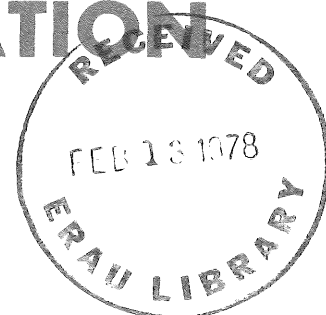




NATIONAL TRANSPORTATION SAFETY BOARD



WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT/INCIDENT REPORTS

BRIEF FORMAT
SUPPLEMENTAL ISSUE
1976 ACCIDENTS

REPORT NUMBER: NTSB-BA-77-4

c.1

E. R. A. U. LIBRARY

UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB-BA-77-4	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle Aircraft Accident/Incident Reports- Brief Format-Supplemental Issue 1976		5. Report Date October 18, 1977	
		6. Performing Organization Code	
7. Author(s)		8. Performing Organization Report No.	
9. Performing Organization Name and Address Bureau of Technology National Transportation Safety Board Washington, D.C. 20594		10. Work Unit No. 2211	
		11. Contract or Grant No.	
12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594		13. Type of Report and Period Covered Aircraft Accident/Incident Reports in Brief Format- 1976 Supplemental Issue	
		14. Sponsoring Agency Code	
15. Supplementary Notes			
<p>16. Abstract This publication contains reports of aircraft accidents and incidents that occurred in 1976 and have not been included in a prior issue of briefs. Included are six U.S. air carrier accidents, 19 U.S. air carrier incidents, 26 general aviation incidents and 30 general aviation accidents occurring on foreign soil. Two foreign air carrier accidents, one foreign air carrier incident, 25 foreign general aviation accidents and one foreign general aviation incident that were investigated by the National Transportation Safety Board are also included. This publication is the final issue of Briefs of Accidents that occurred in calendar year 1976.</p> <p>File Number: 1-0003, 1-0005, 1-0022 1-0025 thru 1-0027 - U.S. air carrier accidents 4-0001 thru 4-0019 - U.S. air carrier incidents 5-0001 thru 5-0026 - U.S. general aviation incidents 6-0001 thru 6-0030 - U.S. general aviation accidents occurring on foreign soil A-0002, B-0001 - foreign air carrier accident C-0001 - foreign air carrier incident E-0001 thru E-0025 - foreign general aviation accidents G-0001 - foreign general aviation incident</p>			
17. Key Words Aviation Accidents, Aviation Incidents, U.S. Civil Aviation, U.S. Air Carrier Accidents/Incidents, U.S. General Aviation Accidents/Incidents, Foreign Registered Aircraft Accidents, Probable Cause, Type of Accident, Phase of Operation, Kind of Flying, Aircraft Damage, Injuries, Pilot Data		18. Distribution Statement Document is available to the public through the National Technical Information Service, Springfield, Virginia, 22151	
19. Security Classification (of this report) UNCLASSIFIED	20. Security Classification (of this page) UNCLASSIFIED	21. No. of Pages 100	22. Price

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 of the Independent Safety Board Act of 1974, has determined the probable cause(s) of the accidents reported herein, with the exception of those U.S. General Aviation accidents occurring in foreign countries. These accidents are identified by the prefix number 6 and the probable cause(s) were determined by the government of the country in which the accident occurred in accordance with Annex 13 to the Convention on International Civil Aviation.

The enclosed computer briefs are the reports of the 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 accidents or the investigations 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."

This supplemental issue contains reports of aircraft accidents and incidents that occurred in calendar year 1976 that have not been included in previous issues of Briefs of Accidents. The briefs of these accidents/incidents have been assembled by the following categories:

1. U.S. Air Carrier accidents and incidents.
2. U.S. General Aviation accidents and incidents occurring in the United States, its territories or possessions.
3. U.S. General Aviation accidents occurring in foreign countries.
4. Foreign Air Carrier and Foreign General Aviation accidents/incidents occurring in the United States, and investigated by the National Transportation Safety Board.

In addition, this issue contains several statistical tables which tabulate and summarize selected accident information, such as type of accident, phase of operation, injuries, cause/factor and pilot certificates for all U.S. General Aviation accidents occurring in 1976.

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 items of information which fulfill the requirements of the majority of persons using these reports. However, for those having a need for more detailed information the original factual reports 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 costs will be assessed per printed page and photograph(s) reproduced.

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

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

Request for reproduction should be forwarded to the:

NATIONAL TRANSPORTATION SAFETY BOARD
Administrative Operations Staff
Public Inquiries Section
Washington, D.C. 20594

TABLE OF CONTENTS

	<u>Page</u>
Foreword	ii
Table of Contents	iv
Explanatory Notes	v
List of Abbreviations	x
<u>U.S. GENERAL AVIATION TABLES (Total Accidents-1976)</u>	I-XXXVII
<u>U.S. AIR CARRIER BRIEFS</u>	
Accidents and Incidents	12-24
<u>U.S. GENERAL AVIATION BRIEFS</u>	
Accidents	1971-1978
Incidents	1-13
<u>FOREIGN REGISTERED AIRCRAFT BRIEFS</u>	
Accidents	1-18

EXPLANATORY NOTES

U. S. GENERAL AVIATION

U. S. general aviation refers to the operations of aircraft owned and operated by persons, businesses, corporations, etc., excluding the operations of U. S. air carriers.

U. S. AIR CARRIER

U. S. air carrier operations include the following three operational categories: (1) certificated route air carriers (2) supplemental air carriers and (3) commercial operators of large aircraft.

AIRCRAFT ACCIDENT

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

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

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

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

AIRCRAFT WEIGHT CATEGORIES

The International Civil Aviation Organization's categories of aircraft weight are utilized to classify accident data as follows:

0 - 2,250 kilograms	(0 - 4,960 pounds)
2,251 - 5,700 kilograms	(4,961 - 12,565 pounds)
5,701 - 27,000 kilograms	(12,566 - 59,525 pounds)
27,001 - 272,000 kilograms	(59,526 - 599,650 pounds)
272,001 - kilograms and greater	(599,651 pounds and greater)

SMALL FIXED-WING AIRCRAFT

Fixed-wing aircraft which have a maximum gross takeoff weight of 5700 kilograms (12,565 pounds), or less.

LARGE FIXED-WING AIRCRAFT

Fixed-wing aircraft which have a maximum takeoff weight greater than 5700 kilograms (12,565 pounds).

ROTORCRAFT

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

TYPES OF WEATHER CONDITIONS

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

LIST OF ABBREVIATIONS USED IN BRIEFS

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

U. S. GENERAL AVIATION TABLES

ANALYTIC TABLE

TYPE OF AIRCRAFT AND CONDITIONS OF LIGHT

CONDITIONS OF LIGHT

<u>TYPE OF AIRCRAFT</u>	DAWN	DAYLIGHT	DUSK/TWILIGHT	NIGHT/DARK	NIGHT/BRIGHT	UNKNOWN/ NOT REPORTED	RECORDS	ACCIDENTS
FIXED-WING	42	3273	167	336	63	20	3901	3853
HELICOPTER	6	231	9	9	4	1	260	260
GLIDER		65					65	65
BALLOON		13					13	13
BLIMP								
DIRIGIBLE								
ROCKET								
CONVERTIPLANE								
GYROPLANE		15					15	15
OTHER								
RECORDS	48	3597	176	345	67	21	4254	
ACCIDENTS	48	3551	174	345	66	21		4205

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	2	10	6	165	23					207	207
SOLO	172	2	1			1					176	176
CHECK	3	4	8	1	1	1					18	18
TRAINING	110	20	9		3						142	141
<u>NONCOMMERCIAL</u>												
PLEASURE	107	1429	457	29	2	133	25	27	9		2218	2210
PRACTICE	37	69	36	4		4					150	149
BUSINESS	6	167	80	9		23	5	1	5		296	296
CORPORATE/EXECUTIVE			1	25	19	6	7				58	58
AERIAL SURVEY			3	6		1					10	10
COMPANY FLIGHT												
OTHER	2	2	1	2				1	1		9	9
<u>COMMERCIAL</u>												
AERIAL APPLICATION		3	201	10		50	7	1			272	270
CROP CONTROL RELATED FLIGHT		1	121	1	1	34	1				159	159
FIRE CONTROL			1			1	1				3	3
FIRE CONTROL RELATED FLIGHT			1								1	1
AERIAL MAPPING/PHOTOGRAPHY		3	4			2	1				10	10
AERIAL ADVERTISING		1	5	1							7	7
POWER AND PIPELINE PATROL			9			2					11	11
FISH SPOTTING			5								5	5
AIR TAXI-PASSENGER OPERATIONS			80	20		27	13				140	138
AIR TAXI-CARGO OPERATIONS			29	9		8	4				50	50
CONSTRUCTION WORK			6	1		2					9	9
SCHEDULED PASSENGER SERVICE												
SCHEDULED CARGO SERVICE			1								1	1
INTRA-STATE CHARTER PASSG.												
INTRA-STATE CHARTER CARGO.												
MILITARY CONTRACT-PASSENGER												
MILITARY CONTRACT-CARGO												
CHARTER CARGO-DOMESTIC			1	2							3	3
CHARTER PASSG-DOMESTIC			5	2		1					8	8
CHARTER-CARGO-INTERNATIONAL												
CHARTER-PASSG-INTERNATIONAL												
OTHER		11	1		4				1		17	17
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					2	2
TEST	1	14	23	2	6	2		1	1		50	50
DEMONSTRATION			10	1	8						19	19
FERRY		19	55	8	17	1	1				101	101
SEARCH AND RESCUE		1	4		2						7	7
AIR SHOW/AIR RACING	2	5	5	3	1	2					18	17
PARACHUTE JUMP		4	10		1	1					16	16
PARACHUTE JUMP-AIR SHOW												
TOWING GLIDERS		1	3		3						7	7
SEEDING CLOUDS												
HUNTING	1	4	6		1	1					13	13
POLICE PATROL		2	1		1						4	4
HIGHWAY TRAFFIC ADVISORY												
ALL OTHER PUBLIC FLYING		1	6		3	5					15	15
OTHER		1	2	1	2	1		1			8	7
UNKNOWN/NOT REPORTED			2		1			1	8		12	12
RECORDS	442	1759	1242	132	3	513	103	1	34	25	4254	
ACCIDENTS	442	1755	1238	132	3	512	102	1	34	25		4205

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	29	13	28	137	207	207
SOLO	12	11	17	136	176	176
CHECK	3	2	4	9	18	18
TRAINING	13	8	17	104	142	141
<u>NONCOMMERCIAL</u>						
PLEASURE	424	231	304	1259	2218	2210
PRACTICE	16	8	18	108	150	149
BUSINESS	62	24	37	173	296	296
CORPORATE/EXECUTIVE	14	7	4	33	58	58
AERIAL SURVEY		4	1	5	10	10
COMPANY FLIGHT						
OTHER	5	3		1	9	9
<u>COMMERCIAL</u>						
AERIAL APPLICATION	28	35	40	169	272	270
CROP CONTROL RELATED FLIGHT	9	13	24	113	159	159
FIRE CONTROL	3				3	3
FIRE CONTROL RELATED FLIGHT	1				1	1
AERIAL MAPPING/PHOTOGRAPHY	3	1	2	4	10	10
AERIAL ADVERTISING		1	3	3	7	7
POWER AND PIPELINE PATROL	5	1	1	4	11	11
FISH SPOTTING	1		1	3	5	5
AIR TAXI-PASSENGER OPERATIONS	34	18	13	75	140	138
AIR TAXI-CARGO OPERATIONS	13	2	7	28	50	50
CONSTRUCTION WORK	1	5	1	2	9	9
SCHEDULED PASSENGER SERVICE						
SCHEDULED CARGO SERVICE	1				1	1
INTRA-STATE CHARTER PASSG.						
INTRA-STATE CHARTER CARGO.						
MILITARY CONTRACT-PASSENGER						
MILITARY CONTRACT-CARGO						
CHARTER CARGO-DOMESTIC				3	3	3
CHARTER PASSG-DOMESTIC	2		3	3	8	8
CHARTER-CARGO-INTERNATIONAL						
CHARTER-PASSG-INTERNATIONAL						
OTHER	4	2	6	5	17	17
UNKNOWN/NOT REPORTED						

ANALYTIC TABLE

KIND OF FLYING BY INJURY INDEX

<u>KIND OF FLYING</u>	<u>INJURY INDEX</u>				RECORDS	ACCIDENTS
	FATAL	SERIOUS	MINOR	NONE		
<u>MISCELLANEOUS</u>						
EXPERIMENTATION	1			1	2	2
TEST	5	6	5	34	50	50
DEMONSTRATION	1	4	4	10	19	19
FERRY	9	11	14	67	101	101
SEARCH AND RESCUE	2	1	1	3	7	7
AIR SHOW/AIR RACING	8	2	3	5	18	17
PARACHUTE JUMP	1	1	1	13	16	16
PARACHUTE JUMP-AIR SHOW						
TOWING GLIDERS	1	2	1	3	7	7
SEEDING CLOUDS						
HUNTING	5	1	3	4	13	13
POLICE PATROL		1		3	4	4
HIGHWAY TRAFFIC ADVISORY						
ALL OTHER PUBLIC FLYING	3	4	3	5	15	15
OTHER	2	2	1	3	8	7
UNKNOWN/NOT REPORTED	2	1		9	12	12
RECORDS	725	425	567	2537	4254	
ACCIDENTS	701	423	565	2516		4205

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	51	469	536	536
DRAINED WINGTIP POD OR FLOAT				1	1	1
WHEELS-UP LANDING		1	1	65	67	67
WHEELS-DOWN LANDING IN WATER			3	1	4	4
GEAR COLLAPSED			3	36	39	39
GEAR RETRACTED	1		2	56	59	59
HARD LANDING	1	10	27	238	276	276
NOSE OVER/DOWN		5	12	127	144	144
ROLL OVER	1	3	8	16	28	28
OVERSHOOT	8	13	28	163	212	212
UNDERSHOOT	10	11	20	73	114	114
<u>COLLISION BETWEEN AIRCRAFT</u>						
BOTH IN FLIGHT	48	2	2	10	62	31
ONE AIRBORNE			2	4	6	3
BOTH ON GROUND		2		28	30	15
<u>COLLISION WITH GROUND/WATER</u>						
CONTROLLED	98	18	21	48	185	185
UNCONTROLLED	114	21	11	12	158	158
<u>COLLIDED WITH</u>						
WIRES/POLES	49	30	38	64	181	181
TREES	54	28	32	64	178	178
RESIDENCE/S						
BUILDING/S		1		6	7	7
FENCE, FENCEPOSTS	1	3	3	44	51	51
ELECTRONIC TOWERS	5	1		1	7	7
RUNWAY OR APPROACH LIGHTS				6	6	6
AIRPORT HAZARD			1	5	6	6
ANIMALS				5	5	5
CROP		3	1	13	17	17
FLAGMAN LOADER	2				2	2
DITCHES		1	1	30	32	32
SNOWBANK		1	1	14	16	16
PARKED AIRCRAFT (UNATTENDED)		2		20	22	22
AUTOMOBILE				8	8	8
DIRT BANK		2	4	14	20	20
OTHER	4	6	13	54	77	77
BIRD STRIKE		1	1	2	4	4

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY INJURY INDEX

FIRST TYPE OF ACCIDENT	INJURY INDEX				RECORDS	ACCIDENTS
	FATAL	SERIOUS	MINOR	NONE		
<u>STALL</u>	46	31	29	28	134	134
SPIN	82	15	3	5	105	105
SPIRAL	6	4	2	1	13	13
MUSH	13	25	31	106	175	175
<u>FIRE OR EXPLOSION</u>						
IN FLIGHT	5		4	8	17	17
ON GROUND		1	2	5	8	8
<u>AIRFRAME FAILURE</u>						
IN FLIGHT	39	4	2	21	66	66
ON GROUND		1		10	11	11
ENGINE TEARAWAY						
ENGINE FAILURE OR MALFUNCTION	90	146	191	601	1028	1028
<u>PROPELLER/ROTOR FAILURE</u>						
PROPELLER	3	1	3	15	22	22
TAIL ROTOR	6	5	4	10	25	25
MAIN ROTOR	3	1	3	4	11	11
PROP ROTOR ACDNT TO PERSON	5	9			14	14
JET INTAKE/EXH ACDNT TO PERS						
PROPELLER/JET/ROTOR BLAST				4	4	4
TURBULENCE	5	3	5	8	21	21
HAIL DAMAGE TO AIRCRAFT						
LIGHTNING STRIKE				1	1	1
EVASIVE MANEUVER	1			1	2	2
UNCONTROLLED ALT DEVIATION						
DITCHING				3	3	3
MISSING ACFT NOT RECOVERED	11				11	11
MISCELLANEOUS/OTHER	4	2	2	8	16	16
UNDETERMINED	6			1	7	7
RECORDS	725	425	567	2537	4254	
ACCIDENTS	701	423	565	2516		4205

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT

DESTROYED
SUBSTANTIAL
MINOR
NONE

RECORDS ACCIDENTS

GROUND-WATER LOOP-SWERVE	21	515			536	536
DAGGED WINGTIP POD OR FLOAT		1			1	1
WHEELS-UP LANDING	3	64			67	67
WHEELS-DOWN LANDING IN WATER		4			4	4
GEAR COLLAPSED		39			39	39
GEAR RETRACTED	1	58			59	59
HARD LANDING	13	262		1	276	276
NOSE OVER/DOWN	3	141			144	144
ROLL OVER	8	20			28	28
OVERSHOOT	20	192			212	212
UNDERSHOOT	19	95			114	114
<u>COLLISION BETWEEN AIRCRAFT</u>						
BOTH IN FLIGHT	39	17	5	1	62	31
ONE AIRBORNE	1	4	1		6	3
BOTH ON GROUND		25	5		30	15
<u>COLLISION WITH GROUND/WATER</u>						
CONTROLLED	114	71			185	185
UNCONTROLLED	127	31			158	158
<u>COLLIDED WITH</u>						
WIRES/POLES	88	93			181	181
TREES	91	87			178	178
RESIDENCE/S						
BUILDING/S	1	6			7	7
FENCE, FENCEPOSTS	4	47			51	51
ELECTRONIC TOWERS	5	2			7	7
RUNWAY OR APPROACH LIGHTS		6			6	6
AIRPORT HAZARD		6			6	6
ANIMALS		5			5	5
CROP	3	14			17	17
FLAGMAN LOADER			1	1	2	2
DITCHES	2	30			32	32
SNOWBANK		16			16	16
PARKED AIRCRAFT (UNATTENDED)		22			22	22
AUTOMOBILE		8			8	8
DIRT BANK	1	19			20	20
OTHER	11	65		1	77	77
BIRD STRIKE	1	3			4	4

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT

DESTROYED
SUBSTANTIAL
MINOR
NONE

RECORDS ACCIDENTS

<u>STALL</u>	65	69			134	134
SPIN	79	26			105	105
SPIRAL	9	4			13	13
MUSH	44	131			175	175
<u>FIRE OR EXPLOSION</u>						
IN FLIGHT	10	7			17	17
ON GROUND	3	5			8	8
<u>AIRFRAME FAILURE</u>						
IN FLIGHT	45	21			66	66
ON GROUND		11			11	11
ENGINE TEARAWAY						
ENGINE FAILURE OR MALFUNCTION	222	806			1028	1028
<u>PROPELLER/ROTOR FAILURE</u>						
PROPELLER	4	18			22	22
TAIL ROTOR	9	16			25	25
MAIN ROTOR	5	6			11	11
PROP ROTOR ACDNT TO PERSON		1	13		14	14
JET INTAKE/EXH ACDNT TO PERS						
PROPELLER/JET/ROTOR BLAST		4			4	4
TURBULENCE	10	11			21	21
HAIL DAMAGE TO AIRCRAFT						
LIGHTNING STRIKE		1			1	1
EVASIVE MANEUVER	1	1			2	2
UNCONTROLLED ALT DEVIATION						
DITCHING	1	2			3	3
MISSING ACFT NOT RECOVERED	10	1			11	11
MISCELLANEOUS/OTHER	3	8	2	3	16	16
UNDETERMINED	6	1			7	7
RECORDS	1102	3118	14	20	4254	
ACCIDENTS	1086	3103	14	20		4205

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	99	251	117	10	42	12		3	2		536	536
DRAGGED WINGTIP POD OR FLOAT		1									1	1
WHEELS-UP LANDING		38	14	5	9	1					67	67
WHEELS-DOWN LANDING IN WATER		1	2	1							4	4
GEAR COLLAPSED	2	16	9	3	8				1		39	39
GEAR RETRACTED		24	19	5	8	3					59	59
HARD LANDING	97	102	36	5	1	20	10	4	1		276	276
NOSE OVER/DOWN	14	51	49	3		23	3		1		144	144
ROLL OVER	1		13	2	8	2		1	1		28	28
OVERSHOOT	20	129	42	4	1	14	2				212	212
UNDERSHOOT	10	60	22	3		14	3		1	1	114	114
<u>COLLISION BETWEEN AIRCRAFT</u>												
BOTH IN FLIGHT	6	22	16	3		12	2		1		62	31
ONE AIRBORNE		2	2			2					6	3
BOTH ON GROUND	3	10	9	2		3	3				30	15
<u>COLLISION WITH GROUND/WATER</u>												
CONTROLLED	11	79	60	6		22	3		3	1	185	185
UNCONTROLLED	12	87	33	2		18	4		1	1	158	158
<u>COLLIDED WITH</u>												
WIRES/POLES	12	70	64			26	4		4	1	181	181
TREES	13	77	51	5	1	20	2		3	6	178	178
RESIDENCE/S												
BUILDING/S		4	2			1					7	7
FENCE, FENCEPOSTS	3	26	9	1		7	5				51	51
ELECTRONIC TOWERS		2	3	1			1				7	7
RUNWAY OR APPROACH LIGHTS		4	1			1					6	6
AIRPORT HAZARD		5				1					6	6
ANIMALS	1	2				2					5	5
CROP		3	9			5					17	17
FLAGMAN LOADER			2								2	2
DITCHES	4	12	11	1		3				1	32	32
SNOWBANK	1	3	4	1		6	1				16	16
PARKED AIRCRAFT (UNATTENDED)	2	13	4	1		1			1		22	22
AUTOMOBILE	2	3	1			2					8	8
DIRT BANK	2	9	4			5					20	20
OTHER	5	30	25	4		9	2	1		1	77	77
BIRD STRIKE		1	1	1		1					4	4

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>	11	61	45	2	11	2			2		134	134
SPIN	7	44	32	6	10	3			3		105	105
SPIRAL	2	7	3		1						13	13
MUSH	15	63	59	8	24	3			1	2	175	175
<u>FIRE OR EXPLOSION</u>												
IN FLIGHT	1	5	6	3	1	1					17	17
ON GROUND		4	1		3						8	8
<u>AIRFRAME FAILURE</u>												
IN FLIGHT	4	25	25	1	9	2					66	66
ON GROUND		3	4	3	1						11	11
ENGINE TEARAWAY												
ENGINE FAILURE OR MALFUNCTION	78	378	364	34	139	27			6	2	1028	1028
<u>PROPELLER/ROTOR FAILURE</u>												
PROPELLER		5	12		4	1					22	22
TAIL ROTOR		3	15	1	5	1					25	25
MAIN ROTOR	1		8		2						11	11
PROP ROTOR ACNT TO PERSON		6	6	1	1						14	14
JET INTAKE/EXH ACNT TO PERS												
PROPELLER/JET/ROTOR BLAST	1	1	2								4	4
TURBULENCE		6	10	1	4						21	21
HAIL DAMAGE TO AIRCRAFT												
LIGHTNING STRIKE			1								1	1
EVASIVE MANEUVER		2									2	2
UNCONTROLLED ALT DEVIATION												
DITCHING			3								3	3
MISSING ACFT NOT RECOVERED	2	4	3		1					1	11	11
MISCELLANEOUS/OTHER		4	6	2	4						16	16
UNDETERMINED		1	3	1						2	7	7
RECORDS	442	1759	1242	132	3	513	103	1	34	25	4254	
ACCIDENTS	442	1755	1238	132	3	512	102	1	34	25		4205

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

<u>FIRST OPERATIONAL PHASE</u>	<u>INJURY INDEX</u>				RECORDS	ACCIDENTS
	FATAL	SERIOUS	MINOR	NONE		
<u>STATIC</u>						
STARTING ENGINE/S	3	4		1	8	8
IDLING ENGINE/S	2	5		7	14	14
ENGINE RUNUP			1	1	2	2
IDLING ROTORS				2	2	2
PARKED-ENGINES NOT OPERATING						
OTHER		2	1	1	4	4
<u>TAXI</u>						
TO TAKEOFF		1	1	52	54	54
FROM LANDING	1	2	3	56	62	62
OTHER	1	2	3	21	27	27
GROUND TAXI TO TAKEOFF				2	2	2
GROUND TAXI FROM LANDING			1		1	1
GROUND TAXI, OTHER						
AERIAL TAXI TO TAKEOFF		1	1	2	4	4
AERIAL TAXI TO/FROM LANDING						
AERIAL TAXI, OTHER		1	1		2	2
<u>TAKEOFF</u>						
RUN	6	11	18	139	174	174
INITIAL CLIMB	75	77	95	266	513	512
VERTICAL		2	7	13	22	22
RUNNING (ROTORCRAFT/VTOL-STOL)	1		2		3	3
ABORTED (FIXED-WING)	1	3	6	52	62	62
ABORTED (ROTORCRAFT/VTOL)				1	1	1
ABORTED (ROTORCRAFT/STOL)			1		1	1
OTHER	1	3	2	3	9	9
<u>INFLIGHT</u>						
CLIMB TO CRUISE	13	9	14	46	82	82
NORMAL CRUISE	138	67	81	245	531	523
DESCENDING	17	16	12	34	79	79
HOLDING (IFR)						
HOVERING	1	4	5	15	25	25
POWER-ON DESCENT (ROTORCRAFT)			2	1	3	3
AUTOROTATIVE DESCENT				2	2	2
ACROBATICS	31	3	3	9	46	46
BUZZING	26	3		8	37	37
UNCONTROLLED DESCENT	73	8	1	3	85	85

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

FIRST OPERATIONAL PHASE	INJURY INDEX				RECORDS	ACCIDENTS
	FATAL	SERIOUS	MINOR	NONE		
EMERGENCY DESCENT	1				1	1
LDW PASS	39	16	15	28	98	98
OTHER	117	21	23	36	197	194
EN ROUTE TO TREAT CROP	2	2	4	11	19	19
EN ROUTE TO RELOADING AREA	1	1		1	3	3
SURVEY FIELD/AREA	1	1	1	1	4	4
STARTING SWATH RUN	4	7	1	14	26	26
SWATH RUN	10	11	16	66	103	102
FLAREOUT FOR SWATH RUN	1	1	1	5	8	8
PULLUP FROM SWATH RUN	3	7	8	23	41	41
PROCEDURE TURNAROUND	11	6	10	48	75	75
CLEANUP SWATH	1	1	3	1	6	6
MANEUVER TO AVOID OBSTRUCTION		2	1		3	3
RETURN TO STRIP	3			8	11	11
<u>LANDING</u>						
TRAFFIC PATTERN-CIRCLING	25	18	13	19	75	74
FINAL APPROACH (VFR)	44	34	57	158	293	284
INITIAL APPROACH	6	1		2	9	9
FINAL APPROACH (IFR)	17	6	3	6	32	32
LEVEL OFF/TOUCHDOWN	13	28	74	537	652	652
ROLL (FIXED WING)	1	15	48	513	577	573
ROLL-ON/RUN-ON (ROTORCRAFT)				3	3	3
POWER-ON LANDING (ROTORCRAFT)	3	3	6	11	23	23
POWER-OFF AUTOROTATIVE LDG	1		1	10	12	12
GO-AROUND (VFR)	10	18	21	48	97	97
MISSED APPROACH (IFR)	3				3	3
OTHER	4	2		3	9	9
UNKNOWN/NOT REPORTED	14			3	17	17
RECORDS	725	425	567	2537	4254	
ACCIDENTS	701	423	565	2516		4205

INJURIES, ACCIDENTS
U. S. GENERAL AVIATION

1976

INJURIES						
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	TOTAL
PILOT	652	391	517	2694		4254
COPILOT	39	16	12	59		126
DUAL STUDENT	31	9	24	150		214
CHECK PILOT	2	2	3	9		16
FLIGHT ENGINEER	1	1	1	1		4
NAVIGATOR				3		3
CABIN ATTENDANT		1		2		3
EXTRA CREW	6	3	2	13		24
PASSENGERS	603	346	457	2251	1	3658
 TOTAL	 1334	 769	 1016	 5182	 1	 ABOARD 8302
 OTHER AIRCRAFT						
OTHER GROUND	9	12	26	49		96
 GRAND TOTAL	 1343	 781	 1042	 5231	 1	 8398

INVOLVES 4205 TOTAL ACCIDENTS
INVOLVES 701 FATAL ACCIDENTS

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

1976

INJURIES						
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	TOTAL
PILOT	616	344	474	2505		3939
COPILOT	32	14	9	45		100
DUAL STUDENT	29	7	21	134		191
CHECK PILOT	2	2	3	5		12
FLIGHT ENGINEER						
NAVIGATOR				3		3
CABIN ATTENDANT		1				1
EXTRA CREW	3	3		6		12
PASSENGERS	549	296	404	2127	1	3377
 TOTAL	 1231	 667	 911	 4825	 1	 ABOARD 7635
 * OTHER AIRCRAFT	 1			 1		 2
OTHER GROUND	8	11	26	49		94
 GRAND TOTAL	 1240	 678	 937	 4875	 1	 7731

INVOLVES 3891 TOTAL ACCIDENTS
INVOLVES 655 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
ROTORCRAFT
U. S. GENERAL AVIATION

1976

INJURIES					
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN
PILOT	24	41	39	171	
COPILOT	1		1	2	
DUAL STUDENT		1	3	16	
CHECK PILOT				4	
FLIGHT ENGINEER				1	
NAVIGATOR					
CABIN ATTENDANT					
EXTRA CREW	2		2	5	
PASSENGERS	37	36	51	90	
TOTAL	64	78	96	289	ABOARD
OTHER AIRCRAFT					
OTHER GROUND					
GRAND TOTAL	64	78	96	289	

INVOLVES 275 TOTAL ACCIDENTS
INVOLVES 33 FATAL ACCIDENTS

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

1976

	INJURIES					TOTAL
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	
PILOT	9	2	1	15		27
COPILOT	6	2	2	12		22
DUAL STUDENT	1					1
CHECK PILOT						
FLIGHT ENGINEER	1	1	1			3
NAVIGATOR						
CABIN ATTENDANT				2		2
EXTRA CREW	1			2		3
PASSENGERS	15	11		27		53
 TOTAL	 33	 16	 4	 58	 ABOARD	 111
 * OTHER AIRCRAFT	 4					 4
OTHER GROUND	1					1
 GRAND TOTAL	 38	 16	 4	 58		 116

INVOLVES 27 TOTAL ACCIDENTS
INVOLVES 11 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
INSTRUCTIONAL

1976

INJURIES					
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN
PILOT	52	33	62	396	
COPILOT	1			1	
DUAL STUDENT	28	9	21	146	
CHECK PILOT	2	2	2	8	
FLIGHT ENGINEER					
NAVIGATOR					
CABIN ATTENDANT		1		1	
EXTRA CREW					
PASSENGERS	4	3	2	27	
TOTAL	87	48	87	579	ABOARD
* OTHER AIRCRAFT	10	1	7	7	
OTHER GROUND		3	4		
GRAND TOTAL	97	52	98	586	

INVOLVES 538 TOTAL ACCIDENTS
INVOLVES 55 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

1976

	INJURIES					TOTAL
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	
PILOT	386	204	280	1348		2218
COPILOT	19	8	5	18		50
DUAL STUDENT	1		1	2		4
CHECK PILOT						
FLIGHT ENGINEER						
NAVIGATOR				3		3
CABIN ATTENDANT						
EXTRA CREW	1			1		2
PASSENGERS	420	232	315	1583	1	2551
 TOTAL	 827	 444	 601	 2955	 1	 4828
 * OTHER AIRCRAFT	 15		8	26		49
OTHER GROUND		5	14	3		22
 GRAND TOTAL	 842	 449	 623	 2984	 1	 4899

INVOLVES 2210 TOTAL ACCIDENTS
INVOLVES 420 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

1976.

	INJURIES					TOTAL
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	
PILOT	55	25	31	185		296
COPILOT	3	1		2		6
DUAL STUDENT						
CHECK PILOT						
FLIGHT ENGINEER						
NAVIGATOR						
CABIN ATTENDANT						
EXTRA CREW						
PASSENGERS	46	29	24	176		275
TOTAL	104	55	55	363	ABOARD	577
* OTHER AIRCRAFT	1		1	8		10
OTHER GROUND	1			45		46
GRAND TOTAL	106	55	56	416		633

INVOLVES 296 TOTAL ACCIDENTS
INVOLVES 62 FATAL ACCIDENTS

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

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

1976

	INJURIES					TOTAL
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	
PILOT	12	8	1	37		58
COPILOT	5	2	3	8		18
DUAL STUDENT	1					1
CHECK PILOT						
FLIGHT ENGINEER	1		1			2
NAVIGATOR						
CABIN ATTENDANT				1		1
EXTRA CREW						
PASSENGERS	19	11	3	73		106
 TOTAL	 38	 21	 8	 119	 ABOARD	 186
 * OTHER AIRCRAFT	 3			 1		 4
OTHER GROUND	1		6			7
 GRAND TOTAL	 42	 21	 14	 120		 197

INVOLVES 58 TOTAL ACCIDENTS
INVOLVES 14 FATAL ACCIDENTS

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

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

1976

	INJURIES					TOTAL
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	
PILOT	33	47	65	286		431
COPILOT				2		2
DUAL STUDENT						
CHECK PILOT						
FLIGHT ENGINEER						
NAVIGATOR						
CABIN ATTENDANT						
EXTRA CREW						
PASSENGERS	2					2
TOTAL	35	47	65	288	ABOARD	435
* OTHER AIRCRAFT		1		3		4
OTHER GROUND	2			1		3
GRAND TOTAL	37	48	65	292		442

INVOLVES 429 TOTAL ACCIDENTS
INVOLVES 35 FATAL ACCIDENTS

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

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

1976

	INJURIES					TOTAL
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	
PILOT	42	14	18	116		190
COPILOT	5	3		13		21
DUAL STUDENT						
CHECK PILOT				1		1
FLIGHT ENGINEER				1		1
NAVIGATOR						
CABIN ATTENDANT		1		1		2
EXTRA CREW	3			4		7
PASSENGERS	76	32	58	257		423
 TOTAL	 126	 50	 76	 393	 ABOARD	 645
 * OTHER AIRCRAFT	 5	 1	 1	 4		 11
OTHER GROUND	2	1				3
 GRAND TOTAL	 133	 52	 77	 397		 659

INVOLVES 188 TOTAL ACCIDENTS
INVOLVES 47 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

1976

INJURIES					
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN
PILOT	4	15	26	168	
COPILOT				2	
DUAL STUDENT			1	5	
CHECK PILOT				1	
FLIGHT ENGINEER					
NAVIGATOR					
CABIN ATTENDANT					
EXTRA CREW					
PASSENGERS	5	10	25	209	
TOTAL	9	25	52	385	ABOARD
OTHER AIRCRAFT					
OTHER GROUND					
GRAND TOTAL	9	25	52	385	

INVOLVES 213 TOTAL ACCIDENTS
INVOLVES 8 FATAL ACCIDENTS

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

1976

	INJURIES					TOTAL
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	
PILOT	7	11	20	77		115
COPILOT	1		1	1		3
DUAL STUDENT			4	6		10
CHECK PILOT		1				1
FLIGHT ENGINEER						
NAVIGATOR						
CABIN ATTENDANT						
EXTRA CREW						
PASSENGERS	9	17	27	61		114
 TOTAL	 17	 29	 52	 145	 ABOARD	 243
 OTHER AIRCRAFT						
OTHER GROUND			2	45		47
 GRAND TOTAL	 17	 29	 54	 190		 290

INVOLVES 115 TOTAL ACCIDENTS
INVOLVES 10 FATAL ACCIDENTS

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

1976

		INJURIES						
		FATAL	SERIOUS	MINOR	NONE	UNKNOWN	TOTAL	
PILOT		129	177	213	1052			1571
COPILOT		12	8	3	18			41
DUAL STUDENT		3	6	12	46			67
CHECK PILOT			2	1	1			4
FLIGHT ENGINEER			1	1				2
NAVIGATOR								
CABIN ATTENDANT			1		1			2
EXTRA CREW		2	1		3			6
PASSENGERS		110	164	176	906	1		1357
TOTAL		256	360	406	2027	1	ABOARD	3050
OTHER AIRCRAFT								
OTHER GROUND		8	9	19	49			85
GRAND TOTAL		264	369	425	2076	1		3135

INVOLVES 1571 TOTAL ACCIDENTS
INVOLVES 153 FATAL ACCIDENTS

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

1976

INJURIES					
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN
PILOT	186	90	90	184	
COPILOT	12	4	2	1	
DUAL STUDENT	16	2	2	10	
CHECK PILOT	1			1	
FLIGHT ENGINEER					
NAVIGATOR					
CABIN ATTENDANT					
EXTRA CREW	1	1			
PASSENGERS	145	79	88	176	
TOTAL	361	176	182	372	ABOARD
OTHER AIRCRAFT					
OTHER GROUND			1		
GRAND TOTAL	361	176	183	372	

INVOLVES 550 TOTAL ACCIDENTS
INVOLVES 198 FATAL ACCIDENTS

CAUSE/FACTOR TABLE
U. S. GENERAL AVIATION ACCIDENTS
(EXCLUDES ACCIDENTS WITHOUT PROBABLE CAUSE)

1976

INVOLVES 4156 TOTAL ACCIDENTS

INVOLVES 680 FATAL ACCIDENTS

BROAD CAUSE/FACTOR -----	FATAL ACCIDENTS -----			NONFATAL ACCIDENTS -----			ALL ACCIDENTS -----		
	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*
PILOT	599 88.09	131 19.26	610 89.71	2856 82.16	324 9.32	2876 82.74	3455 83.13	455 10.95	3486 83.88
PERSONNEL	68 10.00	22 3.24	86 12.65	274 7.88	73 2.10	341 9.81	342 8.23	95 2.29	427 10.27
AIRFRAME	14 2.06	4 .59	18 2.65	29 .83	11 .32	40 1.15	43 1.03	15 .36	58 1.40
LANDING GEAR	1 .15	1 .15	2 .29	132 3.80	44 1.27	174 5.01	133 3.20	45 1.08	176 4.23
POWERPLANT	58 8.53	4 .59	61 8.97	492 14.15	40 1.15	529 15.22	550 13.23	44 1.06	590 14.20
SYSTEMS	5 .74	3 .44	8 1.18	32 .92	5 .14	37 1.06	37 .89	8 .19	45 1.08
INSTRUMENTS/EQUIPMENT & ACCESSORIES	1 .15	4 .59	5 .74	7 .20	18 .52	25 .72	8 .19	22 .53	30 .72
ROTORCRAFT	11 1.62		11 1.62	33 .95	1 .03	34 .98	44 1.06	1 .02	45 1.08
AIRPORT/AIRWAYS/FACILITIES	1 .15	10 1.47	11 1.62	57 1.64	309 8.89	358 10.30	58 1.40	319 7.68	369 8.88
WEATHER	15 2.21	246 36.18	258 37.94	109 3.14	547 15.74	642 18.47	124 2.98	793 19.08	900 21.66
TERRAIN	11 1.62	158 23.24	168 24.71	305 8.77	836 24.05	1137 32.71	316 7.60	994 23.92	1305 31.40
MISCELLANEOUS	13 1.91	3 .44	16 2.35	118 3.39	21 .60	139 4.00	131 3.15	24 .58	155 3.73
UNDETERMINED	39 5.74		39 5.74	29 .83		29 .83	68 1.64		68 1.64

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

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

CAUSE/FACTOR TABLE
U. S. GENERAL AVIATION ACCIDENTS
(EXCLUDES ACCIDENTS WITHOUT PROBABLE CAUSE)

1976

INVOLVES 4156 TOTAL ACCIDENTS

INVOLVES 680 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	7	4	11	22	5	27	29	9	38
ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL	44	8	52	51	7	58	95	15	110
BECAME LOST/DISORIENTED	8	4	12	34	12	46	42	16	58
CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS	98	2	100	65	7	72	163	9	172
CONTINUED INTO KNOWN AREA OF SEVERE TURBULENCE	4		4	3		3	7		7
DELAYED ACTION IN ABORTING TAKEOFF	1		1	47	4	51	48	4	52
DELAYED IN INITIATING GO-AROUND	5	1	6	89	4	93	94	5	99
DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT	24	5	29	64	31	95	88	36	124
EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT	23		23	7		7	30		30
FAILED TO EXTEND LANDING GEAR				37		37	37		37
FAILED TO RETRACT LANDING GEAR		1	1	6	1	7	6	2	8
RETRACTED GEAR PREMATURELY		1	1	3		3	3	1	4
INADVERTENTLY RETRACTED GEAR				19		19	19		19
FAILED TO SEE AND AVOID OTHER AIRCRAFT	33		33	30		30	63		63
FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS	50	1	51	202	2	204	252	3	255
FAILED TO OBTAIN/MAINTAIN FLYING SPEED	185	2	187	332		332	517	2	519
MISJUDGED, SPEED, ALTITUDE OR CLEARANCE	12	1	13	39	1	40	51	2	53
FAILED TO MAINTAIN ADEQUATE ROTOR RPM	2		2	31	1	32	33	1	34
FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT	3	4	7	3	3	6	6	7	13
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC	44	8	52	82	10	92	126	18	144
IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS	10	1	11	103	11	114	113	12	125
IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS				183	5	188	183	5	188
IMPROPER OPERATION OF FLIGHT CONTROLS	53	1	54	132	5	137	185	6	191
PREMATURE LIFT OFF	5	1	6	57	2	59	62	3	65
IMPROPER LEVEL OFF	1		1	301	2	303	302	2	304
IMPROPER IFR OPERATION	14	3	17	9		9	23	3	26
IMPROPER IN-FLIGHT DECISIONS OR PLANNING	80	13	93	141	15	156	221	28	249
IMPROPER COMPENSATION FOR WIND CONDITIONS	3	1	4	121	12	133	124	13	137
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING	57	25	82	429	60	489	486	85	571
INADEQUATE SUPERVISION OF FLIGHT	8	2	10	79	1	80	87	3	90
LACK OF FAMILIARITY WITH AIRCRAFT	11	17	28	39	92	131	50	109	159
MISMANAGEMENT OF FUEL	15		15	239	1	240	254	1	255
EXERCISED POOR JUDGMENT	33	11	44	74	8	82	107	19	126
OPERATED CARELESSLY	10	4	14	11	2	13	21	6	27
SELECTED UNSUITABLE TERRAIN	6	1	7	201	9	210	207	10	217
IMPROPER STARTING PROCEDURES				5		5	5		5
STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT	2		2	7		7	9		9
TAXIED/PARKED WITHOUT PROPER ASSISTANCE				22		22	22		22
FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED				20		20	20		20
INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS	28		28	16	3	19	44	3	47
SPONTANEOUS-IMPROPER ACTION				11	4	15	11	4	15
MISJUDGED DISTANCE, SPEED, AND ALTITUDE	4	1	5	17		17	21	1	22
MISJUDGED DISTANCE AND SPEED	7	1	8	227	3	230	234	4	238
MISJUDGED DISTANCE				2	1	3	2	1	3
MISJUDGED DISTANCE AND ALTITUDE	12	1	13	111	1	112	123	2	125
MISJUDGED SPEED AND ALTITUDE				29		29	29		29
MISJUDGED SPEED				18	3	21	18	3	21
MISJUDGED SPEED AND CLEARANCE	2		2	4		4	6		6
MISJUDGED ALTITUDE AND CLEARANCE	15		15	29		29	44		44
MISJUDGED ALTITUDE	10	2	12	12		12	22	2	24
MISJUDGED CLEARANCE	18		18	91		91	109		109
INADEQUATE TRAINING OF STUDENT				2		2	2		2
MISUNDERSTANDING OF ORDERS OR INSTRUCTIONS				1		1	1		1
IMPROPER RECOVERY FROM BOUNCED LANDING				127		127	127		127
INCAPACITATION	9		11	1		1	10		12
PHYSICAL IMPAIRMENT	29	17	46	9	6	15	38	23	61
SPATIAL DISORIENTATION	81		81	17		17	98		98
PSYCHOLOGICAL CONDITION		1	1					1	1
MISUSED OR FAILED TO USE FLAPS	5	4	9	19	12	31	24	16	40
LEFT AIRCRAFT UNATTENDED ENGINE RUNNING				1		1	1		1
FAILED TO MAINTAIN DIRECTIONAL CONTROL	3		3	386	2	388	389	2	391
SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND	5	1	6	67	10	77	72	11	83

CAUSE/FACTOR TABLE

FAILED TO ABORT TAKEOFF (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
FAILED TO ABORT TAKEOFF	6	1	7	54	2	56	60	3	63
FAILED TO INITIATE GO-AROUND	2		2	183	1	184	185	1	186
DIRECT ENTRIES	13		13	7		7	20		20
SUBTOTAL	1100	153	1253	4780	361	5141	5880	514	6394
COPILOT									
DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT				1		1	1		1
FAILED TO OBTAIN/MAINTAIN FLYING SPEED				2		2	2		2
IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS				1		1	1		1
IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS				2		2	2		2
IMPROPER OPERATION OF FLIGHT CONTROLS				2		2	2		2
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING				1		1	1		1
LACK OF FAMILIARITY WITH AIRCRAFT					2	2		2	2
MISJUDGED DISTANCE AND SPEED				1		1	1		1
MISJUDGED DISTANCE AND ALTITUDE				1		1	1		1
MISJUDGED SPEED				1		1	1		1
IMPROPER RECOVERY FROM BOUNCED LANDING				1		1	1		1
MISUSED OR FAILED TO USE FLAPS				1		1	1		1
FAILED TO MAINTAIN DIRECTIONAL CONTROL				2		2	2		2
SUBTOTAL				16	2	18	16	2	18
DUAL STUDENT									
DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT				1		1	1		1
FAILED TO EXTEND LANDING GEAR				2		2	2		2
INADVERTENTLY RETRACTED GEAR				1		1	1		1
FAILED TO SEE OTHER AIRCRAFT	1		1	1		1	2		2
FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS				1		1	1		1
FAILED TO OBTAIN/MAINTAIN FLYING SPEED	4		4	7		7	11		11
MISJUDGED DISTANCE, SPEED, ALTITUDE OR CLEARANCE				1		1	1		1
FAILED TO MAINTAIN ADEQUATE ROTOR RPM				4		4	4		4
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC				1		1	1		1
IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS	1		1	1		1	2		2
IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS				2	1	3	2	1	3
IMPROPER OPERATION OF FLIGHT CONTROLS	2		2	10		10	12		12
PREMATURE LIFT-OFF				1		1	1		1
IMPROPER LEVEL OFF				9		9	9		9
IMPROPER IN-FLIGHT DECISIONS OR PLANNING				1		1	1		1
IMPROPER COMPENSATION FOR WIND CONDITIONS				2		2	2		2
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING				1		1	1		1
LACK OF FAMILIARITY WITH AIRCRAFT				1	1	2	1	1	2
MISMANAGEMENT OF FUEL				1		1	1		1
SELECTED UNSUITABLE TERRAIN				1		1	1		1
FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED				1		1	1		1
FAILURE TO RELINQUISH CONTROL	1		1	3		3	4		4
CONTROL INTERFERENCE				1	1	2	1	1	2
SPONTANEOUS-IMPROPER ACTION				4		4	4		4
MISJUDGED DISTANCE AND SPEED				4		4	4		4
MISJUDGED DISTANCE AND ALTITUDE				6		6	6		6
MISJUDGED ALTITUDE				1		1	1		1
MISJUDGED CLEARANCE	1		1	1		1	2		2
IMPROPER RECOVERY FROM BOUNCED LANDING				2		2	2		2
MISUSED OR FAILED TO USE FLAPS				1		1	1		1
FAILED TO MAINTAIN DIRECTIONAL CONTROL				11		11	11		11
FAILED TO INITIATE GO-AROUND				1		1	1		1
SUBTOTAL	10		10	85	3	88	95	3	98
CHECK PILOT									
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC		1	1					1	1
IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS				1		1	1		1
IMPROPER OPERATION OF FLIGHT CONTROLS				1		1	1		1
INADEQUATE SUPERVISION OF FLIGHT		1	1	5	2	7	5	3	8
LACK OF FAMILIARITY WITH AIRCRAFT					1	1		1	1
SELECTED UNSUITABLE TERRAIN				1		1	1		1
MISJUDGED DISTANCE, SPEED, AND ALTITUDE				1		1	1		1
IMPROPER RECOVERY FROM BOUNCED LANDING				1		1	1		1
FAILED TO INITIATE GO-AROUND				1		1	1		1
SUBTOTAL		2	2	11	3	14	11	5	16
** PERSONNEL **									
FLIGHT INSTRUCTOR									
INADEQUATE SUPERVISION OF FLIGHT		1	1	10	9	19	10	10	20

CAUSE/FACTOR TABLE

PERSONNEL (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
INADEQUATE TRAINING OF STUDENT	1		1	4	7	11	5	7	12
MAINTENANCE, SERVICING, INSPECTION									
IMPROPER MAINTENANCE(MAINTENANCE PERSONNEL)	5		5	48	4	52	53	4	57
IMPROPER MAINTENANCE(OWNER PERSONNEL)		3	3	4	1	5	4	4	8
IMPROPERLY SERVICED AIRCRAFT(GROUND CREW)	1		1	1		1	2		2
IMPROPERLY SERVICED AIRCRAFT(OWNER-PILOT)				2	3	5	2	3	5
INADEQUATE INSPECTION OF AIRCRAFT(MAINTENANCE PERSONNEL)	4	1	5	12	2	14	16	3	19
INADEQUATE INSPECTION OF ACFT(OWNER-PILOT PERSONNEL)				5		5	5		5
INADEQUATE MAINTENANCE AND INSPECTION	16	5	21	106	11	117	122	16	138
OTHER				2	1	3	2	1	3
OPERATIONAL SUPERVISORY PERSONNEL									
INADEQUATE FLIGHT TRAINING-PROCEDURES		1	1					1	1
INADEQUATE GROUND TRAINING-PROCEDURES	1		1	1		1	2		2
INADEQUATE SUPERVISION OF FLIGHT CREW	1	3	4	1		1	2	3	5
FAILURE TO PROVIDE ADEQ DIRECTIVES, MANUALS, EQUIPMENT		1	1	2		2	2	1	3
DEFICIENCY, COMPANY MAINTAINED EOMT, SERV, REGULATIONS		1	1	2		2	2	1	3
WEATHER PERSONNEL									
INCORRECT WEATHER FORECAST	1	4	5		3	3	1	7	8
TRAFFIC CONTROL PERSONNEL									
FAILURE TO ADVISE OF UNSAFE WEATHER CONDITION		1	1					1	1
FAILURE TO ADVISE OF OTHER TRAFFIC				2	2	4	2	2	4
ISSUED IMPROPER OR CONFLICTING INSTRUCTIONS					1	1		1	1
INADEQUATE SPACING OF AIRCRAFT				2		2	2		2
FAILURE TO PROPERLY IDENTIFY AIRCRAFT ON RADAR	1		1				1		1
OTHER				1	2	3	1	2	3
AIRPORT SUPERVISORY PERSONNEL									
IMPROPER MAINTENANCE-AIRPORT FACILITIES				1	1	2	1	1	2
FAILURE TO NOTIFY OF UNSAFE COND/AND OR FAILURE TO MARK	1		1	3	3	6	4	3	7
IMPROPER/INADEQUATE SNOW REMOVAL				2	2	4	2	2	4
OTHER				1	1	2	1	1	2
AIRWAYS FACILITIES PERSONNEL									
PRODUCTION-DESIGN-PERSONNEL									
SUBSTANDARD QUALITY CONTROL	4		4	4	1	5	8	1	9
INCORRECT FACTORY INSTALLATION	1		1	1		1	2		2
POOR/INADEQUATE DESIGN	1		1	7	3	10	8	3	11
OTHER		2	2	5	1	6	5	3	8
MISCELLANEOUS-PERSONNEL									
PILOT OF OTHER AIRCRAFT	37	1	38	36	6	42	73	7	80
GROUND SIGNALMAN	1		1				1		1
GROUND CREWMAN	1		1	2	3	5	3	3	6
PASSENGER	4	1	5	12	4	16	16	5	21
DRIVER OF VEHICLE				6	5	11	6	5	11
OTHER	2		2	5	2	7	7	2	9
DIRECT ENTRIES				2		2	2		2
THIRD PILOT									
FLIGHT ENGINEER									
FLIGHT PERSONNEL									
DISPATCHING (AIR CARRIER ONLY)									
SUBTOTAL	83	25	108	292	78	370	375	103	478
** AIRFRAME **									
WINGS									
SPARS	3	1	4	3		3	6	1	7
RIBS, STRINGERS, CAP STRIPS				1		1	1		1
WING ATTACHMENT FITTINGS, BOLTS	2		2				2		2
SKIN AND ATTACHMENTS	2	1	3	1	1	2	3	2	5
NACELLES, PODS, PYLONS				1		1	1		1
OTHER	2		2	1		1	3		3
FUSELAGE									
DOORS, DOOR FRAMES				2	6	8	2	6	8
WINDSHIELDS, WINDOWS, CANOPIES				2	1	3	2	1	3
SEATS		1	1	8	1	9	8	2	10
WHEEL WELL DOORS				1		1	1		1
OTHER	1		1	1		1	2		2
LANDING GEAR									
MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC				12	1	13	12	1	13
NORMAL RETRACTION/EXTENSION ASSEMBLY				27	3	30	27	3	30
EMERGENCY/EXTENSION ASSEMBLY				12		12	12		12
TAILWHEEL ASSEMBLIES				9	6	15	9	6	15
NOSEWHEEL ASSEMBLIES				8	2	10	8	2	10
WHEELS, TIRES, AXLES				12	2	14	12	2	14
SKI ASSEMBLIES				1		1	1		1
FLOAT ASSEMBLIES				1		1	1		1
BRKING SYSTEM (NORMAL)		1	1	37	14	51	37	15	52

CAUSE/FACTOR TABLE

AIRFRAME (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
BRAKING SYSTEM (EMERGENCY)					1	1		1	1
LANDING GEAR WARNING AND INDICATING COMPONENTS				1	12	13	1	12	13
GEAR LOCKING MECHANISM				15	1	16	15	1	16
SWITCHES, LEVERS, CRANKING MECHANISM, ETC	1		1	2	1	3	3	1	4
NOSEWHEEL STEERING				6	2	8	6	2	8
OTHER				2		2	2		2
FLIGHT CONTROL SURFACES									
ELEVATOR, ASSEMBLY ATTACHMENTS				2		2	2		2
RUDDER, SURFACES ATTACHMENTS	1		1	3		3	4		4
AILERON, SURFACES ATTACHMENTS				1		1	1		1
HORIZONTAL STABILIZER, ATTACHMENTS	2	1	3	1	1	2	3	2	5
VERTICAL STABILIZER, ATTACHMENTS	2		2	2		2	4		4
SPOILERS AND SLOTS-LEADING EDGE FLAPS, SPEED BRAKES				1		1	1		1
OTHER					1	1		1	1
SUBTOTAL	16	5	21	176	56	232	192	61	253
** POWERPLANT **									
ENGINE STRUCTURE									
CRANKSHAFT	2		2	12		12	14		14
MASTER AND CONNECTING RODS	1		1	25		25	26		26
CYLINDER ASSEMBLY	2		2	16	1	17	18	1	19
PISTON, PISTON RINGS				17		17	17		17
VALVE ASSEMBLIES	4		4	25		25	29		29
BLOWER, IMPELLER ASSEMBLY				7		7	7		7
MOUNT AND VIBRATION ISOLATORS				1	1	2	1	1	2
OTHER		1	1	9		9	9	1	10
IGNITION SYSTEM									
MAGNETOES				12		12	12		12
SPARK PLUG	1		1	14	3	17	15	3	18
COILS				1		1	1		1
SWITCHES				1		1	1		1
LEADS	1		1	2		2	3		3
FUEL SYSTEM									
TANKS				2		2	2		2
LINE AND FITTINGS	2		2	16	1	17	18	1	19
SELECTOR VALVES	2		2	5	4	9	7	4	11
FILTERS, STRAINERS, SCREENS				5		5	5		5
CARBURETOR	1		1	24		24	25		25
PUMPS	4		4	10	2	12	14	2	16
FUEL INJECTION SYSTEM	3		3	8		8	11		11
VENTS, DRAINS, TANK CAPS				5		5	5		5
RAM AIR ASSEMBLY				7		7	7		7
OTHER		1	1	5	3	8	5	4	9
LUBRICATING SYSTEM									
LINE, HOSES, FITTINGS	3		3	10		10	13		13
VALVES				4		4	4		4
FILTERS, SCREENS	1		1				1		1
PUMP-PRESSURE				2		2	2		2
PUMPS-SCAVENGER				1		1	1		1
OIL COOLERS				1		1	1		1
MAGNETIC PLUGS				1		1	1		1
SEALS AND GASKETS				1		1	1		1
OTHER	1		1	7		7	8		8
COOLING SYSTEM									
COWLING					1	1		1	1
PROPELLER AND ACCESSORIES									
BLADES	1		1	6		6	7		7
HUBS	1		1	4		4	5		5
HYDRAULIC PITCH CONTROL MECHANISM					1	1		1	1
SPINNERS, DOMES				1		1	1		1
GOVERNORS				4		4	4		4
BLADE RETENTION MECHANISM				2		2	2		2
METAL CAP, BLADE LEADING EDGE				1		1	1		1
OTHER	1		1	2		2	3		3
EXHAUST SYSTEM									
MANIFOLDS					1	1		1	1
MUFFLERS	1		1	1		1	2		2
STACKS				2		2	2		2
EXTERNAL SUPERCHARGER				2	1	3	2	1	3
ENGINE ACCESSORIES									
VACUUM PUMPS		1	1		1	1		2	2
COWL FLAP ACTUATING ASSEMBLY				1		1	1		1
STARTERS					1	1		1	1
OTHER				2		2	2		2

CAUSE/FACTOR TABLE

POWERPLANT (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
ENGINE CONTROLS				1		1	1		1
THROTTLE-POWER LEVER ASSEMBLIES				21		21	21		21
MIXTURE CONTROL ASSEMBLIES				5		5	5		5
INDUCTION AIR, PREHEAT CONTROLS				4		4	4		4
POWERPLANT-INSTRUMENTS									
POWER INDICATORS					1	1		1	1
FUEL PRESSURE GAUGE					1	1		1	1
FUEL QUANTITY GAUGE		1	1		16	16		17	17
MISCELLANEOUS									
POWERPLANT FAILURE FOR UNDETERMINED REASONS	25		25	183		183	208		208
BIRD INGESTION					1	1		1	1
FOREIGN OBJECT DAMAGE		1	1	1		1	1	1	2
DETONATION				1		1	1		1
OTHER				1		1	1		1
DIRECT ENTRIES				2		2	2		2
REDUCTION GEAR ASSEMBLY									
GEARS, REDUCTION				1		1	1		1
GEARS, ACCESSORY DRIVE				2		2	2		2
COMPRESSOR ASSEMBLY									
OTHER				1		1	1		1
COMBUSTION ASSEMBLY									
TURBINE ASSEMBLY									
WHEEL, TURBINE	1		1	2		2	3		3
BLADE, TURBINE WHEEL				2		2	2		2
ACCESSORY DRIVE ASSEMBLY									
LUBRICATING SYSTEM									
MAGNETIC PLUG				1		1	1		1
FUEL SYSTEM									
PUMP, FUEL					1	1		1	1
FUEL CONTROL				3		3	3		3
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	59	5	64	515	41	556	574	46	620
** SYSTEMS **									
ELECTRICAL SYSTEM									
BATTERIES				1		1	1		1
GENERATORS/ALTERNATORS		2	2	5	2	7	5	4	9
RECTIFIER				1		1	1		1
REGULATOR		1	1					1	1
RELAYS AND WIRING				1		1	1		1
MOTORS				1	1	2	1	1	2
HYDRAULIC SYSTEM									
HYDRAULIC PUMPS				1		1	1		1
RESERVOIR, LINES, FITTINGS				7		7	7		7
SEALS				1		1	1		1
FLIGHT CONTROL SYSTEMS									
AILERON AND AILERON TAB CONTROL SYSTEM	1		1	4		4	5		5
ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM	1		1	7		7	8		8
RUDDER AND RUDDER TAB CONTROL SYSTEM	1		1	3		3	4		4
FLIGHT CONTROL BOOST SYSTEM (HYDRAULIC)				1	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									
OTHER				1		1	1		1
FIRE WARNING SYSTEM									
FIRE EXTINGUISHER SYSTEM									
OXYGEN SYSTEM									
OTHER SYSTEMS									
PITOT SYSTEM					1	1		1	1

CAUSE/FACTOR TABLE

SYSTEMS (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
VACUUM SYSTEM	1		1		1	1	1	1	2
OTHER					1	1		1	1
DIRECT ENTRIES	1		1				1		1
SUBTOTAL	5	3	8	36	6	42	41	9	50
** INSTRUMENTS/EQUIPMENT AND ACCESSORIES **									
FLIGHT AND NAVIGATION INSTRUMENTS									
AIRSPEED		1	1		2	2		3	3
ATTITUDE GYRO					1	1		1	1
DIRECTIONAL GYRO		1	1					1	1
COMPASS					1	1		1	1
COMMUNICATIONS AND NAVIGATION EQUIPMENT									
TRANSMITTERS AND/OR RECEIVERS		1	1		3	3		4	4
ILS RECEIVERS					1	1		1	1
VOR RECEIVERS	1		1	1	4	5	2	4	6
OTHER					3	3		3	3
MISCELLANEOUS EQUIPMENT									
SPRAY, DUSTING EQUIPMENT		1	1	4	4	8	4	5	9
PICK-UP EQUIPMENT					1	1		1	1
GLIDER LAUNCH/TOW EQUIPMENT					1	1		1	1
OTHER				2	1	3	2	1	3
SUBTOTAL	1	4	5	7	22	29	8	26	34
** ROTORCRAFT **									
ROTOR ASSEMBLIES									
MAIN ROTOR BLADES	2		2	1		1	3		3
TAIL ROTOR BLADES	3		3	3	1	4	6	1	7
MAIN ROTOR HEAD ASSEMBLIES				5		5	5		5
BEARINGS	1		1	2		2	3		3
OTHER	1		1				1		1
TRANSMISSION ROTOR DRIVE SYSTEM									
FREE WHEEL UNIT				1		1	1		1
TAIL ROTOR DRIVE SHAFT ASSEMBLY	1		1	5		5	6		6
TAIL ROTOR GEAR BOX	2		2	4		4	6		6
CLUTCH ASSEMBLY				2		2	2		2
FLIGHT CONTROL SYSTEMS									
CYCLIC PITCH CONTROL SYSTEM	1		1	3		3	4		4
COLLECTIVE PITCH CONTROL SYSTEM				1		1	1		1
TAIL ROTOR PITCH CONTROL SYSTEM				5		5	5		5
STABILIZING SURFACES-DAMPERS				1		1	1		1
MISCELLANEOUS UNITS AND ASSEMBLIES									
TAIL BOOMS/PYLONS/CONES	1		1				1		1
SUBTOTAL	12		12	33	1	34	45	1	46
** AIRPORTS/AIRWAYS/FACILITIES **									
AIRPORT FACILITIES									
RUNWAY LIGHTING		1	1		9	9		10	10
RAMP FACILITIES					1	1		1	1
TAXIWAY LIGHTING AND MARKING					3	3		3	3
OTHER		1	1		7	7		8	8
AIRPORT CONDITIONS									
WET RUNWAY		1	1	7	37	44	7	38	45
ICE/SLUSH ON RUNWAY				5	14	19	5	14	19
SNOW ON RUNWAY		1	1	6	45	51	6	46	52
SNOW WINDROWS				4	49	53	4	49	53
UNMARKED OBSTRUCTIONS				2	9	11	2	9	11
SOFT SHOULDERS (RUNWAY)				2	21	23	2	21	23
ROUGH WATER					1	1		1	1
HIGH VEGETATION		2	2	6	22	28	6	24	30
HIDDEN HAZARD				10	6	16	10	6	16
POORLY MAINTAINED RUNWAY SURFACE		1	1	4	18	22	4	19	23
SOFT RUNWAY				6	21	27	6	21	27
WET RAMP/TAXIWAY					1	1		1	1
ICE/SLUSH ON RAMP/TAXIWAY					2	2		2	2
SNOW ON RAMP/TAXIWAY				1	4	5	1	4	5
SOFT SHOULDERS (RAMP/TAXIWAY)					4	4		4	4
SOFT TAXIWAY					1	1		1	1
OTHER	1	5	6	9	78	87	10	83	93
AIRWAYS FACILITIES									
H FACILITY					1	1		1	1
SUBTOTAL	1	12	13	62	354	416	63	366	429

CAUSE/FACTOR TABLE

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** WEATHER **									
LOW CEILING	1	138	139	1	58	59	2	196	198
RAIN		46	46		28	28		74	74
FOG	2	94	96	1	50	51	3	144	147
SNOW		24	24	1	21	22	1	45	46
HAIL		2	2					2	2
ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC	1	17	18	4	21	25	5	38	43
CONDITIONS CONDUCTIVE TO CARB/INDUCTION SYSTEM ICING		5	5		51	51		56	56
UNFAVORABLE WIND CONDITIONS		16	16	65	238	303	65	254	319
WIND SHEAR	3		3	6	3	9	9	3	12
SUDDEN WINDSHIFT		1	1	10	10	20	10	11	21
TURBULENCE IN FLIGHT, CLEAR AIR		3	3	5	8	13	5	11	16
TURBULENCE ASSOCIATED WITH CLOUDS AND/OR THUNDERSTORMS	4	14	18	1	6	7	5	20	25
DOWNDRAFTS, UPDRAFTS	4	14	18	20	46	66	24	60	84
LOCAL WHIRLWIND				4	3	7	4	3	7
LIGHTNING STRIKE				1		1	1		1
SQUALL LINE					1	1		1	1
ADVERSE WINDS ALOFT				1	5	6	1	5	6
HIGH TEMPERATURE		4	4		15	15		19	19
OBSTRUCTIONS TO VISION		3	3		10	10		13	13
HIGH DENSITY ALTITUDE	2	24	26		59	59	2	83	85
THUNDERSTORM ACTIVITY	3	22	25	2	17	19	5	39	44
OTHER		1	1		4	4		5	5
SUBTOTAL	20	428	448	122	654	776	142	1082	1224
** TERRAIN **									
WET, SOFT GROUND		2	2	39	86	125	39	88	127
SNOW-COVERED		1	1	9	29	38	9	30	39
ICY				2	4	6	2	4	6
HIGH VEGETATION	3	2	5	30	50	80	33	52	85
HIDDEN OBSTRUCTIONS				10	4	14	10	4	14
ROUGH/UNEVEN	1	8	9	112	201	313	113	209	322
ROUGH WATER		1	1	1	4	5	1	5	6
GLASSY WATER				1	5	6	1	5	6
HIGH OBSTRUCTIONS	7	137	144	85	391	476	92	528	620
LOOSE GRAVEL					4	4		4	4
SANDY				4	9	13	4	9	13
OTHER		10	10	20	69	89	20	79	99
SUBTOTAL	11	161	172	313	856	1169	324	1017	1341
** MISCELLANEOUS **									
SUICIDE	1		1				1		1
FOREIGN OBJECT DAMAGE				5		5	5		5
SMOKE IN COCKPIT					2	2		2	2
FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS	2		2	33		33	35		35
UNDETERMINED	39		39	29		29	68		68
BIRD COLLISION				3		3	3		3
VORTEX TURBULENCE				7	1	8	7	1	8
PROP/JET/ROTOR BLAST				5		5	5		5
ANIMAL(S) ON RUNWAY/TAXIWAY/RAMP	1		1	5	1	6	6	1	7
EVASIVE MANEUVER TO AVOID COLLISION	5		5	44	11	55	49	11	60
UNQUALIFIED PERSON OPERATED AIRCRAFT	3	2	5	9	6	15	12	8	20
SABOTAGE				3		3	3		3
DIRECT ENTRIES	3	1	4	7	2	9	10	3	13
SUBTOTAL	54	3	57	150	23	173	204	26	230
GRAND TOTAL	1372	801	2173	6598	2460	9058	7970	3261	11231
** MISCELLANEOUS ACTS, CONDITIONS **									
FIRE OF UNDETERMINED ORIGIN		3	3	1	4	5	1	7	8
UNAPPROVED MODIFICATION	1	1	2	1	1	2	2	2	4
IMPROPER/INADEQUATE VENTING				1		1	1		1
ACTION, LACK OF				1		1	1		1
POOR WELD				3		3	3		3
PREVIOUS DAMAGE	2		2	11	6	17	13	6	19
BRAKES FROZEN				1	1	2	1	1	2
LEAK/LEAKAGE	3	1	4	20	4	24	23	5	28
LOW FLUID LEVEL				4	1	5	4	1	5
CIRCUIT BREAKER POPPED					2	2		2	2
ARCING				2		2	2		2

CAUSE/FACTOR TABLE

MISCELLANEOUS ACTS, CONDITIONS (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
LOW COMPRESSION				2	1	3	2	1	3
RUNWAY CLOSED		1	1	2	6	8	2	7	9
DOWNWIND		11	11		113	113		124	124
CARBON DEPOSITS	1		1	3		3	4		4
LANDED IN CONSTRUCTION AREA				2	2	2	2	2	2
UNDER TORQUED	1		1	2		2	3		3
LOOSE, PART/FITTING				8		8	8		8
FEMALE PILOT					1	1		1	1
BENT				2	1	3	2	1	3
RINDING	1	1	2	6		6	7	1	8
BUCKLED				1	1	2	1	1	2
BURNED	1		1	2		2	3		3
CHAFFED				7		7	7		7
COLLAPSED				2		2	2		2
DETERIORATED	4		4	4		4	8		8
DISCONNECTED	3		3	40		40	43		43
ELONGATED				3		3	3		3
EXCESSIVE-WEAR/PLAY	3		3	7	4	11	10	4	14
ERRATIC	1	1	2	3	17	20	4	18	22
FLUTTER	1		1	2		2	3		3
FRAYED				2		2	2		2
GROUNDED				6	1	7	6	1	7
IMPROPERLY INSTALLED	2		2	24		24	26		26
JAMMED				4	1	5	4	1	5
NICKED				1		1	1		1
OBSTRUCTED	2		2	20	1	21	22	1	23
OPEN		1	1		1	1		2	2
OVERHEATED				7	2	9	7	2	9
PRESSURE TOO LOW				5	1	6	5	1	6
PRESSURE, NONE				4	3	7	4	3	7
SCORED				2		2	2		2
SHEARED	2		2	6		6	8		8
STICKING				1		1	1		1
STRIPPED				1	1	2	1	1	2
STUCK				9	1	10	9	1	10
EXCESSIVE TEMPERATURE		1	1	2		2	2	1	3
TEMPERATURE TOO LOW				1		1	1		1
VIBRATION, EXCESSIVE				1	4	5	1	4	5
CONGESTED RAMP/TAXIWAY				1	2	3	1	2	3
ICE-INDUCTION	1		1	1		1	2		2
FIRE IN WING		1	1					1	1
LOAD NOT JETTISONED					22	22		22	22
FAILED TO USE LANDING LIGHT(S)		1	1					1	1
INTENTIONAL GROUND-WATER LOOP-SWERVE				33	4	37	33	4	37
INTENTIONAL WHEELS UP				14	7	21	14	7	21
RAN OFF END OF RUNWAY		1	1		143	143		144	144
ALTITUDE SETTING-INCORRECT	3	1	4	2		2	5	1	6
ANTI-ICING/DEICING EQUIP-IMPROPER OPER. OF/FAILED TO USE	4		4	46		46	50		50
CHECKLIST-FAILED TO USE				1	38	39	1	38	39
CREW COORDINATION-POOR				2	2	4	2	2	4
DISREGARD OF GOOD OPERATING PRACTICE	1	11	12	16	12	28	17	23	40
IMPROPER EMERGENCY PROCEDURES	1	1	2	7	6	13	8	7	15
FEATHERED WRONG ENGINE				2		2	2		2
GUST LOCKS ENGAGED				3		3	3		3
INSTRUCTIONS-MISINTERPRETED				1		1	1		1
INSTRUMENTS-MISREAD OR FAILED TO READ	4		4		2	2	4	2	6
SEAT BELT NOT FASTENED	1	3	4				1	3	4
NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA	1		1	16	14	30	17	14	31
UNWARRANTED LOW FLYING	40	26	66	32	20	52	72	46	118
FAILED TO EXTEND THE LANDING FLAPS	1	1	2		1	1	1	2	3
FAILED TO USE ALL AVAILABLE RUNWAY				2	3	5	2	3	5
LANDED AT WRONG AIRPORT					3	3		3	3
INATTENTIVE TO FUEL SUPPLY	1	1	2	29	10	39	30	11	41
FLEW INTO BLIND CANYON	8	2	10	8	3	11	16	5	21
PREMATURE FLAP RETRACTION		1	1		1	1		2	2
POORLY PLANNED APPROACH	4	15	19	12	74	86	16	89	105
MISCALCULATED FUEL CONSUMPTION				12	4	16	12	4	16
JETTISONED LOAD		1	1	1	22	23	1	23	24
STOLEN OR UNAUTHORIZED USE OF AIRCRAFT		6	6		18	18		24	24
LANDED ON FAMED RUNWAY					5	5		5	5
IMPROPERLY SECURED	1		1	28	4	32	29	4	33
BOGUS PART					1	1		1	1
COMMUNICATIONS FAILURE					2	2		2	2
ELECTRICAL FAILURE		1	1	3	4	7	3	5	8
ENGINE LOADED UP	1		1	15	1	16	16	1	17
FATIGUE FRACTURE	13		13	34		34	47		47

CAUSE/FACTOR TABLE

MISCELLANEOUS ACTS, CONDITIONS (CONTINUED)(CONTINU

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
FUEL GRADE-IMPROPER		1	1	3	2	5	3	3	6
HYDRAULIC FAILURE				7		7	7		7
RPM-UNCONTROLLABLE-OVERSPEED	1		1	2		2	3		3
WINDSHIELD, DIRTY, FOGGY, ETC-RESTRICTED VISION				4	10	14	4	10	14
WRONG PART		1	1	6		6	6		6
IMPROPER ALIGNMENT/ADJUSTMENT	2	1	3	13	2	15	15	3	18
FAILURE OF TWO OR MORE ENGINES	3	4	7	6	8	14	9	12	21
SEPARATION IN FLIGHT		39	39	2	24	26	2	63	65
FIRE IN CABIN/ COCKPIT/ BAGGAGE COMPARTMENT	1	1	2	2	3	5	3	4	7
FIRE IN ENGINE				9	6	15	9	6	15
FIRE IN BRAKES/ WHEEL ASSEMBLY/ WHEEL WELL	1		1				1		1
CORRODED/CORROSION	2	1	3	3	1	4	5	2	7
INCORRECT TRIM SETTING	1	1	2		4	4	1	5	6
CARGO SHIFTED	1	1	2	1	1	2	2	2	4
CONGESTED TRAFFIC-PATTERN		3	3					3	3
PILOT FATIGUE	1	10	11		15	15	1	25	26
FUEL EXHAUSTION	12		12	216		216	228		228
FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL	1		1	16		16	17		17
PILOT SUFFERED HEART ATTACK	4		4				4		4
ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT	29	15	44	5	4	9	34	19	53
HYPOXIA	1		1				1		1
CARBON MONOXIDE POISONING		1	1					1	1
ICE-IN FUEL				4	1	5	4	1	5
ICE-ENGINE				2		2	2		2
ICE-CARBURETOR	4		4	46	1	47	50	1	51
ICE-PROPELLER				1		1	1		1
AIRFRAME ICE	10	3	13	13	6	19	23	9	32
ICE-WINDSHIELD	1	1	2	2	4	6	3	5	8
IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG	4	14	18	11	7	18	15	21	36
INTERFERENCE WITH FLIGHT CONTROLS	1		1	11	5	16	12	5	17
WHITEOUT		2	2	4	3	7	4	5	9
SUNGLARE	1	7	8	4	27	31	5	34	39
LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM				7		7	7		7
OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM	3		3	24	1	25	27	1	28
SIMULATED CONDITIONS	3	3	6	19	16	35	22	19	41
WATER IN FUEL	2		2	45	1	46	47	1	48
AIRCRAFT CAME TO REST IN WATER		38	38		64	64		102	102
FROZEN, MOISTURE				2	1	3	2	1	3
MISSING				12	1	13	12	1	13
TOUCH AND GO LANDING		5	5		51	51		56	56
HYDROPLANING ON WET RUNWAY				1		1	1		1
OVERLOAD FAILURE	17	11	28	15	528	543	32	539	571
MATERIAL FAILURE	11	1	12	173	10	183	184	11	195
FUEL STARVATION	14		14	152	1	153	166	1	167
OIL STARVATION	1		1	4		4	5		5
IMPROPER CLEARANCE-TOLERANCE	3		3	5	1	6	8	1	9
FUEL SELECTOR POSITIONED BETWEEN TANKS	1		1	9		9	10		10

DIRECT ENTRY CAUSES

PILOT-LOSS OF CONTROL,REASON UNKNOWN
 MISC-FUEL EXHAUSTION FOR UNDETERMINED REASON
 PILOT-DID NOT MAINTAIN POS RATE OF CLB DRG GOARND
 PILOT-VISUAL FLT AT ALT INSUF TO CLR ORST TRRN
 PILOT-ATMTO VFR FLT AT ALT INSUF TO CLR ORST TRRN
 PILOT-METRO COND NOT ADEQUATE FOR VIS REFERENCE
 PILOT-ATMTO VFR FLT AT ALT INSUF TO CLR HI ORSTN
 PILOT-DID NOT MAINTAIN POS RATE OF CLB AFTR TKOF
 PILOT-ATMTO VFR FLT AT ALT INSUF TO CLR ORST TRRN
 PILOT-METRO COND NOT ADEQUATE FOR TRRN ASSESSMENT
 PILOT-FELL FM LN DURG MOORING OPNS.
 PILOT-ATMPTD TKOF WITH SPOILERS EXTENDED.
 PERSONNEL-PAX STUMBLED,STRUCK & BROKE FUEL LINE.
 MISC-ONE OF A/S LT BULBS FAILED,IN SEE A/S IND OK.
 MISC-HOSE IGNITED DRG ROTOR ENGAGEMENT.
 MISC - OTHER ACFT BRAKES FAILED
 PILOT-METRO COND NOT ADEQUATE FOR TRRN ASSESSMENT
 MISC-SETTLING WITH POWER
 PILOT-MADE NAVIGATIONAL ERROR
 PILOT-R SEAT RELUCTANT COPE WITH EMGCY FM THIS PSN
 PILOT-INADVERTENTLY SWITCHED IGN OFF DURING FLIGHT
 MISC-WINDSHIELD ICED OVER OR FOGGED UP
 PILOT FAILED TO MAINTAIN ADEQUATE SEPARATION
 PILOT FAILED TO MAINTAIN ADEQUATE SEPARATION
 PWR PLT-PRIOR ENG OVERSPEED

CAUSE/FACTOR TABLE

DETAILED CAUSE/FACTOR -----	FATAL ACCIDENTS -----			NONFATAL ACCIDENTS -----			ALL ACCIDENTS -----		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

DIRECT ENTRY CAUSES (CONTINUED)

PWR PLT-ACTUATING LEVER WORKED OFF METERING SHAFT
 PILOT-DELAYED ACRO MANEUVER RECOVERY
 SYSTEMS-CYRO FLT INST FAILED FOR UNKNOWN REASON
 PILOT-FAILED TO MAINTAIN POSITIVE RATE OF CLIMB
 MISC-AFT CARGO DOOR CAME OPEN DURING TAKEOFF
 PILOT-MISIDENTIFIED POSITION ON AIRPORT
 PERSONNEL - PREHEATING OIL SYSTEM INADEQUATE.
 MISC - JEPPESEN J-AID RECOMMENDED WRONG LANDING RWY
 MISC - JEPPESEN J-AID RECOMMENDED WRONG LANDING RWY
 FLT CONTROL INTERFERENCE BY UNRESTRAINED DOG
 MISC-LOSS OF ROTOR RPM FOR UNDETERMINED REASON
 PILOT - FAILED TO MAINTAIN POSITIVE RATE OF CLIMB
 PILOT-AIRCRAFT COLLIDED WITH TREE STUMP.

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

U. S. AIR CARRIER BRIEFS

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS/INCIDENTS

II. S. CERTIFICATED ROUTE AND SUPPLEMENTAL AIR CARRIERS

ALL OPERATIONS

SUPPLEMENTAL ISSUE

1976

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
1-0003	4/5/76 TIME - 0819	KETCHIKAN, AK	BOEING 727 N124AS DAMAGE-DESTROYED	CR- 0 5 2 PX- 1 6 36	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE 55, 19813 TOTAL HOURS, 2140 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - KETCHIKAN INTL OPERATOR - ALASKA AIRLINES, INC. DEPARTURE POINT INTENDED DESTINATION JUNEAU, AK SEATTLE, WA TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH DITCHES LAST ENROUTE STOP KETCHIKAN, AK PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING WEATHER - LOW CEILING WEATHER - FOG WEATHER - SNOW AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY MISCELLANEOUS ACTS/CONDITIONS - RAN OFF END OF RUNWAY WEATHER BRIEFING - COMPANY DISPATCH WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 350 TYPE OF WEATHER CONDITIONS IFR FIRE AFTER IMPACT REMARKS- INITIATED G/A WITH INSUFF RWY RMNG, THEN ABORTED. ABANDONED ILS APCH WHEN ISLAND IN SIGHT.						
CEILING AT ACCIDENT SITE 800 PRECIPITATION AT ACCIDENT SITE SNOW RELATIVE BEARING OF WIND LEFT QUARTERING TAIL WIND 203-247 DEGREES WIND VELOCITY-KNOTS 6 TYPE OF FLIGHT PLAN IFR						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
1-0005	4/27/76 TIME - 1510	ST.THOMAS,VI	BOEING 727 N1963 DAMAGE-DESTROYED	CR- 2 2 3 PX- 35 17 29 NT- 0 1 0	SCHED INTERNATL PASSG SRV	AIRLINE TRANSPORT, AGE 54, 22225 TOTAL HOURS. 10000 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - HARRY S TRUMAN OPERATOR - AMERICAN AIRLINES, INC. DEPARTURE POINT INTENDED DESTINATION PROVIDENCE, RI ST.THOMAS, VI TYPE OF ACCIDENT LAST ENROUTE STOP OVERSHOOT PHASE OF OPERATION COLLIDED WITH OBJECT LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED WEATHER - UNFAVORABLE WIND CONDITIONS FACTOR(S) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL FAILURE TO PROVIDE ADEQ. DIRECTIVES, MANUAL, EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY WEATHER BRIEFING - COMPANY DISPATCH WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 84 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 120 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE FIRE AFTER IMPACT REMARKS- USED 30DEG FLAPS INSTEAD OF 40DEG. INITIATED G/A INSUFF RWY RMNG. ABORTED. NO INFO ACFT G/A PERF.						
1-0022	11/12/76 TIME - 1938	BUFFALO, NY	DOUGLAS DC-9 N979VJ DAMAGE-SUBSTANTIAL	CR- 0 0 4 PX- 0 0 55	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE 49, 23405 TOTAL HOURS. 7198 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BUFFALO INTL OPERATOR - ALLEGHENY AIRLINES, INC. DEPARTURE POINT INTENDED DESTINATION WASHINGTON, DC BUFFALO, NY TYPE OF ACCIDENT LAST ENROUTE STOP GEAR COLLAPSED HARTFORD, CT 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) PERSONNEL - TRAFFIC CONTROL PERSONNEL FAILURE TO ADVISE OF UNSAFE AIRPORT CONDITIONS PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL DEFICIENCY, COMPANY MAINTAINED EOPMT, SERVICES, REGULATION AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES OBSTRUCTION LIGHTING MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- STOPPED TO LET CO ACFT BY, DRG TURN TO RAMP R GR ENTRD CONST AREA R & REAR OF ACFT. LGTS NOT TO SPEC						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
1-0025	3/12/76 TIME - 1040	UDRIVIK LAKE, AK	LOCKHEED 188 N401FA DAMAGE-DESTROYED	CR- 0 0 3 PX- 0 0 0	NS/CTR REVENUE CARGO DOM	AIRLINE TRANSPORT, AGE 51, 19500 TOTAL HOURS, 1400 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LAKE ICE STRIP OPERATOR - GREAT NORTHERN AIRLINES DEPARTURE POINT INTENDED DESTINATION FAIRBANKS, AK UDRIVIK LAKE, AK TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE FIRE AFTER IMPACT REMARKS- ICE STRIP ON FROZEN LAKE CLRD OF SNOW.						
1-0026	8/4/76 TIME - 0100	MIAMI, FL	BOEING 727-35 N4622 DAMAGE-SUBSTANTIAL	CR- 0 0 7 PX- 0 0 0	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE 52, 17742 TOTAL HOURS, 5194 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MIAMI INTL OPERATOR - NATIONAL AIRLINES, INC DEPARTURE POINT INTENDED DESTINATION FT LAUDERDALE, FL MIAMI, FL TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE IN FLIGHT LANDING INITIAL APPROACH GEAR RETRACTED LANDING ROLL PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - CORRODED/CORROSION REMARKS- UPLOCK UNIVERSAL BLOCK P/N 65-24488-1 LT MAIN LANDING GR SEPARATED FROM STRESS CORROSION, CRACKING.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
1-0027	11/17/76 TIME - 1617	APPLETON, OH	DOUGLAS DC-9 N1070T DAMAGE-NONE	CR- 0 1 3 PX- 0 0 73	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE 44, 17300 TOTAL HOURS, 3200 IN TYPE, INSTRUMENT RATED.
<p>OPERATOR - TRANS WORLD AIRLINES, INC. DEPARTURE POINT INTENDED DESTINATION INDIANAPOLIS, IN PITTSBURGH, PA TYPE OF ACCIDENT PHASE OF OPERATION EVASIVE MANEUVER IN FLIGHT NORMAL CRUISE</p> <p>PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION FACTOR(S) PERSONNEL - TRAFFIC CONTROL PERSONNEL OTHER REMARKS- N7842TW READ BACK WRONG ALT, ATC DID NOT CORRECT READBACK.</p>						
4-0001	1/20/76 TIME - 1341	ADDISON, TX	BOEING 727 N7282 DAMAGE-NONE	CR- 0 0 6 PX- 0 0 61	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE 54, 24731 TOTAL HOURS, 5923 IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT OPERATOR - BRANIFF AIRWAYS, INC. DEPARTURE POINT INTENDED DESTINATION KANSAS CITY, KS DALLAS, TX TYPE OF ACCIDENT PHASE OF OPERATION EVASIVE MANEUVER IN FLIGHT DESCENDING</p> <p>PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION REMARKS- NR MISS WITH PIPER PA-23, N4821P, IN CTL ZONE.</p>						
4-0002	1/20/76 TIME - 1831	CHARLOTTE, NC	BOEING 727 N8147N DAMAGE-NONE	CR- 0 0 6 PX- 0 0 60	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE 47, 10000 TOTAL HOURS, 1451 IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT NAME OF AIRPORT - DOUGLAS MUNI OPERATOR - EASTERN AIR LINES, INC. DEPARTURE POINT INTENDED DESTINATION FLUSHING, NY CHARLOTTE, NC TYPE OF ACCIDENT PHASE OF OPERATION MISCELLANEOUS STATIC PARKED-ENGINES NOT OPERATING</p> <p>PROBABLE CAUSE(S) MISC - BOMB THREAT PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER REMARKS- MINOR PAX INJ SUSTAINED DRG EVACUATION.</p>						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
4-0003	3/4/76 TIME - 1246	FLUSHING, NY	BOEING 727 N7296BA DAMAGE-MINOR	CR- 0 0 7 PX- 0 0 31	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE 59, 25617 TOTAL HOURS, 2382 IN TYPE, INSTRUMENT RATED.
CLASSIFIED AS INCIDENT NAME OF AIRPORT - LA GUARDIA OPERATOR - BRANIFF AIRWAYS, INC. DEPARTURE POINT INTENDED DESTINATION DALLAS, TX NEW YORK, NY TYPE OF ACCIDENT PHASE OF OPERATION DRAGGED WING TIP, POD, OR FLOAT LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA REMARKS- ACFT T/D ON L MAIN LNDG GR, DMGD WING TIP AND FLAP.						
4-0004	2/23/76 TIME - 1827	SYRACUSE, NY	BOEING 727 N8847E DAMAGE-NONE	CR- 0 0 7 PX- 0 0 96	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE UNK/NR, 12900 TOTAL HOURS, 2091 IN TYPE, INSTRUMENT RATED.
CLASSIFIED AS INCIDENT NAME OF AIRPORT - SYRACUSE INTL OPERATOR - EASTERN AIR LINES, INC. DEPARTURE POINT INTENDED DESTINATION SYRACUSE, NY PHILADELPHIA, PA TYPE OF ACCIDENT PHASE OF OPERATION EVASIVE MANEUVER TAKEOFF RUN PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION REMARKS- PA-32, N122TT, MISSED TWY TURN, ENTERED ACTIVE. B-727 ON TKOF, OVERROTATED TO AVOID PA-32, DRAGGED SKID.						
4-0005	1/25/76 TIME - 2213	DETROIT, MI	LOCKHEED 1011 N7150A DAMAGE-MINOR	CR- 0 0 11 PX- 0 0 65	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
CLASSIFIED AS INCIDENT NAME OF AIRPORT - DETROIT METRO OPERATOR - DELTA AIR LINES, INC. DEPARTURE POINT INTENDED DESTINATION DETROIT, MI CHICAGO, IL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF RUN MISCELLANEOUS TAKEOFF ABORTED PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS OTHER FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 2 ENGINES REMARKS- COMPRESSOR SURGE NR 263 ENGS, ABORTED AT VR, NOSE WHEEL BECAME Mired IN MUD.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
4-0006	2/19/76 TIME - 1820	WASHINGTON,DC	BOEING 727 N7624U DAMAGE-MINOR	CR- 0 0 7 PX- 0 0120	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE 59, 16659 TOTAL HOURS, 3812 IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT NAME OF AIRPORT - NATIONAL OPERATOR - UNITED AIR LINES, INC. DEPARTURE POINT INTENDED DESTINATION WASHINGTON,DC CLEVELAND,OH TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION FIRE OR EXPLOSION ON GROUND</p> <p>PHASE OF OPERATION TAKEOFF RUN TAKEOFF ABORTED</p> <p>PROBABLE CAUSE(S) POWERPLANT - TURBINE ASSEMBLY BEARING, SHAFT MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - FIRE IN ENGINE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE FIRE AFTER IMPACT REMARKS- NR 4-1/2 BEARING CAGE FAILED FOR UNDETERMINED REASON.</p>						
4-0007	5/13/76 TIME - 1710	NR.BILLINGS,MT	DOUGLAS DC-10 N1810U DAMAGE-NONE	CR- 1 0 2 PX- 0 0 0	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT OPERATOR - UNITED AIR LINES, INC. DEPARTURE POINT INTENDED DESTINATION CHICAGO, ILL SEATTLE, WA TYPE OF ACCIDENT MISCELLANEOUS</p> <p>PHASE OF OPERATION IN FLIGHT NORMAL CRUISE</p> <p>PROBABLE CAUSE(S) PERSONNEL - FLIGHT ENGINEER OTHER REMARKS- SUFFERED HEART ATTACK IN LOWER GALLEY IN-FLT. HAD MASSIVE MYOCARDIAL INFARCT 7/25/70. CREW, PAX N/R.</p>						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
4-0008	3/16/76 TIME - 0043	BIRMINGHAM,AL	BOEING 727 N468DA DAMAGE-MINOR	CR- 0 0 7 PX- 0 0 93	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE 40, 8000 TOTAL HOURS, 1040 IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT</p> <p>NAME OF AIRPORT - BIRMINGHAM MUNI</p> <p>OPERATOR - DELTA AIR LINES, INC.</p> <p>DEPARTURE POINT INTENDED DESTINATION</p> <p>ATLANTA, GA BIRMINGHAM, AL</p> <p>TYPE OF ACCIDENT PHASE OF OPERATION</p> <p>GROUND-WATER LOOP-SWERVE LANDING ROLL</p> <p>COLLIDED WITH RUNWAY OR APPROACH LIGHTS LANDING ROLL</p> <p>PROBABLE CAUSE(S)</p> <p>COPILOT - FAILED TO MAINTAIN DIRECTIONAL CONTROL</p> <p>PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT</p> <p>AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY</p> <p>FACTOR(S)</p> <p>WEATHER - SUDDEN WINDSHIFT</p> <p>WEATHER - OBSTRUCTIONS TO VISION</p> <p>WEATHER - THUNDERSTORM ACTIVITY</p> <p>MISCELLANEOUS ACTS, CONDITIONS - HYDROPLANING ON WET RUNWAY</p> <p>MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND</p> <p>WEATHER BRIEFING - COMPANY DISPATCH</p> <p>WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT</p> <p>SKY CONDITION CEILING AT ACCIDENT SITE</p> <p>OVERCAST 400</p> <p>VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE</p> <p>2 MILES OR LESS RAIN SHOWERS, THUNDERSTORM</p> <p>OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND</p> <p>FOG RIGHT QUARTERING TAIL WIND 203-247 DEGREES</p> <p>TEMPERATURE-F WIND DIRECTION-DEGREES</p> <p>63 160</p> <p>WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS</p> <p>10 IFR</p> <p>TYPE OF FLIGHT PLAN</p> <p>IFR</p> <p>REMARKS- ACFT ENTRD HVY RAIN AFTR T/D AND BEGAN SLIDING TO THE L. THE L MLG STRUCK RWY LGTS OFF PAVED SFC.</p>						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
4-0009	5/18/76 TIME - 2110	BINGHAMTON, NY	BOEING 727 N6805 DAMAGE-MINOR	CR- 0 0 7 PX- 0 0 27	SCHED INTERNATL PASSG SRV	AIRLINE TRANSPORT, AGE 41, 8505 TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT OPERATOR - AMERICAN AIRLINES, INC. DEPARTURE POINT INTENDED DESTINATION TORONTO, CANADA FLUSHING, NY TYPE OF ACCIDENT PHASE OF OPERATION FIRE OR EXPLOSION IN FLIGHT IN FLIGHT NORMAL CRUISE</p> <p>PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - FIRE IN CABIN, COCKPIT, BAGGAGE COMPARTMENT EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT FUMES IN CABIN REMARKS- PASS COAT ON FLOOR CAUGHT FIRE. SOURCE OF IGNITION WAS NOT DTMND.</p>						
4-0010	4/1/76 TIME - 0738	NR. SPOKANE, WA	DOUGLAS DC-9 N9333 DAMAGE-NONE	CR- 0 0 5 PX- 0 0 49	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE 57, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT NAME OF AIRPORT - SPOKANE INTL OPERATOR - HUGHES AIRWEST DEPARTURE POINT INTENDED DESTINATION CALGARY, CANADA LOS ANGELES, CA TYPE OF ACCIDENT LAST ENROUTE STOP EVASIVE MANEUVER LAS VEGAS, NV TURBULENCE PHASE OF OPERATION LANDING MISSED APPROACH LANDING MISSED APPROACH</p> <p>PROBABLE CAUSE(S) PERSONNEL - TRAFFIC CONTROL PERSONNEL OTHER MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION MISCELLANEOUS - VORTEX TURBULENCE FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PERSONNEL - TRAFFIC CONTROL PERSONNEL INADEQUATE SPACING OF AIRCRAFT REMARKS- INADQAT LCL ATC PROC. PILOT FAILED TO FOLLOW FAA RCMD PSNRP PROC. AVOIDED DC-10, N148US.</p>						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
4-0011	3/28/76 TIME - 0928	MIAMI, FL	DOUGLAS DC-10 N82NA DAMAGE-NONE	CR- 0 0 13 PX- 0 0 239	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGF 54, 22045 TOTAL HOURS, 1888 IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT NAME OF AIRPORT - MIAMI INTL OPERATOR - NATIONAL AIRLINES, INC DEPARTURE POINT INTENDED DESTINATION MIAMI, FL LOS ANGELES, CA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF RUN</p> <p>PROBABLE CAUSE(S) POWERPLANT - COMPRESSOR ASSEMBLY FAN MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE REMARKS- FAILURE OF NR 5 BLADE STAGE 1 FAN DUE TO PRE-EXISTING FABRICATION CRACK.</p>						
4-0012	5/25/76 TIME - 0834	SAN ANTONIO, TX	BOEING 727 N93738 DAMAGE-MINOR	CR- 0 0 7 PX- 0 0 36	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGF UNK/NR, 6057 TOTAL HOURS, 277 IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT NAME OF AIRPORT - SAN ANTONIO INTL OPERATOR - CONTINENTAL AIR LINES, INC. DEPARTURE POINT INTENDED DESTINATION HOUSTON, TX SAN ANTONIO, TX TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH OBJECT LANDING ROLL</p> <p>PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND</p> <p>FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY WEATHER BRIEFING - RECEIVED RECORDED BRIEFING BY LFME RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT</p> <p>SKY CONDITION CEILING AT ACCIDENT SITE PARTIAL OBSCURATION 200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 120 8 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR</p> <p>REMARKS- AIRCRAFT CAME TO REST 62 FEET OFF END OF RUNWAY.</p>						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
4-0013	10/5/76	NR.SALT LAKE CITY,UT	BOEING 737 N4523W DAMAGE-NONE	CR- 0 1 2 PX- 0 0 0	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
CLASSIFIED AS INCIDENT OPERATOR - WESTERN AIR LINES, INC. DEPARTURE POINT INTENDED DESTINATION EDMONTON,CAN SALT LAKE CITY,UT TYPE OF ACCIDENT PHASE OF OPERATION MISCELLANEOUS IN FLIGHT DESCENDING PROBABLE CAUSE(S) PILOT IN COMMAND - INCAPACITATION EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT REMARKS- PILOT BECAME INCAPACITATED.TOTAL CREW AND PAX NOT REPORTED.						
4-0014	12/7/76	PHILADELPHIA,PA	BOEING 727 N8106N DAMAGE-MINOR	CR- 0 0 6 PX- 0 0 23	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
CLASSIFIED AS INCIDENT NAME OF AIRPORT - PHILADELPHIA INTL OPERATOR - EASTERN AIR LINES, INC. DEPARTURE POINT INTENDED DESTINATION SYRACUSE,NY PHILADELPHIA,PA TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 1100 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 4 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 160 24 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR IFR REMARKS- REPORTD WINDS 160 DFG AT 24KTS GUSTING TO 34KTS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
4-0015	11/2/76 TIME - 2135	NR.RICHMOND,VA	BOEING 727 N8152N DAMAGE-MINOR	CR- 0 0 6 PX- 0 0 46	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE 48, 21000 TOTAL HOURS, 4355 IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT OPERATOR - EASTERN AIR LINES, INC. DEPARTURE POINT INTENDED DESTINATION RALEIGH-DURHAM, NC PHILADELPHIA, PA TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT</p> <p>PHASE OF OPERATION IN FLIGHT NORMAL CRUISE</p> <p>PROBABLE CAUSE(S) AIRFRAME - FUSELAGE FLOOR STRUCTURE MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE MISCELLANEOUS ACTS, CONDITIONS - EXPLOSIVE DECOMPRESSION REMARKS- BS910 FLOOR BEAM FAILED.</p>						
4-0016	11/21/76 TIME - 1807	SAN FRANCISCO, CA	BEECH A36 N124TW DAMAGE-MINOR	CR- 0 0 2 PX- 0 0 2 OT- 0 0119	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	CERTIFICATE UNKNOWN, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT NAME OF AIRPORT - SAN FRANCISCO DEPARTURE POINT INTENDED DESTINATION SAN FRANCISCO, CA HAWTHORNE, CA TYPE OF ACCIDENT COLLISION WITH AIRCRAFT ONE AIRBORNE</p> <p>PHASE OF OPERATION TAXI TO TAKEOFF</p> <p>PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES TAXIWAY LIGHTING AND MARKING REMARKS- FAILED TO HOLD SHORT OF RWY, TWY HOLDING LINES PARTLY OBLITERATED DUE REPAVING.</p>						
4-0016	11/21/76 TIME - 1807	SAN FRANCISCO, CA	BOEING 727 N691WA DAMAGE-MINOR	CR- 0 0 7 PX- 0 0112 OT- 0 0 4	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT NAME OF AIRPORT - SAN FRANCISCO OPERATOR - PACIFIC SOUTHWEST DEPARTURE POINT INTENDED DESTINATION SAN FRANCISCO, CA SAN DIEGO, CA TYPE OF ACCIDENT COLLISION WITH AIRCRAFT ONE AIRBORNE</p> <p>PHASE OF OPERATION TAKEOFF RUN</p> <p>PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT</p>						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
4-0017	12/27/76 TIME - 1102	BANGOR, ME	BOEING 727 N473DA DAMAGE-MINOR	CR- 0 0 9 PX- 0 0132	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT NAME OF AIRPORT - BANGOR INTL OPERATOR - DELTA AIR LINES, INC. DEPARTURE POINT INTENDED DESTINATION BANGOR, ME HOUSTON, TX TYPE OF ACCIDENT FIRE OR EXPLOSION ON GROUND LAST ENROUTE STOP UNKNOWN/NOT REPORTED PHASE OF OPERATION TAKEOFF ABORTED</p> <p>PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - OVERHEATED MISCELLANEOUS ACTS, CONDITIONS - FIRE IN BRAKES, WHEEL ASSEMBLY, WHEEL WELL FIRE AFTER IMPACT REMARKS- THE NR 2 BRAKE ASSEMBLY OVERHEATED ON TKOF. EVIDENCE OF TIRE SLIP OBSVD ON WHEEL RIM.</p>						
4-0018	12/12/76 TIME - 1743	SAN JUAN, PR	BOEING 747 N9664 DAMAGE-MINOR	CR- 0 0 17 PX- 0 0189	SCHED INTERNATL PASSG SRV	AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT OPERATOR - AMERICAN AIRLINES, INC. DEPARTURE POINT INTENDED DESTINATION ARUBA JAMAICA, NY TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE</p> <p>PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) SYSTEMS - FLIGHT CONTROL SYSTEMS WING FLAP CONTROL SYSTEM HYDRAULIC FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- BOEING SVC BULLETIN NR 747-27-2092 C/W. DRG SOME MAINT PHASE LONGER LINKS WERE REPLCD BY SHORT LINKS</p>						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
4-0019	10/25/76 TIME - 0857	WASHINGTON, DC	BOEING 727 N8837E DAMAGE-NONE	CR- 0 0 7 PX- 0 0 83	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT</p> <p>NAME OF AIRPORT - NATIONAL</p> <p>OPERATOR - EASTERN AIR LINES, INC.</p> <p>DEPARTURE POINT INTENDED DESTINATION</p> <p>NEWARK, NJ WASHINGTON, DC</p> <p>TYPE OF ACCIDENT PHASE OF OPERATION</p> <p>MISCELLANEOUS LANDING ROLL</p> <p>PROBABLE CAUSE(S)</p> <p>AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY</p> <p>MISCELLANEOUS ACTS, CONDITIONS - HYDROPLANING ON WET RUNWAY</p> <p>FACTOR(S)</p> <p>PERSONNEL - AIRPORT SUPERVISORY PERSONNEL OTHER</p> <p>AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS POORLY MAINTAINED RUNWAY SURFACE</p> <p>WEATHER - RAIN</p> <p>MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY</p> <p>WEATHER BRIEFING - COMPANY DISPATCH</p> <p>WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT</p> <p>SKY CONDITION CEILING AT ACCIDENT SITE</p> <p>OVERCAST 500</p> <p>VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE</p> <p>2 MILES OR LESS RAIN</p> <p>OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND</p> <p>FOG TAIL WIND 158-202 DEGREES</p> <p>TEMPERATURE-F WIND DIRECTION-DEGREES</p> <p>55 180</p> <p>WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS</p> <p>4 IFR</p> <p>TYPE OF FLIGHT PLAN</p> <p>IFR</p> <p>REMARKS- ACCUMULATION OF RUBBER DEPOSITS ON RWY. NOT CKD FOR FRICTION SINCE GROOVED 1972. AC150/5320-12 CVRS.</p>						

U. S. GENERAL AVIATION BRIEFS

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D. C. 20594
BRIEFS OF U. S. GENERAL AVIATION ACCIDENTS
OCCURRING ON FOREIGN SOIL
SUPPLEMENTAL ISSUE

1976

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
6-0001	2/22/76 TIME - 1100	JALISCO, MEX	MAULE M5220C N51637 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 48, 1604 TOTAL HOURS, 13 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - TUXPAN DE BOLANOS DEPARTURE POINT INTENDED DESTINATION SAN SEBASTIAN, MEX JALISCO, MEX TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH DITCHES LANDING ROLL REMARKS- INVEST UNDER JURISDICTION OF GOVT OF MEXICO.						
6-0002	2/20/76 TIME - 1250	BAHIA DE L.A., MEX	BEECH E18S N342E DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 8	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-I	COMMERCIAL, FL. INSTR., AGE 33, 4418 TOTAL HOURS, 2100 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BAHIA DE LOS ANGE DEPARTURE POINT INTENDED DESTINATION MEXICALI, MEX BAHIA DE L.A., MEX TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING ROLL REMARKS- INVEST UNDER JURISDICTION OF GOVT OF MEXICO.						
6-0003	2/20/76 TIME - 1300	ENSENADA, MEX	PIPER PA-28 N7449J DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 33, 550 TOTAL HOURS, 20 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - MELING RANCH DEPARTURE POINT INTENDED DESTINATION TIJUANA, MEX. ENSENADA, MEX TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN REMARKS- INVEST UNDER JURISDICTION OF GOVT OF MEXICO.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
6-0004	1/18/76 TIME - 1820	GRND BHMA,BAHAMAS	CESSNA 182 N21550 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL.INSTR., AGE 27, 455 TOTAL HOURS, 195 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT WEST PALM BEACH,FL	INTENDED DESTINATION ROCK SOUND,BAHAMAS			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH OBJECT	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL			
PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT REMARKS- INVEST UNDER JURIS OF THE BAHAMIAN GOV.						
6-0005	3/12/76 TIME - 1735	TUXPAN,MEX	CESSNA 206 N5020U DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 38, 2817 TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT TUXPAN,MEX	INTENDED DESTINATION MC ALLEN,TX			
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES	PHASE OF OPERATION TAKEOFF INITIAL CLIMB			
REMARKS- INVEST UNDER JURISDICTION OF GOVT OF MEXICO.						
6-0006	3/20/76 TIME - 1200	HUASCATO,MEX	PIPER PA-23 N4779P DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 45, 4500 TOTAL HOURS, 105 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - PRIVATE DEPARTURE POINT MC ALLEN,TX	INTENDED DESTINATION HUASCATO,MEX			
		TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH DITCHES	PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL			
REMARKS- INVEST UNDER JURISDICTION OF GOVT OF MEXICO.						
6-0007	3/6/76 TIME - 1830	COLIMA,MEX	PIPER PA-24 N7695P DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 45, 70 TOTAL HOURS, 18 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - COLIMA DEPARTURE POINT COLIMA,MEX	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH FENCE,FENCEPOSTS	PHASE OF OPERATION LANDING ROLL LANDING ROLL			
REMARKS- INVEST UNDER JURISDICTION OF GOVT OF MEXICO.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
6-0008	4/5/76 TIME - UNK/NR	MANILA, PI	CESSNA 210 N9423P DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS FERRY	CERTIFICATE OTHER, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED.
NAME OF AIRPORT - SMALL STRIP DEPARTURE POINT INTENDED DESTINATION MANILA, PI UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT TAKEOFF RUN REMARKS- INVESTIGATION UNDER THE JURISDICTION OF THE GOVT OF THE PHILLIPINE.						
6-0009	2/2/76 TIME - 1615	STELLA MARIS, BHMS	CESSNA 320 N5723X DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 1 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 23, 1682 TOTAL HOURS, 72 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - STELLA MARIS DEPARTURE POINT INTENDED DESTINATION STELLA MARIS, BHMS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- INVESTIGATION UNDER JURISDICTION OF BAHAMAS GOVERNMENT						
6-0010	4/12/76 TIME - 0630	PUNTA PSCADERO, MEX	BEECH 35 N3944N DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 60, 647 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - PUNTA PSCADERO DEPARTURE POINT INTENDED DESTINATION PUNTA PSCADERO, MEX LORETO, MEX TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN STALL MUSH TAKEOFF INITIAL CLIMB REMARKS- INVEST UNDER JURISDICTION OF GOVT OF MEXICO.						
6-0011	5/22/76 TIME - 1545	CARO SN LUCAS, MEX	PIPER PA-32 N55571 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 5	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 51, UNK/NR TOTAL HOURS, 383 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - HOTEL CARO SN LUC DEPARTURE POINT INTENDED DESTINATION SERENIDAD, MEX CARO SN LUCAS, MEX TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GROUND-WATER LOOP-SWERVE LANDING ROLL REMARKS- INVEST UNDER JURISDICTION OF GOVT OF MEXICO.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
6-0012	6/5/76 TIME - 1630	TEZAPOCA,MEX	CESSNA 182 N84488 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3 OT- 0 0 3	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 51, 400 TOTAL HOURS, 32 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - TEZAPOCA DEPARTURE POINT TEZAPOCA,MEX TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH AUTOMOBILE INTENDED DESTINATION GUAYMAS,MEX. PHASE OF OPERATION TAKEOFF RUN TAKEOFF RUN REMARKS- NOSE GEAR HIT ROCK,SWERVED INTO TRUCK. INVEST UNDER JURISDICTION OF GOVT OF MEXICO.						
6-0013	2/29/76 TIME - 1430	ABACO,BAHAMAS	TAYLORCRAFT BL-65 N29807 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PRACTICE	COMMERCIAL, AGE 33, 1330 TOTAL HOURS, 30 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MARSH HARBOUR DEPARTURE POINT ABACO,BAHAMAS TYPE OF ACCIDENT COLLIDED WITH TREES INTENDED DESTINATION LOCAL PHASE OF OPERATION LANDING GO-AROUND REMARKS- INVESTIGATION UNDER THE JURISDICTION OF THE GOVT OF BAHAMAS.						
6-0014	5/14/76 TIME - 1430	ANTIGUA,BWI	VOLVER VJ22 N2801J DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 46, 1350 TOTAL HOURS, 80 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT FALMOUTH HARBOR,BWI TYPE OF ACCIDENT STALL INTENDED DESTINATION LOCAL PHASE OF OPERATION IN FLIGHT OTHER REMARKS- INVESTIGATION UNDER JURISDICTION OF THE GOVT OF ANTIGUA.						
6-0015	6/21/76 TIME - 1930	COAHUILA,MEX	CESSNA 182 N1402M DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 1 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	CERTIFICATE UNKNOWN, AGE UNK/NR, 6000 TOTAL HOURS, 600 IN TYPE, UNK/NR INSTRUMENT RATED.
DEPARTURE POINT EAGLE PASS,TX TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED INTENDED DESTINATION RANCHO LOS PICOS,MEX PHASE OF OPERATION IN FLIGHT OTHER FIRE AFTER IMPACT REMARKS- INVESTIGATION UNDER JURISTICTIION GOVT OF MEXICO						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
6-0016	8/13/76	NR.VICTORIA,CAN TIME - 1203	PIPER PA-28R N4849T DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 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 SEATTLE,WA.	INTENDED DESTINATION VICTORIA,CAN	PHASE OF OPERATION UNKNOWN/NOT REPORTED		
		TYPE OF ACCIDENT UNDETERMINED				
REMARKS- INVEST UNDER JURISDICTION OF CANADIAN GOVT.						
6-0017	8/6/76	HERMOSILLO,MEX TIME - UNK/NR	PIPER PA-32R N4435X DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 25, 133 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - HERMOSILLO, DEPARTURE POINT IMPERIAL,CA	INTENDED DESTINATION GUYMAS,MEX	PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN		
		TYPE OF ACCIDENT WHEELS-UP				
EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY						
REMARKS- INVEST UNDER JURISDICTION OF GOVT OF MEXICO.						
6-0018	7/6/76	AMATLAN,MEX TIME - UNK/NR	CESSNA 337 N53417 DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 40, 1800 TOTAL HOURS, 94 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT AMATLAN,MEX	INTENDED DESTINATION LOCAL	PHASE OF OPERATION TAKEOFF INITIAL CLIMB TAKEOFF INITIAL CLIMB		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER UNCONTROLLED				
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMOUT-2 ENGINES FIRE AFTER IMPACT						
REMARKS- INVEST UNDER JURISDICTION OF GOVT OF MEXICO.						
6-0019	5/14/76	NR.ACAPULCO,MEXICO TIME - 0930	DEHAVILLAND DHC-2 N3010F DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0	MISCELLANEOUS OTHER PUBLIC	COMMERCIAL, FL.INSTR., AGE 34, 2200 TOTAL HOURS, 62 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT ACAPULCO,MEXICO	INTENDED DESTINATION LOCAL	PHASE OF OPERATION TAKEOFF INITIAL CLIMB		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED				
FIRE AFTER IMPACT						
REMARKS- INVEST UNDER JURISDICTION OF GOVT OF MEXICO.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
6-0020	5/28/76 TIME - 1400	WALKER CAY,BAHAMA	CESSNA 411 N34JH DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 2	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, AGE 39, 7000 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - WALKER CAY ABACO	INTENDED DESTINATION	PHASE OF OPERATION		
		DEPARTURE POINT FORT LAUDERDALE,FL	WALKER CAY,BAHAMA	LANDING LEVEL OFF/TOUCHDOWN		
		TYPE OF ACCIDENT OVERSHOOT		LANDING ROLL		
		COLLIDED WITH TREES				
REMARKS- INVESTIGATED UNDER THE JURISDICTION OF THE GOVERNMENT OF THE BAHAMAS.						
6-0021	8/7/76 TIME - 0230	ACAPULCO,MEX	AVIONS MRCL FALCON N888AR DAMAGE-DESTROYED	CR- 2 0 0 PX- 1 0 0	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 34, 6000 TOTAL HOURS, 373 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT HOUSTON,TX	INTENDED DESTINATION UNKNOWN/NOT REPORTED	LAST ENROUTE STOP UNKNOWN/NOT REPORTED		
		TYPE OF ACCIDENT UNDETERMINED		PHASE OF OPERATION UNKNOWN/NOT REPORTED		
		FIRE AFTER IMPACT				
REMARKS- INVESTIGATION UNDER JURISDICTION OF THE GOVT OF MEXICO.						
6-0022	7/2/76 TIME - 1330	NR.SAN LUIS,MEXICO	PIPER PA-34 N1057U DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 26, 1480 TOTAL HOURS, 80 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT TUCSON,AZ	INTENDED DESTINATION YUMA,AZ	PHASE OF OPERATION		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED	LANDING GO-AROUND		
EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT SUSPECTED MECHANICAL DISCREPANCY						
REMARKS- MARAJUNA FOUND ON BOARD.INVESTIGATION UNDER THE JURISDICTION OF THE GOVERNMENT OF MEXICO.						
6-0023	8/7/76 TIME - 0705	TAMAULIPAS,MEX	CESSNA 206 N1249V DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL.INSTR., AGE 24, 2020 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT TAMAULIPAS,MEX	INTENDED DESTINATION LOCAL	LAST ENROUTE STOP TAMAULIPAS,MEX		
		TYPE OF ACCIDENT GEAR COLLAPSED		PHASE OF OPERATION LANDING GO-AROUND		
REMARKS- INVESTGTN UNDR JURISDICTION OF GOVT OF MEXICO						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
6-0024	9/2/76 TIME - 1200	CIUDAD, VICTOR, MEX	CESSNA 320 N4196T DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 53, 800 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - LAKE GUENO DEPARTURE POINT NEUVO LAREDO, MEX TYPE OF ACCIDENT COLLIDED WITH DIRT BANK	INTENDED DESTINATION CIUDAD, VICTOR, MEX	PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN		
REMARKS- RUNWAY UNDER CONSTRUCTION. INVESTIGATION UNDER JURISDICTION OF GOVT OF MEXICO.						
6-0025	8/8/76 TIME - UNK/NR	MISSING ACFT	PIPER PA-28 N6377J DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 51, 324 TOTAL HOURS, 20 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT VERA CRUZ, MEX TYPE OF ACCIDENT MISSING AIRCRAFT, NOT RECOVERED	INTENDED DESTINATION BROWNSVILLE, TX	PHASE OF OPERATION UNKNOWN/NOT REPORTED		
REMARKS- ACFT DAMAGE, INJURY INDEX PRESUMED.						
6-0026	9/4/76 TIME - 1700	TEXISTEPEC, MEX	NAVION B N5258K DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 56, 1250 TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT CD ALEMAN, VER, MEX TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION DITCHING	INTENDED DESTINATION MINATITLAN, MEX	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN		
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- INVEST UNDER JURISDICTION OF GOVT OF MEXICO.						
6-0027	11/6/76 TIME - 1300	BAJA, MEX	CESSNA 172 N73620 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 30, 130 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT MEXICALI, MEX TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN	INTENDED DESTINATION SAN FELIPE, MEX	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL		
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- INVEST UNDER JURISDICTION OF GOVT OF MEXICO.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
6-0028	10/23/76	NR. SANTA CLARA, MEX	PIPER PA-34 N9AZ DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 26, 250 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED.
	TIME - 2000					
	DEPARTURE POINT	INTENDED DESTINATION				
	LONG BEACH, CA	SANTA CLARA, MEX				
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	GEAR COLLAPSED				LANDING ROLL	
	REMARKS-	INVESTIGATION UNDER	JURISDICTION OF GOVT OF MEXICO.			
6-0029	8/27/76	ELEUTHERA, BAHAMAS	CESSNA 182 N1449M DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 4	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 22, 496 TOTAL HOURS, 19 IN TYPE, NOT INSTRUMENT RATED.
	TIME - 1630					
	NAME OF AIRPORT -	NORTH ELEUTHERA				
	DEPARTURE POINT	INTENDED DESTINATION				
	ELEUTHERA, BAHAMAS	GEORGETOWN, BAHAMAS				
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	COLLIDED WITH DITCHES				TAXI TO TAKEOFF	
	REMARKS-	INVESTIGATION UNDER THE	JURISDICTION OF THE GOVT OF BAHAMAS.			
6-0030	9/28/76	POINT-PITRE, GUAD	PIPER PA-32 N3679W DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 31, 980 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED.
	TIME - 1405					
	NAME OF AIRPORT -	LE RAIZET				
	DEPARTURE POINT	INTENDED DESTINATION				
	MONTSERRAT, BWI	POINT-PITRE, GUAD				
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	COLLIDED WITH AIRPORT HAZARD				TAXI FROM LANDING	
	REMARKS-	INVESTIGATION UNDER	JURISDICTION OF GOVT OF GUADELOUPE.			

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF INCIDENTS

U. S. GENERAL AVIATION

SUPPLEMENTAL ISSUE

1976

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
5-0001	1/27/76	NR. RIVERSIDE, CA	CESSNA 411	CR- 0 0 1	NONCOMMERCIAL	PRIVATE, AGE 54, 7500
	TIME - 1705		N7360U	PX- 0 0 0	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 400 IN TYPE,
			DAMAGE-MINOR			NOT INSTRUMENT RATED.
CLASSIFIED AS INCIDENT						
DEPARTURE POINT		INTENDED DESTINATION				
RIVERSIDE, CA		LOCAL				
TYPE OF ACCIDENT				PHASE OF OPERATION		
ENGINE FAILURE OR MALFUNCTION				IN FLIGHT DESCENDING		
FIRE OR EXPLOSION IN FLIGHT				IN FLIGHT DESCENDING		
PROBABLE CAUSE(S)						
POWERPLANT - EXHAUST SYSTEM EXTERNAL SUPERCHARGER						
MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED						
MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED						
PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION						
MISCELLANEOUS ACTS, CONDITIONS - FIRE IN ENGINE						
REMARKS- OIL LEAKED AT TURBO CHARGER OIL PRESS LINE ADAPTER. FIRE EXTINGUISHED SELF. PLT FEATH PROP. LND OK.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
5-0002	1/13/76 TIME - 1310	ERIE, PA	ISRAEL IND 1121B N84 DAMAGE-MINOR	CR- 0 0 3 PX- 0 0 0	MISCELLANEOUS OTHER PUBLIC	AIRLINE TRANSPORT, AGE 56, 18571 TOTAL HOURS, 173 IN TYPE, INSTRUMENT RATED.
CLASSIFIED AS INCIDENT NAME OF AIRPORT - ERIE INTL DEPARTURE POINT INTENDED DESTINATION DETROIT, MI ATLANTIC CITY, NJ TYPE OF ACCIDENT COLLIDED WITH FENCE, FENCEPOSTS LAST ENROUTE STOP ERIE, PA PHASE OF OPERATION LANDING ROLL PROBABLE CAUSE(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL OTHER AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) SYSTEMS - OTHER SYSTEMS OTHER FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY REMARKS- ACFT EQPD WITH DRAG CHUTE, NOT DEPLOYED. R BRAKE HEEL SPEED DETECTOR S/N 116-SHEARED DRIVE PIN.						
5-0003	1/9/76 TIME - 0830	CHANTILLY, VA	NORD-AVION 262 N26210 DAMAGE-MINOR	CR- 0 0 3 PX- 0 0 11	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 31, 7000 TOTAL HOURS, 2100 IN TYPE, INSTRUMENT RATED.
CLASSIFIED AS INCIDENT NAME OF AIRPORT - DULLES INTL DEPARTURE POINT INTENDED DESTINATION PHILADELPHIA, PA WASHINGTON, DC TYPE OF ACCIDENT WHEELS-UP PHASE OF OPERATION LANDING ROLL PROBABLE CAUSE(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL POOR/INADEQUATE DESIGN AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- R LNDG GR ACTUATOR P/N 9890. WATER SPLASHED BY WHEELS SEEPED BY GARLOCK SEAL INTO TOP OF CYL.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
5-0004	3/4/76 TIME - 1945	ASHEVILLE,NC	BEECH E18S N474E DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, FL.INSTR.. AGE 29, 2906 TOTAL HOURS, 215 IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT</p> <p>NAME OF AIRPORT - ASHEVILLE MUNI</p> <p>DEPARTURE POINT INTENDED DESTINATION</p> <p>TRICITY,TN ASHEVILLE,NC</p> <p>TYPE OF ACCIDENT LAST ENROUTE STOP</p> <p>WHEELS-UP GREENVILLE,TN</p> <p>PHASE OF OPERATION</p> <p>LANDING LEVEL OFF/TOUCHDOWN</p> <p>PROBABLE CAUSE(S)</p> <p>PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED</p> <p>AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY</p> <p>SYSTEMS - ELECTRICAL SYSTEM RELAYS AND WIRING</p> <p>MISCELLANEOUS ACTS,CONDITIONS - OPEN</p> <p>REMARKS- LDG GR CTL CB WIRE BROKEN AT CB SWITCH.</p>						
5-0005	2/20/76 TIME - 1930	DENVER,CO	BEECH H90 N7HUJ DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 5	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE UNK/NR, 8012 TOTAL HOURS, 203 IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT</p> <p>NAME OF AIRPORT - STAPLETON INTL</p> <p>DEPARTURE POINT INTENDED DESTINATION</p> <p>ASPEN,CO DENVER,CO</p> <p>TYPE OF ACCIDENT PHASE OF OPERATION</p> <p>WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN</p> <p>PROBABLE CAUSE(S)</p> <p>AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY</p> <p>AIRFRAME - LANDING GEAR EMERGENCY/EXTENSION ASSEMBLY</p> <p>MISCELLANEOUS ACTS,CONDITIONS - FROZEN, MOISTURE</p> <p>FACTOR(S)</p> <p>WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC.</p> <p>AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY</p> <p>WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE</p> <p>WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT</p> <p>EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT</p> <p>SUSPECTED MECHANICAL DISCREPANCY</p> <p>SKY CONDITION CEILING AT ACCIDENT SITE</p> <p>OVERCAST 300</p> <p>VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE</p> <p>1 MILE OR LESS SNOW SHOWERS</p> <p>OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS</p> <p>UNKNOWN/NOT REPORTED IFR</p> <p>TYPE OF FLIGHT PLAN</p> <p>IFR</p> <p>REMARKS- PILOT UNABLE LOWER GEAR-ICE ON WHEEL STRUTS AND EXTENSION MECHANISM.ACFT TAXIED IN SNOW PRIOR TKOF</p>						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
5-0006	5/3/76 TIME - 1120	NR.MASSENA,NY	CESSNA 421B N5389J DAMAGE-MINOR	CR- 0 0 2 PX- 0 0 0	MISCELLANEOUS OTHER PUBLIC	CERTIFICATE UNKNOWN, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED.
CLASSIFIED AS INCIDENT DEPARTURE POINT INTENDED DESTINATION MONTREAL,CANADA CHANTILLY,VA TYPE OF ACCIDENT PHASE OF OPERATION FIRE OR EXPLOSION IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION SYSTEMS - ELECTRICAL SYSTEM OTHER MISCELLANEOUS ACTS,CONDITIONS - MISSING MISCELLANEOUS ACTS,CONDITIONS - ARCING EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SMOKE IN COCKPIT REMARKS- TERM SECURING NUT FOR WIRE FM PWR MAIN TO WINDSHIELD INVERTER MISSING.WIRE,SMOKE AND PAINT DMG.						
5-0007	6/5/76 TIME - 1300	WASHINGTON,DC	PIPER PA-34 N8312C DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 3	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 28, 4054 TOTAL HOURS, 7 IN TYPE, INSTRUMENT RATED.
CLASSIFIED AS INCIDENT NAME OF AIRPORT - WASH NATIONAL APT DEPARTURE POINT INTENDED DESTINATION READING,PA WASHINGTON,DC TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED LANDING ROLL PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR GEAR LOCKING MECHANISM MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE FACTOR(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE INSPECTION OF AIRCRAFT (MAINTENANCE PERSONNEL) REMARKS- DN LOCK LINK ASSEMBLY,P/N 56829-00,BROKE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
5-0008	5/28/76 TIME - 1532	LONG BEACH,CA	GRUMMAN G-21A N93G DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 8	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 35, 8220 TOTAL HOURS, 4354 IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT</p> <p>NAME OF AIRPORT - LONG BEACH</p> <p>DEPARTURE POINT INTENDED DESTINATION LONG BEACH,CA AVALON,CA</p> <p>TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN</p> <p>PROBABLE CAUSE(S)</p> <p>POWERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY AIRFRAME - LANDING GEAR EMERGENCY/EXTENSION ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - JAMMED PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- NR 3 CYL,L ENG,FAILED. UN LOWER GR.CHAIN FAILED JAMMING GR. PLT LND ON GRASS.</p>						
5-0009	3/12/76 TIME - 1935	ST LOUIS,MO	BEECH 58 N20AE DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 1	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 26, 2500 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT</p> <p>NAME OF AIRPORT - LAMBERT-ST LOUIS</p> <p>DEPARTURE POINT INTENDED DESTINATION SPRINGFIELD,IL ST LOUIS,MO</p> <p>TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN</p> <p>PROBABLE CAUSE(S)</p> <p>PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR</p> <p>FACTOR(S)</p> <p>AIRFRAME - LANDING GEAR LANDING GEAR WARNING AND INDICATING COMPONENTS</p> <p>REMARKS- WARN HORN DID NOT FUNCTION WHEN THROTTLES WERE RETARDED.WIND GUSTING 35K.</p>						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
5-0010	5/26/76 TIME - 0859	SAN DIEGO, CA	BEECH E18S N342E DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 7	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 44, 8500 TOTAL HOURS, 400 IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT</p> <p>NAME OF AIRPORT - LINDBERGH</p> <p>DEPARTURE POINT INTENDED DESTINATION</p> <p>LONG BEACH, CA SAN DIEGO, CA</p> <p>TYPE OF ACCIDENT PHASE OF OPERATION</p> <p>WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN</p> <p>PROBABLE CAUSE(S)</p> <p>AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY</p> <p>AIRFRAME - LANDING GEAR EMERGENCY/EXTENSION ASSEMBLY</p> <p>SYSTEMS - ELECTRICAL SYSTEM RELAYS AND WIRING</p> <p>MISCELLANEOUS ACTS, CONDITIONS - GROUNDED</p> <p>MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE</p> <p>FACTOR(S)</p> <p>MISCELLANEOUS ACTS, CONDITIONS - LANDED ON FOAMED RUNWAY</p> <p>EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT</p> <p>SUSPECTED MECHANICAL DISCREPANCY</p> <p>REMARKS- GR DYNAMIC BRAKE RELAY FAILED</p>						
5-0011	7/24/76 TIME - 0950	NR. EL TORO, CA	CESSNA 414 N818OK DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 5	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 41, 1422 TOTAL HOURS, 27 IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT</p> <p>DEPARTURE POINT INTENDED DESTINATION</p> <p>LONG BEACH, CA PARKER, AZ</p> <p>TYPE OF ACCIDENT PHASE OF OPERATION</p> <p>ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE</p> <p>FIRE OR EXPLOSION IN FLIGHT IN FLIGHT NORMAL CRUISE</p> <p>PROBABLE CAUSE(S)</p> <p>POWERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLY</p> <p>MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE</p> <p>MISCELLANEOUS ACTS, CONDITIONS - FIRE IN ENGINE</p> <p>PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE</p> <p>REMARKS- LOST MAN PRESS, PROP WENT INTO AUTO FEATH. PLT TRIED RESTART, CAUSED FIRE. NR 4 CYL FOUND CRACKED.</p>						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
5-0012	6/20/76 TIME - 0010	FAIRBANKS, AK	PIPER PA-34 N56912 DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	AIRLINE TRANSPORT, AGE 34, 5000 TOTAL HOURS, 17 IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT</p> <p>NAME OF AIRPORT - FAIRBANK MUNI.</p> <p>DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP</p> <p>KENAI, AK FAIRBANKS, AK ANCHORAGE, AK</p> <p>TYPE OF ACCIDENT PHASE OF OPERATION</p> <p>ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE</p> <p>COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN</p> <p>PROBABLE CAUSE(S)</p> <p>PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION</p> <p>MISCELLANEOUS ACTS, CONDITIONS - OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM</p> <p>PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING</p> <p>MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES</p> <p>COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES</p> <p>EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND</p> <p>REMARKS- EMERGENCY LDG DUE TO LOSS OF PWR ON GOOD ENG. OVERFLEW SUITABLE ARPTS.</p>						
5-0013	7/29/76 TIME - 1910	CHARLOTTE, NC	CESSNA 402A N4511Q DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 8	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 32, 7000 TOTAL HOURS, 600 IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT</p> <p>NAME OF AIRPORT - DOUGLAS MUNICIPAL</p> <p>DEPARTURE POINT INTENDED DESTINATION</p> <p>RALEIGH, NC CHARLOTTE, NC</p> <p>TYPE OF ACCIDENT PHASE OF OPERATION</p> <p>GEAR RETRACTED LANDING ROLL</p> <p>PROBABLE CAUSE(S)</p> <p>PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL)</p> <p>PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE INSPECTION OF AIRCRAFT (MAINTENANCE PERSONNEL)</p> <p>AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY</p> <p>FACTOR(S)</p> <p>MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE</p> <p>REMARKS- R LNDG GR RETRACT LINE P/N 5041001-2 & ATTACH BOLT FAILED. WEAR & POSSIBLE MISRIGGING.</p>						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
5-0014	5/23/76 TIME - 1442	JAMAICA,NY	N. AMERICAN NA265 N369N DAMAGE-MINOR	CR- 0 0 2 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE UNK/NR, 7000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
CLASSIFIED AS INCIDENT NAME OF AIRPORT - JFK-INTERNATIONAL DEPARTURE POINT INTENDED DESTINATION WHITE PLAINS,NY JAMAICA,NY TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) SYSTEMS - HYDRAULIC SYSTEM SEALS REMARKS- PARKER O RING SEAL P/N 2-325 SUBSTITUTED FOR O RING P/N AN6227-28,NOT COMPATIBLE WITH HYD FLUID).						
5-0015	9/13/76 TIME - 2120	FRANKLIN,PA	DEHAVILLAND DHC-6 N915SA DAMAGE-NONE	CR- 0 0 2 PX- 0 0 13	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 27, 9500 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED.
CLASSIFIED AS INCIDENT NAME OF AIRPORT - CHESS-LAMBERTON DEPARTURE POINT INTENDED DESTINATION PITTSBURGH,PA FRANKLIN,PA TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR ACCIDENT TO PERSON STATIC IDLING ENGINE(S) PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. REMARKS- PLT WALKED INTO PROPELLER SPINNING DOWN AFTR ENG SHUTDOWN,PLT CKG FOR POSSIBLE BIRD STRIKE DMG.						
5-0016	8/13/76 TIME - 1430	OWENSBORO,KY	BEECH B99 N12AK DAMAGE-NONE	CR- 0 0 2 PX- 0 0 14	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 45, 15000 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED.
CLASSIFIED AS INCIDENT NAME OF AIRPORT - OWENSBORO DAVIS DEPARTURE POINT INTENDED DESTINATION OWENSBORO,KY LOUISVILLE,KY TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) POWERPLANT - COMPRESSOR ASSEMBLY BEARING,ROTOR SHAFT MISCELLANEOUS ACTS,CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART,NOT SYSTEM COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT REMARKS- NR 2 BEARING CAGE CLOGGED WITH CARBON LIKE MATERIAL.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
5-0017	6/28/76 TIME - 1547	CHICO,CA	DOUGLAS C-54B N74183 DAMAGE-MINOR	CR- 0 0 2 PX- 0 0 0	MISCELLANEOUS FERRY	ATP, FLIGHT INSTR., AGE 36, 8100 TOTAL HOURS, 20 IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT</p> <p>NAME OF AIRPORT - CHICO MUNICIPAL</p> <p>DEPARTURE POINT INTENDED DESTINATION CHICO,CA EVERETT,WA.</p> <p>TYPE OF ACCIDENT PHASE OF OPERATION FIRE OR EXPLOSION IN FLIGHT IN FLIGHT CLIMB TO CRUISE</p> <p>PROBABLE CAUSE(S)</p> <p>SYSTEMS - HYDRAULIC SYSTEM RESERVOIR, LINES, FITTINGS</p> <p>MISCELLANEOUS ACTS, CONDITIONS - HYDRAULIC FAILURE</p> <p>MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE</p> <p>MISCELLANEOUS ACTS, CONDITIONS - FIRE IN ENGINE</p> <p>FACTOR(S)</p> <p>PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION</p> <p>EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.</p> <p>REMARKS- HYDRAULIC LINE RUPTURED. FLUID FED FIRE ACCESSORY SECTN. ACFT EXPERIMENTAL CERT EXPIRED.</p>						
5-0018	9/22/76 TIME - 1210	GASTONIA, NC	DOUGLAS DC-3C N83FA DAMAGE-MINOR	CR- 0 0 2 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	AIRLINE TRANSPORT, AGE 33, 7800 TOTAL HOURS, 550 IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT</p> <p>NAME OF AIRPORT - GASTONIA MUNI</p> <p>DEPARTURE POINT INTENDED DESTINATION CHARLOTTE, NC NASHVILLE, TN</p> <p>TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH DIRT BANK LANDING ROLL</p> <p>PROBABLE CAUSE(S)</p> <p>PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL)</p> <p>AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM)</p> <p>FACTOR(S)</p> <p>MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY</p> <p>PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING</p> <p>REMARKS- AIR WAS FOUND IN RIGHT OUTBOARD BRAKE.</p>						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
5-0019	10/30/76 TIME - 1137	WINDSOR LOCKS,CT	PIPER PA-23 N5670Y DAMAGE-NONE	CR- 0 0 2 PX- 0 0 0	INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE UNK/NR, 900 TOTAL HOURS, 18 IN TYPE, NOT INSTRUMENT RATED.
CLASSIFIED AS INCIDENT NAME OF AIRPORT - BRADLEY INTL DEPARTURE POINT INTENDED DESTINATION HARWINTON,CT LOCAL TYPE OF ACCIDENT PHASE OF OPERATION MISCELLANEOUS IN FLIGHT OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT LATERAL CONTROL PROBLEM PITCH CONTROL PROBLEM REMARKS- IP DEMO AUTO-PLT DID NOT KNOW HOW TO TURN OFF. PILOT-LACK OF FAMILIARITY WITH ACFT AUTO-PILOT SYS						
5-0020	10/16/76 TIME - 1000	CHARLOTTE,NC	MITSUBISHI MU-2K N500RJ DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 47, 6600 TOTAL HOURS, 620 IN TYPE, INSTRUMENT RATED.
CLASSIFIED AS INCIDENT DEPARTURE POINT INTENDED DESTINATION AUGUSTA,GA BUCHANAN,WV TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE MISCELLANEOUS IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - TURBINE ASSEMBLY WHEEL TURBINE POWERPLANT - TURBINE ASSEMBLY SEALS,AIR-OIL COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- V SEAL INSTALLED IN WRONG LOCATION.FRAGMENTS FM 3RD STAGE TURBINE DMGD WING,ENG COWL & FUSELAGE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
5-0021	6/26/76 TIME - 1430	NR.RICH HILL,MO	PIPER PA-23 N4312Y DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 3	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 42, 707 TOTAL HOURS, 97 IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT</p> <p>DEPARTURE POINT INTENDED DESTINATION WEST MEMPHIS,AR TOPEKA,KS</p> <p>TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE PROPELLER IN FLIGHT NORMAL CRUISE</p> <p>PROBABLE CAUSE(S) POWERPLANT - PROPELLER AND ACCESSORIES BLADES MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE FACTOR(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED OR KNOWN AIRCRAFT DAMAGE PROP/ENGINE VIBRATION</p> <p>REMARKS- FATIGUE FAILURE OF ONE PROP BLADE,1900 HR SINCE OVERHAUL.</p>						
5-0022	9/29/76 TIME - 1730	TEMPLE,TX	BEECH 95-B55 N92480 DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, FL.INSTR., AGE 27, 2035 TOTAL HOURS, 283 IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT</p> <p>NAME OF AIRPORT - MUNICIPAL</p> <p>DEPARTURE POINT INTENDED DESTINATION TEMPLE,TX DALLAS,TX</p> <p>TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE PROPELLER TAKEOFF RUN</p> <p>PROBABLE CAUSE(S) POWERPLANT - PROPELLER AND ACCESSORIES HUBS MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - VIBRATION,EXCESSIVE</p> <p>REMARKS- HUB FAILED IN THREADED AREA, BLADE SEPARATED.</p>						
5-0023	10/1/76 TIME - 0758	NR.SCOTTSBLUFF,NE	N. AMERICAN NA-265 N62 DAMAGE-MINOR	CR- 0 0 3 PX- 0 0 0	MISCELLANEOUS OTHER PUBLIC	AIRLINE TRANSPORT, AGE 49, 6206 TOTAL HOURS, 395 IN TYPE, INSTRUMENT RATED.
<p>CLASSIFIED AS INCIDENT</p> <p>DEPARTURE POINT INTENDED DESTINATION SCOTTSBLUFF,NE LOCAL</p> <p>TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT CLIMB TO CRUISE</p> <p>PROBABLE CAUSE(S) POWERPLANT - COMPRESSOR ASSEMBLY BLADE,COMPRESSOR ROTOR POWERPLANT - MISCELLANEOUS FOREIGN OBJECT DAMAGE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE</p> <p>REMARKS- FATIGUE FAILURE FIRST STAGE COMPRESSOR BLADE SOURCE OF FOD UNDETERMINED</p>						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N			FLIGHT PURPOSE	PILOT DATA
5-0024	12/16/76 TIME - 0910	MUSCATINE,IA	PIPER PA-28 N6474W DAMAGE-MINOR	CR- PX- NT-	0 0 0	1 0 2	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 36, 250 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
CLASSIFIED AS INCIDENT NAME OF AIRPORT - MUSCATINE MUNICIP DEPARTURE POINT INTENDED DESTINATION DES MOINES,IA MUSCATINE,IA TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT 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 - UNICOM EVASIVE ACTION TAKEN - YES ANTI-COLLISION LIGHTS - OPERATING								
5-0024	12/16/76 TIME - 0910	MUSCATINE,IA	PIPER PA-22 N8714C DAMAGE-MINOR	CR- PX- NT-	0 0 0	2 0 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 42, 1334 TOTAL HOURS, 37 IN TYPE, NOT INSTRUMENT RATED.
CLASSIFIED AS INCIDENT NAME OF AIRPORT - MUSCATINE MUNICIP DEPARTURE POINT INTENDED DESTINATION MUSCATINE,IA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT 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 - UNICOM EVASIVE ACTION TAKEN - NO ANTI-COLLISION LIGHTS - OPERATING								
5-0025	12/6/76 TIME - 1130	SHIRLEY,NY	MOONEY M20B N74723 DAMAGE-MINOR	CR- PX-	0 0	0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 29, 115 TOTAL HOURS, 112 IN TYPE, NOT INSTRUMENT RATED.
CLASSIFIED AS INCIDENT NAME OF AIRPORT - BROOKHAVEN DEPARTURE POINT INTENDED DESTINATION SHIRLEY,NY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION MISCELLANEOUS TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS POORLY MAINTAINED RUNWAY SURFACE REMARKS- RISE ON RWY SURFACE CROSSING RWY 15,SOME PORTIONS DROPPING OFF SHARPLY.PROP CTCTD. RWY.								

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
5-0026	10/11/76	DETROIT, MI	CESSNA 172	CR-	0	0	1	MISCELLANEOUS	CERTIFICATE UNKNOWN, AGE
	TIME - UNK/NR		N1895Y	PX-	0	0	0	UNKNOWN/NOT REPORTED	UNK/NR, UNK/NR TOTAL
			DAMAGE-MINOR						HOURS, UNK/NR IN TYPE,
									UNK/NR INSTRUMENT RATED.
	CLASSIFIED AS INCIDENT								
	DEPARTURE POINT		INTENDED DESTINATION						
	UNKNOWN/NOT REPORTED		UNKNOWN/NOT REPORTED						
	TYPE OF ACCIDENT							PHASE OF OPERATION	
	HARD LANDING							LANDING LEVEL OFF/TOUCHDOWN	
	PROBABLE CAUSE(S)								
	MISCELLANEOUS - UNDETERMINED								
	REMARKS- DATE OF ACCIDENT & INJ INDEX PRESUMED.								
									FIREWALL FOUND DAMAGED.

FOREIGN REGISTERED AIRCRAFT BRIEFS

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS/INCIDENTS

FOREIGN REGISTERED AIRCRAFT

SUPPLEMENTAL ISSUE

1976

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
A-0002	10/13/76 TIME - 1415	MIAMI, FL	BOEING 727 HI-212 DAMAGE-SUBSTANTIAL	CR- 0 0 8 PX- 0 0 3 OT- 0 0 1	SCHED INTERNATL PASSG SRV	CERTIFICATE UNKNOWN, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED.
NAME OF AIRPORT - MIAMI INTL OPERATOR - OTHER-FOREIGN FLAG CARRIER DEPARTURE POINT INTENDED DESTINATION MIAMI, FL SANTO DOMINGO, D.R. TYPE OF ACCIDENT PHASE OF OPERATION MISCELLANEOUS STATIC PARKED-ENGINES NOT OPERATING PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL DRIVER OF VEHICLE REMARKS- TRUCK DRIVER DID NOT FOLLOW ESTABLISHED PROC. HIT ACFT. OPERATOR-COMPANIA DOMINICANA DE AVIACION.						
B-0001	9/16/76 TIME - 1630	GRAND TURK, BWI	DOUGLAS C-54B N88939 DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	NS/CTR REVENUE CARGO INTL	COMMERCIAL, AGE 35, 6000 TOTAL HOURS, 4500 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - GRAND TURK INTL OPERATOR - OTHER-FOREIGN FLAG CARRIER DEPARTURE POINT INTENDED DESTINATION MIAMI, FL GRAND TURK, BWI TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING ROLL REMARKS- INVESTIGATION UNDER JURISDICTION OF GOVT OF BWI-TURKS AIR LTD.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
C-0001	12/26/76 TIME - 0228	JAMICIA,NY	DOUGLAS DC-10 XA-DUG DAMAGE-MINOR	CR- 0 0 14 PX- 0 0 78	SCHED INTERNATL PASSG SRV	AIRLINE TRANSPORT, AGE UNK/NR, 21085 TOTAL HOURS, 2746 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - JF KENNEDY INTL OPERATOR - AERONAVES DEPARTURE POINT INTENDED DESTINATION MEXICO CITY,MEX JAMICIA,NY TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH RUNWAY OR APPROACH LIGHTS LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY						
E-0001	1/7/76 TIME - 1030	UTICA,NY	PIPER PA-24 CF-LQB DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL.INSTR., AGE 32, 3748 TOTAL HOURS, 260 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - RIVERSIDE DEPARTURE POINT INTENDED DESTINATION SCHENECTADY,NY UTICA,NY TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH SNOWBANK LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW WINDROWS REMARKS- L MAIN GR ENTRD SNOW PATCH ON RWY ACFT TURNED OFF RWY INTO SNOW BANK.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
E-0002	3/10/76 TIME - 1740	WINDSOR, MO	CESSNA 337 CF-BVY DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	CERTIFICATE OTHER, AGE 45, 450 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - WINDSOR DEPARTURE POINT INTENDED DESTINATION NASHVILLE, TN WINDSOR, MO TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH OBJECT LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS HIGH VEGETATION REMARKS- DNWIND ART 18K. VEERED ACFT TO R TO AVOID DITCH. WING HIT BUSH.						
E-0003	3/6/76 TIME - 1130	NR. PANAMINT SPNGS, CA	AEROSPATLE SA360C F-OBUP DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	MISCELLANEOUS DEMONSTRATION	COMMERCIAL, AGE 36, 4150 TOTAL HOURS, 94 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION FRESNO, CA LAS VEGAS, NV TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED LANDING POWER-ON LANDING PROBABLE CAUSE(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER - DOWNDRAFT, UPDRAFTS PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING 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(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 45 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 225 20 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- MOUNTAINOUS TERRAIN. WIND GUSTING TO 20 KTS. DEMONSTRATING APCH TO FLAT RIDGE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
E-0004	3/14/76 TIME - 1200	SAVANNAH, GA	CESSNA 172 C-GAOC DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	CERTIFICATE OTHER, AGE UNK/NR, 280 TOTAL HOURS, 76 IN TYPE, NOT INSTRU- MENT RATED.
NAME OF AIRPORT - HOPETON PLANTATON DEPARTURE POINT INTENDED DESTINATION MYRTLE BEACH, SC BRUNSWICK, GA TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN STALL LANDING GO-AROUND						
PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - LOW CEILING MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 6000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG TAIL WIND 158-202 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 45 340 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 8 IFR TYPE OF FLIGHT PLAN NONE REMARKS- DECISION TO LND INFLUENCED BY HVY RAIN SHOWERS AND LWEG CLG. PLT DSCNDD THRU LARGE HOLE IN CLDS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
E-0005	5/2/76	OLYMPIA, WA	CESSNA 172	CR- 0 0 1	NONCOMMERCIAL	PRIVATE, AGE 46, 247
	TIME - 1850		C-GHWJ	PX- 0 0 0	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 208 IN TYPE, NOT INSTRUMENT RATED.
			DAMAGE-SUBSTANTIAL			
	DEPARTURE POINT		INTENDED DESTINATION		LAST ENROUTE STOP	
	ASTORIA, OR		VANCOUVER, CAN		HOQUIAM, WA	
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	COLLIDED WITH DITCHES				LANDING ROLL	
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN					
	FACTOR(S)					
	PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS					
	WEATHER - LOW CEILING					
	WEATHER - RAIN					
	WEATHER - FOG					
	TERRAIN - WET, SOFT GROUND					
	MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE					
	WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON					
	WEATHER FORECAST - UNKNOWN/NOT REPORTED					
	EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT					
	ADVERSE/UNFAVORABLE WEATHER					
	SKY CONDITION				CEILING AT ACCIDENT SITE	
	SCATTERED				UNKNOWN/NOT REPORTED	
	VISIBILITY AT ACCIDENT SITE				PRECIPITATION AT ACCIDENT SITE	
	1/4 MILE OR LESS				RAIN	
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE				TEMPERATURE-F	
	FOG				40	
	TYPE OF WEATHER CONDITIONS				TYPE OF FLIGHT PLAN	
	IFR				VFR	
	REMARKS- LND DUE ENROUTE WEA.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
E-0006	3/17/76	NR. ELDON, WA	PIPER PA-28R	CR- 2 0 0	NONCOMMERCIAL	CERTIFICATE OTHER, AGE
	TIME - 2028		C-GLPD	PX- 0 0 0	BUSINESS	45, 876 TOTAL HOURS, 9 IN
			DAMAGE-DESTROYED			TYPE, NOT INSTRUMENT
						RATED.
		DEPARTURE POINT	INTENDED DESTINATION			
		TROUTDALE, OR	VANCOUVER, BC, CAN			
		TYPE OF ACCIDENT			PHASE OF OPERATION	
		COLLISION WITH GROUND/WATER	CONTROLLED		IN FLIGHT NORMAL CRUISE	
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC.				
		PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC. EQUIPMENT				
		FACTOR(S)				
		WEATHER - LOW CEILING				
		WEATHER - RAIN				
		TERRAIN - HIGH OBSTRUCTIONS				
		PERSONNEL - WEATHER PERSONNEL INADEQUATE/INCORRECT WEATHER BRIEFING				
		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	
		ZERO			RAIN	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE			TEMPERATURE-F	
		UNKNOWN/NOT REPORTED			47	
		WIND DIRECTION-DEGREES			WIND VELOCITY-KNOTS	
		220			8	
		TYPE OF WEATHER CONDITIONS			TYPE OF FLIGHT PLAN	
		VFR			VFR	
		REMARKS- IMPROPER NAV PROC. WFA INFO 1 HR OLD. RECOVERY DATE 5/25/76.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
E-0007	5/11/76 TIME - 1940	WENDELL, CA	PIPER PA-23 CGCRH DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	CERTIFICATE OTHER, AGE 23, 521 TOTAL HOURS, 18 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT BELLINGHAM, WA	INTENDED DESTINATION RENO, NV			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL			
PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM LINES AND FITTINGS POWERPLANT - FUEL SYSTEM FILTERS, STRAINERS, SCREENS MISCELLANEOUS ACTS, CONDITIONS - FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES						
FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - FAILURE OF TWO OR MORE ENGINES PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- DIRT & RUST FOUND.						
E-0008	4/15/76 TIME - 2130	SHELBY, MT	CESSNA A188B C-GWWJ DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS FERRY	COMMERCIAL, AGE 29, 891 TOTAL HOURS, 70 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - SHELBY MUNI DEPARTURE POINT GILLETTE, WY	INTENDED DESTINATION ST. ALBERT, CAN	LAST ENROUTE STOP SHELBY, MT		
		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						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
E-0009	4/18/76 TIME - 1230	NR. GRAND MARAIS, MN	CESSNA 172 CF-HMJ DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	CERTIFICATE OTHER, AGE 27, 179 TOTAL HOURS. 62 IN TYPE, NOT INSTRUMENT RATED.
TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH DITCHES			PHASE OF OPERATION LANDING ROLL 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 - BECAME LOST/DISORIENTED PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL						
FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - OTHER WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT LOW ON FUEL ADVERSE/UNFAVORABLE WEATHER						
SKY CONDITION OVERCAST			CEILING AT ACCIDENT SITE 500			
VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS			PRECIPITATION AT ACCIDENT SITE RAIN			
OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG			TYPE OF WEATHER CONDITIONS IFR			
TYPE OF FLIGHT PLAN OTHER						
REMARKS- BRIEFED BY SAULT AIR RADIO, CANADA. LNDG ON ROAD VEERED INTO A DITCH.						
E-0010	7/18/76 TIME - 1430	RUSTON, LA	PIPER PA-18 TG-HIQ-F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS FERRY	PRIVATE, AGE 31, 277 TOTAL HOURS. 17 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - RUSTON MUNI DEPARTURE POINT RUSTON, LA			INTENDED DESTINATION FORT WAYNE, IN			
TYPE OF ACCIDENT HARD LANDING STALL MUSH			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 OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT DOOR/PANEL OPEN						
REMARKS- OIL ACCESS DOOR CAME OPEN ON CLIMB. RET & LND.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
E-0011	7/13/76 TIME - 1111	BUFFALO, NY	CESSNA U206F CF-GWM DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1	NONCOMMERCIAL BUSINESS	CERTIFICATE OTHER, AGE 42, 400 TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - GREATER BUFFALO						
DEPARTURE POINT		INTENDED DESTINATION				
BUFFALO, NY		ST CATHERINES, CANADA				
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)						
WEATHER - UNFAVORABLE WIND CONDITIONS						
WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
SKY CONDITION				CEILING AT ACCIDENT SITE		
BROKEN/LOWER SCATTERED				4200		
VISIBILITY AT ACCIDENT SITE				PRECIPITATION AT ACCIDENT SITE		
5 OR OVER (UNLIMITED)				NONE		
OBSTRUCTIONS TO VISION AT ACCIDENT SITE				RELATIVE BEARING OF WIND		
NONE				LEFT CROSS WIND 248-292 DEGREES		
WIND DIRECTION-DEGREES				WIND VELOCITY-KNOTS		
340				17		
TYPE OF WEATHER CONDITIONS				TYPE OF FLIGHT PLAN		
VFR				VFR		
REMARKS- 90 DEGREE CROSSWIND 17 KNOTS GUSTS TO 24 KNOTS. ACFT ROLLED DWN AN EMBANKMENT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
E-0012	6/26/76	NR. TURO, MA	CESSNA 172	CR- 1 0 0	NONCOMMERCIAL	CERTIFICATE OTHER, AGE
	TIME - 1725		CF-QNG	PX- 3 0 0	PLEASURE/PERSONAL TRANSP	38, 125 TOTAL HOURS,
			DAMAGE-DESTROYED			UNK/NR IN TYPE, NOT
						INSTRUMENT RATED.
		DEPARTURE POINT	INTENDED DESTINATION			
		NANTUCKET, MA	PROVINCETOWN, MA			
		TYPE OF ACCIDENT			PHASE OF OPERATION	
		COLLISION WITH GROUND/WATER	UNCONTROLLED		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)				
		WEATHER - FOG				
		WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE				
		WEATHER FORECAST - UNKNOWN/NOT REPORTED				
		MISSING AIRCRAFT - LATER RECOVERED				
		SKY CONDITION			CEILING AT ACCIDENT SITE	
		OVERCAST			4000	
		VISIBILITY AT ACCIDENT SITE			PRECIPITATION AT ACCIDENT SITE	
		2 MILES OR LESS			NONE	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE			TEMPERATURE-F	
		FOG			65	
		WIND DIRECTION-DEGREES			WIND VELOCITY-KNOTS	
		120			4	
		TYPE OF WEATHER CONDITIONS			TYPE OF FLIGHT PLAN	
		VFR			VFR	
		REMARKS- RCVRY DATE 6/27/76. WX AT TIME AND PLACE OF ACFT WAS RPTD AS COASTAL FOG.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
E-0013	6/8/76 TIME - 1105	DICKINSON,ND	CESSNA 182 C-GOMA DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 38, 99 TOTAL HOURS, 47 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT RAPID CITY,SD			INTENDED DESTINATION WILLISTON,ND		PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT	
TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED						
PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION						
FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
SKY CONDITION OBSCURATION			CEILING AT ACCIDENT SITE 300			
VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS			PRECIPITATION AT ACCIDENT SITE DRIZZLE			
OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG			TYPE OF WEATHER CONDITIONS IFR			
TYPE OF FLIGHT PLAN VFR						
REMARKS- ACFT OBSVD AT TREE TOP HIGHT PASS OVER HEAD AND DISAPPEAR IN THE FOG.						
E-0014	8/12/76 TIME - 1550	NR.PAGOSA SPRINGS,CO	STINSON 108-3 CGGDY DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 32, 100 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT DURANGO,CO			INTENDED DESTINATION DODGE CITY,KS		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE	
TYPE OF ACCIDENT COLLIDED WITH TREES						
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE MISCELLANEOUS ACTS,CONDITIONS - FLEW INTO BLIND CANYON FIRE AFTER IMPACT						
REMARKS- SUMMIT OF WOLF CREEK PASS IS 10857FT MSL.PILOT &ACFT LOGS DESTROYED BY FIRE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
E-0015	10/12/76 TIME - 2045	FORT HANCOCK, TX	BEECH V35 XB-MAD DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 55, 5250 TOTAL HOURS, 2295 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - MACGUIRE RANCH				
		DEPARTURE POINT		INTENDED DESTINATION		
		FORT HANCOCK, TX		LOCAL		
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		EVASIVE MANEUVER		LANDING ROLL		
		COLLIDED WITH ANIMALS		LANDING ROLL		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION						
MISCELLANEOUS - ANIMAL(S) ON RUNWAY/TAXIWAY/RAMP						
REMARKS- LTD WITH ELEC BLINKERS. TRIED TO AVOID HERD OF HORSES.						
E-0016	8/25/76 TIME - 1900	LINCOLN, NE	CESSNA 195B CF-RIE DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 20, 237 TOTAL HOURS, 99 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - ARROW				
		DEPARTURE POINT		INTENDED DESTINATION		
		BLAKESBURG, IA		LINCOLN, 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						
FACTOR(S)						
PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION						
AIRFRAME - LANDING GEAR BRAKING SYSTEM (EMERGENCY SYSTEM)						
WEATHER - UNFAVORABLE WIND CONDITIONS						
MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE						
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 (UNLIMITED)		NONE		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE		RELATIVE BEARING OF WIND		
		NONE		LEFT QUARTERING HEAD WIND 293-337 DEGREES		
		WIND DIRECTION-DEGREES		WIND VELOCITY-KNOTS		
		170		9		
		TYPE OF WEATHER CONDITIONS		TYPE OF FLIGHT PLAN		
		VFR		NONE		
REMARKS- RIGHT BRAKE FAILED-PUCKS WORN AND NO HYDRAULIC FLUID IN SYSTEM. GEAR FAILED DURING GROUND LOOP						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
E-0017	10/3/76 TIME - 0730	CHARLOTTE, NC	PIPER PA-25 HI-271 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS FERRY	AIRLINE TRANSPORT, AGF 34, 1840 TOTAL HOURS, 110 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT HIGH POINT, NC TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES	INTENDED DESTINATION DOMINICAN REPUBLIC	LAST ENROUTE STOP CHARLOTTE, NC PHASE OF OPERATION TAKEOFF RUN		
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
FACTOR(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN TERRAIN - HIGH OBSTRUCTIONS						
REMARKS- DRG TKOF FM GRAVEL RD, R WING STRUCK GUY WIRE TO A TELEPHONE POLE.						
E-0018	11/11/76 TIME - UNK/NR	NR. RACHAL, TX	PIPER PA-23 XB-HAO 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 UNKNOWN/NOT REPORTED TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER CONTROLLED	INTENDED DESTINATION UNKNOWN/NOT REPORTED	PHASE OF OPERATION IN FLIGHT OTHER LANDING LEVEL OFF/TOUCHDOWN		
PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT						
REMARKS- ACFT TOUCHED DOWN IN HARD ROLLING TERRAIN. INJURY INDEX PRESUMED. MARIJUANA ABOARD.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
E-0019	9/26/76	NR. LYNDEN, WA	CESSNA 150M	CR- 0 0 1	NONCOMMERCIAL	PRIVATE, AGE 20, 80 TOTAL
	TIME - 1630		C-FNOB	PX- 0 0 1	PLEASURE/PERSONAL TRANSP	HOURS, 18 IN TYPE, NOT
			DAMAGE-SUBSTANTIAL			INSTRUMENT RATED.
	DEPARTURE POINT		INTENDED DESTINATION			
	PRINCETON, BC, CAN		PITT MDWS, BC, CAN			
	TYPE OF ACCIDENT			PHASE OF OPERATION		
	ENGINE FAILURE OR MALFUNCTION			IN FLIGHT	NORMAL CRUISE	
	NOSE OVER/DOWN			LANDING	ROLL	
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING					
	PILOT IN COMMAND - BECAME LOST/DISORIENTED					
	MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION					
	FACTOR(S)					
	TERRAIN - ROUGH/UNEVEN					
	COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE					
	MISSING AIRCRAFT - LATER RECOVERED					
	EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND					
	REMARKS- BECAME LOST, RAN OUT OF FUEL, LNDG IN MEADOW, HIT A ROCK & NOSED OVER, RCVRD 9/27/76.					
E-0020	11/9/76	PROVINCETOWN, MA	AERO CMDR 560A	CR- 0 0 1	NONCOMMERCIAL	PRIVATE, AGE 36, 374
	TIME - 1350		CFMLQ	PX- 0 0 1	BUSINESS	TOTAL HOURS, 91 IN TYPE,
			DAMAGE-SUBSTANTIAL			NOT INSTRUMENT RATED.
	NAME OF AIRPORT - PROVINCETOWN					
	DEPARTURE POINT		INTENDED DESTINATION			
	PLYMOUTH, MA		PROVINCETOWN, MA			
	TYPE OF ACCIDENT			PHASE OF OPERATION		
	GEAR RETRACTED			LANDING	ROLL	
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
F-0021	11/25/76	MITCHELL, OR	LUSCOMBE 8A	CR- 0 0 1	NONCOMMERCIAL	PRIVATE, AGE 21, 95 TOTAL
	TIME - 1610		CF-VEX	PX- 0 0 1	PLEASURE/PERSONAL TRANSP	HOURS, 50 IN TYPE, NOT
			DAMAGE-SUBSTANTIAL			INSTRUMENT RATED.
	DEPARTURE POINT		INTENDED DESTINATION			
	HERMISTON, OR		REDMOND, OR			
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	UNDERSHOOT				LANDING FINAL APPROACH	
	GEAR COLLAPSED				LANDING ROLL	
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING					
	MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH					
	FACTOR(S)					
	WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS					
	WEATHER - DOWNDRAFT, UPDRAFTS					
	TERRAIN - ROUGH/UNEVEN					
	MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE					
	WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE					
	WEATHER FORECAST - UNKNOWN/NOT REPORTED					
	EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT					
	ADVERSE/UNFAVORABLE WEATHER					
	APPROACHING DARKNESS					
	SKY CONDITION				CEILING AT ACCIDENT SITE	
	OVERCAST				7000	
	VISIBILITY AT ACCIDENT SITE				PRECIPITATION AT ACCIDENT SITE	
	5 OR OVER (UNLIMITED)				NONE	
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE				TEMPERATURE-F	
	NONE				35	
	WIND DIRECTION-DEGREES				WIND VELOCITY-KNOTS	
	240				10	
	TYPE OF WEATHER CONDITIONS				TYPE OF FLIGHT PLAN	
	VFR				NONE	
	REMARKS- TURBC ENRT, APPROACHING DARKNESS, ENCOUNTERED DOWNDRAFTS DRG PREC LDG APCH.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
E-0022	10/22/76	BANGOR, ME	PIPER PA-24 CF-NVO	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 40, 329 TOTAL HOURS, 325 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - BANGOR INTL DEPARTURE POINT INTENDED DESTINATION BANGOR, ME NEW BEDFORD, MA TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN GEAR COLLAPSED TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE LEFT QUARTERING HEAD WIND 293-337 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 290 12 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE						
E-0023	11/28/76	SPRING VALLEY, NY	PIPER PA-22 CGUCV	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 24, 119 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - RAMAPO VALLEY DEPARTURE POINT INTENDED DESTINATION SPRING VALLEY, NY RETURN TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
E-0024	12/10/76 TIME - 1129	NEWBURGH, ME	PIPER PA-22 C-GLCK DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	CERTIFICATE OTHER, AGE 37, 233 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT TEWKSBURY, MA	INTENDED DESTINATION RANGOR, ME	PHASE OF OPERATION LANDING FINAL APPROACH		
		TYPE OF ACCIDENT COLLIDED WITH TREES				
PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE						
FACTOR(S) WEATHER - SNOW TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER						
		SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW TYPE OF FLIGHT PLAN NONE	CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE SNOW SHOWERS TYPE OF WEATHER CONDITIONS IFR			
E-0025	8/29/76 TIME - 1600	STROUD, OK	BOEING A75 TG-LCM DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 41, 1000 TOTAL HOURS, 25 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT STROUD, OK	INTENDED DESTINATION LOCAL	PHASE OF OPERATION IN FLIGHT AEROBATICS		
		TYPE OF ACCIDENT STALL SPIN				
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
G-0001	11/11/76	NR.SYRACUSE,NY	CESSNA 421B	CR- 0 0 2	COMMERCIAL	CERTIFICATE UNKNOWN, AGE
	TIME - 1621		C-GJGJ	PX- 0 0 0	AIR TAXI-CARGO	UNK/NR, UNK/NR TOTAL
			DAMAGE-MINOR			HOURS, UNK/NR IN TYPE,
						UNK/NR INSTRUMENT RATED.
		DEPARTURE POINT	INTENDED DESTINATION			
		CARP,CANADA	SYRACUSE,NY			
		TYPE OF ACCIDENT			PHASE OF OPERATION	
		FIRE OR EXPLOSION IN FLIGHT			IN FLIGHT NORMAL CRUISE	
		PROBABLE CAUSE(S)				
		PERSONNEL - MAINTENANCE,SERVICING,INSPECTION	INADEQUATE MAINTENANCE AND INSPECTION			
		POWERPLANT - EXHAUST SYSTEM STACKS				
		MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE				
		MISCELLANEOUS ACTS,CONDITIONS - FIRE IN ENGINE				
		EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT				
		FUMES IN CABIN				
		REMARKS- AFT WELD JOINT OF WAST GATE INLET JOINT CRACKED APRX 320 DEG AROUND CIRCUMFERENCE.	AD 75-23-08 CVRS			

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 5459

NTSB

BA

77-4

c.1

Supplemental issue 1976

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
NATIONAL TRANSPORTATION
SAFETY BOARD



NTSB-1B 11-4-76A
EMBRY-RIDDLE AERO UNIVERSITY
BOX 2411 MEDIA CENTER
DAYTONA BEACH FL 32014