 KIND OF CROP - BEANS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES ELEVATION-AREA BEING TREATED- FEET - 650 | | | | | | |
| | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - ROLLING SWATH RUN-HOW FLOWN - DOWNWIND | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------------|--|------------------------|----------------------------|--|
| 3-1570 | 7/26/75 TIME - 2225 | MYRTLE BEACH, SC | BELL 47G N1773 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, AGE 25, 2050 TOTAL HOURS, 350 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HELICOPTER PAD DEPARTURE POINT INTENDED DESTINATION MYRTLE BEACH, SC LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING: FINAL APPROACH HARD LANDING LANDING: OTHER PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- FLOAT EQUIPPED. ACFT FLOATED ASHORE. | | | | | | |
| 3-1044 | 4/27/75 TIME - 1155 | WOOD, SD | MAULE M5-210 N5159C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 21, 136 TOTAL HOURS, 116 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - RANCH STRIP DEPARTURE POINT INTENDED DESTINATION WOOD, SD LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING: LEVEL OFF/TOUCHDOWN COLLIDED WITH: DITCHES LANDING: GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER REMARKS- LNDD ON RANCH STRIP, HIT DITCH ON GO-AROUND. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------|---|------------------------|---|---|
| 3-1043 | 5/1/75 TIME - 0830 | FREEMAN,SD | CESSNA 188T N9246G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 26, 825 TOTAL HOURS, 188 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT FREEMAN,SD | | | INTENDED DESTINATION LOCAL | | PHASE OF OPERATION TAKEOFF: RUN TAKEOFF: RUN | |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: WIRES/POLES | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| FACTOR(S) TERRAIN - OTHER | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 800 | | | KIND OF OPERATION - SPRAYING CROPS | | | |
| KIND OF CROP - CORN | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTXIC | | | |
| PILOT'S SEAT BELT - FASTENED-PROPERLY | | | GLOVES - NOT USED | | | |
| GOGGLES - NOT USED | | | CRASH HELMET - AVAILABLE-USED | | | |
| COCKPIT CRASHPAD - INSTALLED | | | CRASH BAR - INSTALLED | | | |
| TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | TERRAIN-TYPE - LEVEL,FLAT | | | |
| ELEVATION-AREA BEING TREATED- FEET - 1500 | | | | | | |
| REMARKS- ACFT STRUCK POLE ON L SHOULDER OF ROAD. | | | | | | |
| 3-1464 | 5/18/75 TIME - 1530 | CANTON,SD | AERONCA 7AC N85133 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | STUDENT, AGE 47, 300 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT CANTON,SD | | | INTENDED DESTINATION LOCAL | | PHASE OF OPERATION IN FLIGHT: OTHER LANDING: FINAL APPROACH | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: WIRES/POLES | | | | | | |
| 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 - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PLT VIS EST ABT 5 GAL FUEL ON BOARD BFR TKOF. AIRBORNE ABT 50MIN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|---|------------------------|--|---|
| 3-1467 | 5/27/75 TIME - 1700 | HAYES, SD | PIPER PA-18 N3941Z DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL. BUSINESS | COMMERCIAL, FL. INSTR., AGE 51, 26000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT HAYES, SD | INTENDED DESTINATION PIERRE, SD | | | |
| | | TYPE OF ACCIDENT TURBULENCE GEAR COLLAPSED | | | PHASE OF OPERATION TAKEOFF: RUN TAKEOFF: RUN | |
| PROBABLE CAUSE(S) WEATHER - LCCAL WHIRLWIND | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| WEATHER BRIEFING - UNKNOWN/NOT REPORTED | | | | | | |
| WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CCNDITION CLEAR | | | CEILING AT ACCIDENT SITE UNLIMITED | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER | | | PRECIPITATION AT ACCIDENT SITE NONE | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | WIND DIRECTION-DEGREES 45 | |
| | | WIND VELOCITY-KNOTS 10 | | | TYPE OF WEATHER CONDITIONS VFR | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- ENCTRD WHIRLWIND AT LIFT OFF. | | | | | | |
| 3-1572 | 6/4/75 TIME - 2030 | WALL, SD | CESSNA 140 N2335V DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 35, 1734 TOTAL HOURS, 5 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - WALL MUNI DEPARTURE POINT WALL, SD | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | | | PHASE OF OPERATION LANDING: ROLL LANDING: ROLL | |
| PROBABLE CAUSE(S) DUAL STUDENT - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| REMARKS- DELAYED IN APPLYING CORRECTIVE ACTION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|----------------------|--------------------|---------------------|--------------------------------|---------------------------|
| 3-1466 | 6/6/75 | SCENIC, SD | PIPER J3C-65 | CR- 0 0 1 | NONCOMMERCIAL | COMMERCIAL, AGE 31, 600 |
| | TIME - 1030 | | N340GN | PX- 0 0 0 | BUSINESS | TOTAL HOURS, 250 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | ROCKY FORD, SD | SCENIC, SD | | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | GROUND-WATER LOOP-SWERVE | | | | LANDING: ROLL | |
| | COLLIDED WITH: DITCHES | | | | LANDING: ROLL | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | | |
| | PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | |
| | WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | |
| | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | SCATTERED | | | | UNLIMITED | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 5 OR OVER | | | | NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | WIND DIRECTION-DEGREES | |
| | NONE | | | | 90 | |
| | WIND VELOCITY-KNOTS | | | | TYPE OF WEATHER CONDITIONS | |
| | 10 | | | | VFR | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | NONE | | | | | |
| | REMARKS- WIND GUSTING 12K. ACFT SWERVED INTO ADJ DITCH. | | | | | |
| 3-1465 | 6/6/75 | HOVEN, SD | LUSCOMBE 8A | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 22, 130 |
| | TIME - 1230 | | N77859 | PX- 0 0 1 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 10 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | ABERDEEN, SD | BOWDLE, SD | | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | GROUND-WATER LOOP-SWERVE | | | | LANDING: ROLL | |
| | COLLIDED WITH: DITCHES | | | | LANDING: ROLL | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | |
| | PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | |
| | PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | |
| | REMARKS- LNDG ON ROAD, BOUNCED, LOST CTL ON SECOND CTCT. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------------------------------|--|---------------------------|---|---|
| 3-1220 | 2/14/75 TIME - 0035 | LAWRENCEBURG, TN | BEECH 95-B55 N907T DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, AGE 36, 7000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - LAWRENCEBURG | | | | |
| | | DEPARTURE POINT HUNTSVILLE, AL | | | | |
| | | INTENDED DESTINATION LAWRENCEBURG, TN | | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | COLLIDED WITH: TREES | | LANDING: INITIAL APPROACH | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | |
| PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| SKY CONDITION | | | | | | |
| OVERCAST | | | | | | |
| VISIBILITY AT ACCIDENT SITE | | | | | | |
| ZERO | | | | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | | | |
| GROUND FOG | | | | | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| NONE | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- PLT ADVSD ATC GND FOG EVIDENT RQSTD ADF CLNC. NIGHT MIN NOT AUTHORIZED. | | | | | | |
| 3-1223 | 4/1/75 TIME - 1845 | KNOXVILLE, TN | CESSNA 140 N89687 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR.. AGE 27, 603 TOTAL HOURS, 41 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - ED WILSON | | | | |
| | | DEPARTURE POINT KNOXVILLE, TN | | | | |
| | | INTENDED DESTINATION COX SKY RANCH | | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | NOSE OVER/DOWN | | TAKEDOFF: RUN | | |
| PROBABLE CAUSE(S). | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| FACTOR(S) | | | | | | |
| AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER | | | | | | |
| REMARKS- ACFT STRUCK A PUDDLE OF WATER APRX 6 IN DEEP JUST BFR L/O. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|--|------------------------|----------------------------------|---|
| 3-1222 | 4/20/75 TIME - 0710 | MONTEZUMA, TN | PIPER PA-25 N8649L DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL. INSTR., AGE 32, 17730 TOTAL HOURS, 2800 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT MONTEZUMA, TN | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT MISCELLANEOUS COLLIDED WITH: WIRES/POLES | PHASE OF OPERATION IN FLIGHT: STARTING SWATH RUN IN FLIGHT: STARTING SWATH RUN | | | |
| PROBABLE CAUSE(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - MISCELLANEOUS EQUIPMENT: SPRAY, DUSTING EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - PHYSICAL IMPAIRMENT | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 3000 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 430 PROCEDURE TURNAROUND - THIRD 1/3 OF TURN FIRE AFTER IMPACT REMARKS- SPRAY PRESSURE LINE BKN ALLOWED CHEMICAL TO ENTR COCKPIT BLINDING PLT. | | | | | | |
| 3-1094 | 5/6/75 TIME - 0915 | COLUMBIA, TN | CESSNA 150 N10850 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 26, 14 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - MAURY COUNTY DEPARTURE POINT COLUMBIA, TN | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: OBJECT | PHASE OF OPERATION TAXI: FROM LANDING | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED SPEED | | | | | | |
| FACTOR(S) PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER | | | | | | |
| REMARKS- AIRCRAFT WENT OFF A FIFTEEN FOOT EMBANKMENT AT EDGE OF RUNWAY. DTR ACFT ON FINAL, TURNED OFF RWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|---|------------------------|---|---|
| 3-1580 | 5/11/75 TIME - 1800 | PIKEVILLE, TN NAME OF AIRPORT - TAFT YOUTH CENTER DEPARTURE POINT PIKEVILLE, TN TYPE OF ACCIDENT GEAR COLLAPSED | TAYLORCRAFT BC12-D N44050 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 32, 1670 TOTAL HOURS, 18 IN TYPE, NOT INSTRUMENT RATED. |
| PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: IMPROPER MAINTENANCE (OWNER PERSONNEL) AIRFRAME - LANDING GEAR: MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC. MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE REMARKS- R LNDG GR BUNGEE FAILED. PILOT SAID IT WAS OLD. | | | | | | |
| 3-1224 | 5/13/75 TIME - 1345 | SEVIERVILLE, TN NAME OF AIRPORT - SEVIER GATLINBURG DEPARTURE POINT SEVIERVILLE, TN TYPE OF ACCIDENT COLLIDED WITH: DITCHES | PIPER PA-32 N44641 DAMAGE-SUBSTANTIAL INTENDED DESTINATION MYRTLE BEACH, SC | CR- 0 0 1 PX- 0 0 5 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 41, 510 TOTAL HOURS, 48 IN TYPE, NOT INSTRUMENT RATED. |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY REMARKS- ACFT ABT 87 LB OVR ALLOWABLE GROSS WEIGHT. PLT THOUGHT ACFT FELT MUSHY AFTR TKOF. | | | | | | |
| 3-1045 | 5/15/75 TIME - 1000 | MEMPHIS, TN NAME OF AIRPORT - MEMPHIS INTL DEPARTURE POINT DYERSBURG, TN TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WHEELS-UP | CESSNA 411 N617JC DAMAGE-DESTROYED INTENDED DESTINATION BATON ROUGE, LA | CR- 0 0 1 PX- 0 3 2 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, FL. INSTR., AGE 35, 4070 TOTAL HOURS, 800 IN TYPE, INSTRUMENT RATED. |
| PROBABLE CAUSE(S) POWERPLANT - ENGINE CONTROLS-COCKPIT: PROPELLER GOVERNOR CONTROLS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- PROP CTL P/N 5000009-10 BKN AT SWAGED ON FITTING, PLT SECURED ENG. UN MAKE ARPT DUE WINDMILLING PROP | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------|--|------------------------|---------------------------|---|
| 3-1576 | 5/17/75 TIME - 1145 | RIPLEY, TN | BEECH 95-B55 N9259Q DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 59, 1386 TOTAL HOURS, 290 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT KANSAS CITY, KS | | | INTENDED DESTINATION BIRMINGHAM, AL | | | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED | | | PHASE OF OPERATION IN FLIGHT: OTHER | | | |
| PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | | | |
| FACTOR(S) WEATHER - RAIN WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| VISIBILITY AT ACCIDENT SITE 3/4 MILE OR LESS | | | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TYPE OF WEATHER CONDITIONS IFR | | | |
| TYPE OF FLIGHT PLAN IFR | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- DSCNDD FRM ASSIGNED IFR ALT, REASON NOT DTRMD. CIRCLED LOW ALT, FLAPS DOWN. ACFT DESTROYED BY FIRE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|---------------|---|------------------------|---|--|
| 3-1574 | 5/18/75 | TULLAHOMA, TN | CESSNA 172 N13224 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 33, 300 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WILLIAM NORTHERN DEPARTURE POINT INTENDED DESTINATION TULLAHOMA, TN INDIANAPOLIS, IN TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: UNCONTROLLED TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - FOG WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE PARTIAL OBSCURATION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG CALM WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 0 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN BELOW MINIMUMS NONE REMARKS- WITNESS AT ARPT DESCRIBED FOG SO DENSE HE COULD NOT SEE THE RUNWAY FROM THE HANGER. | | | | | | |
| 3-1581 | 5/24/75 | COVINGTON, TN | CESSNA 182A N60638 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 26, 922 TOTAL HOURS, 243 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - THURMOND GLENN DEPARTURE POINT INTENDED DESTINATION COVINGTON, TN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE COLLIDED WITH: TREES LANDING: FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. . REMARKS- PLT CONT RESTART PROCEDURES TO ABT 1500FT AGL.DRG ATMPY LND AT STRIP ACFT TOO LOW,HIT TREES. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|------------------|--|------------------------|---------------------------|---|
| 3-1575 | 5/26/75 | MURFREESBORO, TN | CESSNA 150 N6905G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 31, 25 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MURFREESBORO MUNI DEPARTURE POINT INTENDED DESTINATION MURFREESBORO, TN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF: RUN COLLIDED WITH: DITCHES TAKEOFF: ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS REMARKS- SOFT FLD TKOF. | | | | | | |
| 3-1582 | 5/29/75 | NR. ROCKWOOD, TN | LOCKHEED 18 N75G DAMAGE-DESTROYED | CR- 2 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | ATR, FLIGHT INSTR., AGE 34, 10685 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| NAME OF AIRPORT - ROCKWOOD MUNI DEPARTURE POINT INTENDED DESTINATION GAINESVILLE, FL ROCKWOOD, TN TYPE OF ACCIDENT PHASE OF OPERATION STALL: MUSH IN FLIGHT: LOW PASS PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT FIRE AFTER IMPACT REMARKS- HIT TREES ABT 1/4MI FRM ARPT GR UP, FLAPS DWN, LDG LGT ON. MARIJUANA ABOARD. PACKING CASES NR RWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|---------------|---|------------------------|---|--|
| 3-1579 | 6/28/75 | CROSSVILLE,TN | CESSNA 182J N2612F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 40, 1900 TOTAL HOURS, 170 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CROSSVILLE MEM DEPARTURE POINT INTENDED DESTINATION CROSSVILLE,TN RETURN TYPE OF ACCIDENT COLLIDED WITH: TREES PROBABLE CAUSE(S) WEATHER - FOG PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER CONSIDERABLY WORSE THAN FORECAST SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND VELOCITY-KNOTS CALM TYPE OF FLIGHT PLAN VFR REMARKS- ENCTRD GND FOG ON SHORT FINAL CLOSE TO GND. | | | | | | |
| CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 67 TYPE OF WEATHER CONDITIONS VFR | | | | | | |
| 3-1573 | 6/29/75 | BELLS,TN | PIPER PA-28 N7382W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 38, 61 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT BELLS,TN TYPE OF ACCIDENT COLLIDED WITH: FENCE,FENCEPOSTS PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,ALTITUDE OR CLEARANCE PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) TERRAIN - HIGH VEGETATION REMARKS- ACFT SLO TO ACCELERATE,NR FENCE PLT MADE ABRUPT PULL UP TO CLR FENCE.LNDG GR HIT FENCE. | | | | | | |
| PHASE OF OPERATION TAKEOFF: INITIAL CLIMB | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|---|------------------------|---|---|
| 3-1221 | 6/29/75 TIME - 1520 | NR.COKER CREEK,TN | PIPER PA-28 N5571U DAMAGE-DESTROYED | CR- 0 1 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 42, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - DALTON DEPARTURE POINT INTENDED DESTINATION COKER CREEK,TN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: TREES TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,ALTITUDE OR CLEARANCE PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE MISCELLANEOUS ACTS,CONDITIONS - FAILED TO USE ALL AVAILABLE RUNWAY MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 90 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 40 9 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE FIRE AFTER IMPACT REMARKS- DURING TKOF FM MTN STRIP PLT. SELECTED UP-HILL DWN WIND RWY.DENSITY ALT APRX 2000FT.ELT NOT FOUND. | | | | | | |
| 3-1696 | 7/3/75 TIME - 1230 | COLLEGE DALE,TN | AMER AVCO AAI-A N9392L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 19, 67 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - COLLEGE DALE DEPARTURE POINT INTENDED DESTINATION CHATTANOUGA,TN COLLEGE DALE,TN TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: DITCHES LANDING: GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS REMARKS- DRIFTED L HIT DIRT BANK. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|-------------|--|------------------------|---|---|
| 3-1509 | 2/11/75 | GUERRA, TX | PIPER PA-31 N61446 | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 28, 2300 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT UNKNOWN/NOT REPORTED | | | DAMAGE-DESTROYED INTENDED DESTINATION UNKNOWN/NOT REPORTED | | PHASE OF OPERATION IN FLIGHT: UNCONTROLLED DESCENT | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED | | | | | | |
| PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | | | |
| MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- RECOVERY DATE 6/19/75. DATE OF ACCDT PRESUMED. | | | | | | |
| 3-1507 | 2/21/75 | HOUSTON, TX | BEECH B60 N8794R | CR- 1 0 0 PX- 0 0 3 | NONCOMMERCIAL BUSINESS | CERTIFICATE OTHER, AGE 52, 15060 TOTAL HOURS, 180 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - INTERCONTINENTAL | | | DAMAGE-DESTROYED | | | |
| DEPARTURE POINT BROWNSVILLE, TX | | | INTENDED DESTINATION HOUSTON, TX | | PHASE OF OPERATION LANDING: FINAL APPROACH | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - INSTRUMENTS-MISREAD OR FAILED TO READ | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OBSCURATION | | | CEILING AT ACCIDENT SITE 100 | | | |
| VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TEMPERATURE-F 68 | | | |
| WIND DIRECTION-DEGREES 130 | | | WIND VELOCITY-KNOTS 11 | | | |
| TYPE OF WEATHER CONDITIONS BELOW MINIMUMS | | | TYPE OF FLIGHT PLAN- IFR | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- DSCND INTO GRND ABT 2 MI SHORT OF RWH IN BLO MIN COND. | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|------------------|---|------------------------|---|--|
| 3-0994 | 3/22/75 | NR.FORT WORTH,TX | AMER AVCO AAL-A N6394L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 19, 67 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FLYING OAKS DEPARTURE POINT - FORT WORTH,TX TYPE OF ACCIDENT - HARD LANDING GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS,CCNDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-0988 | 3/23/75 | AMARILLO,TX | CESSNA 210K N8127G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 947 TOTAL HOURS, 269 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - AIR TERMINAL DEPARTURE POINT - BULL FROG BASIN,UT TYPE OF ACCIDENT - NCSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - TAXIED/PARKED WITHOUT PROPER ASSISTANCE WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CCNDITION - SCATTERED VISIBILITY AT ACCIDENT SITE - 5 OR OVER OBSTRUCIONS TO VISION AT ACCIDENT SITE - NONE TEMPERATURE-F - 57 WIND VELOCITY-KNOTS - 31 TYPE OF FLIGHT PLAN - NONE REMARKS- WIND GUSTING 40K. | | | | | | |
| PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL PHASE OF OPERATION TAXI: FROM LANDING CEILING AT ACCIDENT SITE - UNLIMITED PRECIPITATION AT ACCIDENT SITE - NONE RELATIVE BEARING OF WIND - RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES - 300 TYPE OF WEATHER CONDITIONS - VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------|---|------------------------|---|---|
| 3-0989 | 3/24/75 TIME - 1650 | WAYSIDE, TX | PIPER PA-24 N6711P DAMAGE-SUBSTANTIAL INTENDED DESTINATION AMARILLO, TX | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 58, 1133 TOTAL HOURS, 48 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT AUSTIN, TX TYPE OF ACCIDENT COLLIDED WITH: OBJECT PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL POWERPLANT - POWERPLANT-INSTRUMENTS: FUEL QUANTITY GAUGE MISCELLANEOUS ACTS, CONDITIONS - GROUNDED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT LOW ON FUEL REMARKS- AIRCRAFT COLLIDED WITH ROAD SIGN. LEFT TANK FUEL QUANTITY GAUGE SHORTED ELECTRICALLY. | | | | | | |
| 3-1439 | 3/30/75 TIME - 1415 | PLANO, TX | BEECH A23A N2327W DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 90 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - DALLAS NORTH DEPARTURE POINT PLANO, TX TYPE OF ACCIDENT STALL: MUSH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - PREMATURE LIFT-OFF FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- SETTLED & HIT TETRAHEDRON. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|----------------------------|---|------------------------|---|--|
| 3-0985 | 4/4/75 TIME - 2015 | MIDLAND, TX LUBBOCK, TX | CESSNA 140 N2787N DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 24, 1292 TOTAL HOURS, 25 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MUNICIPAL DEPARTURE POINT INTENDED DESTINATION LUBBOCK, TX MIDLAND, TX TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING: FINAL APPROACH COLLIDED WITH: FENCE, FENCEPOSTS LANDING: ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - FUEL SYSTEM: CARBURETOR MISCELLANEOUS ACTS, CONDITIONS - STICKING MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ACFT NOT FLOWN FOR PERIOD OF TIME. CARB FUEL VALVE FOUND STICKING. | | | | | | |
| 3-1322 | 4/6/75 TIME - 1700 | PALODURO, TX | BELLANCA 17-30A N8293R DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 35, 179 TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION DALLAS, TX AMARILLO, TX TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: CONTROLLED 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 - FOG TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 100 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS DRIZZLE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FOG IFR TYPE OF FLIGHT PLAN VFR REMARKS- RECOVERY DATE 4/7/75. ACFT HIT CANYON WALL. PLT ADVSD VFR FLT NOT RECOMMENDED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|--------------------|--|------------------------|---|---|
| 3-0990 | 4/7/75 TIME - 1330 | POST, TX | CESSNA 172 N4699L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 45, 1853 TOTAL HOURS, 1620 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - POST DEPARTURE POINT AUSTIN, TX INTENDED DESTINATION LUBBOCK, TX TYPE OF ACCIDENT NCSE OVER/DOWN PHASE OF OPERATION TAXI: FROM LANDING PROBABLE CAUSE(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 72 WIND VELOCITY-KNOTS 25 TYPE OF FLIGHT PLAN NONE REMARKS- GUSTING TO 35K. PLT STATED HE WAITED FOR WG WALKERS BUT NONE AVAIL. CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND LEFT CROSS WIND 248-292 DEGREES WIND DIRECTION-DEGREES 180 TYPE OF WEATHER CONDITIONS VFR | | | | | | |
| 3-0993 | 4/8/75 TIME - 1130 | NR. FORT WORTH, TX | BELL 212 N18091 DAMAGE-NONE | CR- 0 0 2 PX- 0 1 1 | MISCELLANEOUS OTHER | COMMERCIAL, AGE 36, 7175 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MAIN PLANT DEPARTURE POINT FORT WORTH, TX INTENDED DESTINATION LOCAL TYPE OF ACCIDENT MISCELLANEOUS PHASE OF OPERATION IN FLIGHT: HOVERING PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION ROTORCRAFT - MISCELLANEOUS UNITS AND ASSEMBLIES: OTHER MISCELLANEOUS ACTS, CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT MISCELLANEOUS ACTS, CONDITIONS - CROSSED MISCELLANEOUS ACTS, CONDITIONS - FRAYED REMARKS- PHOTOS OF HOISTING OPN. CABLE SEPARATED, MAN FELL TO GRND. SERVICE BULLETIN 212-75-3 NCW. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|--|------------------------|---------------------------|---|
| 3-0986 | 4/15/75 TIME - 1900 | LUBBOCK, TX | CESSNA 150 N6611G DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 20, 42 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LUBBOCK REGIONAL | | | | | | |
| DEPARTURE POINT | | | INTENDED DESTINATION | | | |
| CROSBYTON, TX | | | LUBBOCK, TX | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| ENGINE FAILURE OR MALFUNCTION | | | LANDING: TRAFFIC PATTERN-CIRCLING | | | |
| NCSE OVER/DOWN | | | LANDING: ROLL | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | |
| FACTOR(S) | | | | | | |
| TERRAIN - ROUGH/UNEVEN | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- ACFT LNDD ONE MILE SHORT OF RWY. | | | | | | |
| 3-1431 | 4/17/75 TIME - 2355 | SPRING BRANCH, TX | BEECH B24R N22FD DAMAGE-DESTROYED | CR- 0 1 0 PX- 1 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 40, 800 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT | | | INTENDED DESTINATION | | | |
| CORPUS CHRISTI, TX | | | AUSTIN, TX | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLISION WITH GROUND/WATER: CONTROLLED | | | IN FLIGHT: OTHER | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| OVERCAST | | | 300 | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 5 OR OVER | | | NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TYPE OF WEATHER CONDITIONS | | | |
| HAZE | | | IFR | | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| NONE | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- PLT DESCNDD INTO OBSTRUCTNG TERRAIN ON DARK NITE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------|--|------------------------|---------------------------------------|---|
| 3-0982 | 4/18/75 TIME - 1520 | DALLAS, TX | CESSNA 310F N5818X DAMAGE-DESTROYED | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL TRAINING | AIRLINE TRANSPORT, AGE 61, 16353 TOTAL HOURS, 310 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - LOVE FIELD DEPARTURE POINT INTENDED DESTINATION DALLAS, TX LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: FENCE, FENCEPOSTS PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT MISCELLANEOUS ACTS, CONDITIONS - FUEL SELECTOR POSITIONED BETWEEN TANKS MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPORT. FIRE AFTER IMPACT | | | | | | |
| 3-1440 | 4/28/75 TIME - 1534 | ADDISON, TX | LOCKHEED PV-2 N230Z DAMAGE-DESTROYED | CR- 0 2 0 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 29, 2178 TOTAL HOURS, 199 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ADDISON DEPARTURE POINT INTENDED DESTINATION ADDISON, TX LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPORT. SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 24 KIND OF CROP - OTHER PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - AFT OF PILOT REMARKS- PILOT FEATHERED LEFT PROPELLER DUE TO LOW LEVEL ENG OIL, PROVED ERRONEOUS. FIRE ANT CONTROL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|---|------------------------|---|---|
| 3-0991 | 4/29/75 TIME - 1330 | ABILENE, TX | BEECH 819 N6551R DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 19, 349 TOTAL HOURS, 31 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ABILENE, TX | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES | PHASE OF OPERATION IN FLIGHT: DESCENDING LANDING: GO-AROUND | | | |
| PROBABLE CAUSE(S) MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS DUAL STUDENT - DELAYED IN INITIATING GO-AROUND PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH | | | | | | |
| REMARKS- DSCND TOO LOW ON SIM EMERG LGD. | | | | | | |
| 3-1163 | 4/29/75 TIME - 1010 | NR. CYPRESS MILL, TX | PIPER PA-28 N8522N DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 49, 837 TOTAL HOURS, 327 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT JUNCTION, TX | INTENDED DESTINATION AUSTIN, TX | | | |
| | | TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE: PROPELLER STALL | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: FINAL APPROACH | | | |
| PROBABLE CAUSE(S) POWERPLANT - PROPELLER AND ACCESSORIES: OTHER MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- PLT STALLED ACFT TO MISS POWER LINES DURING EMERG LGD ON HWY. NO CAUSE FOUND FOR PROP MALFUNCTION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|---------------|---|------------------------|---|---|
| 3-0983 | 5/3/75 TIME - 1420 | HARLINGEN, TX | CESSNA 320D N3301Q DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 38, 2822 TOTAL HOURS, 1 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - HARLINGEN INDUST DEPARTURE POINT INTENDED DESTINATION HARLINGEN, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB GEAR COLLAPSED LANDING: ROLL PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: PISTON, PISTON RINGS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- L FRNT PISTON, L ENG, FAILED. | | | | | | |
| 3-1170 | 5/4/75 TIME - 2000 | FT WORTH, TX | PIPER PA-28 N98282 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 1 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 44, 198 TOTAL HOURS, 11 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MANGHAM DEPARTURE POINT INTENDED DESTINATION FT WORTH, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB COLLIDED WITH: DIRT BANK LANDING: ROLL PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ACFT COLLIDED WITH STOCK TANK DAM. NO ENG MALFUNCTION FOUND. | | | | | | |
| 3-1508 | 5/5/75 TIME - 1700 | GARLAND, TX | PIPER PA-28 N5667U DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 60, 10803 TOTAL HOURS, 66 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION DALLAS, TX LAKE DALLAS, TX TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: UNCONTROLLED IN FLIGHT: UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - INCAPACITATION REMARKS- PLT HAD HISTORY OF HEART PROBLEMS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--------------------|----------------------|---------------------|---|--|
| 3-1165 | 5/12/75 | ST JOSEPH ISLD, TX | CESSNA 206 | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 27, 270 |
| | TIME - 1430 | | N8038Z | PX- 0 0 3 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 98 IN TYPE, NOT INSTRUMENT RATED. |
| | | | DAMAGE-SUBSTANTIAL | | | |
| | DEPARTURE POINT | | INTENDED DESTINATION | | LAST ENROUTE STOP | |
| | AUSTIN, TX | | UNKNOWN/NOT REPORTED | | ST JOSEPH ISLD, TX | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | NOSE OVER/DOWN | | | | LANDING: ROLL | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | |
| | FACTOR(S) | | | | | |
| | TERRAIN - SANDY | | | | | |
| | REMARKS- PLT ATTEMPTD LNDG ON SOFT SANDY BEACH. NOSE GR DUG INTO SAND. | | | | | |
| 3-0987 | 5/12/75 | EL CAMPO, TX | GRUMMAN G-164A | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 28, 2543 |
| | TIME - 1830 | | N4579 | PX- 0 0 0 | ASSOC CROP CTL ACTIVITY | TOTAL HOURS, 179 IN TYPE, NOT INSTRUMENT RATED. |
| | | | DAMAGE-SUBSTANTIAL | | | |
| | NAME OF AIRPORT - AG AVIATION | | | | | |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | EL CAMPO, TX | | LOCAL | | | |
| | 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 | | | | | |
| | AIRFRAME - LANDING GEAR: BRAKING SYSTEM (NORMAL SYSTEM) | | | | | |
| | SYSTEMS - HYDRAULIC SYSTEM: BY-PASS VALVE | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - LEAK/LEAKAGE | | | | | |
| | FACTOR(S) | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | |
| | SPECIAL DATA | | | | | |
| | TOTAL HOURS IN CROP CONTROL - 2500 | | | | KIND OF OPERATION - SPRAYING CROPS | |
| | KIND OF CROP - COTTON | | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | |
| | PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED | | | | GLOVES - NOT USED | |
| | GOGGLES - NOT USED | | | | CRASH HELMET - AVAILABLE-USED | |
| | CRASH BAR - INSTALLED | | | | TANK/HOPPER-LOCATION - FORWARD OF PILOT | |
| | ELEVATION-AREA BEING TREATED- FEET - 2600 | | | | | |
| | REMARKS- L BRAKE MASTER CYL HELD IN OPEN PSN BY CONTAMINATION IN HYD FLUID. CLEVELAND P/N 189-119 | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------------|---|------------------------|----------------------------------|--|
| 3-0984 | 5/13/75 TIME - 1045 | NEW BRAUNFELS, TX | PIPER PA-18A N2887Z DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL. INSTR., AGE 32, 835 TOTAL HOURS, 405 IN TYPE, NOT INSTRU- MENT RATED. |
| NAME OF AIRPORT - NEW BRAUNFELS DEPARTURE POINT INTENDED DESTINATION NEW BRAUNFELS, TX LOCAL TYPE OF ACCIDENT STALL: MUSH PHASE OF OPERATION IN FLIGHT: PROCEDURE TURNAROUND PROBABLE CAUSE(S) PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 500 KIND OF CROP - MOSQUITO CONTROL PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - AFT OF PILOT ELEVATION-AREA BEING TREATED- FEET - 650 PROCEDURE TURNAROUND - SECOND 1/3 OF TURN REMARKS- INADVERTENTLY REDUCED PWR WHEN SHUTTING OFF SPRAY. | | | | | | |
| 3-1425 | 5/13/75 TIME - 1924 | ABERNATHY, TX | PIPER PA-28 N32329 DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | INSTRUCTIONAL TRAINING | PRIVATE, AGE 25, 102 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ABERNATHY MUNI DEPARTURE POINT INTENDED DESTINATION LUBBOCK, TX ABERNATHY, TX TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES PHASE OF OPERATION LANDING: FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: UNMARKED OBSTRUCTIONS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH REMARKS- ACFT HIT RECENTLY INSTALLED PWR LINES. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---|----------------------|---|--------------------------|--------------------------|
| 3-1441 | 5/14/75 | NR.FORT WORTH,TX | BEECH A23A | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 51, 1189 |
| | TIME - 1820 | | N2312W | PX- 0 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 10 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - RUSSELL FIELD | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | FORT WORTH,TX | LOCAL | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | ENGINE FAILURE OR MALFUNCTION | | TAKEOFF: INITIAL CLIMB | | |
| | | HARD LANDING | | LANDING: LEVEL OFF/TOUCHDOWN | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | |
| | | PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION | | | | |
| | | PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | |
| | | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. | | | | |
| | | REMARKS- L WNG TIP DROPPED AT TOUCHDOWN AND DUG INTO RUNWAY FUEL SEL POS ON EMPTY TANK AT TKOF. | | | | |
| 3-1164 | 5/14/75 | ALVIN,TX | GRUMMAN G-164A | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 28, 1932 |
| | TIME - 1130 | | N8526H | PX- 0 0 0 | AERIAL APPLICATION | TOTAL HOURS, 1636 IN |
| | | | DAMAGE-SUBSTANTIAL | | | TYPE, NOT INSTRUMENT |
| | | NAME OF AIRPORT - FARM FLYING STRIP | | | | RATED. |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | ALVIN,TX | LOCAL | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | COLLIDED WITH: DIRT BANK | | IN FLIGHT: SWATH RUN | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | |
| | | FACTOR(S) | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | |
| | | SPECIAL DATA | | | | |
| | | TOTAL HOURS IN CROP CONTROL - 1900 | | KIND OF OPERATION - FERTILIZING (LIQUID) | | |
| | | KIND OF CROP - RICE | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | | |
| | | PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED | | GLOVES - NOT USED | | |
| | | GOGGLES - USED | | CRASH HELMET - AVAILABLE-USED | | |
| | | COCKPIT CRASHPAD - INSTALLED | | CRASH BAR - INSTALLED | | |
| | | TANK/HOPPER-LOCATION - FORWARD OF PILOT | | TERRAIN-TYPE - LEVEL,FLAT | | |
| | | ELEVATION-AREA BEING TREATED- FEET - 48 | | SWATH RUN-HOW FLOWN - CROSSWIND | | |
| | | REMARKS- HIT LEVEE,GR SEPARATED. CONT FLT TO BASE,FURTHER DMG ON LG. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------------|---|------------------------|---|---|
| 3-1167 | 5/15/75 TIME - 1720 | SAN ANTONIO, TX | PIPER PA-32 N4892S DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 27, 1277 TOTAL HOURS, 175 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - STINSON DEPARTURE POINT INTENDED DESTINATION SAN ANTONIO, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE: PROPELLER TAKEOFF: RUN PROBABLE CAUSE(S) POWERPLANT - PROPELLER AND ACCESSORIES: OTHER MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE REMARKS- PROP SEPARATED FROM ENG. MOUNT BOLTS FAILED, PROP STRUCK R WG. | | | | | | |
| 3-1316 | 5/18/75 TIME - 1215 | SAN ANTONIO, TX | CESSNA 120 N2912N DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 148 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION SAN ANTONIO, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: WIRES/POLES IN FLIGHT: NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PILOT IN COMMAND - EXERCISED POOR JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- HIT PWR LINES OVR EXPRESSWAY. | | | | | | |
| 3-1436 | 5/18/75 TIME - 0945 | SULPHUR SPRING, TX | CESSNA 150 N5758E DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 43, 298 TOTAL HOURS, 21 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SULPHUR SPRINGS DEPARTURE POINT INTENDED DESTINATION WHARTON, TX SULPHUR SPRING, TX TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: DESCENDING COLLIDED WITH: WIRES/POLES LANDING: FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|-------------------|---|------------------------|---|--|
| 3-0992 | 5/18/75 | NR.GOLDTHWAITE,TX | ERCO 415-CD N3318H DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 47, 30 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - RANCH STRIP DEPARTURE POINT INTENDED DESTINATION GOLDTHWAITE,TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE: IN FLIGHT IN FLIGHT: AEROBATICS PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT REMARKS- ABT 4FT OF R WG OUTBD PANEL FAILED. STUDENT PLT ATTEMPTD LOOP. | | | | | | |
| 3-1162 | 5/19/75 | NR.PLANO,TX | LUSCOMBE 8A N1462K DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 47, 98 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - DALLAS NORTH DEPARTURE POINT INTENDED DESTINATION PLANO,TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING: ROLL GEAR COLLAPSED LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL WEATHER - UNFAVORABLE WIND CONDITIONS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - SELF-HELP,PILOT CHECKED WEATHER DATA WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CCNDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE RIGHT CROSS WIND 068-112 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 88 210 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 12 VFR TYPE OF FLIGHT PLAN NONE REMARKS- PLT ATTEMPTD LNDG IN X-WND IN TAIL WHEEL ACFT FOR FIRST TIME.HAD 1.5 SOLO IN TYPE.OTR RMY WAS AVAIL | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|------------------|--|------------------------|---|---|
| 3-1437 | 5/22/75 | NR.FORT WORTH,TX | BELL 47G-5 N1365X DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 30, 340 TOTAL HOURS, 192 IN TYPE, NOT INSTRU- MENT RATED. |
| NAME OF AIRPORT - OAK GROVE DEPARTURE POINT INTENDED DESTINATION FORT WORTH,TX LOCAL TYPE OF ACCIDENT MISCELLANEOUS PHASE OF OPERATION HARD LANDING LANDING: GO-AROUND LANDING: POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) ROTORCRAFT - FLIGHT CONTROL SYSTEMS: CYCLIC PITCH CONTROL SYSTEM SYSTEMS - FLIGHT CONTROL SYSTEMS: FLIGHT CONTROL BOOST SYSTEMS, HYDRAULIC MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS,CONDITIONS - HYDRAULIC FAILURE PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- CYCLIC CONTROL BOOST HYDRAULIC PRESSURE LOST. IP UN MAINTAIN CTL,CUT PWR & LND. | | | | | | |
| 3-1168 | 5/25/75 | CAMERON,TX | PIPER PA-25 N4456Y DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 44, 10240 TOTAL HOURS, 3500 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CAMERON AIRPORT DEPARTURE POINT INTENDED DESTINATION CAMERON,TX LOCAL TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED PHASE OF OPERATION IN FLIGHT: ACROBATICS PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - INCAPACITATION MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FIRE AFTER IMPACT REMARKS- LOST CTL DRG LOW LVL MANEUVER. PLT BLOOD ALCOHOL LVL .373 PCT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---------------------|---|------------------------|---|--|
| 3-1502 | 5/25/75 | NR.BAY CITY,TX | BEDE BD4 N448D DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | MISCELLANEOUS TEST | PRIVATE, AGE 49, 1404 TOTAL HOURS, 1 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BAY CITY MUNI DEPARTURE POINT INTENDED DESTINATION BAY CITY,TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: UNCONTROLLED TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION SYSTEMS - FLIGHT CONTROL SYSTEMS: AILERON AND AILERON TAB CONTROL SYSTEM MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY INSTALLED REMARKS- ACFT ON CLIMB OUT ON 1ST TEST FLT PLT LOST AILERON CTL. | | | | | | |
| 3-1161 | 5/26/75 | NR.LAMESA,TX | BEECH D18S N177V DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 24, 2000 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION ROCKYFORD,CO UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE GROUND-WATER LOOP-SWERVE LANDING: ROLL PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: MASTER AND CONNECTING RODS MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) TERRAIN - SANDY PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- R ENG FAILED INTERNALLY. | | | | | | |
| 3-1438 | 5/26/75 | NR.GRAND PRAIRIE,TX | PIPER PA-28 N1833J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | PRIVATE, AGE 30, 255 TOTAL HOURS, 35 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - GRAND PRAIRIE MUN DEPARTURE POINT INTENDED DESTINATION ARLINGTON,TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING: TRAFFIC PATTERN-CIRCLING HARD LANDING LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - WATER IN FUEL PILOT IN COMMAND - IMPROPER LEVEL OFF COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PLT DID NOT RECOGNIZE WATER IN FUEL DRAINED DURING PRE-FLT. LND NOSE GR FIRST. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|------------|---|------------------------|---|---|
| 3-1324 | 5/27/75 | LAREDO, TX | CESSNA 172M N42212 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 21, 84 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | TIME - 1515 | | | | | |
| | DEPARTURE POINT | | INTENDED DESTINATION | | LAST ENROUTE STOP | |
| | LAREDO, TX | | SAN ANTONIO, TX | | LAREDO, TX | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | COLLIDED WITH: OBJECT | | | | LANDING: ROLL | |
| | GEAR COLLAPSED | | | | LANDING: ROLL | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | |
| | FACTOR(S) | | | | | |
| | TERRAIN - HIGH VEGETATION | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | |
| | REMARKS- LND ON PIPELINE RIGHT OF WAY, 2-3 FT CLNC EACH SIDE. WG CAUGHT BRUSH. | | | | | |
| 3-1433 | 5/29/75 | FABENS, TX | CESSNA 180 N9004C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 57, 25291 TOTAL HOURS, 273 IN TYPE, INSTRUMENT RATED. |
| | TIME - 1000 | | | | | |
| | NAME OF AIRPORT - FABENS | | | | | |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | EL PASO, TX | | FABENS, TX | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | NOSE OVER/DOWN | | | | TAXI: FROM LANDING | |
| | PROBABLE CAUSE(S) | | | | | |
| | WEATHER - LCCAL WHIRLWIND | | | | | |
| | WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | |
| | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | CLEAR | | | | UNLIMITED | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 5 OR OVER | | | | NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | RELATIVE BEARING OF WIND | |
| | NONE | | | | UNKNOWN/NOT REPORTED | |
| | TEMPERATURE-F | | | | WIND DIRECTION-DEGREES | |
| | 75 | | | | 260 | |
| | WIND VELOCITY-KNOTS - | | | | TYPE OF WEATHER CONDITIONS | |
| | 18 | | | | VFR | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | NONE | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|--|------------------------|---------------------------------------|---|
| 3-1169 | 5/31/75 TIME - 1110 | WINNIE, TX | CESSNA 188B N70190 DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, FL. INSTR., AGE 48, 13243 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - S AND C FARMS DEPARTURE POINT INTENDED DESTINATION WINNIE, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: DIRT BANK TAKEOFF: RUN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SOFT RUNWAY FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 3300 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 20 REMARKS- AFTER 16 OP WITH 1100 LB LOAD PLT ATTEMPTD UNSUCCESSFUL OP WITH 1500 LBS. KIND OF OPERATION - FERTILIZING (LIQUID) TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT | | | | | | |
| 3-1317 | 5/31/75 TIME - 0900 | LOS FRESNOS, TX | AIR TRACTOR AT-301 N4325S DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 27, 2500 TOTAL HOURS, 1500 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION LOS FRESNOS, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: ELECTRONIC TOWERS IN FLIGHT: PROCEDURE TURNAROUND PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1500 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 20 PROCEDURE TURNAROUND - SECOND 1/3 OF TURN REMARKS- HIT COMM TWR GUY WIRE. KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|--|---|---|---|--|
| 3-1434 | 6/2/75 TIME - 1030 | NR.SHEFFIELD,TX | PIPER PA-28 N8072N DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 38, 130 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT SHEFFIELD,TX | INTENDED DESTINATION CRANE,TX | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: OBJECT | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | |
| FACTOR(S) TERRAIN - HIGH VEGETATION | | | | | | |
| REMARKS- COLLIDED WITH BUSHES ALONG ROAD | | | | | | |
| 3-1442 | 6/3/75 TIME - 1925 | SINTON,TX | BEECH S35 N375T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL.INSTR., AGE 33, 501 TOTAL HOURS, 28 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SINTON DEPARTURE POINT SINTON,TX | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING: TRAFFIC PATTERN-CIRCLING LANDING: LEVEL OFF/TOUCHDOWN | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WHEELS-UP | | | | |
| PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS MISCELLANEOUS ACTS,CONDITIONS - INTENTIONAL WHEELS-UP | | | | | | |
| FACTOR(S) TERRAIN - HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NO MALFUNCTION FOUND. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|--------------|---|------------------------|---|--|
| 3-1766 | 6/4/75 TIME - 2100 | AMARILLO, TX | CESSNA U206A N4836F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | NO CERTIFICATE, AGE 27, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - TRADEWIND DEPARTURE POINT OKLAHOMA CITY, OK TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: DITCHES NAME OF AIRPORT - TRADEWIND DEPARTURE POINT OKLAHOMA CITY, OK TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: DITCHES PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY REMARKS- PLT HAD NO OFFICIAL RECORD. | | | | | | |
| 3-1503 | 6/5/75 TIME - 1300 | GARWOOD, TX | GRUMMAN G-164A N5278 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 42, 4000 TOTAL HOURS, 2000 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT GARWOOD, TX TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN NAME OF AIRPORT - TRADEWIND DEPARTURE POINT OKLAHOMA CITY, OK TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: DITCHES PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: BLOWER, IMPELLER ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - WET, SOFT GROUND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 4000 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 100 PROCEDURE TURNAROUND - FIRST 1/3 OF TURN REMARKS- INTERNAL SUPERCHARGER IMPELLER BEARING FAILED. LND IN FLOODED RICE FLD. | | | | | | |
| DEPARTURE POINT GARWOOD, TX TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN NAME OF AIRPORT - TRADEWIND DEPARTURE POINT OKLAHOMA CITY, OK TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: DITCHES PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: BLOWER, IMPELLER ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - WET, SOFT GROUND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 4000 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 100 PROCEDURE TURNAROUND - FIRST 1/3 OF TURN REMARKS- INTERNAL SUPERCHARGER IMPELLER BEARING FAILED. LND IN FLOODED RICE FLD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--------|---|---|--|--|--|
| 3-1626 | 6/5/75 | NR.VEGA,TX | CESSNA A188 N8182V DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | ATR, FLIGHT INSTR., AGE 30, 4800 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT HEREFORD, TX | INTENDED DESTINATION LOCAL | | PHASE OF OPERATION IN FLIGHT: PULLUP FROM SWATH RUN | |
| | | TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES | | | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | |
| | | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1800 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - FASTENED-PROPERLY CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND FIRE AFTER IMPACT | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC CRASH HELMET - AVAILABLE-USED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 3900 | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|---------------|--|------------------------|---|---|
| 3-1756 | 6/6/75 TIME - 1230 | ASPERMONT, TX | BOEING E75 N53776 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 30, 1500 TOTAL HOURS, 800 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT ASPERMONT, TX | | | INTENDED DESTINATION LOCAL | | PHASE OF OPERATION IN FLIGHT: PROCEDURE TURNAROUND | |
| TYPE OF ACCIDENT STALL: MUSH | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) WEATHER - HIGH TEMPERATURE MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| SKY CONDITION CLEAR | | | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | TEMPERATURE-F 95 | | | |
| WIND DIRECTION-DEGREES 180 | | | WIND VELOCITY-KNOTS 12 | | | |
| TYPE OF WEATHER CONDITIONS VFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 900 KIND OF CROP - MESQUITE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 1750 PROCEDURE TURNAROUND - SECOND 1/3 OF TURN | | | KIND OF OPERATION - SPRAYING FORESTS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - ROLLING SWATH RUN-HOW FLOWN - DOWNWIND | | | |
| 3-1327 | 6/6/75 TIME - 1200 | HOUSTON, TX | CESSNA P206 N2644X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | ATR, FLIGHT INSTR., AGE 54, 14500 TOTAL HOURS, 3000 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ANDRAU AIRPARK | | | INTENDED DESTINATION HOUSTON, TX | | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | |
| DEPARTURE POINT PORT O'CONNER, TX | | | | | | |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL AIRFRAME - LANDING GEAR: NOSEWHEEL ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | |
| FACTOR(S) TERRAIN - WET, SOFT GROUND | | | | | | |
| REMARKS- NOSE GEAR COCKED AT INITIAL TOUCHDOWN. ACFT VEERED OFF RWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|-----------------|--|------------------------|---|---|
| 3-1166 | 6/6/75 TIME - 1945 | SAN ANTONIO, TX | BELL 47G-4A N6233N DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | MISCELLANEOUS FERRY | COMMERCIAL, FL. INSTR., AGE 45, 6000 TOTAL HOURS, 5000 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SAN ANTONIO INTL DEPARTURE POINT INTENDED DESTINATION SAN ANTONIO, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ROLL OVER LANDING: OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING REMARKS- LDG ON TRANSPORT TRAILER. R SKID CAUGHT TIE DOWN. | | | | | | |
| 3-1318 | 6/7/75 TIME - 1500 | LEAKEY, TX | BELLANCA 300 N4874V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, 90 TOTAL HOURS, 29 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - JH ROSE DEPARTURE POINT INTENDED DESTINATION ROCK SPRINGS, TX LEAKEY, TX TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING: ROLL COLLIDED WITH: FENCE, FENCEPOSTS LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| 3-1435 | 6/9/75 TIME - 0520 | EL PASO, TX | BELL 206B N58096 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 29, 2731 TOTAL HOURS, 13 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - EL PASO INTL DEPARTURE POINT INTENDED DESTINATION EL PASO, TX SCOTTSDALE, AZ TYPE OF ACCIDENT LAST ENROUTE STOP ROLL OVER SAFFORD, AZ PHASE OF OPERATION TAKEOFF: VERTICAL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING REMARKS- TIE DOWN CHAIN ATTACHED TO SKID. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|-----------------|--|------------------------|---|---|
| 3-1319 | 6/11/75 | SAN ANTONIO, TX | CESSNA 182 N55CP DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | PRIVATE, AGE 36, 132 TOTAL HOURS, 32 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SAN ANTONIO INTL | | | | | | |
| DEPARTURE POINT SAN ANTONIO, TX | | | INTENDED DESTINATION LOCAL | | | |
| TYPE OF ACCIDENT HARD LANDING | | | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING REMARKS- DMGD PROP & FIREWALL. | | | | | | |
| 3-1499 | 6/11/75 | CRANE, TX | CESSNA 182 N4771D DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 38, 1000 TOTAL HOURS, 350 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CRANE COUNTY | | | | | | |
| DEPARTURE POINT CRANE, TX | | | INTENDED DESTINATION LOCAL | | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | | PHASE OF OPERATION LANDING: FINAL APPROACH LANDING: ROLL | | | |
| PROBABLE CAUSE(S) POWERPLANT - IGNITION SYSTEM: COILS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- BOTH BENDIX MAG COILS FOUND CRACKED. WOULDNT EMIT ELEC IMPULSE. COILS HAD 1358HRS. | | | | | | |
| 3-1320 | 6/12/75 | BURNET, TX | CESSNA 172 N7903G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 30, 70 TOTAL HOURS, 22 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BURNET MUNI | | | | | | |
| DEPARTURE POINT BURNET, TX | | | INTENDED DESTINATION LOCAL | | | |
| TYPE OF ACCIDENT COLLIDED WITH: FENCE, FENCEPOSTS | | | PHASE OF OPERATION TAKEOFF: ABORTED | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF FACTOR(S) SYSTEMS - OTHER SYSTEMS: PITOT SYSTEM MISCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY REMARKS- MECH PITOT COVER STUCK ON TKCF. AIRSPEED READ ZERO. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------|---|------------------------|---|---|
| 3-1428 | 6/15/75 TIME - 1600 | JUSTIN, TX | FAIRCHILD PT-26 N53366 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 43, 15000 TOTAL HOURS, 112 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - JUSTIN TIME DEPARTURE POINT INTENDED DESTINATION JUSTIN, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB COLLIDED WITH: TREES LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| 3-1427 | 6/15/75 TIME - 1600 | JUSTIN, TX | FLEET 16B N24197 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 38, 7800 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - JUSTIN TIME DEPARTURE POINT INTENDED DESTINATION JUSTIN, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILCT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION FACTOR(S) PILCT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT TERRAIN - HIGH OBSTRUCTIONS REMARKS- ANTIQUE BIPLANE BEING FLOWN FROM REAR COCKPIT. PLT LOOKING FOR OTR ACFT. STEEP PULL UP TO MISS WIRES | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--|---|------------------------|----------------------------------|--|
| 3-1757 | 6/15/75 | HEREFORD, TX | PIPER PA-25 N8602L DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 34, 1258 TOTAL HOURS, 859 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT HEREFORD, TX | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES | PHASE OF OPERATION IN FLIGHT: SWATH RUN | | | |
| PRCBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| FACTOR(S) TERRAIN - HIGH CBSTRUCTIONS | | | | | | |
| SPECIAL DATA | | | | | | |
| | | TOTAL HOURS IN CROP CONTROL - 700 | KIND OF OPERATION - SPRAYING CROPS | | | |
| | | KIND OF CROP - GRAIN FIELDS | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | | | |
| | | PILOT'S SEAT BELT - FASTENED-PROPERLY | GLOVES - NOT USED | | | |
| | | GOGGLES - NOT USED | CRASH HELMET - AVAILABLE-USED | | | |
| | | COCKPIT CRASHPAD - INSTALLED | CRASH BAR - INSTALLED | | | |
| | | TANK/HOPPER-LOCATION - FORWARD OF PILOT | ELEVATION-AREA BEING TREATED-FEET - 3800 | | | |
| | | SWATH RUN-HOW FLOWN - UPWIND | | | | |
| | | FIRE AFTER IMPACT | | | | |
| 3-1323 | 6/16/75 | LA FERIA, TX | SNCW 600S2R N5594X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 30, 4482 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT MERCEDES, TX | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: DIRT BANK | PHASE OF OPERATION IN FLIGHT: SWATH RUN | | | |
| PRUBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE MISCELLANEOUS ACTS, CONDITIONS - WINDSHIELD, DIRTY, FOGGY, ETC.-RESTRICTED VISION | | | | | | |
| SPECIAL DATA | | | | | | |
| | | TOTAL HOURS IN CROP CONTROL - 3800 | KIND OF OPERATION - SPRAYING CROPS | | | |
| | | KIND OF CROP - COTTON | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | | | |
| | | PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED | GLOVES - NOT USED | | | |
| | | GOGGLES - NOT USED | CRASH HELMET - AVAILABLE-USED | | | |
| | | COCKPIT CRASHPAD - INSTALLED | CRASH BAR - INSTALLED | | | |
| | | TANK/HUPPER-LOCATION - FORWARD OF PILOT | TERRAIN-TYPE - LEVEL, FLAT | | | |
| | | ELEVATION-AREA BEING TREATED-FEET - 62 | SWATH RUN-HOW FLOWN - CROSSWIND | | | |
| | | REMARKS- HIT CANAL BANK. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|--|------------------------|---|--|
| 3-1432 | 6/17/75 TIME - 0945 | FT WORTH, TX | SCARBOROUGH G-21 N9012R DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 25, 1732 TOTAL HOURS, 126 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION FT WORTH, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE ROLL OVER LANDING: POWER-OFF AUTOROTATIVE 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 SPEED AND ALTITUDE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION TERRAIN - WET, SOFT GROUND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| 3-1426 | 6/18/75 TIME - 1900 | TERLINGUA, TX | BEECH V35B N9343Q DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, 210 TOTAL HOURS, 188 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - TERLINGUA DEPARTURE POINT INTENDED DESTINATION TERLINGUA, TX TERLINGUA, TX TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING: LEVEL OFF/TOUCHDOWN COLLIDED WITH: FENCE, FENCEPOSTS LANDING: ROLL 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) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY | | | | | | |
| 3-1505 | 6/21/75 TIME - 1300 | TRINITY, TX | CESSNA 150 N4668X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 51, 43 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION PORT LAVACA, TX LONGVIEW, TX TYPE OF ACCIDENT LAST ENROUTE STOP NOSE OVER/DOWN TRINITY, TX PHASE OF OPERATION LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT LOW ON FUEL REMARKS- PLT UNCERTAIN ABOUT FUEL STATE. RAN INTO DITCH. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|-----------------|--|------------------------|---|--|
| 3-1500 | 6/22/75 | AUSTIN, TX | CESSNA 310 N5219A DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 40, 2115 TOTAL HOURS, 129 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ROBT MUELLER MUNI DEPARTURE POINT INTENDED DESTINATION HOUSTON, TX AUSTIN, TX TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED LANDING: ROLL PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR: GEAR LOCKING MECHANISM AIRFRAME - LANDING GEAR: SWITCHES, LEVERS, CRANKING MECHANISM, ETC. MISCELLANEOUS ACTS, CONDITIONS - MISSING MISCELLANEOUS ACTS, CONDITIONS - JAMMED FACTOR(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION REMARKS- BOLTS MISSING FRM L GR DWN MICRO SWITCH. CAUSED EXTSN LINKAGE TO JAM. GR COULDNT LOCK DWN. | | | | | | |
| 3-1325 | 6/22/75 | NK. COTULLA, TX | BEECH 819 N1996W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 57, 82 TOTAL HOURS, 76 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - RANCH STRIP DEPARTURE POINT INTENDED DESTINATION SAN ANTONIO, TX COTULLA, TX TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING: LEVEL OFF/TOUCHDOWN COLLIDED WITH: DITCHES LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--|--|------------------------|----------------------------|---|
| 3-1504 | 6/24/75 | NR.HOUSTON,TX | MOONEY M20G N3653N DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE UNK/NR, 1410 TOTAL HOURS, 58 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT CAPE GIRARDEAU,MO | INTENDED DESTINATION LA PORTE,TX | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WHEELS-UP | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - MISCALCULATED FUEL CONSUMPTION | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - INTENTIONAL WHEELS-UP | | | | | | |
| FACTOR(S) | | | | | | |
| TERRAIN - SANDY | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- LND ON SAND BAR. | | | | | | |
| 3-1622 | 6/26/75 | PLAINVIEW,TX | CESSNA 172 N7086T DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | COMMERCIAL FIRE CONTROL | COMMERCIAL, FL.INSTR., AGE 40, 2840 TOTAL HOURS, 23 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - HALE COUNTY | INTENDED DESTINATION LOCAL | | | |
| | | DEPARTURE POINT PLAINVIEW,TX | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: OTHER | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL: SPIN | | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - WATER IN FUEL | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- ENG HEARD SPUTTERING, PLT TRIED TO RET TO ARPT. LOST CTL IN TIGHT L TURN. RUST,MOISTURE IN CARB. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------------|---|------------------------|---|--|
| 3-1429 | 6/27/75 TIME - 1550 | GRAND PRAIRIE, TX | PIPER PA-23 N1495P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 45, 6051 TOTAL HOURS, 85 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GRAND PRAIRIE DEPARTURE POINT INTENDED DESTINATION GRAND PRAIRIE, TX LOCAL TYPE OF ACCIDENT COLLIDED WITH: DITCHES PHASE OF OPERATION TAXI: TO TAKEOFF PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR: BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) PILOT IN COMMAND - MISJUDGED SPEED REMARKS- L BRAKE MASTER CYL FAILED FOR UNDET REASON. 40HRS ON PART SINCE OVHL. EVIDENCE OF FAST TAXYING. | | | | | | |
| 3-1430 | 6/28/75 TIME - 1400 | POSSUM KINGDOM, TX | CESSNA 310 N672R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 22, 685 TOTAL HOURS, 155 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - POSSUM KINGDOM DEPARTURE POINT INTENDED DESTINATION DUNCAN, OK POSSUM KINGDOM, TX TYPE OF ACCIDENT UNDERSHOOT GEAR COLLAPSED PHASE OF OPERATION LANDING: FINAL APPROACH LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- HIT 20FT SHORT OF RWY. | | | | | | |
| 3-1627 | 6/29/75 TIME - 2000 | NR. MUNDAY, TX | CESSNA 150G N4634X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 25, 115 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION KNCX CITY, TX LOCAL TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES PHASE OF OPERATION IN FLIGHT: LOW PASS PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING TERRAIN - HIGH OBSTRUCTIONS REMARKS- ACFT IN LOW FLT, PLT CHECKING GRAIN FLD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|--|---|---|---|--|
| 3-1628 | 7/1/75 TIME - 1430 | BOWIE, TX | BEECH V35 N4910S DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 38, 274 TOTAL HOURS, 161 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT FT WORTH, TX | INTENDED DESTINATION BETHANY, OK | LAST ENROUTE STOP BOWIE, TX | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: TREES | PHASE OF OPERATION LANDING: FINAL APPROACH | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT SUSPECTED MECHANICAL DISCREPANCY | | | | | | |
| REMARKS- LDG IN FLD. PLT SAID ENG WAS ROUGH. NO MALFUNCTION FOUND. | | | | | | |
| 3-1765 | 7/2/75 TIME - 1400 | ADDISON, TX | CESSNA 150M N66751 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 20, 427 TOTAL HOURS, 283 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - ADDISON DEPARTURE POINT ADDISON, TX | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | | |
| | | TYPE OF ACCIDENT HARD LANDING GROUND-WATER LOOP-SWERVE | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT DUAL STUDENT - IMPROPER LEVEL OFF DUAL STUDENT - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| FACTOR(S) DUAL STUDENT - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | |
| REMARKS- BOUNCED & SWERVED OFF RWY INTO DITCH. | | | | | | |
| 3-1623 | 7/3/75 TIME - 1605 | HOUSTON, TX | CESSNA 210B N9774X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 47, 1596 TOTAL HOURS, 600 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - HOBBY DEPARTURE POINT CONROE, TX | INTENDED DESTINATION AUSTIN, TX | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN | | |
| | | TYPE OF ACCIDENT WHEELS-UP | | | | |
| PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR: SWITCHES, LEVERS, CRANKING MECHANISM, ETC. MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY | | | | | | |
| REMARKS- LDG GR SELECTOR LEVER FAILED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|--------|-------------|---|------------------------|---------------------------------------|--|
| 3-1762 | 7/5/75 | LA WARD, TX | CESSNA 188B N6380G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 31, 352 TOTAL HOURS, 8 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WHITES DEPARTURE POINT LA WARD, TX TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 8 KIND OF CROP - UNKNOWN/NOT REPORTED PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- GLANCED AT FLAP HANDLE. KIND OF OPERATION - UNKNOWN/NOT REPORTED TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED ELEVATION-AREA BEING TREATED- FEET - 23 | | | | | | |
| 3-1758 | 7/8/75 | WAKA, TX | CESSNA A188B N9235R DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 52, 8000 TOTAL HOURS, 705 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NO NAME DEPARTURE POINT WAKA, TX TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: WET RUNWAY TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 5000 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- RWY MUDDY, UN CLR WIRES. KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - UNKNOWN/NOT REPORTED GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|-----------------|---|------------------------|---------------------------------------|--|
| 3-1759 | 7/8/75 TIME - 1708 | PETERSBURG, TX | PIPER PA-25 N4859Y DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 23, 309 TOTAL HOURS, 96 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT PETERSBURG, TX | | | | | | |
| TYPE OF ACCIDENT TURBULENCE COLLISION WITH GROUND/WATER: UNCONTROLLED | | | PHASE OF OPERATION IN FLIGHT: SWATH RUN IN FLIGHT: UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE MISCELLANEOUS - VORTEX TURBULENCE | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 85 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 3300 PROCEDURE TURNAROUND - SECOND 1/3 OF TURN FIRE AFTER IMPACT REMARKS- FORMATION FLT OF 2 ACFT. | | | | | | |
| 3-1506 | 7/8/75 TIME - 0945 | LOS FRESNOS, TX | SNOW S2C N1666S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 27, 2500 TOTAL HOURS, 1000 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - AG AIR STRIP DEPARTURE POINT LOS FRESNOS, TX TYPE OF ACCIDENT NOSE OVER/DOWN | | | INTENDED DESTINATION LOCAL PHASE OF OPERATION LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1500 KIND OF CROP - COTTON PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- NO BRAKE MALFUNCTION FOUND. | | | | | | |
| KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND | | | | | | |
| KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|-----------|--|------------------------|---------------------------------------|---|
| 3-1501 | 7/8/75 TIME - 1430 | CUERO, TX | GRUMMAN G-164 N4240 DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 31, 11500 TOTAL HOURS, 8000 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MUSSELMAN RANCH DEPARTURE POINT INTENDED DESTINATION CUERO, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB COLLIDED WITH: TREES LANDING: FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) 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 - 9999 KIND OF CROP - PASTURE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 165 FIRE AFTER IMPACT KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|---|------------------------|---------------------------------------|--|
| 3-1767 | 7/11/75 TIME - 0859 | MULESHOE, TX | GRUMMAN G-164A N9535 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE UNK/NR, 5180 TOTAL HOURS, 1000 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT MULESHOE, TX | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | PHASE OF OPERATION IN FLIGHT: RETURN TO STRIP LANDING: ROLL | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | |
| FACTOR(S) | | | | | | |
| TERRAIN - ROUGH/UNEVEN | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 5180 | | | KIND OF OPERATION - DUSTING CROPS | | | |
| KIND OF CROP - CORN | | | TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC | | | |
| PILOT'S SEAT BELT - FASTENED-PROPERLY | | | GLOVES - NOT USED | | | |
| GOGGLES - USED | | | CRASH HELMET - AVAILABLE-USED | | | |
| COCKPIT CRASHPAD - INSTALLED | | | CRASH BAR - INSTALLED | | | |
| TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | TERRAIN-TYPE - LEVEL, FLAT | | | |
| ELEVATION-AREA BEING TREATED- FEET - 3225 | | | SWATH RUN-HOW FLOWN - CROSSWIND | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------|---|------------------------|---------------------------------------|--|
| 3-1763 | 7/11/75 TIME - 1400 | DEVERS, TX | GRUMMAN G-164A N6628 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 34, 4670 TOTAL HOURS, 810 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - J.C.ELKINS DEPARTURE POINT INTENDED DESTINATION DEVERS, TX 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 - PREMATURE LIFT-OFF PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| FACTOR(S) WEATHER - HIGH TEMPERATURE AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FURECAST - UNKNOWN/NOT REPORTED | | | | | | |
| SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 90 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 240 15 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1800 KIND OF CROP - UNKNOWN/NOT REPORTED PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- ACFT HIT CANAL BANK.SHORT STRIP,HEAVY LOAD,TEMP 90 DEG. | | | | | | |
| KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-NOT USED CRASH BAR - INSTALLED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------|---|------------------------|---|--|
| 3-1625 | 7/13/75 TIME - 0740 | ALPINE, TX | PIPER PA-24 N6149P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 458 TOTAL HOURS, 197 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ALPINE DEPARTURE POINT ALPINE, TX TYPE OF ACCIDENT STALL: MUSH INTENDED DESTINATION ALBUQUERQUE, NM PHASE OF OPERATION TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - PREMATURE LIFT-OFF FACTOR(S) PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE REMARKS- PLT AWARE OF AIRPORT CONSTRUCTION HAZARDS. ACFT SETTLED INTO BARRIER. | | | | | | |
| 3-1761 | 7/14/75 TIME - 1920 | CANYON, TX | SKYBOLT JJ-1 N46J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 1800 TOTAL HOURS, 55 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BUFFALO DEPARTURE POINT CANYON, TX TYPE OF ACCIDENT GEAR COLLAPSED INTENDED DESTINATION LOCAL PHASE OF OPERATION LANDING: ROLL PROBABLE CAUSE(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL: SUBSTANDARD QUALITY CONTROL AIRFRAME - LANDING GEAR: WHEELS, TIRES, AXLES MISCELLANEOUS ACTS, CONDITIONS - POOR WELD FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE REMARKS- WHEEL AXLE BROKE IN WELD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|--|------------------------|----------------------------------|--|
| 3-1760 | 7/15/75 TIME - 1308 | PLAINVIEW, TX | PIPER PA-25 N4906Y DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE UNK/NR, 3100 TOTAL HOURS, 460 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT PLAINVIEW, TX | | | INTENDED DESTINATION LOCAL | | | |
| TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES | | | PHASE OF OPERATION IN FLIGHT: SWATH RUN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 460 | | | KIND OF OPERATION - DUSTING CROPS | | | |
| KIND OF CROP - GRAIN FIELDS | | | TYPE OF CHEMICAL USED - DRY CHEMICAL-TOXIC | | | |
| PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED | | | GLOVES - NOT USED | | | |
| GOGGLES - NOT USED | | | CRASH HELMET - AVAILABLE-USED | | | |
| COCKPIT CRASHPAD - INSTALLED | | | CRASH BAR - INSTALLED | | | |
| TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | TERRAIN-TYPE - LEVEL, FLAT | | | |
| ELEVATION-AREA BEING TREATED- FEET - 3380 | | | SWATH RUN-HOW FLOWN - DOWNWIND | | | |
| REMARKS- HIT WIRES. | | | | | | |
| 3-1764 | 7/17/75 TIME - 1430 | PIERCE, TX | CESSNA A188-A N1583M DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 32, 2330 TOTAL HOURS, 390 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT PIERCE, TX | | | INTENDED DESTINATION LOCAL | | | |
| TYPE OF ACCIDENT COLLIDED WITH: TREES | | | PHASE OF OPERATION IN FLIGHT: PULLUP FROM SWATH RUN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 1011 | | | KIND OF OPERATION - SPRAYING CROPS | | | |
| KIND OF CROP - COTTON | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | | | |
| PILOT'S SEAT BELT - FASTENED-PROPERLY | | | GLOVES - USED | | | |
| GOGGLES - NOT USED | | | CRASH HELMET - AVAILABLE-USED | | | |
| COCKPIT CRASHPAD - INSTALLED | | | CRASH BAR - INSTALLED | | | |
| TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | TERRAIN-TYPE - LEVEL, FLAT | | | |
| ELEVATION-AREA BEING TREATED- FEET - 100 | | | SWATH RUN-HOW FLOWN - CROSSWIND | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|---|---------------------------------|----------------------------------|--|
| 3-1768 | 7/18/75 TIME - 0930 | EL CAMPO, TX | GRUMMAN G-164 N658Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 27, 4020 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT EL CAMPO, TX | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES | PHASE OF OPERATION IN FLIGHT: SWATH RUN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 3670 | | | KIND OF OPERATION - SPRAYING CROPS | | | |
| KIND OF CROP - COTTON | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | | | |
| PILOT'S SEAT BELT - FASTENED-PROPERLY | | | GLOVES - NOT USED | | | |
| GOGGLES - NOT USED | | | CRASH HELMET - AVAILABLE-NOT USED | | | |
| COCKPIT CRASHPAD - NOT INSTALLED | | | CRASH BAR - INSTALLED | | | |
| TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | TERRAIN-TYPE - LEVEL, FLAT | | | |
| ELEVATION-AREA BEING TREATED- FEET - 60 | | | SWATH RUN-HOW FLOWN - UPWIND | | | |
| REMARKS- HIT CABLE DRG FLT UNDER PWR LINES. | | | | | | |
| 3-1624 | 7/21/75 TIME - 1240 | MELVIN, TX | CESSNA 150L N10940 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 26, 47 TOTAL HOURS, 28 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT BRADY, TX | INTENDED DESTINATION AUSTIN, TX | LAST ENROUTE STOP MELVIN, TX | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: TREES | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN TERRAIN - HIGH VEGETATION | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE | | | | | | |
| REMARKS- LND AT PARENTS RANCH DRG SOLO X-C. 2-3FT WEEDS IN FLD. UN CLR WIRES ON TKOF. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------------|---|------------------------|---|--|
| 3-1444 | 5/10/75 TIME - 1610 | NR-LYNN,UT | CESSNA 175 N7003M DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 40, 264 TOTAL HOURS, 21 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PEACEFUL VALLEY | | | | | | |
| DEPARTURE POINT | | | INTENDED DESTINATION | | | |
| LYNN,UT | | | LOGAN,UT | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| STALL: MUSH | | | TAKEOFF: INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - FAILED TO ABORT TAKEOFF | | | | | | |
| PILOT IN COMMAND - PREMATURE LIFT-OFF | | | | | | |
| FACTOR(S) | | | | | | |
| AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER | | | | | | |
| WEATHER - HIGH DENSITY ALTITUDE | | | | | | |
| MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| SCATTERED | | | UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 5 OR OVER | | | NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | RELATIVE BEARING OF WIND | | | |
| NONE | | | HEAD WIND 338-022 DEGREES | | | |
| TEMPERATURE-F | | | WIND DIRECTION-DEGREES | | | |
| 75 | | | 315 | | | |
| WIND VELOCITY-KNOTS | | | TYPE OF WEATHER CONDITIONS | | | |
| 5 | | | VFR | | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| NONE | | | | | | |
| REMARKS- GRASS-DIRT AIRSTRIP.MUD IN WHEEL FAIRINGS.DENSITY ALT 10000FT. | | | | | | |
| 3-1443 | 6/12/75 TIME - 1400 | SALT LAKE CITY,UT | LUSCOMBE 8A N72078 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 31, 833 TOTAL HOURS, 32 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SALT LK CITY INTL | | | | | | |
| DEPARTURE POINT | | | INTENDED DESTINATION | | | |
| SALT LAKE CITY,UT | | | LOCAL | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| GROUND-WATER LOOP-SWERVE | | | TAXI: FROM LANDING | | | |
| GEAR COLLAPSED | | | TAXI: FROM LANDING | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED SPEED | | | | | | |
| PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| REMARKS- GRND LOUPED AFTER HIGH SPEED TAXI ON RWY. NO BRAKES INSTALLED ON IP SIDE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|---|------------------------|---|---|
| 3-1630 | 6/16/75 TIME - 1600 | ORANGEVILLE, UT | CESSNA 180B N5063E DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 36, 900 TOTAL HOURS, 600 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - WILCOX RANCH | | | | |
| | | DEPARTURE POINT ORANGEVILLE, UT | INTENDED DESTINATION PROVO, UT | | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN | PHASE OF OPERATION TAKEOFF: RUN TAKEOFF: RUN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | | | |
| FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SOFT SHOULDERS WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION CLEAR | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | RELATIVE BEARING OF WIND LEFT QUARTERING HEAD WIND 293-337 DEGREES | | | |
| | | TEMPERATURE-F 85 | WIND DIRECTION-DEGREES 270 | | | |
| | | WIND VELOCITY-KNOTS 15 | TYPE OF WEATHER CONDITIONS VFR | | | |
| | | TYPE OF FLIGHT PLAN VFR | | | | |
| REMARKS- WIND GUSTS TO 25K, WINDROWS OF SAND ON EACH SIDE OF RWY. CHART SAYS USE FLD AT OWN RISK. | | | | | | |
| 3-1629 | 6/16/75 TIME - 1130 | NR. LOGAN, UT | CESSNA 150 N1333Q DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 25, 16 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT LOGAN, UT | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT STALL | PHASE OF OPERATION IN FLIGHT: OTHER | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - MISJUDGED ALTITUDE | | | | | | |
| FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|---|------------------------|---|---|
| 3-1769 | 6/27/75 TIME - 1625 | WEST JORDAN,UT | PIPER PA-25 N6722Z DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 39, 1539 TOTAL HOURS, 1100 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT UGDEN,UT | | | INTENDED DESTINATION RIVERTON,UT | | PHASE OF OPERATION IN FLIGHT: PROCEDURE TURNAROUND | |
| TYPE OF ACCIDENT STALL: MUSH | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - LOAD NOT JETTISONED | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED | | | KIND OF OPERATION - SPRAYING CROPS | | | |
| KIND OF CROP - PEAS | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | | | |
| PILOT'S SEAT BELT - FASTENED-PROPERLY | | | GLOVES - NOT USED | | | |
| GOGGLES - NOT USED | | | CRASH HELMET - AVAILABLE-USED | | | |
| COCKPIT CRASHPAD - INSTALLED | | | CRASH BAR - INSTALLED | | | |
| TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | TERRAIN-TYPE - LEVEL, FLAT | | | |
| ELEVATION-AREA BEING TREATED- FEET - 4200 | | | SWATH RUN-HOW FLOWN - CROSSWIND | | | |
| PROCEDURE TURNAROUND - FIRST 1/3 OF TURN | | | | | | |
| 3-1225 | 5/22/75 TIME - 1800 | MIDDLEBURY,VT | PIPER PA-25 N8601L DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 33, 1400 TOTAL HOURS, 340 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MIDDLEBURY STATE | | | INTENDED DESTINATION LOCAL | | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB IN FLIGHT: UNCONTROLLED DESCENT | |
| DEPARTURE POINT MIDDLEBURY,VT | | | | | | |
| TYPE OF ACCIDENT TURBULENCE COLLIDED WITH: TREES | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PILOT IN COMMAND - MISJUDGED SPEED AND CLEARANCE | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 600 | | | KIND OF OPERATION - SPRAYING CROPS | | | |
| KIND OF CROP - FRUIT ORCHARDS | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | | | |
| PILOT'S SEAT BELT - FASTENED-PROPERLY | | | GLOVES - USED | | | |
| GOGGLES - NOT USED | | | CRASH HELMET - AVAILABLE-USED | | | |
| COCKPIT CRASHPAD - INSTALLED | | | CRASH BAR - INSTALLED | | | |
| TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | | | | |
| REMARKS- TKOF ABT 3000 FT BEHIND LEAD ACFT AT APRX 100FT AGL ENCTRD VIOLENT R ROLL WITH NOSE DWN PITCH. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------------|---|------------------------|---|---|
| 3-1361 | 6/11/75 TIME - 1430 | PUTNEY, VT | CESSNA 172L N7247Q DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 101 TOTAL HOURS, 16 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - EXPERIMENT DEPARTURE POINT INTENDED DESTINATION BEDFORD, MA RETURN TYPE OF ACCIDENT COLLIDED WITH: PARKED AIRCRAFT PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: HIDDEN HAZARD AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER REMARKS- HIT, DESTROYED SHEIBE SF25A, N6388. GLIDER NOT VSBL DUE 15DEG JOG AT RWY MIDPOINT. | | | | | | |
| 3-1096 | 3/2/75 TIME - 1730 | NR. JONESVILLE, VA | AERO COMDR 200D N321AJ DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 1 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 40, 2881 TOTAL HOURS, 485 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION CHARLESTON, SC CINCINNATI, OH TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE: PROPELLER GEAR COLLAPSED PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - PROPELLER AND ACCESSORIES: BLADES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE TERRAIN - ROUGH/UNEVEN FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND PROP/ENGINE VIBRATION REMARKS- AD 72-25-7 NOT C/W. PROP BLADES NOT SHOT PEENED AS RQRD BY AD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|---|------------------------|---|---|
| 3-1578 | 3/8/75 TIME - 2058 | WISE,VA | BELL 206B N370AF DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL INSTR., AGE 40, 6027 TOTAL HOURS, 748 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LONESOME PINE DEPARTURE POINT INTENDED DESTINATION BRISTOL,TN WISE,VA TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: CONTROLLED IN FLIGHT: UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) WEATHER - DOWNDRAFT,UPDRAFTS WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CCNDITION CEILING AT ACCIDENT SITE PARTIAL OBSCURATION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS SLEET, RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 55 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 270 35 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN BELOW MINIMUMS NONE REMARKS- WIND GUSTING 45K.PLT ADVSD BY FSS FIXED WING ACFT COULD NOT LND DUE HI WINDS. | | | | | | |
| 3-1469 | 3/15/75 TIME - 1010 | NEW MARKET,VA | MOONEY M20C N670SU DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 63, 4750 TOTAL HOURS, 115 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION BRIDGEWATER,VA LANCASTER,PA TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE: PROPELLER IN FLIGHT: NORMAL CRUISE COLLIDED WITH: WIRES/POLES LANDING: FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - PROPELLER AND ACCESSORIES: BLADES MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT TERRAIN - HIGH OBSTRUCTIONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ONE PART OF PROP BLADE FM STATION 14 OUTBOARD TO TIP MISSING.PWR LINES ACROSS HWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|---|--|---------------------------|---|
| 3-1227 | 4/5/75 TIME - 0803 | CAPE CHARLES,VA | PIPER PA-22 N1645B DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 48, 446 TOTAL HOURS, 65 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ROCKY MOUNT,NC | INTENDED DESTINATION ISLIP,NY | LAST ENROUTE STOP CAPE MAY,NJ | | |
| | | TYPE OF ACCIDENT TURBULENCE | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE | | |
| | | COLLISION WITH GROUND/WATER: UNCONTROLLED | | IN FLIGHT: UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - CONTINUED FLIGHT INTO KNOWN AREAS OF SEVERE TURBULENCE | | | | | | |
| WEATHER - TURBULENCE IN FLIGHT, CLEAR AIR | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION SCATTERED | | CEILING AT ACCIDENT SITE UNLIMITED | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | TYPE OF WEATHER CONDITIONS VFR | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| 3-1228 | 4/22/75 TIME - 1520 | CLIFTON,VA | CESSNA 150 N66078 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 34, 74 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT PETERSBURG,WV | INTENDED DESTINATION WOODBIDGE,VA | PHASE OF OPERATION IN FLIGHT: DESCENDING | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION | | LANDING: ROLL | | |
| | | NOSE OVER/DOWN | | | | |
| 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 | | | | | | |
| FACTOR(S) | | | | | | |
| PERSONNEL - FLIGHT INSTRUCTOR: INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- DID NOT REFUEL AT INTERMEDIATE XC STOP. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|----------------------|---|------------------------|---|--|
| 3-1585 | 5/1/75 TIME - 2255 | CHESAPEAKE,VA | PIPER PA-28R N2090T DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 55, 1060 TOTAL HOURS, ALL IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CHESAPEAKE PORTSM | | | | | | |
| DEPARTURE POINT | | INTENDED DESTINATION | | | | |
| KNCXVILLE,TN | | CHESAPEAKE,VA | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLISION WITH GROUND/WATER: CONTROLLED | | | LANDING: FINAL APPROACH | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | |
| PILOT IN COMMAND - EXERCISED POOR JUDGMENT | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - INSTRUMENTS-MISREAD OR FAILED TO READ | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| OBSCURATION | | | 100 | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 1/4 MILE OR LESS | | | NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | | |
| FOG | | | 61 | | | |
| WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | | | |
| 160 | | | 4 | | | |
| TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | | |
| BELOW MINIMUMS | | | IFR | | | |
| REMARKS- PLT ADVSD OF LOW CLGS AND VIS AT DEST ARPT.DSCNT BLD MDA. | | | | | | |
| 3-1226 | 5/9/75 TIME - 0841 | NEWPORT NEWS,VA | PIPER PA-12 N3167M DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | MISCELLANEOUS TEST | COMMERCIAL, FL.INSTR., AGE 65, 10000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PATRICK HENRY | | | | | | |
| DEPARTURE POINT | | INTENDED DESTINATION | | | | |
| NEWPORT NEWS,VA | | LOCAL | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLISION WITH GROUND/WATER: UNCONTROLLED | | | TAKEOFF: INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) | | | | | | |
| SYSTEMS - FLIGHT CONTROL SYSTEMS: ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED | | | | | | |
| REMARKS- ELEVATORS RIGGED REVERSE TO NML PSN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|---|------------------------|---|--|
| 3-1583 | 5/27/75 TIME - 1200 | HALLWOOD, VA | BOEING A75 N68461 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, FL. INSTR., AGE 28, 1279 TOTAL HOURS, 80 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT NEW CHURCH, VA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DCWN | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - WET, SOFT GROUND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 80 KIND OF CROP - CORN PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- PLT ESTD FUEL ON BOARD AS 20-23 GAL. FUEL CONSUMPTION ABT 25 GPH. | | | | | | |
| | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED | | | | |
| 3-1697 | 5/28/75 TIME - 1400 | CHESTERFIELD, VA | CESSNA 150 N8099F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 34, 109 TOTAL HOURS, 80 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - CHESTERFIELD CO DEPARTURE POINT CHESTERFIELD, VA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT HARD LANDING COLLIDED WITH: DITCHES | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - MISJUDGED SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL REMARKS- PLT SAID ACFT BALLOONED OR BOUNCED. LNDG OFF RWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|---------------|--|------------------------|---------------------------|---|
| 3-1362 | 6/6/75 TIME - 2115 | WOODBIDGE,VA | CESSNA 177 N3022C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | COMMERCIAL, AGE 71, 619 TOTAL HOURS, 396 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - WOODBRIDGE DEPARTURE POINT INTENDED DESTINATION WOODBRIDGE,VA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING: LEVEL OFF/TOUCHDOWN COLLIDED WITH: TREES LANDING: GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND REMARKS- WIND GUSTING 20K. | | | | | | |
| 3-1584 | 6/9/75 TIME - 1830 | NEW LONDON,VA | BELLANCA 14-19 N74388 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS TEST | PRIVATE, AGE 51, 1000 TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NEW LONDON DEPARTURE POINT INTENDED DESTINATION NEW LONDON,VA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB COLLIDED WITH: TREES LANDING: FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL PILOT IN COMMAND - EXERCISED POOR JUDGMENT 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- POST ACFT EXAM FUEL IN L TANK EST 1 GAL. 3.5 GAL DRAINED FM R TANK. SEL L TANK.NO RECORD FUEL SVC. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--------------|---|-------------------------------------|---|---|
| 3-1468 | 6/22/75 | QUINTON, VA | CESSNA 172H N8057L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 18, 109 TOTAL HOURS, 13 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NEW KENT | | | | | | |
| DEPARTURE POINT | | | INTENDED DESTINATION | | | |
| OCEAN CITY, MD | | | QUINTON, VA | | | |
| TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | |
| OVERSHOOT | | | | | LANDING: LEVEL OFF/TOUCHDOWN | |
| COLLIDED WITH: DITCHES | | | | | LANDING: ROLL | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | |
| PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | | | | | | |
| PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY | | | | | | |
| REMARKS- 2ND APCH LNDD LONG AND FAST. | | | | | | |
| 3-1577 | 6/28/75 | MANASSAS, VA | PIPER PA-28 N653FL DAMAGE-DESTROYED | CR- 0 1 1 PX- 0 0 0 OT- 0 1 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL-INSTR., AGE 55, 442 TOTAL HOURS, 159 IN TYPE, NOT INSTRU- MENT RATED. |
| NAME OF AIRPORT - MANASSAS MUNI | | | | | | |
| DEPARTURE POINT | | | INTENDED DESTINATION | | | |
| MANASSAS, VA | | | MANASSAS, VA | | | |
| TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | |
| COLLISION WITH AIRCRAFT: BOTH IN FLIGHT | | | | | LANDING: FINAL APPROACH | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT | | | | | | |
| DUAL STUDENT - FAILED TO SEE AND AVOID OTHER AIRCRAFT | | | | | | |
| PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF OTHER AIRCRAFT | | | | | | |
| SPECIAL DATA | | | | | | |
| SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. | | | | | | |
| CONTROLLING AGENCY - UNICOM | | | | | | |
| TRAFFIC ADVISORY ISSUED - NONE | | | | | | |
| CONTROL ZONE/AREA - NO | | | | | | |
| HORIZONTAL COLLISION ANGLE-DEGREES - 0 | | | | | | |
| EVASIVE ACTION TAKEN - NO | | | | | | |
| REMARKS- ON FINAL ABT HALF WAY OWN FINAL APCH SEGMENT. IP OBSVD ENG AND NOSE COWL OF CESSNA UNDER R WING. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|--------------|--|-------------------------------------|---|---|
| 3-1577 | 6/28/75 | MANASSAS,VA | CESSNA 150L N1308Q DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 QT- 0 1 1 | INSTRUCTIONAL TRAINING | STUDENT, AGE 36, 50 TOTAL HOURS, 42 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MANASSAS MUNI DEPARTURE POINT INTENDED DESTINATION MANASSAS,VA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT: BOTH IN FLIGHT LANDING: FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - UNICOM RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - NO CONVERGENCE ANGLE-DEGREES - 0 HORIZONTAL COLLISION ANGLE-DEGREES - 0 VERTICAL COLLISION ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - NO ANTI-COLLISION LIGHTS - OPERATING REMARKS- PLT ROLLED HINGS LVL AFTR TURN TO FINAL.FELT BUMP ACFT WOULDN'T RESPOND.WING LODGED BTWN PIPER GR. | | | | | | |
| 3-1512 | 2/15/75 | DEER PARK,WA | CESSNA 150 N61099 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 59, 55 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION DEER PARK,WA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE GEAR COLLAPSED LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS,CONDITIONS - ICE-CARBURETOR MISCELLANEOUS ACTS,CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE FACTOR(S) TERRAIN - SNOW-COVERED MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE WEATHER BRIEFING - NO BRIEFING RECEIVED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE '33 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- COVERED WITH SOFT SNOW. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|--|---|--|---|--|
| 3-1510 | 4/3/75 TIME - 0900 | NR. WILLARD, WA | HILLER ACFT UH-12E N28877 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- 0 0 2 PX- 0 0 0 | COMMERCIAL CTR PASSG-D | COMMERCIAL, AGE 39, 2349 TOTAL HOURS, 153 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT WILLARD, WA | | PHASE OF OPERATION IN FLIGHT: HOVERING | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: OBJECT | | | | |
| PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL: GROUND CREWMAN PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. | | | | | | |
| REMARKS- TRYING TO REMOVE CABLE PREV CAUGHT IN TREE. | | | | | | |
| 3-0996 | 4/4/75 TIME - 0700 | PUYALLUP, WA | CHAMPION 7ACA N10986 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 37, 79 TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - PUYALLUP INDUST. | | PHASE OF OPERATION TAKEOFF: RUN TAKEOFF: INITIAL CLIMB | | |
| | | DEPARTURE POINT PUYALLUP, WA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: TREES | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - PREMATURE LIFT-OFF | | | | | | |
| FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER | | | | | | |
| REMARKS- HIGH TREES ON ARPT. | | | | | | |
| 3-1446 | 4/5/75 TIME - 1630 | PACKWOOD, WA | BEECH A35 N5708 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 1 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 31, 5600 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - PACKWOOD STATE | | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB | | |
| | | DEPARTURE POINT PACKWOOD, WA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT STALL: MUSH | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- HELO PLT TOTAL 5250 HRS. SETTLED INTO FENCE. ! | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------------|--|------------------------|---|---|
| 3-1328 | 4/6/75 TIME - 1344 | NR. ELLENSBURG, WA | PIPER J-3C N48312 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 28, 213 TOTAL HOURS, 83 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BOWERS FIELD | | | | | | |
| DEPARTURE POINT | | | INTENDED DESTINATION | | | |
| ELLENSBURG, WA | | | LOCAL | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLISION WITH GROUND/WATER: CONTROLLED | | | IN FLIGHT: OTHER | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - DOWNDRAFT, UPDRAFTS | | | | | | |
| TERRAIN - ROUGH/UNEVEN | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING | | | | | | |
| WEATHER BRIEFING - UNKNOWN/NOT REPORTED | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| CLEAR | | | UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 5 OR OVER | | | NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | WIND DIRECTION-DEGREES | | | |
| NONE | | | 270 | | | |
| TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | | |
| VFR | | | NONE | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- RIDGE SAILPLANING. | | | | | | |
| 3-1514 | 4/12/75 TIME - 1000 | NR. DAYTON, WA | BOEING E75 N56426 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 50, 13743 TOTAL HOURS, 9421 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT | | | INTENDED DESTINATION | | | |
| DAYTON, WA | | | LOCAL | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLISION WITH GROUND/WATER: CONTROLLED | | | IN FLIGHT: SWATH RUN | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| FACTOR(S) | | | | | | |
| TERRAIN - OTHER | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 1300 | | | | | | |
| KIND OF CROP - GRAIN FIELDS | | | | | | |
| PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED | | | | | | |
| GOGGLES - NOT USED | | | | | | |
| COCKPIT CRASHPAD - INSTALLED | | | | | | |
| TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | | | | |
| ELEVATION-AREA BEING TREATED- FEET - 880 | | | | | | |
| PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN | | | | | | |
| REMARKS- FLEW INTO UPSLOPE TERRAIN. | | | | | | |
| KIND OF OPERATION - SPRAYING CROPS | | | | | | |
| TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC | | | | | | |
| GLOVES - USED | | | | | | |
| CRASH HELMET - AVAILABLE-USED | | | | | | |
| CRASH BAR - INSTALLED | | | | | | |
| TERRAIN-TYPE - HILLY | | | | | | |
| SWATH RUN-HOW FLOWN - WIND CALM | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|--|----------------------|---------------------|----------------------------------|---|
| 3-1516 | 5/4/75 | SPOKANE, WA | BEECH A35 | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 43, 150 |
| | TIME - 1815 | | N8689A | PX- 0 0 3 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 87 IN TYPE, NOT INSTRUMENT RATED. |
| | | | DAMAGE-SUBSTANTIAL | | | |
| | | NAME OF AIRPORT - PARADISE | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | SPOKANE, WA | LOCAL | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | COLLISION WITH GROUND/WATER: CONTROLLED | | | TAKEOFF: INITIAL CLIMB | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - UNFAVORABLE WIND CONDITIONS | | | | |
| | | WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | |
| | | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | |
| | | SKY CONDITION | | | CEILING AT ACCIDENT SITE | |
| | | SCATTERED | | | UNLIMITED | |
| | | VISIBILITY AT ACCIDENT SITE . | | | PRECIPITATION AT ACCIDENT SITE | |
| | | 5 OR OVER | | | NONE | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | RELATIVE BEARING OF WIND | |
| | | NONE | | | RIGHT CROSS WIND 068-112 DEGREES | |
| | | TEMPERATURE-F | | | WIND DIRECTION-DEGREES | |
| | | 50 | | | 40 | |
| | | WIND VELOCITY-KNOTS | | | TYPE OF WEATHER CONDITIONS | |
| | | 15 | | | VFR | |
| | | TYPE OF FLIGHT PLAN | | | | |
| | | NGNE | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------|--|------------------------|----------------------------------|--|
| 3-1511 | 5/5/75 TIME - 1600 | CONCRETE, WA | HILLER ACFT UH-12E N90469 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL CTR PASSG-D | COMMERCIAL, AGE 32, 4200 TOTAL HOURS, 18 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FINNY CREEK DEPARTURE POINT INTENDED DESTINATION CONCRETE, WA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: CONTROLLED IN FLIGHT: OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT WEATHER - UNFAVORABLE WIND CONDITIONS TERRAIN - ROUGH/UNEVEN WEATHER BRIEFING - NO BRIEFING RECEIVED SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 4000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG HEAD WIND 338-022 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 40 230 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 20 VFR TYPE OF FLIGHT PLAN NONE REMARKS- RPM DECR AFTER STARTED FWD MOTION FROM HOVER. HI TIME HELI PLT, LOW TIME IN TYPE. GUSTING TO 25K. | | | | | | |
| 3-1515 | 5/14/75 TIME - 1615 | PALOUSE, WA | BELL 47G381 N6257N DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 25, 2275 TOTAL HOURS, 595 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION PALOUSE, WA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: WIRES/POLES IN FLIGHT: PULLUP FROM SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 2275 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED SWATH RUN-HOW FLOWN - WIND CALM REMARKS- WEED CONTROL. HIT PWR LINE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--|---|------------------------|--|---|
| 3-1513 | 5/14/75 TIME - 1120 | YAKIMA, WA | PIPER PA-28 N2373T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | COMMERCIAL, AGE 28, 502 TOTAL HOURS, 46 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT CLYMPIA, WA | INTENDED DESTINATION YAKIMA, WA | | | PHASE OF OPERATION LANDING: ROLL LANDING: ROLL | |
| | TYPE OF ACCIDENT COLLIDED WITH: OBJECT GEAR COLLAPSED | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT LOW ON FUEL | | | | | |
| | REMARKS- LND IN PASTURE & HIT ROCK. | | | | | |
| 3-1445 | 5/29/75 TIME - 2038 | ISSAQUAH, WA | CESSNA 170B N3456C DAMAGE-DESTROYED | CR- 0 1 0 PX- 3 1 0 | MISCELLANEOUS PARAJUMP (SPORT) | COMMERCIAL, AGE 29, 359 TOTAL HOURS, 101 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - ISSAQUAH DEPARTURE POINT ISSAQUAH, WA | INTENDED DESTINATION LOCAL | | | PHASE OF OPERATION IN FLIGHT: OTHER | |
| | TYPE OF ACCIDENT STALL | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE TERRAIN - HIGH OBSTRUCTIONS | | | | | |
| | REMARKS- CIRCLING TOP OF MTN. OBS WAVING TO PERS ON GRND. | | | | | |
| 3-1698 | 4/2/75 TIME - 1330 | MORGANTOWN, WV | BOEING A75N1 N52485 DAMAGE-DESTROYED | CR- 0 1 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 35, 1000 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT MORGANTOWN, WV | INTENDED DESTINATION CLARKSBURG, WV | | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE | |
| | TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | |
| | REMARKS- HIT PWR CABLE SUSPENDED 65FT ABV RIVER. | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------|--|------------------------|---|---|
| 3-1097 | 3/16/75 TIME - 1530 | OCONTO,WI | ERCO 415-C N99836 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 49, 424 TOTAL HOURS, 15 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - OCONTO MUNI DEPARTURE POINT INTENDED DESTINATION OCCNTO,WI LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING: FINAL APPROACH NOSE OVER/DOWN LANDING: ROLL PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE FACTOR(S) TERRAIN - SNOW-COVERED PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- SPARK PLUGS-SOOT CYR.D.T/D IN DEEP SNOW ACFT CARTWHEELED | | | | | | |
| 3-1047 | 3/21/75 TIME - 1017 | BEAVER,WI | BEECH A24R N9707Q DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 199 TOTAL HOURS, 26 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION IRON MOUNTAIN,WI JANESVILLE,WI TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE: IN FLIGHT IN FLIGHT: UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT FACTOR(S) AIRFRAME - WINGS: SPARS AIRFRAME - FLIGHT CONTROL SURFACES: HORIZONTAL STABILIZER, ATTACHMENTS MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3/4 MILE OR LESS DRIZZLE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 32 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 130 12 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR VFR REMARKS- IN FLIGHT SEPARATION OF OUTER WING PANELS OF WINGS AND BOTH HORIZ STABILATORS.IRON MT WX 0951COT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|---|------------------------|---|---|
| 3-1046 | 3/28/75 TIME - 1535 | RIVER FALLS, WI | CESSNA 180 N9121C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 30, 988 TOTAL HOURS, 764 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INDIANAPOLIS, IN | | | INTENDED DESTINATION MINNEAPOLIS, MN | | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. POWERPLANT - FUEL SYSTEM: VENTS, DRAINS, TANK CAPS MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS MISCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED TERRAIN - SNOW-COVERED | | | | | | |
| FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SKY CONDITION BROKEN | | | CEILING AT ACCIDENT SITE 1500 | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE | | | TEMPERATURE-F 30 | | | |
| WIND DIRECTION-DEGREES 220 | | | WIND VELOCITY-KNOTS 25 | | | |
| TYPE OF WEATHER CONDITIONS VFR | | | TYPE OF FLIGHT PLAN IFR | | | |
| REMARKS- AFTR LNDG PLT NOTED FUEL VENT WAS FULL OF ICE. LNDG IN SNOW CVRD FLD. FCST INCLD LIGHT ICING IN CLD | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|---|------------------------|---------------------------|--|
| 3-1230 | 4/29/75 TIME - 1145 | MONROE,WI | PIPER PA-25 N7645Z DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 37, 180 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MONROE MUNI DEPARTURE POINT MONROE,WI INTENDED DESTINATION LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: ROLL PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. | | | | | | |
| SKY CONDITION SCATTERED CEILING AT ACCIDENT SITE 25000 VISIBILITY AT ACCIDENT SITE 5 OR OVER PRECIPITATION AT ACCIDENT SITE NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND LEFT CROSS WIND 248-292 DEGREES TEMPERATURE-F 61 WIND DIRECTION-DEGREES 210 WIND VELOCITY-KNOTS 15 TYPE OF WEATHER CONDITIONS VFR TYPE OF FLIGHT PLAN NONE REMARKS- T/D ON A RISE ABT 150FT TO R OF RWY HIT TREE. | | | | | | |
| 3-1229 | 5/4/75 TIME - 1910 | SHULLSBURG,WI | WEBER W8 NONE DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | MISCELLANEOUS TEST | PRIVATE, AGE 25, 496 TOTAL HOURS, 0 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WEBER DEPARTURE POINT SHULLSBURG,WI INTENDED DESTINATION LOCAL TYPE OF ACCIDENT STALL PHASE OF OPERATION TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. FACTOR(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,ALTITUDE OR CLEARANCE REMARKS- HI-SPEED TAXI,BECAME AIRBORNE,ELECTED TO CONT FLT.VW POWER. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|---|--|---|--|
| 3-1587 | 5/10/75 TIME - 1623 | MILWAUKEE, WI | CESSNA 182 N42871 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 39, 344 TOTAL HOURS, 206 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - TIMMERMAN DEPARTURE POINT BLOOMINGTON, IL TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | INTENDED DESTINATION MILWAUKEE, WI | PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- LNDD HARD PORPOISED SVL TIMES. | | | | | | |
| 3-1098 | 5/13/75 TIME - 1415 | MIDDLETON, WI | CESSNA 150H N50006 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 45, 161 TOTAL HOURS, 143 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - MOREY DEPARTURE POINT MILWAUKEE, WI TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NCSE OVER/DOWN | INTENDED DESTINATION MIDDLETON, WI | PHASE OF OPERATION LANDING: ROLL LANDING: ROLL | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SOFT SHOULDERS REMARKS- ENCTRD WIND GUST.R WHEEL ROLLED OFF EDGE OF RWY STRUCK SOME MUD AND WATER. | | | | | | |
| 3-1252 | 5/17/75 TIME - 1430 | JANESVILLE, WI | CESSNA 414 N33DS DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 49, 739 TOTAL HOURS, 225 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - ROCK COUNTY DEPARTURE POINT WHEELING, IL TYPE OF ACCIDENT HARD LANDING | INTENDED DESTINATION JANESVILLE, WI | LAST ENROUTE STOP LAKE GENEVA, WI PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND MISCELLANEOUS ACTS, CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA REMARKS- OVERSHOT APCH TO RWY MADE SHARP R TURN OVERSHOT RWY CENTERLINE TURNED BACK, ACFT DSCNDD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|-----------------|--|------------------------|---|--|
| 3-1099 | 5/18/75 | MERRILL, WI | FLAGLOR-HAG H-1 N3518 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 52, 2339 TOTAL HOURS, 40 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MERRILL MUNI DEPARTURE POINT INTENDED DESTINATION MERRILL, WI LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB GEAR COLLAPSED LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - ROUGH/UNEVEN FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ENG VW 40HP, DRG LNDG WHEELS HIT A SHARP DIP L MAIN WHEEL BROKE OFF. | | | | | | |
| 3-1364 | 5/18/75 | UNION GROVE, WI | FAIRCHILD 24W-41 N28504 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 47, 189 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SYLVANIA DEPARTURE POINT INTENDED DESTINATION STURTEVANT, WI RETURN TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE NCSE OVER/DOWN LANDING: ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - FUEL SYSTEM: OTHER MISCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION TERRAIN - WET, SOFT GROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL TANK VENTS CLOGGED WHICH PREVENTED GRAVITY FLOW OF THE FUEL FROM THE TANKS TO THE ENGINE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|---|------------------------|---|---|
| 3-1095 | 5/21/75 TIME - 1710 | REEDSVILLE, WI | CESSNA 140 N1893V DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 58, 1980 TOTAL HOURS, 60 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT REEDSVILLE, WI | | | | | | |
| TYPE OF ACCIDENT COLLIDED WITH: FENCE, FENCEPOSTS | | | PHASE OF OPERATION TAKEOFF: RUN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, ALTITUDE OR CLEARANCE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | |
| FACTOR(S) TERRAIN - HIGH VEGETATION | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- ALFALFA FLD, TAILWHEEL CAUGHT TOP STRAND OF WIRE ON 4 FT HI FENCE. | | | | | | |
| 3-1363 | 5/24/75 TIME - 0930 | MILWAUKEE, WI | PIPER PA-28 N43041 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | INSTRUCTIONAL TRAINING | PRIVATE, AGE 48, 126 TOTAL HOURS, 12 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MITCHELL FIELD | | | | | | |
| DEPARTURE POINT MILWAUKEE, WI | | | INTENDED DESTINATION LOCAL | | | |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: FENCE, FENCEPOSTS | | | PHASE OF OPERATION TAXI: TO TAKEOFF TAXI: TO TAKEOFF | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. | | | | | | |
| REMARKS- TAXIED DWN SVC RD AT END OF RWY STRUCK SNOW FENCE. | | | | | | |
| 3-1231 | 5/25/75 TIME - 0721 | MILWAUKEE, WI | GLOBE GC-1B N80923 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 29, 2850 TOTAL HOURS, 571 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - TIMMERMAN | | | | | | |
| DEPARTURE POINT GILBERTSVILLE, KY | | | INTENDED DESTINATION MILWAUKEE, WI | | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: WIRES/POLES | | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL - | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION TERRAIN - OTHER | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- LNDG ON CITY STREET. CARS STOPPED AT RED LIGHT. CROSSED MEDIAN TO AVOID CARS, HIT LIGHT POLE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|--|------------------------|---|--|
| 3-1586 | 5/26/75 TIME - 1900 | SHAWANO, WI | N. AMERICAN NAVION N6724C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 37, 138 TOTAL HOURS, 26 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SHAWANO MUNI DEPARTURE POINT INTENDED DESTINATION SHAWANO, WI LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB COLLIDED WITH: FENCE, FENCEPOSTS LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - OTHER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- DID NOT CK FUEL BFR TKOF. STRUCK FENCE CONT INTO OTR FLD WITH LOGS AND STUMPS. | | | | | | |
| 3-1700 | 5/31/75 TIME - 1125 | WEST BEND, WI | SCHWEIZER SGS2 N1204S DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 14, 4 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WEST BEND DEPARTURE POINT INTENDED DESTINATION WEST BEND, WI LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL: SPIN IN FLIGHT: DESCENDING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PERSONNEL - FLIGHT INSTRUCTOR: INADEQUATE TRAINING OF STUDENT REMARKS- DRG R TURN NOSE WENT DWN TO A VERT PSN. | | | | | | |
| 3-1253 | 5/31/75 TIME - 1750 | WAUSAU, WI | BEECH A36 N9076Q DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 56, 4070 TOTAL HOURS, 309 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WAUSAU MUNI DEPARTURE POINT INTENDED DESTINATION WAUSAU, WI SHEBOYGAN, WI TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: UNCONTROLLED TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - GUST LOCKS ENGAGED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|---|------------------------|---|---|
| 3-1251 | 5/31/75 TIME - 1050 | MILWAUKEE, WI | CESSNA 150L N1254Q DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 47, 1386 TOTAL HOURS, 756 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - TIMMERMAN FIELD DEPARTURE POINT INTENDED DESTINATION MILWAUKEE, WI LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB NOSE OVER/DOWN LANDING: ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - ENGINE STRUCTURE: PISTON, PISTON RINGS POWERPLANT - ENGINE STRUCTURE: VALVE ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - LEAK/LEAKAGE TERRAIN - WET, SOFT GROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERHEATED PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. REMARKS- NR 1,2 AND 3 CYLS LEAKING PAST RINGS AND VALVES. EX VALVES DISCOLORED AND PITTED. | | | | | | |
| 3-1701 | 6/14/75 TIME - 1145 | BURLINGTON, WI | LUSCOMBE 8A N45974 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 211 TOTAL HOURS, 207 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP AURORA, IL RETURN ELGIN, IL TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE: PROPELLER IN FLIGHT: NORMAL CRUISE GEAR COLLAPSED LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: IMPROPER MAINTENANCE (OWNER PERSONNEL) POWERPLANT - PROPELLER AND ACCESSORIES: OTHER PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PROP HUB AND RETAIN NUT FOUND TOGETHER. LOCK CLEVIS PIN MISSING. PIN INSTLD HEAD OUT KEY INBD TO NUT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--------------|---|------------------------|---|--|
| 3-1588 | 6/27/75 | MONTELLLO,WI | STINSON 108-1 N8784K DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 33, 95 TOTAL HOURS, 62 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SKY LODGE DEPARTURE PCINT INTENDED DESTINATION MONTELLLO,WI LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: TREES TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,ALTITUDE OR CLEARANCE PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: HIGH VEGETATION REMARKS- DEEP WET GRASS ACFT BOUNCED INTO THE AIR,DSCNDD.PLT ELECTED TO CONT TKOF. | | | | | | |
| 3-1699 | 7/4/75 | MONTELLLO,WI | LUSCOMBE 8A N77887 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 25, 470 TOTAL HOURS, 26 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SNOW CREST DEPARTURE POINT INTENDED DESTINATION MONTELLLO,WI LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB GEAR COLLAPSED LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- DID NOT HAVE ENOUGH ROOM TO EXECUTE A NML FLARE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|---|------------------------|--------------------------------|--|
| 3-1702 | 7/25/75 TIME - 2115 | BURLINGTON, WI | BEECH E18S N402FW DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 35, 2562 TOTAL HOURS, 1651 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BURLINGTON MUNI DEPARTURE POINT INTENDED DESTINATION JANESVILLE, WI BURLINGTON, WI TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE: BLOWER, IMPELLER, ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION MISCELLANEOUS ACTS, CONDITIONS - FAILURE OF TWO OR MORE ENGINES TERRAIN - ROUGH/UNEVEN FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. REMARKS- L ENG IMPELLER BEARING FAILED. FUEL DEPLETED R TANK, AVBL L TANK, DID NOT CROSSFEED. | | | | | | |
| 3-C904 | 4/7/75 TIME - 0830 | NR.DOUGLAS, WY | PIPER PA-18 N7153K DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL AERIAL SURVEY | COMMERCIAL, AGE 29, 1478 TOTAL HOURS, 282 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HELL-N-BACK RANCH DEPARTURE POINT INTENDED DESTINATION DOUGLAS, WY LOCAL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL MISCELLANEOUS ACTS, CONDITIONS - ICE-WINDSHIELD FACTOR(S) WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. WEATHER BRIEFING - NO BRIEFING RECEIVED SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 315 TYPE OF WEATHER CONDITIONS VFR REMARKS- WINDSHIELD ICED OVER. PLT ATTEMPTD LDG WITH HEAD OUT WINDOW. | | | | | | |
| CEILING AT ACCIDENT SITE 6000 PRECIPITATION AT ACCIDENT SITE FREEZING RAIN TEMPERATURE-F 29 WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|----------------------|----------------------|---------------------|---------------------------------|---------------------------|
| 3-1171 | 4/15/75 | NR. ROCK SPRINGS, WY | PIPER PA-18 | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 36, 267 |
| | TIME - 0751 | | N13833 | PX- 0 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 262 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | ROCK SPRINGS, WY | | HAYDEN, CO | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | | | | | IN FLIGHT: UNCONTROLLED DESCENT | |
| | | | | | | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - SNOW | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | OBSCURATION | | | | UNKNOWN/NOT REPORTED | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 1/4 MILE OR LESS | | | | SNOW | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TYPE OF WEATHER CONDITIONS | |
| | UNKNOWN/NOT REPORTED | | | | IFR | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | NONE | | | | | |
| | REMARKS- ADVSC VFR FLT COULDN'T BE MADE. RECOVERY DATE 4/20/75. | | | | | |
| 3-1329 | 4/25/75 | NR. JACKSON, WY | CESSNA 180 | CR- 0 0 1 | NONCOMMERCIAL | COMMERCIAL, AGE 35, 4020 |
| | TIME - 0850 | | N8817 | PX- 0 0 0 | BUSINESS | TOTAL HOURS, 2000 IN |
| | | | DAMAGE-SUBSTANTIAL | | | TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | JACKSON, WY | | GILLETTE, WY | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | PROPELLER/ROTOR FAILURE: PROPELLER | | | | IN FLIGHT: NORMAL CRUISE | |
| | NOSE OVER/DOWN | | | | LANDING: ROLL | |
| | | | | | | |
| | PROBABLE CAUSE(S) | | | | | |
| | PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION | | | | | |
| | POWERPLANT - PROPELLER AND ACCESSORIES: BLADES | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - CORRODED/CORROSION | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE | | | | | |
| | TERRAIN - SNOW-COVERED | | | | | |
| | FACTOR(S) | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - VIBRATION, EXCESSIVE | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | |
| | REMARKS- HARTZELL BLADE 8833-2 TIP SEPARATED. BLADE SHORTENED ONE INCH. FILE MARKS ON BLADE. CORROSION PRESENT | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|--|---|---------------------------|--|
| 3-1331 | 4/30/75 TIME - 1750 | SINCLAIR,WY | BELLANCA 17-30 N7394V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 37, 458 TOTAL HOURS, 35 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT GREELEY,CO | INTENDED DESTINATION JEROME,ID | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION TERRAIN - SANDY | | | | | | |
| FACTOR(S) POWERPLANT - FUEL SYSTEM: OTHER SYSTEMS - ELECTRICAL SYSTEM: RELAYS AND WIRING COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- FUEL BOOST PUMP INOP LOW POSITION DUE BROKEN WIRE BETWEEN SWITCH AND MOTOR.HIGH BOOST CKD,OK. | | | | | | |
| 3-0997 | 5/3/75 TIME - 1330 | CASSA,WY | PIPER PA-18 N2873P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | COMMERCIAL, FL.INSTR., AGE 38, 3000 TOTAL HOURS, 800 IN TYPE, NOT INSTRU- MENT RATED. |
| | | DEPARTURE POINT WHEATLAND,WY | INTENDED DESTINATION RETURN | LAST ENROUTE STOP CASSA,WY | | |
| | | TYPE OF ACCIDENT STALL: MUSH | | PHASE OF OPERATION TAKEDOFF: INITIAL CLIMB | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - PREMATURE LIFT-OFF | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CCNDITION SCATTERED | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TEMPERATURE-F 70 | | | |
| | | WIND DIRECTION-DEGREES 300 | WIND VELOCITY-KNOTS 5 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- GUSTING TO 20K. PWR LINES TO WEST. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---|---|---|---|---|
| 3-0998 | 5/9/75 | NR.SHELL,WY | PIPER PA-18 N4069Z DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | MISCELLANEOUS HUNTING | COMMERCIAL, FL.INSTR., AGE 35, 4922 TOTAL HOURS, 1815 IN TYPE, NOT INSTRU- MENT RATED. |
| | | DEPARTURE POINT WORLAND,WY | INTENDED DESTINATION RETURN | LAST ENROUTE STOP GREYBULL,WY | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - WATER IN FUEL FACTOR(S) TERRAIN - SNOW-COVERED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LNDD IN DEEP SNOW. | | | | | | |
| 3-1172 | 5/12/75 | RAWLINS,WY | PIPER PA-22 N7546D DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 43, 2016 TOTAL HOURS, 28 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - CHEROKEE RANCH DEPARTURE POINT RAWLINS,WY | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING: ROLL LANDING: ROLL | | |
| | | TYPE OF ACCIDENT COLLIDED WITH: OBJECT NOSE OVER/DOWN | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: POORLY MAINTAINED RUNWAY SURFACE MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- ROCKS 6-8IN DIAMETER ON STRIP. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|------------|---|------------------------|---|--|
| 3-1330 | 5/18/75 | LANDER, WY | PIPER PA-18 N4726F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 33, 270 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HUNT FIELD DEPARTURE POINT INTENDED DESTINATION PINEDALE, WY LANDER, WY TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL WEATHER - LOCAL WHIRLWIND FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE UNKNOWN/NOT REPORTED TEMPERATURE-F WIND VELOCITY-KNOTS 69 5 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE | | | | | | |
| 3-1333 | 5/24/75 | CASPER, WY | CESSNA 182K N3100R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 939 TOTAL HOURS, 102 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CASPER INTL DEPARTURE POINT INTENDED DESTINATION FARMINGTON, NM CASPER, WY TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN TAXI: FROM LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - TAXIED/PARKED WITHOUT PROPER ASSISTANCE WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 230 32 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR VFR REMARKS- PILOT TOLD BY TWR OF WINDS GUSTING TO 40K PRIOR TO LDG. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|--|----------------------|--|--------------------|--------------------------|
| 3-1631 | 6/2/75 | NR.WHEATLAND,WY | CESSNA A188 | CR- 1 0 0 | COMMERCIAL | COMMERCIAL, AGE 30, 2744 |
| | TIME - 0420 | | N8139V | PX- 0 0 0 | AERIAL APPLICATION | TOTAL HOURS, 1913 IN |
| | | | DAMAGE-DESTROYED | | | TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | WHEATLAND,WY | LOCAL | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | COLLIDED WITH: WIRES/POLES | | IN FLIGHT: SWATH RUN | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | |
| | | PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | |
| | | FACTOR(S) | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - SUNGLARE | | | | |
| | | TERRAIN - HIGH OBSTRUCTIONS | | | | |
| | | SPECIAL DATA | | | | |
| | | TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED | | KIND OF OPERATION - OTHER | | |
| | | KIND OF CROP - OTHER | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC | | |
| | | PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED | | GLOVES - NOT USED | | |
| | | GOGGLES - NOT USED | | CRASH HELMET - AVAILABLE-USED | | |
| | | COCKPIT CRASHPAD - INSTALLED | | CRASH BAR - INSTALLED | | |
| | | TANK/HOPPER-LOCATION - FORWARD OF PILOT | | TERRAIN-TYPE - ROLLING | | |
| | | ELEVATION-AREA BEING TREATED- FEET - 4800 | | SWATH RUN-HOW FLOWN - WIND CALM | | |
| | | FIRE AFTER IMPACT | | | | |
| | | REMARKS- COLLIDED WITH POLE ON SWATH RUN INTO RISING SUN. SPRAYING GRASSHOPPERS. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|------------------|----------------------|---------------------|--|---------------------------|
| 3-1334 | 6/13/75 | NR. GILLETTE, WY | PIPER PA-18 | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 25, 903 |
| | TIME - 0615 | | N1255A | PX- 0 0 0 | AERIAL APPLICATION | TOTAL HOURS, 380 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | GILLETTE, WY | | LOCAL | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | STALL: MUSH | | | | IN FLIGHT: PROCEDURE TURNAROUND | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - HIGH DENSITY ALTITUDE | | | | | |
| | WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | CLEAR | | | | UNLIMITED | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 5 OR OVER | | | | NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | |
| | NONE | | | | 60 | |
| | WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | |
| | 270 | | | | 5 | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | VFR | | | | NONE | |
| | SPECIAL DATA | | | | | |
| | TOTAL HOURS IN CROP CONTROL - 50 | | | | KIND OF OPERATION - SPRAYING CROPS | |
| | KIND OF CROP - GRAIN FIELDS | | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC | |
| | PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED | | | | GLOVES - USED | |
| | GOGGLES - NOT USED | | | | CRASH HELMET - AVAILABLE-USED | |
| | COCKPIT CRASHPAD - NOT INSTALLED | | | | CRASH BAR - NOT INSTALLED | |
| | TANK/HOPPER-LOCATION - BELLY | | | | TERRAIN-TYPE - LEVEL, FLAT | |
| | ELEVATION-AREA BEING TREATED- FEET - 4500 | | | | SWATH RUN-HOW FLOWN - UPWIND | |
| | PROCEDURE TURNAROUND - SECOND 1/3 OF TURN | | | | | |
| | REMARKS- DENSITY ALT 6000FT. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|---|--------------------------------|---|--|
| 3-1332 | 6/15/75 TIME - 1143 | LARAMIE, WY | CESSNA 177 N3159T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 38, 333 TOTAL HOURS, 312 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - GENERAL BRES | | | | |
| | | DEPARTURE POINT | | | | |
| | | CHEYENNE, WY | INTENDED DESTINATION | | | |
| | | LARAMIE, WY | | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | STALL: MUSH | | LANDING: GO-AROUND | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| WEATHER - HIGH DENSITY ALTITUDE | | | | | | |
| WEATHER BRIEFING - UNKNOWN/NOT REPORTED | | | | | | |
| WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION | | CEILING AT ACCIDENT SITE | | |
| | | SCATTERED | | UNLIMITED | | |
| | | VISIBILITY AT ACCIDENT SITE | | PRECIPITATION AT ACCIDENT SITE | | |
| | | 5 OR OVER | | NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | TEMPERATURE-F | | |
| | | NONE | | 69 | | |
| | | WIND DIRECTION-DEGREES | | WIND VELOCITY-KNOTS | | |
| | | 270 | | 25 | | |
| | | TYPE OF WEATHER CONDITIONS | | TYPE OF FLIGHT PLAN | | |
| | | VFR | | NONE | | |
| REMARKS- ATTEMPTD GO ARND DUE WINDS GUSTING TO 40K. DENSITY ALT ABT 9500FT. | | | | | | |
| 3-1770 | 6/23/75 TIME - 0700 | NR. JACKSON HOLE, WY | PIPER PA-18 N3882Z DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 42, 3265 TOTAL HOURS, 240 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT | | | | |
| | | MELODY RANCH AIRPORT | | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | GROUND-WATER LOOP-SWERVE | | TAKEOFF: RUN | | |
| | | COLLIDED WITH: OBJECT | | TAKEOFF: RUN | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| FACTOR(S) | | | | | | |
| TERRAIN - LOOSE GRAVEL | | | | | | |
| REMARKS- TKOF FROM GRAVEL RD. HIT SAGE BRUSH. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|---|--|--|---|---|
| 3-1632 | 7/11/75 | NR.WAPITI,WY | HILLER ACFT UH12L4 N9727C DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL CTR CARGO-D | COMMERCIAL, FL.INSTR., AGE 42, 7329 TOTAL HOURS, 2500 IN TYPE, NOT INSTRU- MENT RATED. |
| | | DEPARTURE POINT WAPITI,WY | INTENDED DESTINATION RETURN | LAST ENROUTE STOP TROUT PEAK | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED | | PHASE OF OPERATION TAKEOFF: OTHER | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. | | | | | | |
| FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE | | | | | | |
| | | SKY CONDITION CLEAR | | CEILING AT ACCIDENT SITE UNLIMITED | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | TEMPERATURE-F 48 | | |
| | | TYPE OF WEATHER CONDITIONS VFR | | TYPE OF FLIGHT PLAN NONE | | |
| | | FIRE AFTER IMPACT | | | | |
| REMARKS- SETTLED WITH PWR INTO SLING LOAD ON 3RD ATTEMPT TO LIFT LOAD. DENSITY ALT 14700FT. | | | | | | |
| 3-1335 | 5/2/75 | MISSING AIRCRAFT | PIPER J-3 N98722 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | MISCELLANEOUS UNKNOWN/NOT REPORTED | AIRLINE TRANSPORT, AGE 59, 26049 TOTAL HOURS, 58 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT STUART ISLAND,WA | INTENDED DESTINATION UNKNOWN/NOT REPORTED | PHASE OF OPERATION UNKNOWN/NOT REPORTED | | |
| | | TYPE OF ACCIDENT MISSING AIRCRAFT,NOT RECOVERED | | | | |
| PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | | | |
| REMARKS- ACFT DMG & INJURY INDEX PRESUMED. | | | | | | |
| 3-1738 | 6/4/75 | MISSING AIRCRAFT | CESSNA 172M N92354 DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 34, 200 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT GRAND JUNCTION,CO | INTENDED DESTINATION AKRON,CO | LAST ENROUTE STOP GRANBY,CO | | |
| | | TYPE OF ACCIDENT MISSING AIRCRAFT,NOT RECOVERED | PHASE OF OPERATION UNKNOWN/NOT REPORTED | | | |
| PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | | | |
| REMARKS- ACFT DMG & INJURY INDEX PRESUMED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|--------------|--|------------------------|---------------------------|--|
| 3-1589 | 4/3/75 TIME - 2000 | ARECIBO, PR | BEECH 895 N695Q DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | COMMERCIAL, AGE 37, 5015 TOTAL HOURS, 1030 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ARECIBO DEPARTURE POINT INTENDED DESTINATION SAN JUAN, PR LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING: FINAL APPROACH WHEELS-UP LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION MISCELLANEOUS ACTS, CONDITIONS - FAILURE OF TWO OR MORE ENGINES TERRAIN - OTHER MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NO FUEL VIS IN AUX TANKS, MAIN TANKS APT 1/2. FUEL SEL ON AUX. CAR ON ROAD LNDD IN SUGAR CANE FLD. | | | | | | |
| 3-1590 | 4/28/75 TIME - | SAN JUAN, PR | HILLER ACFT UH-12E N9781C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | MISCELLANEOUS TEST | COMMERCIAL, AGE 42, 6381 TOTAL HOURS, 1644 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PUERTO RICO INTL DEPARTURE POINT INTENDED DESTINATION SAN JUAN, PR LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: UNCONTROLLED IN FLIGHT: HOVERING PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) ROTORCRAFT - FLIGHT CONTROL SYSTEMS: CYCLIC PITCH CONTROL SYSTEM MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED REMARKS- CYCLIC RODS IMPROPERLY CONNECTED TO BELL CRANKS. MOVEMENT IN FORE AFT DIR RESULTED LATERAL CTL INPUT | | | | | | |

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