

# AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT U.S. CIVIL AVIATION ISSUE NUMBER 2 OF 1977 ACCIDENTS

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UNITED STATES GOVERNMENT

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## FOREWORD

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

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

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

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

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

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

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

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## U.S. GENERAL AVIATION

U.S. general aviation refers to the operations of U.S. civil 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.

## DEFINITIONS

The following definitions contained in CFR 49, Part 830, paragraph 830.2 apply when used in this publication.

## Aircraft Accident

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage.

## Fatal Injury

Any injury which results in death within 7 days of the accident.

## Serious Injury

Any injury which 1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; 2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); 3) involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; 4) involves injury to any internal organ; or 5) involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

## Substantial Damage

 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.
 Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "substantial damage" for the purpose of this part.

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## 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.

## Engine Failure/Malfunction

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

#### 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.

## KIND OF FLYING

## 2. Noncommerical 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.

## 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. <u>Miscellaneous Flying</u> 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 categorized elsewhere in the system.

## 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 por	unds 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 5,700 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. AERIAL ADVERTISING

#### **ABBREVIATION**

#### MEANING

AERIAL ADVERTISE ATR, FLIGHT INSTR. AIR SHOW/RACING AIR TAXI-CARGO AIR TAXI-PASSG APPROACH CTL-DEPARTURE APR CTL-TOW ENRT CTL SRV ASSOC CROP CTL ACTIVITIES ASSOC FIRE CTL ACTIVITIES COMMERCIAL "FLIGHT" INSTR. CORP /E XEC CR-CTR CARGO-D CTR CARGO-I CTR PASSG-D CTR PASSG-I LAST ENROUTE STOP MAPPING/PHOTO MIL CONTRACT CARGO INTL MIL CONTRACT PASS6 INTL MILITARY CTR CARGO DOM MILITARY CTR PASSG DOM MIL/CTR CARGO MIL/CTR PASSG NR . NS CTR CARGO NS CTR PASSG NS/CTR REVENUE CARGO DOM NS/CTR REVENUE CARGO INTL NS/CTR REVENUE PASSG DOM NS/CTR REVENUE PASSG INTL 0T-PARAJUMP PRIVATE FL.INST R. P X-RADAR CTL/SURVEILLANCE SCHED CARGO SRV SCHED DOM CARGO SRV SCHED DOM PASSG SRV SCHED INTERNATL CARGO SRV SCHED INTERNATL PASSG SRV SCHED PASSG SRV S-D S- I UNK/NR

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

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# U. S.

# GENERAL AVIATION

SECTION

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# TYPE OF AIRCRAFT AND CONDITIONS OF LIGHT

TYPE OF AIRCRAFT	DAWN DATUGHT NONT NOT UNER BROM UNER DEFO	RECORDS	ACCIDENTS
FIXED-WING	6 720 27 52 8 3	816	806
HELICOPTER	49 2	51	51
GLIDER	24	24	24
BALLOON	4	4	. 4
BLIMP			
DIRIGIBLE			
ROCKET			
CONVERTIPLANE			-
GYROPL ANE	2	2	2 2
OTHER			
RECORDS	6 799 27 54 8 3	897	r
ACCIDENTS	6 790 27 53 8 3		887

# KIND OF FLYING BY PILOT CERTIFICATE

				PIL	OT CER	TIFICA	TE	æ.			
		JUDEN'	INATE CO	MMERCIA	OT CER	FL INSTR	JAL FL W	51. 54. 14. 044	JNNO FEP	RECORDS	ACCIDENTS
KIND OF FLYING	¢,	ે જે	- C	¢.	<b>6</b>	ις του 	ru	C.	4	RECORDS	ACCIDENTS
INSTRUCTIONAL											
DUAL		1	1	2	4	37				54	53
SOLO	51	4								55	55
CHECK					1	L				1	1
TRAINING	19	2	2		1	L		1		25	25
NONCOMMERCIAL											
PLEASURE	19	278	96	3	29	5 3		3		427	425
PRACTICE	5	16	7	1	1			1		31	31
BUSINESS	2	48	11		4	• 1		1		67	. 67
CORPORATE/EXECUTIVE			3	3	2	2 3				11	11
AERIAL SURVEY			1							1	1
COMPANY FLIGHT											
OTHER											
COMMERCIAL									•		
AERIAL APPLICATION		1	55	1	19	5 4				76	75
CROP CONTROL RELATED FLIGHT		1	34	1	10	) 1				47	46
FIRE CONTROL			2							2	2
FIRE CONTROL RELATED FLIGHT											ø
AERIAL MAPPING/PHOTOGRAPHY			1							1	1
AERIAL ÁDVERTISING		1	2		1					4	4
POWER AND PIPELINE PATROL			3							3	3
FISH SPOTTING											
AIR TAXI-PASSENGER OPERATIONS			10	3	ä	!				15	15
AIR TAXI-CARGO OPERATIONS			3	2	4	•				9	91
CONSTRUCTION WORK				2						2	2
SCHEDULED PASSENGER SERVICE											
SCHEDULED CARGO SERVICE											
INTRA-STATE CHARTER PASSG.			1							1	1
INTRA-STATE CHARTER CARGO.											
MILITARY CONTRACT-PASSENGER											
MILITARY CONTRACT-CARGO											
CHARTER CARGO-DOMESTIC											
CHARTER PASSG-DOMESTIC											
CHARTER-CARGO-INTERNATIONAL				1						1	1
CHARTER-PASSG-INTERNATIONAL											
OTHER			2			1			1	· 4	4
UNKNOWN/NOT REPORTED											

## KIND OF FLYING BY PILOT CERTIFICATE

				PIL	OT CERTI	FICA	TE .					
KIND OF FLYING	ć	IUDEM'	alvate of	Drame ATP	PRIVATE C	M MARE A	TE (A) (A) (A) (A) (A) (A) (A) (A) (A) (A)	ont on	NAN REPORT	>	RECORDS	ACCIDENTS
EXPERIMENTATION			2								2	2
TEST		8	6	1		1	1				17	17
DEMONSTRATION		1	1								2	2
FERRY		4	6	3	3						16	16
SEARCH AND RESCUE			1								1	1
AIR SHOW/AIR RACING			1								1	1
PARACHUTE JUMP		1	1								2	2
PARACHUTE JUMP-AIR SHOW												
TOWING GLIDERS			4		2						6	6
SEEDING CLOUDS												
HUNTING			1								1	1
POLICE PATROL			1								1	1
HIGHWAY TRAFFIC ADVISORY			1								1	1
ALL OTHER PUBLIC FLYING			2								. 2	2
OTHER		3	1					1			5	5
UNKNOWN/NOT REPORTED		1					1	1			3	3
RECORDS	96	370	262	23	114	21	8	3			897	
ACCIDENTS	96	369	259	23	113	21	8	3				887
	, 0	207			• • •		_	-				

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# KIND OF FLYING BY INJURY INDEX

INJURY INDEX



KIND OF FLYING

UNKNOWN/NOT REPORTED

RECORDS ACCIDENTS

Ł

DUAL	4	8	8	· 34
SOLO	2	2	10	. 41
СНЕСК	1			
TRAINING	2	3	1	19
NONCOMMERCIAL				
PLEASURE	65	43	74	245
PRACTICE	2	.4	8	17
BUSINESS	10	5	11	41
CORPORATE/EXECUTIVE	2		2	7
AERIAL SURVEY				1
COMPANY FLIGHT				
OTHER				
<u>COMMERCIAL</u>				
AERIAL APPLICATION	7	9	11	49
CROP CONTROL RELATED FLIGHT	3	2	2	40
FIRE CONTROL			1	1
FIRE CONTROL RELATED FLIGHT				-
AERIAL MAPPING/PHOTOGRAPHY				1
AERIAL ADVERTISING	1	1		2
POWER AND PIPELINE PATROL	-	-		3
FISH SPOTTING				2
AIR TAXI-PASSENGER OPERATIONS	1	3	3	, 8
AIR TAXI-CARGO OPERATIONS	2	1	1	5
CONSTRUCTION WORK	-	-	•	2
SCHEDULED PASSENGER SERVICE				~
SCHEDULED CARGO SERVICE				
INTRA-STATE CHARTER PASSG.		1		
INTRA-STATE CHARTER CARGO.				
MILITARY CONTRACT-PASSENGER				
MILITARY CONTRACT-PASSENGER				
CHARTER CARGO-DOMESTIC				
CHARTER PASSG-DOMESTIC				
CHARTER PASSG-DUMESTIC				
				1
CHARTER-PASSG-INTERNATIONAL	_			
OTHER	2	1		1

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# KIND OF FLYING BY INJURY INDEX

INJURY INDEX

KIND OF FLYING MISCELLANEOUS	4.P	A	ERIO V	ALMOP R	10 <sup>46</sup>	RECORDS	ACCIDENTS
EXPERIMENTATION				2		2	2
TEST	1	4	7	5		17	17
DEMONSTRATION	1			1		2	2
FERRY	2	3		11		16	16
SEARCH AND RESCUE	1					1	1
AIR SHOW/AIR RACING			1			1	. 1
PARACHUTE JUMP			1	1		2	
PARACHUTE JUMP-AIR SHOW							
TOWING GLIDERS			1	5		6	6
SEEDING CLOUDS							Ŭ
HUNTING				1		1	1
POLICE PATROL				1		1	
HIGHWAY TRAFFIC ADVISORY	1					1	-
ALL OTHER PUBLIC FLYING		1		1		2	-
OTHER		2	· 1	z		5	
UNKNOWN/NOT REPORTED	2			1		3	-
						2	2
RECORDS	112	93	143	549		897	
ACCIDENTS	109	93	142	543			867

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# FIRST TYPE OF ACCIDENT BY INJURY INDEX



## FIRST TYPE OF ACCIDENT

GROUND-WATER LOOP-SWERVE	1	4	7	96
DRAGGED WINGTIP POD OR FLOAT			1	2
WHEELS-UP LANDING				14
WHEELS-DOWN LANDING IN WATER				1
GEAR COLLAPSED			2	. 11
GEAR RETRACTED				8
HARD LANDING	1	4	4	51
NOSE OVER/DOWN			4	25
ROLL OVER			1	
OVERSHOOT	1	4	5	25
UNDERSHOOT	z	4	10	26
COLLISION BETWEEN AIRCRAFT				
BOTH IN FLIGHT	6		2	6
ONE AIRBORNE				
BOTH ON GROUND				6
COLLISION WITH GROUND/WATER				
CONTROLLED	10	4	7	12
UNCONTROLLED	17	5	3	6
COLLIDED WITH				
WIRES/POLES	6	9	8	18
TREES	10	4	4	17
RESIDENCE/S				
BUILDING/S				1
FENCE, FENCEPOSTS		1	2	18
ELECTRONIC TOWERS				1
RUNHAY OR APPROACH LIGHTS				
AIRPORT HAZARD				1
ANIMALS				z
CROP				2
FLAGMAN LOADER		1		
DITCHES				5
SNOWBANK				1
PARKED AIRCRAFT (UNATTENDED)			2	1
AUTOHOBILE				3
DIRT BANK	1	1	2	7
OTHER	3		1	13
BIRD STRIKE		1	-	-
				•

RECORDS ACCIDENTS

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## FIRST TYPE OF ACCIDENT BY INJURY INDEX

INJURY INDEX

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а. <u>Т</u> .Ү	FIRST PE-OF ACCIDENT	4P	A Ste	IOUS MAIL	0° 0°	i.	RECORDS	ACCIDENTS
	STALL	5	3	5	14		27	r 27
$(x_i)^{(i)}$	SPIN	12	6	5	1		24	4 24
	SPIRAL	3	1		1		5	5 5
÷ .	MUSH	6	13	10	33		62	2 62
	FIRE OR EXPLOSION							
	IN FLIGHT				1		1	1 1
	ON GROUND				1		, <b>1</b>	1 1
	AIRFRAME FAILURE							
	IN FLIGHT	11		3	2		16	5 16
	ON GROUND		1		1		2	2 2
. '	ENGINE TEARAWAY							
5.00	ENGINE FAILURE OR MALFUNCTION	12	25	52	106		195	5 195
	PROPELLER/ROTOR FAILURE							
	PROPELLER			1	2		3	
	TAIL ROTOR			l	1		2	2 2
	MAIN ROTOR							
	PROP ROTOR ACONT TO PERSON		2				2	2 2
	JET INTAKE/EXH ACDNT TO PERS							
	PROPELLER/JET/ROTOR BLAST				1		1	L 1
	TURBULENCE	1			2		3	3 3
	HAIL DAMAGE TO AIRCRAFT							
	LIGHTNING STRIKE							
	EVASIVE MANEUVER							
	UNCONTROLLED ALT DEVIATION							
	DITCHING							
	MISSING ACFT NOT RECOVERED							
	MISCELLANEOUS/OTHER	2		1	3		6	5 6
	UNDETERMINED	2			1		Ŧ	3 3
					<b>5</b> /5			-
	RECORDS	112	93	143			897	
	ACCIDENTS	109	73	142	543			887

# FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

	AI	K C K A	FT U	AMAG			
		16	, 4 <sup>1</sup>	(P)			
FIRST TYPE OF ACCIDENT	04	STROTES SU	este mit	AL NOR	•	RECORDS	ACCIDENTS
GROUND-WATER LODP-SWERVE		101	1			108	108
DRAGGED WINGTIP POD OR FLOAT	1	2				. 3	3
WHEELS-UP LANDING		14				14	14
WHEELS-DOWN LANDING IN WATER		1				1	1
GEAR COLLAPSED		13				13	13
GEAR RETRACTED	•	7	1			8	8
HARD LANDING	5	53	1	1		60	60
NOSE OVER/DOWN		29				29	29
ROLL OVER		1				1	1
OVERSHOOT	3	32				35	35
UNDERSHOOT	6	36				42	42
COLLISION BETWEEN AIRCRAFT							
BOTH IN FLIGHT	4	9		1		14	7
ONE AIRBORNE							
BOTH ON GROUND		6				6	3
COLLISION WITH GROUND/WATER							
CONTROLLED	14	19				33	33
UNCONTROLLED	20	11				31	31
COLLIDED WITH							
WIRES/POLES	18	23				41	41
TREES	15	20				35	35
RESIDENCE/S							
BUILDING/S		1				1	1
FENCE, FENCEPOSTS	1	20				21	21
ELECTRONIC TOWERS		1				1	1
RUNWAY OR APPROACH LIGHTS							
AIRPORT HAZARD		1				1	1
ANIMALS		2				2	2
CROP	1	1				2	2
FLAGMAN LOADER				1		1	1
DITCHES		5				5	5
SNGHBANK		1				1	1
PARKED AIRCRAFT (UNATTENDED)		3				3	3
AUTOMOBILE		3				3	3
DIRT BANK	1	10				11	11
OTHER	2	15				17	17
BIRD STRIKE			1			1	1

PAGE VIII

## FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

	AIRCRAFT DAMAGE		
FIRST TYPE OF ACCIDENT	DESPOSED NINO NONE INTERPORT	RECORDS	ACCIDENTS
STALL	8 19	27	27
SPIN	17 7	24	24
SPIRAL	3 Z	5	5
MUSH	20 42	62	62
FIRE OR EXPLOSION			
IN FLIGHT	1	1	1
ON -GROUND	1	1	1
AIRFRAME FAILURE			
IN FLIGHT	12 4	16	16
ON GROUND	1 1	2	2
ENGINE TEARAWAY			
ENGINE FAILURE OR MALFUNCTION	43 151 1	195	195
PROPELLER/ROTOR FAILURE			
PROPELLER	3	3	3
TAIL ROTOR	2	2	2
MAIN ROTOR			
PROP ROTOR ACONT TO PERSON	2	2	2
JET INTAKE/EXH ACDNT TO PERS			
PROPELLER/JET/ROTOR BLAST	1	1	1
TURBULENCE	1 z	3	3
HAIL DAMAGE TO AIRCRAFT			
LIGHTNING STRIKE			
EVASIVE MANEUVER			
UNCONTROLLED ALT DEVIATION			
DITCHING			
MISSING ACFT NOT RECOVERED			
MISCELLANEOUS/OTHER	2 4	6	6
UNDETERMINED	2 1	3	3
RECORDS	208 679 4 5 1	897	
ACCIDENTS	207 673 4 5 1		887

# FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

				PILC	DT CER	TIFI						
							A.	F. INSR.				
		4		CIP	÷	, et. 1	NS. CIP	LI INSTR.		UNKER REPORTO		
FIRST		DENI PRIV	ATE	MEXT	NAT	el M	MER	H. JER	ant.	WHAT REPS		
TYPE OF ACCIDENT	ઙે	64.	50	<b>b</b> ,	6 <del>6</del> .	50	<b>b</b> .	01.4	<b>O</b> .	0.0	RECORDS	ACCIDENTS
GROUND-WATER LOOP-SWERVE	25	49	24			7	2		1		108	108
DRAGGED WINGTIP POD OR FLOAT	1		2								3	3
WHEELS-UP LANDING		7	3	2		1	1				14	14
WHEELS-DOWN LANDING IN WATER			1								1	1
GEAR COLLAPSED	3	6	1			2				1	13	13
GEAR RETRACTED		4	3				1				R	R
HARD LANDING	18	28	6	1		6	1				60	60
NOSE OVER/DOWN	3	14	R	1		3					29	29
ROLL OVER	1										1	1
OVERSHOOT	4	20	10			1					35	35
UNDERSHOOT	4	23	5	1		7	1		1		42	42
COLLISION BETWEEN AIRCRAFT												
BOTH IN FLIGHT		5	4	2		3					14	7
ONE AIRBORNE												
BOTH ON GROUND		1	5							ł	6	3
COLLISION WITH GROUND/WATER												
CONTROLLED	1	7	15	1		9					33	33
UNCONTROLLED	7	11	8	2		1	1	1	L		31	31
COLLIDED WITH												
WIRES/POLES	3	6	21	1		8	2				41	41
TREES	1	22	6	1		4	1				35	35
RESIDENCE/S												
BUILDING/S	1										1	1
FENCE, FENCEPOSTS		12	5			2	1			1	21	21
ELECTRONIC TOWERS				1							1	1
RUNWAY OR APPROACH LIGHTS												
AIRPORT HAZARD						1					1	1
ANIMALS		2									2	2
CROP		1	1								2	2
FLAGMAN LOADER			1								1	1
DITCHES		1	2			2					5	5
SNDWBAMK		1									1	1
PARKED AIRCRAFT (UNATTENDED)		2				1					3	3
AUTOMOBILE			2					1	L		3	3
DIRT BANK	1	3	6			1					11	11
OTHER		10	3	2		2					17	17
BIRD STRIKE				1							1	1

PAGE X

# FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

				PILC	DT CER	TIFL	CATE	~	<b>A</b> .					
FIRST		JOEPA PRI	WATE CON	AMERCIA	DT CER	FE FL.	MASTR. A	FL. MAST	5. 5.	PHAR PHAR	O HPOP	<sup>i</sup> D		
TYPE OF ACCIDENT	న	0 99	°, °		8ª1	<i>с</i> о`	4	or	NONE	2.0	)		RECORDS	ACCIDENTS
STALL	4	10	6			5			2				27	
SPIN	3	7	8			5	1						24	24
SPIRAL		1	2			2							5	5
MUSH	2	26	23			9	2						62	62
FIRE OR EXPLOSION														
IN FLIGHT		1											1	1
DN GROUND							ı						1	1
AIRFRAME FAILURE														
IN FLIGHT	1	7	6	2									16	16
ON GROUND	1		1										2	2
ENGINE TEARAWAY														
ENGINE FAILURE OR MALFUNCTION	12	76	68	4		27	6 -		2				195	195
PROPELLER/ROTOR FAILURE	۰.													
PROPELLER		2	1										3	3
TAIL ROTOR			1	1									2	2
MAIN ROTOR														
PROP ROTOR ACONT TO PERSON						2							2	2
JET INTAKE/EXH ACONT TO PERS														
PROPELLER/JET/ROTOR BLAST			1										1	1
TURBULENCE		1	2										3	3
HAIL DAMAGE TO AIRCRAFT														
LIGHTNING STRIKE														
EVASIVE MANEUVER														
UNCONTROLLED ALT DEVIATION														
DITCHING														
MISSING ACFT NOT RECOVERED														
MISCELLANEOUS/OTHER		2	1			3							6	. 6
UNDETERMINED		2								1			3	3
RECORDS	96	370	262	23		114	21		8	3			897	
ACCIDENTS	96	369	259	23	1	13	21		8	3				887

# FIRST PHASE OF OPERATION BY INJURY INDEX

## INJURY INDEX

FIRST OPERATIONAL PHASE		FRIP	SERIO	MINOP	ONE				RECORDS	ACCIDENTS
STATIC										
STARTING ENGINE/S			1	1						
IDLING ENGINE/S			1	1					2	2
ENGINE RUNUP				1					2	2
IDLING ROTORS		,							1	1
PARKED-ENGINES NOT OPERATING										
OTHER										
TAXI										
TO TAKEOFF				z						
FROM LANDING			1						2	2
OTHER			3						12	12
GROUND TAXI TO TAKEOFF				-					. 6	6
GROUND TAXI FROM LANDING										
GROUND TAXI. OTHER										
AERIAL TAXI TO TAKEDEE										
AERIAL TAXI TO/FROM LANDING										
AERIAL TAXI, OTHER		1								
TAKEDEF		•							1	1
RUN	z	2	z	44						
INITIAL CLIMB	12	16	17	59					50	50
VERTICAL			•	3					104	104
RUNNING (ROTORCRAFT/VTOL-STOL)				,					3	3
ABORTED (FIXED-WING)		1	3	9						
ABORTED (ROTORCRAFT/VTOL)		-	,	7					13	13
ABORTED (ROTORCRAFT/STOL)										
OTHER	1									
INFLIGHT									1	1 ·
CLIMB TO CRUISE	6	7	3	10						
NORMAL CRUISE	16	17	34	38					26	26
DESCENDING	5		6	9. B					105	104
HOLDING (IFR)	•		0	0					19	18
HOVERING				z						
POWER-ON DESCENT (ROTORCRAFT)				٤					2	2
AUTOROTATIVE DESCENT										
ACROBATICS	11	1	1	1						
BUZZING	4	1	1	1					14	14
UNCONTROLLED DESCENT	14		2						6	6
	• ·		ć						16	16

PAGE XII

# FIRST PHASE OF OPERATION BY INJURY INDEX INJURY INDEX

					<u> </u>			
FIRST OPERATIONAL PHASE		4A A	Stell	US MIN	0° 4°		RECORDS	ACCIDENTS
EMERGENCY DESCENT								
LUM PASS	5		3	2.	9			
OTHER	6		2	3	5		19	19
EN ROUTE TO TREAT CROP				1			16	16
EN ROUTE TO RELOADING AREA	1				2		1	1
SURVEY FIELD/AREA					-		3	3
STARTING SWATH RUN			4	2	6			
SWATH RUN	2	1			14		12	12
FLAREOUT FOR SWATH RUN					1		20	20
PULLUP FROM SWATH RUN	1	1	2	2	8		1	1
PROCEDURE TURNAROUND	4	3	. ?	, 1	19		12	12
CLEANUP SWATH			1				29	29
MANEUVER TO AVOID OBSTRUCTION			1	I	1		1	1
RETURN TO STRIP	2				1		2	2
LANDING							3	2
TRAFFIC PATTERN-CIRCLING	4	3	3		9			
FINAL APPROACH (VFR)	4	10	20	) 4	0		19	19
INITIAL APPROACH	2						74	73
FINAL APPRDACH (IFR)	1	1			2		2	2
LEVEL OFF/TOUCHDOWN	2	8	12	10	3		4	4
ROLL (FIXED WING)		2	8	п	1		125	125
ROLL-ON/RUN-ON (ROTORCRAFT)							121	121
POWER-ON LANDING (ROTORCRAFT)		2	z		2			
POWER-OFF AUTOROTATIVE LDG					1		6	6
GO-AROUND (VFR)	. 2	5	6	20	o		1	1
MISSED APPROACH (IFR)	1		1		•		33	33
DTHER	1		-	1	1		2	2
UNKNOWN/NOT RÉPORTED	3			1			2	2
								·
RECORDS	112	93	143	549	,		897	
ACCIDENTS								

887

109

93 142 543

ACCIDENTS

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4

## INJURIES, ACCIDENTS COVERED BY THIS REPORT - ISSUE NO. 2 U. S. GENERAL AVIATION

## 1977

				INJURIES			
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL
PILOT	102	83	127	 585			897
COPILOT	7	· 4	1	9			21
DUAL STUDENT CHECK PILOT FLIGHT ENGINEER	6	6	8	39			59
NAVIGATOR CABIN ATTENDANT							
EXTRA CREW	2 86		1	2			5
PASSENGERS	86	60	93	407			646
TOTAL	203	153	230	1042		ABDARD	1628
* OTHER AIRCRAFT							
DTHER GROUND	2	1	· .	5			~ 8
GRAND TOTAL	205	154	230	1047			1636

INVOLVES 887 TOTAL ACCIDENTS INVOLVES 109 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 SMALL FIXED-WING AIRCRAFT (INCLUDES GLIDERS) U. S. GENERAL AVIATION

### ISSUE NO. 2 1977

			_	100000120			
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL
PILOT	94	75	115	553			837
COPILOT	5	4	1	7			17
DUAL STUDENT	6	5	7	36			54
CHECK PILOT				-			-
FLIGHT ENGINEER							
NAVIGATOR							
CABIN ATTENDANT							
EXTRA CREW	1			2			3
PASSENGERS	85	56	91	395			627
TOTAL	191	140	214	993		ABOARD	1538
* OTHER AIRCRAFT	3			2			5
OTHER GROUND	2	1		2 5		- '	8
	· ·	-		-			
GRAND TOTAL	196	141	214	1000			1551

INJURIES

INVOLVES 828 TOTAL ACCIDENTS INVOLVES 102 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

## ISSUE ND. 2 1977

	INJURIES									
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL			
PILOT		7	12	28			53			
COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR	1	1	1	3			1 5			
CABIN ATTENDANT EXTRA CREW PASSENGERS		2	1 2	8		~	1 12			
TOTAL	7	10	16	39		ABOARD	72			
OTHER AIRCRAFT Other ground										
GRAND TOTAL	7	10	16	39			72			

INVOLVES	53	TOTAL	ACCIDENTS
INVOLVES	6	FATAL	ACCIDENTS

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

## ISSUE NO. 2 1977

- T	NJ		D	T.	┏.	c
- 1		u.	n	τ.	с,	3

	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL
PILOT				2			3
COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR	1			2			3
CABIN ATTENDANT							
EXTRA CREW PASSENGERS	1			1			1
TOTAL	3			5		ABOARD	8
* OTHER AIRCRAFT OTHER GROUND	1						1
GRAND TOTAL	4			5			9

INVOLVES	3	TOTAL	ACCIDENTS
INVOLVES	1	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.

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## INJURIES, ACCIDENTS KIND OF FLYING INSTRUCTIONAL

### ISSUE NO. 2 1977

	INJURIES							
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL	
PILOT	9	12	16	98	~~~~~~~~		135	
COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER	4	6	8	1 37			_ 1 55	
NAVIGATOR CABIN ATTENDANT EXTRA CREW								
PASSENGERS	1	2	3	5			11	
TOTAL	14	20	27	141		ABOARD	202	
★ OTHER AIRCRAFT OTHER GROUND			3				3	
GRAND TOTAL	14	20	30	141			205	

INVOLVES 134 TOTAL ACCIDENTS INVOLVES 9 FATAL ACCIDENTS

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

## PAGE-XVIII

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

## ISSUE NO. 2 1977

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	L		J	v	~		۰.	-	

	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL	
PILOT		39	 65	264			427	
COPILOT	2	2		2			6	
DUAL STUDENT	2 2	_					2	
CHECK PILOT	-						_	
FLIGHT ENGINEER								
NAVIGATOR								
CABIN ATTENDANT								
EXTRA CREW								
PASSENGERS	69 ·	44	71	305			489	
PASSENGERS	09	**	1	305			403	
TOTAL	132	85	136	571		ABDARD	924	
* OTHER AIRCRAFT OTHER GROUND				3 3			3	
GRAND TOTAL	132	85	136	577			930	

INVOLVES 425 TOTAL ACCIDENTS INVOLVES 64 FATAL ACCIDENTS

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

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

## ISSUE NO. 2 1977

.

	INJURIES								
	FATAL	SER IOUS	MINOR	NONE	UNKNOWN	********	TOTAL		
FILOT	10	4	10	43			67		
COPILOT DUAL STUDENT CHECK PILOT	2		1				3		
FLIGHT ENGINEER NAVIGATOR CABIN ATTENDANT									
EXTRA CREW PASSENGERS	4	7	5	32			48		
TOTAL	16	11	16	75		ABOARD	118		
* OTHER AIRCRAFT OTHER GROUND	3			2			5		
GRAND TOTAL	19	11	16	77			123		

INVOLVES 67 TOTAL ACCIDENTS INVOLVES 10 FATAL ACCIDENTS

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\* 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

## ISSUE NO. 2 1977

	INJURIES								
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL		
PILOT COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR CABIN ATTENDANT	2 1		1	8 2			11 3		
EXTRA CREW PASSENGERS	3		1	11			15		
TOTAL	6		2	21		ABOARD	29		
OTHER AIRCRAFT Other ground									
GRAND TOTAL	6		2	21			29		
					an an thair saidh ann an thair		• •		

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INJURIES

INVOLVES 11 TOTAL ACCIDENTS INVOLVES 2 FATAL ACCIDENTS

## INJURIES, ACCIDENTS KIND OF FLYING AERIAL APPLICATION (INCLUDES FIRE CONTROL) U. S. GENERAL AVIATION

## ISSUE NO. 2 1977

	INJURIES							
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL	
PILOT COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR CABIN ATTENDANT	8	10	14	93 1			125 1	
EXTRA CREW PASSENGERS				2	,		2	
TOTAL	8	10	14	96		ABOARD	128	
OTHER AIRCRAFT Other ground	1	1		. •			2	
GRAND TOTAL	9	11	14	96			130	

**INJURTES** 

INVOLVES 123 TOTAL ACCIDENTS INVOLVES 9 FATAL ACCIDENTS

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

#### ISSUE NO. 2 1977

	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL
PILOT	3	2	4	15			24
COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR CABIN ATTENDANT		1		2			3
EXTRA CREW							
PASSENGERS	2	2	6	28			38
TOTAL	5	5	10	45		ABOARD	65
OTHER AIRCRAFT Other ground				2			2
GRAND TOTAL	5	5	10	47			67

INJURIES

INVOLVES 24 TOTAL ACCIDENTS INVOLVES 3 FATAL ACCIDENTS

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

#### ISSUE ND. 2 1977

				INJURIES			· ·
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL
PILOT	1	 4	4	26			35
COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER	1	•		• .			1
NAVIGATOR CABIN ATTENDANT EXTRA CREW PASSENGERS		5	4	28			37
		2	·	20			
TOTAL	2	9	8	54		ABOARD	73
OTHER AIRCRAFT Other ground							
GRAND TOTAL	2	9	8	54			73
· · ·	•						

INVOLVES	35	TOTAL	ACCIDENTS
INVOLVES	1	FATAL	ACCIDENTS

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

.

#### ISSUE NO. 2 1977

				14308123			
	FATAL	SERIOUS	MINOR	NONE	UNKŇOMN		TOTAL
PILOT	2	4	10	26			42
COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR CADIM ATTENDANT	1			6			7
CABIN ATTENDANT Extra crew	3		_				
PASSENGERS	-		5	17			25
TOTAL	6	4	15	49		ABOARD	74
OTHER AIRCRAFT Other ground				1			1
AND TOTAL	6	4	15	50			75

INJURIES

INVOLVES 42 TOTAL ACCIDENTS INVOLVES 2 FATAL ACCIDENTS

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

#### ISSUE NO. 2

#### 1977

T	Ν.	111		т	F	c
- 1	1.0	JU	n,	Ŧ.	Ľ,	3

FATAL	SERIOUS	MINOR.	NONE	UNKNOWN		TOTAL
27	33	48	240			348
	4		3			9
2	2	3				18
16	27	45	168			256
47	66	96	422		ABOARD	631
1	1		4			6
48	67	96	426			637
	27 2 2 16 47 1	27 33 2 4 2 2 16 27 47 66 1 1	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	27       33       48       240         2       4       3         2       2       3       11         16       27       45       168         47       66       96       422       ABOARD         1       1       4

INVOLVES 348 TOTAL ACCIDENTS INVOLVES 30 FATAL ACCIDENTS

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

#### ISSUE NO. 2 1977

INJURI	ES
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.

	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL
PILOT	26	27	22	57			132
COPILOT				1			3
DUAL STUDENT CHECK PILOT FLIGHT ENGINEER	2 2	1	2	4			. 9
NAVIGATOR							
CABIN ATTENDANT	,						,
EXTRA CREW PASSENGERS	1 22	19	22	49			1 112
TOTAL	53	47	46	111		ABOARD	257
OTHER AIRCRAFT Other ground							
GRAND TOTAL	53	47	46	111			257

INVOLVES 132 TOTAL ACCIDENTS

INVOLVES 29 FATAL ACCIDENTS

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

1977

INVOLVES 887 TOTAL ACCIDENTS INVOLVES 109 FATAL ACCIDENTS

		FATAL ACCIDENTS			NONFA	TAL ACCI	DENTS	ALL ACCIDENTS		
DETAILED CAUSE/FACTOR		CAUSE	FAC TOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FAC TOR	TOTAL
				•						
** PILOT **										
PILOT IN COMMAND ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT			1	1	6	z	8	6	з	9
ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL		10	2	12	9	4	13	19	6	25
BECAME LOST/DISORIENTED CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS		17		17	6 8	2	8 8	6 25	2	8 25
CONTINUED INTO KNOWN AREA OF SEVERE TURBULENCE Delayed action in aborting takeoff					2 8		2 8	2		. 2
DELAYED IN INITIATING GO-AROUND		1		1 3	30	3 8	33 21	31	3 8	34 24
DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT		6		6	13			16	°,	6
FAILED TO EXTEND LANDING GEAR RETRACTED GEAR PREMATURELY					4 2		2	4 2		4
INADVERTENTLY RETRACTED GEAR		4		4	4 11	1	4 12	4 15		4 16
FAILED TO SEE AND AVOID OTHER AIRCRAFT FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS		10		10	39	1	- 39	49	. 1	49
FAILED TO OBTAIN/MAINTAIN FLYING SPEED MISJUDGED, SPEED, ALTITUDE OR CLEARANCE		25		25 1	95 2	1	96	120	1	121
; FAILED TO MAINTAIN ADEQUATE ROTOR RPM		ź		z	8		8	10		10
<pre>/ FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC</pre>		1		1	2 8	4	12	2	4	2 13
IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS			1	1	39	1	8 39	7 39	2	9 39
IMPROPER OPERATION OF FLIGHT CONTROLS		11		11	33 10	2	35 10	44	Z	46 10
PREMATURE LIFT OFF Improper level off					57	1	58	57	1	58
IMPROPER IFR OPERATION IMPROPER IN-FLIGHT DECISIONS OR PLANNING		2 12	1	2 13	37	2	39	2 49	3	2 52
IMPROPER COMPENSATION FOR WIND CONDITIONS					18	3	21	18	3	21
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING INADEQUATE SUPERVISION OF FLIGHT		15 2	3	18 2	87 20	13	100 20	102 22	16	118 22
LACK OF FAMILIARITY WITH AIRCRAFT MISMANAGEMENT OF FUEL		6	5	5	7 57	19	26 57	63	24	31 63
EXERCISED POOR JUDGMENT		8	1	9	8	_	8	16	1	17
SELECTED UNSUITABLE TERRAIN STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT		1		1	44	2	46 2	45 2	2	47 2
FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS		1		1	5	1	5	5	1	5 4
SPONTANEOUS-IMPROPER ACTION		1		1	2	1	2	2	1	Z
MISJUDGED DISTANCE, SPEED, AND ALTITUDE MISJUDGED DISTANCE AND SPEED		z		2	10 35	. 3	10 38	10 37	3	10 40
MISJUDGED DISTANCE MISJUDGED DISTANCE AND ALTITUDE		1 2		1	27	1	28	1 29	1	1 30
MISJUDGED SPEED AND ALTITUDE		2		2	1		1	1		1
MISJUDGED SPEED MISJUDGED SPEED AND CLEARANCE		1		1	2	1	3	2 1	1	3 1
MISJUDGED ALTITUDE AND CLEARANCE MISJUDGED ALTITUDE		2		2	5		5	7		777
MISJUDGED CLEARANCE		2		2	19		19	21		21
IMPROPER RECOVERY FROM BOUNCED LANDING INCAPACITATION		1		1	30	3	33	30 1	3	33 1
PHYSICAL IMPAIRMENT		3	3	6	2		2	3	3	6
SPATIAL DISORIENTATION MISUSED OR FAILED TO USE FLAPS		14 2	2	14 4	2 3	6	9	16 5	8	16 13
FAILED TO MAINTAIN DIRECTIONAL CONTROL SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND		1		1	-72		72 · 12	73 13		, 73 13
FAILED TO ABORT TAKEOFF FAILED TO INITIATE GO-AROUND		i		ì	14 30	Z	14 32	15 30	2	15 32
SUBTOTAL		175	19	194	957	85	1042	1132	104	1236
COPILOT FAILED TO ORTAIN/MAINTAIN FLYING SPEED		1		1				1		1

MPROPER OPERATION OF FLIGHT CONTROLS (CONTINUED)		AL ACCID	ENTS	NONFA	TAL ACCI	DENTS	ALL ACCIDENTS		
DETAILED CAUSE/FACTOR	CAUSE	F AC TOR	TOTAL	CAUSE	FACTOR	TOTAL	C AUSE	FACTOR	TOTA
IMPROPER OPERATION OF FLIGHT CONTROLS	1		1				1		
INADEOUATE PREFLIGHT PREPARATION AND/OR PLANNING LACK OF FAMILIARITY WITH AIRCRAFT Physical impairment	1	1 <sup>.</sup>	1	1		1	1 1	1	
SUBTOTAL	3	1	4	1		1	4	1	
UAL STUDENT									
FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FAILED TO OBTAIN/MAINTAIN FLYING SPEED				1		1	1		
IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS IMPROPER OPERATION OF FLIGHT CONTROLS				2		2	2		
IMPROPER LEVEL OFF				5		5	5		
IMPROPER COMPENSATION FOR WIND CONDITIONS FAILURE TO RELINQUISH CONTROL				1		1	1		
MISJUDGED DISTANCE AND ALTITUDE				6		6	6		
MISUNDERSTANDING OF ORDERS OR INSTRUCTIONS IMPROPER RECOVERY FROM BOUNCED LANDING				1		1 1	1		
SPATIAL DISORIENTATION	1		1	1		1	1		
MISUSED OR FAILED TO USE FLAPS FAILED TO MAINTAIN DIRECTIONAL CONTROL				1		1	1		
FAILED TO INITIATE GO-AROUND				2		2	2		
SUBTOTAL	1		1	27		27	28		
** PERSONNEL **									
LIGHT INSTRUCTOR INADEQUATE SUPERVISION OF FLIGHT				1	1	2	1	1	
INADEQUATE TRAINING OF STUDENT				1	ź	ź	1	2	
AINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE(MAINTENANCE PERSONNEL)	2		2	10		10	12		
IMPROPER MAINTENANCE(OWNER PERSONNEL)	2		2	4		4	4		
INADEQUATE INSPECTION OF AIRCRAFT(MAINTENANCE PFRSONNEL) INADEQUATE INSPECTION OF ACFT(OWNER-PILOT PERSONNEL)	1		1	2	1	2	3 3	1	
INADEQUATE MAINTENANCE AND INSPECTION	2		2	21	3	24	23	3	
OTHER UNK/NR				1		1	1 1		
PERATIONAL SUPERVISORY PERSONNEL				-		-			
FAILURE TO PROVIDE ADEO DIRECTIVES, MANUALS, EQUIPMENT DEFICIENCY, COMPANY MAINTAINED EOMT, SERV, REGULATIONS		1	1	1		1	1	1	
EATHER PERSONNEL INCORRECT WEATHER FORECAST	1		1				1		
RAFFIC CONTROL PERSONNEL				_					
ISSUED IMPROPER OR CONFLICTING INSTRUCTIONS				1 2		1 2	1		
IRPORT SUPERVISORY PERSONNEL				-	_		-	_	
FAILURE TO NOTIFY OF UNSAFE COND/AND OR FAILURE TO MARK IMPROPER/INADEQUATE SNOW REMOVAL RWAYS FACILITIES PERSONNEL					.1 2	1 2		1 2	
RODUCTION-DESIGN-PERSONNEL SUBSTANDARD QUALITY CONTROL				1		1	1		
POOR/INADEQUATE DESIGN				4		4	4		
ISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT	5		5	12	1	13	17	1	
GROUND SIGNALMAN	9		,	2	1	2	2	1	
SPECTATOR GROUND CREWMAN				1	1	1	1	1	
PASSENGER				2	1	3	2	1	
DRIVER OF VEHICLE				3	1	3 1	3	1	
OTHER HÍRD PILOT					1.	1		1	
LIGHT ENGINEER LIGHT PERSONNEL									
ISPATCHING (AIR CARRIER ONLY)									
SUBTOTAL	11	1	12	72	14	/86	83	15	· •
** AIRFRAME **									
INGS SPARS		2	2					2	
SKIN AND ATTACHMENTS		1	1					1	
USELAGE DOORS, DOOR FRAMES	1		1				1		
WINDSHIELDS, WINDOWS, CANOPIES	1		1		1	1	1	1	

AIRFRAME (CONTINUED)	FAI	AL ACCIO		NONFA	TAL ACCI	DENTS	AI	L ACCIDE	NTS
DETAILED CAUSE/FACTOR	CAUSE	FACTOR	TOTAL		FACTOR	TOTAL	CAUSE	FAC TOR	TOTAL
LANDING GEAR MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC NORMAL RETRACTION/EXTENSION ASSEMBLY EMERGENCY/EXTENSION ASSEMBLY TAILWHEEL ASSEMBLIES NOSEWHEEL ASSEMBLIES WHEELS, TIRES, AXLES BRAKING GEAR WARNING AND INDICATING COMPONENTS GEAR LOCKING MECHANISM	1		1	2 7 2 1 2 3 8	1 1 2 1	2 8 2 1 2 4 10 1	2 7 2 2 3 8	1 1 2 1	2 8 2 2 2 4 10 1 1
OTHER FLIGHT CONTROL SURFACES ELEVATOR, ASSEMBLY ATTACHMENTS RUDDER, SURFACES ATTACHMENTS AILERON, SURFACES ATTACHMENTS HORIZONTAL STABILIZER, ATTACHMENTS VERTICAL STABILIZER, ATTACHMENTS	1	1 1	1 1 1 1	1	1	1 1	1 1 1	1	1 1 1 1 1
SUBTOTAL	4	5	9	27.	. 7	34	31	12	43
<pre>** POWERPLANT ** ENGINE STRUCTURE CRANKSHAFT MASTER AND CONNECTING RODS CYLINDER ASSEMBLY PISTON FISTON RINGS VALVE ASSEMBLIES BLOWER, IMPELLER ASSEMBLY IGNITION SYSTEM MAGNETOES LOW TENSION WIRING FUEL SYSTEM TANKS LINES AND FITTINGS SELECTOR VALVES FILTER, STRAINERS, SCREENS CARBURETOR PUMPS FUEL INJECTION SYSTEM VENTS, DRAINS, TANK CAPS RAM AIR ASSEMBLY UBRILGATING SYSTEM UBRILGATING SYSTEM</pre>	1	1	1	1 10 9 4 6 1 7 1 1 2 4 1 1 2 2 2 1 1 1 1 1 1	1	1 10 9 4 6 1 7 1 2 4 1 1 2 2 1 2 2 1 2	2 10 9 4 6 1 7 1 1 2 4 1 1 1 2 2 1 1 1 1	1 1 1	2 10 9 4 7 1 7 1 2 4 2 1 2 2 1 2 2 1 2 2 1 2 2 1 2 2 1 2 2 1 2 2 1 2 2 2 1 2 3 3 4 3 3 4 5 4 5 4 5 1 5 1 5 5 1 5 1 5 1 5 1 5 1
LINES, HOSES, FITTINGS FILTERS, SCREENS PUMP-PRESSURE CODLING SYSTEM	1		1 1	2 1		2	3 1 1		3 1 1
PROPELLER AND ACCESSORIES BLADES HYDRAULIC PITCH CONTROL MECHANISM COUNTERWEIGHT GOVERNORS EXHAUST SYSTEM				2 1 1 1	1	3 1 1 1	2 1 1 1	1	3 1 1 1
OTHER ENGINE ACCESSORIES GENERATORS				1	1	1	1	1	1 1
ENGINE CONTROLS THROTTLE-PONGER LEVER ASSEMBLIES MIXTURE GONTROL ASSEMBLIES POMERPLANT-INSTRUMENTS FUEL OUANTITY GAUGE		1	1	7 1	4	7 1 4	7 1	5	7 1 5
MISCELLANEDUS POWERPLANT FAILURE FOR UNDETERMINED REASONS REDUCTION GEAR ASSEMBLY COMPRESSOR ASSEMBLY COMBUSTION ASSEMBLY TURBINE ASSEMBLY ACCESSORY DRIVE ASSEMBLY LUBRICATING SYSTEM FUEL SYSTEM SAFETY SYSTEM IGNITION SYSTEM IGNITION SYSTEM	3		3	<sup>′</sup> 34		34	37		37

TORQUEMETER AIR BLEED EXHAUST SYSTEM

.

POWERPLANT (CONTINUED)	FAT	AL ACCIO	ENTS		TAL ACCI		ALL ACCIDENTS			
DETAILED CAUSE/FACTOR		FACTOR			FACTOR			FACTOR		
THRUST REVERSER PROPELLER SYSTEM CONSTANT SPEED DRIVE POMER LEVER PROPELLER LEVER REVERSE THRUST LEVER ENGIME INDICATING EQUIPMENT ENGIME INDICATION								·		
SUBTOTAL	6	3	.9	106	8	114	112	11	123	
** SYSTEMS **										
ELECTRICAL SYSTEM BATTERIES GENERATORS/ALTERNATORS SWITCHES HVDRAULIC SYSTEM RESERVOIR, LINES, FITTINGS				1	2 1	1 2 1	1	2 1	1 2 1	
SEALS BY-PASS VALVE Other				2 1 1		2 1 1	2 1 1		2 1 1	
FLIGHT CONTROL SYSTEMS AILERON AND AILERON TAB CONTROL SYSTEM ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM RUDDER AND RUDDER TAB CONTROL SYSTEM WING FLAP CONTROL SYSTEM (ELECTRICAL) WING FLAP CONTROL SYSTEM (MECHANICAL) OTHER ANTI-ICING, DE-ICING SYSTEMS AIR CONDITION, HEATING AND PRESSURIZATION	1		1	3 2 1 1	1	4 2 1 1	3 2 2 1 1 1	1	4 2 1 1 1	
AUTO PILOT FIRE WARNING SYSTEM FIRE EXTINGUISHER SYSTEM OXYGEN SYSTEM OTHER SYSTEMS SUBTOTAL			1	15	4	19	16	4	20	
** INSTRUMENTS/EQUIPMENT AND ACCESSORIES **	1		1	15	4	19	16	4	20	
FLIGHT AND NAVIGATION INSTRUMENTS AIRSPEED COMMUNICATIONS AND NAVIGATION EQUIPMENT MISCELLANEOUS EQUIPMENT					1	1		. 1	1	
SPRAY, DUSTING EQUIPMENT					1 2	1 2		1 2	1 2	
** ROTORCRAFT **					2	2		2	L	
ROTOR ASSEMBLIES TAIL ROTOR BLADES TRANSMISSION ROTOR DRIVE SYSTEM FLIGHT CONTROL SYSTEMS MISCELLANEOUS UNITS AND ASSEMBLIES TAIL BOOMS/PVLONS/CONES	1		1	1		1	1		1	
SUBTOTAL	1		1	1		1	2		2	
** AIRPORTS/AIRWAYS/FACILITIES **							ł			
AIRPORT FACILITIES RUNWAY LIGHTING OTHER AIRPORT CONDITIONS WET RUNWAY SNOW ON RUNWAY SNOW ON RUNWAY SNOW WINDROWS UNMARKED OBSTRUCTIONS SOFT SHOULDERS (RUNWAY) HIGH VEGETATION HIDDEN HAZARD POORLY MAINTAINED RUNWAY SURFACE SOFT RUNWAY				1 1 1 1 4 3	1 2 2 3 6 3 4 4 7	1 2 3 3 6 3 5 8	1 1 2 1 1 1 4 3	1 2 2 3 6 3 4 4 7	1 2 3 3 6 3 5 8 10	

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AIRPORTS/AIRWAYS/FACILITIES (CONTINUED)	FATAL ACCIDENTS			NONFATAL ACCIDENIS			ALL ACCIDENTS		
DETAILED CAUSE/FACTOR		FACTOR			FACTOR	TOTAL		FACTOR	
ICE/SLUSH ON RAMP/TAXIWAY									
OTHER				2	19	21	2	19	21
AIRWAYS FACILITIES								n er sk	$\mathcal{L}_{\mathcal{A}} = \mathcal{L}_{\mathcal{A}} = \mathcal{L}_{\mathcal{A}}$
SUBTOTAL				16	66	82	16	66	82
** WFATHER **									
LOW CFILING		22 6	22 6		5	5		27	27
EOG SNOW		12	12		8	н Э		20 9	20
HAIL		1	1					<u> </u>	· 1
ICING CUNDITIONS-INCLUDES SLEET, EREFZING RAIN, ETC CONDITIONS CONDUCIVE TO CARB/INDUCTION SYSTEM ICING		2	2		1 5	1		3 7	3
UNFAVORABLE WIND CONDITIONS		2	2	7	58	65	7	60	67
WIND SHEAR SUDDEN WINDSHIFT				1	1	2 10	1	1	2
TURBULENCE IN FLIGHT, CLFAR AIR TURBULENCE ASSOCIATED WITH CLOUDS AND/OR THUNDERSTORMS	1	1	2		1	1	1	2	3
DOWNDRAFTS, UPDRAFTS	1		1	3	16	19	4	16	20
LOCAL WHIRLWIND HIGH TEMPERATURE		1	1	4	6	4	4	7	4
UBSTRUCTIONS TO VISION		1	1		2	2		3	3
HIGH DENSITY ALTITUDE THUNDERSTORM ACTIVITY		3	3		. 11			9	
OTHER		. 2	?					2	2
SUBTOTAL	2	66	68	19	157	176	21	223	244
** TFRRAIN **									
WET, SOFT GROUND SNOW-COVERED				8	17	25	8	17	25
ICA					1	i		1	1
HIGH VEGETATION HIDDEN URSTRUCTIONS		1	1	2	13	15	2	14	16
ROUGHZUNEVEN	2		2	20	40	60	22	40	62
RUNGH WATER GLASSY WATER					2 1	2 1		2	2
HIGH OBSTRUCTIONS LOOSE GRAVEL	2	17	19	23	87 2	110	25	104	129
SANDY		1	1	_	1	1		2	2
NTHER				3	11	14	4	11	14
SUB TOTAL	4	19	23	60	176	236	64	195	259
** MISCFLLANFOUS **									
FORFIGN OBJECT DAMAGE SMOKE IN COCKPIT				1	1	1	1	1	1
FORFIGN MATERIAL AFFECTING NORMAL OPFRATIONS UNDETERMINED	1		1	4 8	1	5 8	5 14	1	6
HIRD COLLISION			6	î		1	1		14
VORTEX TURBULENCE PROPJJET/ROTOR BLAST	1		1	1	1	2	2	<b>1</b>	3
ANIMAL(S) ON RUNWAY/TAXIWAY/RAMP EVASIVE MANEUVER TO AVUID COLLISION				3	2	3	3	2	3
UNQUALIFIED PERSON OPERATED AIRCRAFT	2		2	11 2	ζ.	13	11 4	2	13
SUBTOTAL	10		10	33	5	38	43	5	48
GRAND TOTAL	218	114	332	1334	524	1858	1552	638	2190
** MISCELLANEOUS ACTS, CONDITIONS **	210	114		1 7 34	224	1050		0.10	2130
FIRE OF UNDETERMINED ORIGIN					1	1		1	ı
UNAPPROVED MODIFICATION		1	1		1	ĩ		2	2
IMPROPER/INADÉQUATE VENTING ACTION, LACK OF				1		1	1		1
PREVIOUS DAMAGE	-		-	3	3	6	3	3	6
LEAK/LEAKAGE LOW COMPRESSION	1	1	1	2 2	1	3	2	1	4
RUNWAY CLOSED DOWNWIND		1	1		1 25	1 25		1 26	1 26
second parts		1	1		75	75		Zn	20

MISCELLANEOUS ACTS, CONDITIONS (CONTINUED)	FATAL ACCIDENTS				TAL ACCI		ALL ACCIDENTS		
DETAILED CAUSE/FACTOR	CAUSE	FACTOR	TOTAL	CAUSE	FAC TOR	TOFAL	CAUSE	FACTOR	TOTAL
LANDED IN CONSTRUCTION AREA					 1	2			2
LOOSE, PART/FITTING				3		з	3	1	3
BINDING . DETERIORATED				2		2	2		2
DISCONNECTED				6		6	6		1
EXCESSIVE-WEAR/PLAY				3		3	٦		3
ERRATIC FLUTTER	1	1	1	1	3 1	3	2	4	4
GROUNDED			1	1	1	î	í	I	1
IMPROPERLY INSTALLED				7	1	8	7	۱	8
OBSTRUCTED	1		1	ר 8		3	4 9		4
OPEN				1		1	1		1
EXCESSIVE PRESSURE Pressure too low	1		1		1	1	1	1	1
PRESSURE, NONE				1		1	1	1	i
STUCK		1	1	2	1	3	2	2	4
VIBRATION, EXCESSIVE FIRE IN WING					1	1		1	1
LOAD NOT JETTISONED		•			2	2		2	2
INTENTIONAL GROUND-WATER LOOP-SWERVE				5	,	5	5		5
INTENTIONAL WHEELS UP RAN OFF END OF RUNWAY				1	4 19	5 19	1	4	19
ANTI-ICING/DEICING EQUIP-IMPROPER OPER. OF/FAILED TO USE				2		2	2		2
CHECKLIST-FAILED TO USF Disregard of good opfrating practice				2	3	3	2	3	3
IMPROPER EMERGENCY PROCEDURES	1		ı	2	2	2	á	?	3
INSTRUCTIONS-MISINTERPRETED				1		1	1		1
INSTRUMENTS-MISREAD OR FAILED TO READ SEAT BELT NOT FASTENED		1	ı	1		1	1		1
NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA	1	-	1	2	1	з	3	1	4
UNWARRANTED LOW FLYING	8	5	13	13	7	20	21	12	33
FAILED TO EXTEND THE LANDING FLAPS FAILED TO USE ALL AVAILARLF RUNWAY					1	1		1	1
INATTENTIVE TO FUEL SUPPLY	1		1	7	2	9	н	2	10
FLEW INTO BLIND CANYON	2		2	5		5	7		7
PREMATURE FLAP RETRACTION Poorly Planned Approach				? 6	1 14	г 20	2	1	3 20
MISCALCULATED FUEL CONSUMPTION		•		2	1	Э	2	1	3
JETTISONED LOAD					5	5		5	5
STOLEN OR UNAUTHORIZED USE OF AIRCRAFT	1		1	5	1	1	6	1	7
ELECTRICAL FAILURE					2	2		2	2
ENGINE LOADED UP Fatigue fracture	3		3	1	1	2	1	1	2
RPM-UNCONTROLLABLE-OVERSPEED	-		,		1	ï	7	1	1
WINDSHIELD, DIRTY, FOGGY, ETC-RESTRICTED VISION				1	1	?	1	1	?
WRONG PART Improper Alignment/Adjustment				1		1	1		1
FAILURE OF TWO OR MORE ENGINES		1	1		1	i		2	2
SEPARATION IN FLIGHT		9	9		4	4		13	13
FIRE IN ENGINE Asymetrical Flaps				1	۲	í	1	'	í
CORRODED/CORROSION		,	,	1	r	1	1		1
PILOT FATIGUE Fuel Exhaustion	4	4	4	46	5	5 46	50	9	9 50
FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL	-			3		3	3		3
ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT	4	2	6	з	1 .	1	4	3	7
ICE-CARBURETOR AIRFRAME ICE	1		1	1		1	1 2		3
IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG	2	3	5	3	6	9	5	9	14
INTERFERENCE WITH FLIGHT CONTROLS Sunglare	1		1	1	1	2	2	1	3
LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM					1	1		1	ï
OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM	1		1	5	,	5	6		6
SIMULATED CONDITIONS Water in fuel	1		1	12	6	6 12	13	6	6 13
AIRCRAFT CAME TO REST IN WATER	•	4	4		18	18		22	22
			2	3		3	3	• /	3
TOUCH AND GO LANDING Hydroplaning on wet runway		2	2	1	12	12	,	14	14
OVERLOAD FAILURE	2	6	8	2	88	90	4	94	98
MATERIAL FAILURE Fuel starvation	3		3 2	39 29	1	40 29	42	1	43
OIL STARVATION	2		2	з		3	31 3		31
IMPROPER CLEARANCE-TOLERANCE				3	1	4	3	1	4

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

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FILE NUMBER	AIRCRAF REGIST.	T DATE	LOCATION	AIRCRA MAKE	FT MODEL	INJURY INDEX
3 0901	N6454F	033077	MIDDLETOWN, IN	CESSNA	182	NONE
3 0902	N6876M	042677	BIRCH RUN,MI	STINSON	108-3	NONE
3 0903	N7404L	042877	GRAND RAPIDS,MI	PIPER	PA-31	NONE
3 0904	N2676H	060577	CREVE COEUR,MO	ERCO	415C	NONE
3 0905	N7142V	051077	BISMARK, MO	MOONEY	M20F	NONE
3 0906	N24605	041177	MACHIAS,ME	BEECH	B19	NONE
3 0907	N6067F	040877	STON INGTON, ME	CESSNA	182P	NONE
<b>3 09</b> 08	N66064	042277	RICHMOND IS, ME	CESSNA	150M	MINOR
3 0909	N <b>79</b> 879	042377	MARLBORO,MA	CESSNA	172	NONE
3 0910	N5855P	041077	PLYMOUTH, MA	PIPER	PA-24	NONE
3 0911	N6050L	030977	ROCHESTER,NH	GRUM AMER	AA5	NONE
3 0912	N96Y	032677	ALTOONA, PA	ESSLSTYN	RS-15	NONE
3 0913	N485C	041877	WEST MIFFLIN,PA	MEYERS	200A	NONE
3 0914	N18503	051877	HILO,HI	CESSNA	150	NONE
3 0915	N41176	042377	NWINNEMUCCA.NV	PIPER	PA-28	FATAL
3 0916	N135V	060477	NDAYTON,NV	SCHWEIZER	1-35	MINOR
3 0917	N9894U	041677	FLAGSTAFF,AZ	GRUM AMER	AA5-A	FATAL
3 0918	N64522	03057 <b>7</b>	NENGLEWOOD,CO	CESSNA	172M	FATAL
3 0919	NILH	053177	NOATAK,AK	BEECH	H-18	NONE
3 0920	N6538A	051677	WASILLA, AK	CESSNA	180	MINOR
3 0921	N90465	041077	NTHERMAL, CA	HILLER	UH-12E	FATAL
3 0922	N8455M	031777	N.ATLANTIC OCEAN	CESSNA	182	MINOR
3 0923	N1609K	040477	MOUNDVILLE,AL	LUSCOMBE	88	NONE

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	ILE	AIRCRAFT	r		AIRCRAF	т	INJURY
NU	MBER	REGIST.	DATE	LOCATION	MAKE	MODEL	INDEX
30	924	N18645	041777	HOLTVILLE,AL	CESSNA	150	NONE
30	925	N74898	051577	OZARK, AL	BELL	47D1	NONE
30	926	N5398F	040377	CEDAR KEY,FL	PIPER	PA-28	NONE
30	927	N656FL	041277	PLYMOUTH,FL	PIPER	PA-28	NONE
30	928	N3489V	041477	ATLANTA, GA	CESSNA	150	SERIOUS
30	929	N2808X	041877	JONESBORD, GA	CESSNA	177	MINOR
30	930	N1341J	051377	KENNESAW, GA	AERO COMDR	112A	NONE
30	931	N2301V	0 <b>5067</b> 7	WALLS, MS	CESSNA	140	MINOR
30	932	N21654	051377	TUTWILER, MS	CESSNA	A188B	SERIDUS
3 0	933	N91390	032677	PALMERAK	CESSNA	180	NONE
3 0	934	N4037X	040377	LAJAS,PR	AERO COMDR	100	NONE
30	935	N6175U	041277	BELLE RIVE,IL	SNOW	S2B	SERIOUS
30	936	N5706L	041177	EAST TAWAS,MI	AMER AVCO	AA1	FATAL
30	937	N2114U	050177	ORRVILLE, OH	BRANTLY	B-2	MINOR
30	938	N8965L	050177	BOWLING GREEN, OH	GRUM AMER	AA-18	NONE
30	939	N9950R	022677	SPRINGFIELD,MO	BEECH	D50E	FATAL
30	940	N19770	052877	CHINLE,AZ	CESSNA	172	NONE
30	941	N45165	052177	YUMA . AZ	CESSNA	150	NONE
30	942	N9340H	053077	SIMI VALLEY,CA	CESSNA	172	NONE
30	943	N80381	042777	SIMI VALLEY,CA	CESSNA	172M	NONE
30	944	N26521	040977	NKINGMAN, AZ	BELL	47J-2A	NONE
30	945	N9957F	052077	NDAGGETT,CA	LOCKHEED	P38-L5	NONE
30	946	NIICS	061077	CATALINA, CA	GRUMMAN	G-21A	NONE
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FILE NUMBER	AIRCRAF REGIST.	DATE	LOCATION	AIRCRAF MAKE	MODEL	INJURY INDEX
3 0947	N225X	041377	FULLERTON, CA	BEECH	H35	NONE
3 0948	N223LH	040277	NTWIN FALLS, ID	AERO COMOR	500B	MINOR
3 0949	N12150	032177	BOISE, ID	CESSNA	150L	NONE
3 0950	N44280	031577	NAMERICAN FALLS, ID	TAYLORCRAFT	BC12D	NONE
3 0951	N3380Q	022377	SODA SPRINGS, ID	CESSNA	421B	MINOR
3 0952	N88465	050977	OPHEIM,MT	BELLANCA	7GC BC	NONE
3 0953	N5043K	040377	PLENTYWOOD,MT	BEECH	C-45H	NONE
3 0954	N70209	.042377	OTTER, MT	BIPER	J3	NONE
3 0955	N5913B	042977	BROWNING	CESSNA	182A	NONE
3 0956	N12437	041777	NPOLSON, MT	BELL	47G3B1	SERLOUS
3 0957	N48648	031977	HILLSBORD, OR	AERONCA	0-588	MINOR
3 0958	N219H	032177	OREGON CITY,OR	HARMON	STITS	NONE
3 0959	N33RH	032377	N.SANTIAM PASS, OR	ENSTROM	280C	MINOR
3 0960	N43144	040377	LEBANON, DR	TAYLORCRAFT	BC12-D	SERIOUS
3 0961	N4918R	041177	ALBANY .OR	CESSNA	188B	NONE
3 0962	N117JS	032477	LANGLEY, WA	VOLMER	VT 2 2	MINOR
3 0963	N75331	031977	WESTPORT,WA	PIPER	PA-28	MINOR
3 0964	N1511H	031977	FEDERAL WAY, WA	HELTON	LARK95	MINOR
3 0965	<b>№5911E</b>	030677	GARDINER,WA	CESSNA	150	NONE
3 0966	N89672	042177	VANCOUVER . WA	CESSNA	140	MINOR
3 0968	N11740	033177	SANDWICH, IL	CESSNA	150L	NONE
3 0969	N5376V	051977	COLUMBUS+OH	HILLER	UH-12E	MINOR
3 0970	N5651W	051777	DERBY.OH	PIPER	PA-28	NONE

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FILE	AIRCRAF REGIST.			AIRCRAF MAKE		INJURY INDEX
3 0971	N2445R	052177	DERBY • KS	CESSNA	182	NONE
3 0972	N562FL	042477	FT LEAVENWORTH. KS	PIPER	PA-28	NONE
3 0973	N9378V	040977	LAKE ELMO, MN	MOONEY	M20-F	NONE
3 0974	N52875	041077	EVELETH, MN	STINSON	SR-8C	NONE
3 0975	N2348C	040677	BRIDGEPORT.CT	MITSUBISHI	MU-2B	NONE
3 0976	N9920Q	040877	CHESTER,CT	CESSNA	172	NONE
3 0977	N3686V	032777	DANBURY,CT	CESSNA	150M	MINOR
3 0978	N33723	041577	PRESQUE ISLE,ME	PIPER	PA-34	NONE
3 0979	N15963	010677	BEVERLY.MA	PIPER	PA-28	NONE
3 0980	N86770	060777	HAVERHILL,MA	BELLANCA	8KCAB	FATAL
3 0981	N6862K	052677	COLLINS,NY	PIPER	PA-16	FATAL
3 0981	N95916	052677	COLLINS, NY	TAYLORCRAFT	BC12-D	FATAL
3 0982	N55719	050177	FLUSHING,NY	PIPER	PA-28	SERIOUS
3 0983	N5260R	041377	PENN YAN, NY	CESSNA	172	NONE
3 0984	N14752	040777	JAMESTOWN, NY	BELLANCA	17-30A	FATAL
3 0985	N7165W	041377	GLASGOW, KY	PIPER	PA-28	FATAL
3 0986	N7046N	041477	PRESTONBURG, KY	CESSNA	150	MINOR
3 0987	N1752F	041777	LOUISVILLE, KY	CESSNA	172	MINOR
3 0988	N9114U	020777	COVINGTON,KY	CESSNA	150M	NONE
3 0989	N2470R	032877	BRONSTON	CESSNA	182G	NONE
3 0990	N4111	031977	CLINTON, MD	PITTS	S 1	MINDR
3 099 <u>1</u>	N866BR	052177	FROSTBURG,MD	SCHWEIZER	1-26	MINOR
3 0992	N11030	032777	CHURCHVILLE, MD	CHAMPION	7ECA	MINOR

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FILE NUMBER	AIRCRAF REGIST:	T DATE	LOCATION	AIRCRAF MAKE	MODEL	INJURY
	,					
3 0993	N75632	031877	CUMBERLAND, MD	CESSNA	172	SERIOUS
3 0994	N4811L	041177	PINEHURST,NC	PIPER	PA-28	NONE
3 0995	N9055U	041677	GREENSBORD, NC	GRUM AMER	AA5	NONE
3 0997	N5600T	041077	ARCHDALE,NC	CESSNA	172	NONE
3 0998	N63617	060377	BURLINGTON, NC	CESSNA	150	NONE
3.0999	N4228B	041477	JACKSON+NC	BEECH	F35	NONE
3 1000	N34902	032877	WALLACE, NC	CESSNA	177	MINOR
3 1001	N1130U	030977	WHITE LAKE,NC	CESSNA	172	NONE
3 1002	N1400K	030877	APEX,NC	LUSCOMBE	88	NONE
3 1003	N56313	050877	GREENSBORD, NC	PIPER	PA-28	NONE
3 1004	N9351U	041377	HICKORY,NC	CESSNA	150	NONE
3 1005	N9224S	041977	KNNXVILLE, TN	BEECH	C23	FATAL
3 1006	N3195V	041177	SEWANEE, TN	BEECH	35	NONE
3 1007	N43980	021677	LAFAYETTE, TN	CESSNA	177	MINOR
3 1008	N8455Y	021477	ROANOKE,VA	PIPER	PA-30	SERIOUS
3 1009	N6755U	030577	FOREST,VA	MOONEY	M20C	FATAL
3 1010	N2259L	030477	PORTSMOUTH,VA	BEECH	C23	NONE
3 1011	N703CB	052077	NOKESVILLE, VA	PIPER	PA-18	NONE
3 1012	N7451F	050577	RICHMOND, VA	HUGHES	269	NONE
3 1013	N9110U	051877	CHARLESTON, WV	CESSNA	150	MINOR
3 1014	N9571F	032477	CLARKSBURG, WV	HUGHES	300C	NONE
3 1015	N9234U	052977	TUSCALOOSA, AL	CESSNA	150	NONE
3 1016	N74534	052877	NAPALACHICOLA,FL	MOONEY	M20B	MINOR

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FILE NUMBER	AIRCRAF REGIST -		LOCATION	AIRCRAF MAKE	MODEL	INJURY INDEX
3 1017	N75US	050777	NMIAMI,FL	PICCARD	AX-6	FATAL
<b>3</b> 1018 ·	N2JL	043077	NCAMDEN + SC	STARDUSTER	2	FATAL
3 1019	N21675	050777	NHAMPTON, SC	CESSNA	A1888	MINOR
3 1020	N703Y	052877	NGRIDLEY,CA	GRUMMAN	G-164	NONE
3 1021	N5374R	060577	JACKSON, CA	CESSNA	172	NONE
3 1022	N5751U	053077	NSACRAMENTO, CA	PIPER	PA-28	MINOR
3 1023	N9772D	051977	TAHOE CITY,CA	PIPER	PA-18	NONE
3 1024	N10219	060177	BIGGS,CA	GRUMAN	G <b>-</b> 164	NONE
3 1025	N8478P	022477	NELKO,NV	PIPER	PA-24	FATAL
3 1026	N10221	042177	NMAXWELL,CA	GRUMMAN	G-164	NONE
3 1027	N54387	052277	CORONA;CA	PIPER	PA-28	SERIOUS
31028	N7363	060477	DUMAS, AR	GRUMMAN	G-164A	FATAL
3 1029	N8732H	053077	GEORGETOWN, AR	GRUMMAN	G-164A	SERIOUS
3 1030	N6560	051977	KEISER + AR	GRUMMAN	G-164A	NONE
3 1031	N6256S	061177	ARKADELPHIA, AR	CESSNA	150G	NONE
3 1032	N6729Z	060777	EVENING STAR, AR	PIPER	PA-25	NONE
3 1033	N1014Y	052377	SULPHUR+LA	MURRAYAIR	MA-1B	NONE
3 1034	N7480	060277	IOTA,LA	GRUMMAN	G-164A	NONE
3 1035	N7231	060277	LAKE ARTHUR,LA	GRUMMAN	G-164A	NONE
3 1036	N40528	052677	GUEYDAN, LA	PIPER	PA-18	SERIOUS
3 1037	N4646Y	052877	PRYOR, OK	PIPER	PA-25	NONE
3 1038	N9367R	060377	LAWTON,OK	CESSNA	A1888	MINOR
3 1039	N88266	072877	ANCHOR AGE , AK	BELLANCA	8GC BC	NONE
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FILE NUMBER	AIRCRAF REGIST.	T DATE	LOCATION	AIRCRAF MAKE	T MODEL	INJURY INDEX
3 1040	N4860Y	052877	SAN ANGELO,TX	PIPER	PA-25	NONE
3 1041	N4575N	051577	BEAUMONT, TX	BOEING	E75N1	FATAL
3 1042	N2309L	052777	EDOM,TX	BEECH	23	NONE
3 1043	N5341N	052177	ROANOKE, TX	PIPER	J3C-65	MINOR
3 1044	N195JC	052177	ARGYLE,TX	CESSNA	195A	NONE
3 1045	N45708	052077	STREETMAN, TX	CESSA	150	NONE
3 1046	N3976U	042477	ABILENE, TX	CESSNA	150	NONE
3 1047	N86782	060677	MANOR,TX	BELLANCA	8GCBC	NONE
3 1048	N8639L	061377	SEAGRAVES,TX	PIPER	PA-25	NONE
3 1049	N4309	053177	GARWOOD,TX	GRUMMAN	G-164A	NONE
3 1050	N8641U	052477	KATY,TX	GRUMMAN	G-164A	MINOR
3 1051	N4707Q	060177	WADSWORTH, TX	CESSNA	188	NONE
3 1052	N9857V	053177	FOWLERTON,TX	CESSNA	188	NONE
3 1053	N4337D	051677	NBANDERA, TX	BEECH	D50	NONE
3 1054	N87421	051377	BRUSH,CO	ERCO	415-C	MINOR
3 1055	N9647J	020677	NFT. COLLINS, CO	PIPER	PA-28	SERIOUS
3 1056	N784SC	050477	NENGLEWOOD, CO	CESSNA	210J	MINOR
3 1058	N7125B	061877	COLUMBIA, IL	PIPER	PA-22	SERIQUS
3 1059	N9235U	043077	LANSING,IL	CESSNA	150	NONE
3 1060	N2973	051577	KENDALLVILLE, IN	LET-NP-K	L-13	NONE
3 1061	N23396	050877	SHERIDAN, IN	CESSNA	150H	MINOR
3 1062	N6034K	052277	CEDAR GROVE, IN	CESSNA	150M	NONE
3 1063	N7547Z	051977	WESTFIELD, IN	PIPER	PA-25	NONE

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FILE NUMBER	AIRCRAF REGIST.		LOCATION	AIRCRAF MAKE	T MODEL	INJURY INDEX
3 1064	N2FN	052977	GOSHEN, OH	BELLANCA	7ксав	FATAL
3 1065	N9962X	051677	WEST SALEM, OH	CESSNA	185	NONE
3 1066	N8661Y	052077	PLYMOUTH, MA	PIPER	PA-30	SERIOUS
3 1067	N9566	042177	PIKESVILLE, MD	ENSTROM	F28A	NONE
3 1068	N21M	041777	NELIZABETH CITY,NC	PIPER	PA-12	MINOR
3 1069	N47SV	040877	BEALETON, VA	STAMPE	SV4C	MINOR
3 1070	N19518	052077	TRAVIS AFB,CA	PIPER	J2	NONE
3 1071	N66502	061677	LAS VEGAS, NV	CESSNA	150M	NONE
3 1072	N8798B	060 <b>777</b>	YUMA, AZ	CESSNA	172	MINOR
3 1073	N7165G	052877	LUKACHUKAI AZ	CESSNA	172	NONE
3 1074	N49765	061177	SKULL VALLEY, AZ	SCHEMP	CIRRUS	MINOR
3 1075	N68107	061177	TUCSON,AZ	TAILWIND	1	SERIOUS
3 1076	N7417Y	061477	TUCSON, AZ	PIPER	PA-30	NONE
3 1077	N2708U	050177	GLOBE, AZ	CESSNA	172	SERIOUS
3 1078	N40150	060677	MESA, AZ	STINSON	108	NONE
3 1079	N1269T	0.40377	NSAUGUS, CA	PIPER	PA-28	FATAL
3 1080	N83272	053177	SAN PASQUAL, CA	PIPER	PA-18	NONE
3 1081	N30177	061777	NLOST HILLS,CA	CESSNA	177	NONE
3 1082	N34SM	020377	NBECKMAM. TX	SWEARINGEN	SA266T	FATAL
3 1083	N3671Q	061877	ALBUQUERQUE, NM	PIPER	PA-34	NONE
3 1084	N1850D	042577	RESERVE, NM	BEECH	C35	NONE
3 1085	N1623X	061477	NFARMINGTON, .NM	CESSNA	210 🖉	NONE
3 1086	N69520	052877	NWHEATLAND + WY	BEECH	194	FATAL

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FILE NUMBER	AIRCRAF REGIST.	DATE	LOCATION	AIRCRAF MAKE	T MODEL	INJURY INDEX
	400 400 400 400 400 400 400 400				arr (20 20 20 20 20	atom films allow allow films
3 1088	N50290	053077	YELM,WA.	TAYLORCRAFT	L-2B	FATAL
3 1089	N2161T	060777	SPOKANE, WA.	PIPER	PA-28	FATAL
3 1090	N888RJ	040577	BRONX,NY	MITSUBIȘHI	MU-2	FATAL
3 1091	N18027	030677	POWDERLY, TX	CESSNA	150L	SERIDUS
3 1092	N1618M	062277	NHOMER , AK	CESSNA	185	NONE
3 1.093	N7785A	060477	NCORDOVA, AK	CESSNA	180	NONE
3 1094	N4763U	051577	PAXSON,AK	CESSNA	180	MINOR
3 1095	N9223F	053077	NWOOD RIVER,AK	HUGHES	369HS	NONE
3 1097	N5177S	051277	IOWA CITY,IA	PIPER	PA-28	SERIOUS
3 1098	N11550	052977	MAIZE+KS	CESSNA	150	MINOR
3 1099	N88C	061277	NEUDORA • K S	HUEY-SMITH	H <b>-</b> 1	NONE
3 1100	N3412A	050177	MONTVILLE,ME	PIPER	PA-22	MINOR
3 1101	N88183	050677	CNTR STRAFFORD,NH	BELLANCA	8GC BC	NONE
3 1102	N37716	041277	HILTON, NY	PORTERFIELD	CP-65	NONE
3 1103	N5470E	050777	BEAVER FALLS, PA	ALON	A-2	NONE
3 1104	N1150W	041577	STROUDSBURG, PA	BELL	47G-4	MINOR
3 1105	N4377N	040977	READING, PA	CESSNA	195	FATAL
3 1105	N7886A	040977	READING, PA	NORD	262	FATAL
3 1106	N9781W	051777	POST MILLS,VT	PIPER	PA-28	SERIOUS
3 1107	N345RA	022377	NFT.MEADE,FL	ENSTROM	280C	FATAL
3 1108	N10292	060877	PINE PRAIRIE, LA	GRUMMAN	G <b>-16</b> 4	NONE
3 1109	N47637Z	042977	NCROWLEY,LA	PIPER	PA-25	MINOR
3 1110	N5835U	052277	FREE MASON IS.,LA	PIPER	PA 28	MINOR

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FILE NUMBER	AIRCRAF REGIST.		LOCATION	AIRCRAF MAKE 	T MODEL	INJURY INDEX
3 1111	N60885	061177	SULPHUR, LA	BOEING	A75N1	NONE
3 1112	N221FB	061877	EL PASO,TX	CESSNA	172E	NONE
3 1113	N7985	050977	DANBURY, TX	GRUMMAN	G <b>-1</b> 64A	NONE
3 1114	N4094Z	062277	GLASGOW,MT	PIPER	PA-18	FATAL
3 1115	N2175P	051677	NASHLAND, OR	PIPER	PA-23	FATAL
3 1116	N1587W	050577	DAVENPORT, IA	BEECH	E55	NONE
3 1117 •	N2655Q	052777	OSAGE BEACH, MO	CESSNA	182K	NONE
3 1118	N4582A	050877	NPIERRE, SD	PIPER	PA-18	NONE
3 1119	N8367	050877	NMARTIN, SD	GRUMMAN	G <b>-</b> 164A	NONE
3 1120	N5025W	050277	MCLAUGHLIN, SD	PIPER	PA-28	NONE
3 1121	N3893R	042877	HOT SPRINGS, SD	CESSNA	172H	MINOR
3 1122	N45167	051677	IMMOKALEE,FL	NAVAL FCTY	N3N-3	MINOR
3 1123	N7180B	051577	LAKELAND, FL	PIPER	PA-18	NONE
3 1124	N23969	040377	NMONROE, GA	BEECH	C24R	FATAL
3 1125	N9229U	061377	BISHOP, CA	CESSNA	150M	MINOR
3 1126	N6727D	040677	KING CITY,CA	BELL	47G2	SERIOUS
3 1127	N1807K	062577	FRESNO,CA	LUSCOMBE	8E	NONE
3 1128	N734GC	052977	LAS VEGAS,NV	CESSNA	172	NONE
3 1129	N9542F	061477	LAS VEGAS, NV	HUGHES	269B	NONE
3 1130	N3158Y	050177	CHALLIS, ID	CESSNA	182	NONE
3 1131	N180JF	042077	SANDPOINT, ID	CESSNA	180	NONE
3 1132	N4614Y	050377	NCHESTER,MT	PIPER	PA-18	MINOR
3 1133	N7312Z	052177	BROCKWAY, MT	PIPER	PA-25	NONE

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FILE	AIRCRAF	т		AIRCRAF	т.	INJURY
NUMBER	REGIST.	DATE	LOCATION	MAKE	MODEL	INDEX
		•				
3 1134	N110VE	032977	BEAVERTON, OR	ENSTROM	280C	SERIDUS
3 1135	N53179	050177	MALIN,OR	BOEING	D75N1	NONE
3 1136	N1736F	042377	SULTAN,WA	CESSNA	172	SERIOUS
3 1137	N82960	041177	VANCOUVER, WA	AERONCA	7AC	MINOR
3 1138	N5073F	051177	OAKLEY,KS	HILLER	FH1100	NONE
3 1139	N48325	042077	OSBORNE,KS	CESSNA	3200	NONE
3 1140	N2717Z	041777	CLOQUET, MN	SCHWEIZER	SGU2	SERIOUS
3 1141	N9571X	042977	FENTON, MO	CESSNA	210B	NONE
3 1142	N5303G	051677	MINOT,ND	CESSNA	305A	NONE
3 1143	N8690W	032677	POWELL, TN	PIPER	PA-28	FATAL
3 1144	N5382L	051277	ALEXANDRIA,VA	PIPER	PA-28	FATAL
3 1145	N680U	040977	WINDSOR, VA	SCHWEIZER	1-26B	FATAL
3 1146	N5561W	052177	NDONNER SUMMIT,CA	PIPER	PA-28	MINOR
3 1147	N599Y	062577	NCOLUSA, CA	GRUMMAN	G <b>-164</b>	NONE
3 1148	N6451C	052877	PALO ALTO,CA	AERONCA	7BCM	NONE
3 1149	N5444G	062877	NLUKE AF BASE,AZ	HUGHE S	269B	MINOR
3 1150	N8303Q	060177	NGRAND CANYON, AZ	CESSNA	TU206F	MINOR
3 1151	N7225	062377	PROCTOR, AR	GRUMMAN	G <b>-</b> 164A	NONE
3 1152	N724Y	062077	MARIANNA, AR	GRUMMAN	G-164A	NONE
3 1153	N48091	052777	NMORGAN CITY,LA	CESSNA	180F	SERIOUS
3 1154	N3466T	060977	SAPULPA, OK	CESSNA	177	MINOR
3 1155	N55 <b>2</b> 92	050177	MANSFIELD,TX	BOEING	E <b>7</b> 5	NONE
3 1156	N45779	060477	LITTLETON,CO	LUSGOMBE	8.8	NONE

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FILE NUMBER	AIRCRAF REGIST.		LOCATION	AIRCRAF MAKE - 	T MODEL	INJURY INDEX
3 1158	N65829	051377	BOULDER,CO	SCHWIEZER	SGS233	NONE
3 1159	N2624H	050477	N WELLINGTON, CO	SCHWEIZER	2 <b>-</b> 33A	SERIOUS
3 1160	N6087G	061577	ALBURQUERQUE, NM	CESSNA	150K	NONE
3 1161	N3MC	042377	NCLOVIS, NM	PIPER	PA-25B	NONE
3 1162	N4200Q	052877	NSERVIERS, UT	CESSNA	172M	SERIOUS
3 1163	N9300R	061377	NVERNAL, UT	CESSNA	188B	MINOR
3 1164	N4414U	051677	PARAWON,UT	CESSNA	150B	NONE
3 1165	N2309Z	031977	MORRIS,IL	BEECH	23	FATAL
3 1166	N9092M	050177	LAFAYETTE, IN	CESSNA	180H	NONE
3 1167	N3166K	061277	WARSAW, OH	MOONEY	M18L	MINOR
3 1168	N5940L	050377	MILFORD,NJ	GR LAKES	2T1A-2	FATAL
3 1169	N9314K	051577	POT SD AM , NY	STINSON	108	NONE
3 1170	N6967F	040977	POUGHKEEPSIE,NY	CESSNA	150D	SERIOUS
3 1171	N447C	033077	EAST FLORIDA,NY	CESSNA	195	NONE
3 1172	N8539R	041677	SPRING VALLEY,NY	BELLANCA	14-19	NONE
3 1173	N7853A	032677	RED HOOK,NJ	CESSNA	180	NONE
3 1174	N8484X	052877	SYRACUSE, NY	CESSNA	172C	NONE
3 1175	N7395S	043077	WARNERVILLE,NY	CESSNA	182	NONE
3 1176	N3648L	042977	TICONDEROGA, NY	CESSNA	172	NONE
3 1177	N8093D	052277	FORT PLAIN,NY	PIPER	PA-18	NONE
3 1178	N39F	051477	WAYNESBURG, PA.	SMITH	MINI	NONE
3 1179	N100SW	040177	NAUGUSTA,GA	MITSUBISHI	MU-2B	SERIOUS
3 1180	N2937W	050777	GREENFIELD,CA	WEATHERLY	201B	NONE

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FILE NUMBER	AIRCRAF REGIST.	T DATE 	LOCATION	AIRCRAF MAKE	T MODEL	INJURY INDEX
3 1180	N9707	050777	GREENFIELD.CA	GRUMMAN	G-164	NONE
3 1181	N144T	052977	MINDEN,NY	GLASFLUGEL	201B	NONE
3 1182	N19EW	052177	MAYER	TAILWIND	W-8A	FATAL
3 1183	N732EC	060777	ESTRELLA, AZ	CESSNA	210	MINOR
3 1185	N6926H	052177	CORDNA,CA	CESSNA	172	NONE
3 1186	N1117X	062077	EL MONTE,CA	PIPER	PA-28R	NONE
3 1187	N5057S	061077	NMANILA, AR	PIPER	PA-28R	NONE
3 1188	N6579M	062477	WALDRON, AR	CESSNA	182	NONE
3 1189	N6774A	061777	POCAHONTAS, AR	CESSNA	172	SERIOUS
3 1190	N991X	062377	ARKADELPHIA, AR	GRUMMAN	G <b>-</b> 164A	NONE
3 1191	N6415L	060577	MARION,TX	AMERICAN	A A - 1 A	FATAL
3 1192	N7902	061177	BASTROP,LA	GRUMMAN	G <b>-</b> 164A	NONE
3 1193	N9342T	062077	NEW ORLEANS, LA	CESSNA	180	NONE
3 1194	N152BB	062077	NCAMERON, LA	BOLKOW	BO-105	NONE
3 1195	N30144	061277	CACHE, OK	CESSNA	177	NONE
3 1196	N1091M	070177	CHEROKEE,OK	CESSNA	172L	NONE
3 1197	N7757S	062577	LAWTON,OK	SCHWEIZER	SGS233	NONE
3 1198	N8210G	060377	NCHEROKEE,OK	CESSNA	A188B	SERIOUS
3 1199	N276V	042177	GRUVER, TX	PIPER	PA-28	FATAL
3 1200	N89JC	061177	FORT WORTH, TX	SONERAI	1	MINOR
3 1201	N9261R	060777	BOVINA,TX	CESSNA	A188B	NONE
3 1202	N3592R	052177	LUBBOCK,TX	PIPER	PA-28	NONE
3 1203	N44761	070577	BAYTOWN, TX	PIPER	PA-28	NONE

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3       1204       N14784       022377       SHERMAN,TX       BELLANCA       17-30A       MINOR         3       1205       N1176H       060477       LAVINA,MT       PIPER       PA-28       FATAL         3       1206       N8866V       052377       NBRIGHTWOOD,OR       BELLANCA       17-30A       FATAL         3       1207       N8685B       050877       INDIANAPOLIS,IN       CESSNA       172       MINOR         3       1208       N8262L       060577       VALPARAISO,IN       CESSNA       172H       MINOR         3       1209       N111JT       062577       IONIA,MI       SCHEMP       CIRRUS       NONE         3       1210       N704HP       060377       TROY,MI       CESSNA       172       NONE         3       1211       N1191U       061077       JACKSON,MI       CESSNA       150       NONE         3       1212       N66590       062377       ANN ARBOR,MI       CESSNA       150       NONE         3       1213       N17253       061277       HANFORD,CA       CESSNA       150       NONE
3 1205       N1176H       060477       LAVINA,MT       PIPER       PA-28       FATAL         3 1206       N8866V       052377       NBRIGHTWOOD,OR       BELLANCA       17-30A       FATAL         3 1207       N8685B       050877       INDIANAPOLIS,IN       CESSNA       172       MINOR         3 1208       N8262L       060577       VALPARAISO,IN       CESSNA       172H       MINOR         3 1209       N111JT       062577       IONIA,MI       SCHEMP       CIRRUS       NONE         3 1210       N704HP       060377       TROY,MI       CESSNA       150       NONE         3 1211       N1191U       061077       JACKSON,MI       CESSNA       150       NONE         3 1212       N66590       062377       ANN ARBOR,MI       CESSNA       150       NONE
3 1206       N8866V       052377       NBRIGHTWOOD,OR       BELLANCA       17-30A       FATAL         3 1207       N8685B       050877       INDIANAPOLIS,IN       CESSNA       172       MINOR         3 1208       N8262L       060577       VALPARAISO,IN       CESSNA       172H       MINOR         3 1209       N111JT       062577       IONIA,MI       SCHEMP       CIRRUS       NONE         3 1210       N704HP       060377       TROY,MI       CESSNA       150       NONE         3 1211       N1191U       061077       JACKSON,MI       CESSNA       150       NONE         3 1212       N66590       062377       ANN ARBOR,MI       CESSNA       150       NONE
3 1207       N8685B       050877       INDIANAPOLIS,IN       CESSNA       172       MINOR         3 1208       N8262L       060577       VALPARAISO,IN       CESSNA       172H       MINOR         3 1209       N111JT       062577       IONIA,MI       SCHEMP       CIRRUS       NONE         3 1210       N704HP       060377       TROY,MI       CESSNA       150       NONE         3 1211       N1191U       061077       JACKSON,MI       CESSNA       150       NONE         3 1212       N66590       062377       ANN ARBOR,MI       CESSNA       150       NONE
3 1208       N8262L       060577       VALPARAISO,IN       CESSNA       172H       MINOR         3 1209       N111JT       062577       IONIA,MI       SCHEMP       CIRRUS       NONE         3 1210       N704HP       060377       TROY,MI       CESSNA       150       NONE         3 1211       N1191U       061077       JACKSON,MI       CESSNA       172       NONE         3 1212       N66590       062377       ANN ARBOR,MI       CESSNA       150       NONE
3 1209       N111JT       062577       IONIA,MI       SCHEMP       CIRRUS       NONE         3 1210       N704HP       060377       TROY,MI       CESSNA       150       NONE         3 1211       N1191U       061077       JACKSON,MI       CESSNA       172       NONE         3 1212       N66590       062377       ANN ARBOR,MI       CESSNA       150       NONE
3 1210       N704HP       060377       TROY,MI       CESSNA       150       NONE         3 1211       N1191U       061077       JACKSON,MI       CESSNA       172       NONE         3 1212       N66590       062377       ANN ARBOR,MI       CESSNA       150       NONE
3 1211       N1191U       061077       JACKSON,MI       CESSNA       172       NONE         3 1212       N66590       062377       ANN ARBOR,MI       CESSNA       150       NONE
3 1212 N66590 062377 ANN ARBOR,MI CESSNA 150 NONE
3 1213 N17253 061277 HANFORD,CA CESSNA 150 NONE
3 1214 N6156X 052777 TRACY,CA AERO COMDR 500B NONE
3 1215 N4413T 053077 QUARTZ HILL,CA PIPER PA-28 NONE
3 1216 N9580W 052477 VAN NUYS,CA PIPER PA-28 NONE
3 1217 N2826V 050577 HUNTINGTON BCH,CA BEECH 35 FATAL
3 1218 N3121 061177 BERRYVILLE, AR BENSEN B8M FATAL
3 1219 N6653Q 043077 EUNICE,LA GRUMMAN G-164B SERIOUS
3 1220 N6452Z 060277 NPERRY,OK PIPER PA-25 MINOR
3 1221 N9937W 052277 MILFORD,CT PIPER PA-28 NONE
3 1222 N7998 061577 SAN BENITO, TX GRUMMAN G-164A MINOR
3 1223 N7052K 070377 JOHNSON CITY,TX PIPER PA-20 SERIOUS
3 1224 N9733R 061677 HENDERSON,TX BEECH M35 NONE
3 1225 N3045H 061277 TEXAS CITY,TX ERCO 415-C SERIOUS
3 1226 N1641G 050877 FORT WORTH,TX CHAMPION 7KCAB NONE

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FILE NUMBER	AIRCRAF REGIST.		LOCATION	AIRCRAF MAKE	MODEL	INJURY INDEX
	<b>-</b>					
3 1227	N4940Y	030677	KNOX CITY,TX	PIPER	PA-25	NONE
3 1228	N4153Q	052077	AMARILLO, TX	CESSNA	310N	FATAL
3 1229	N73382	060877	AZALEA, OR	CESSNA	172	FATAL
3 1230	N3982V	051577	FAIRBANKS,AK	CESSNA	150	NONE
3 1231	N95138	040577	KOKHANOK , AK	TAYLORCRAFT	BC12-D	NONE
3 1232	N4605T	032777	ALEXANDER CK,AK	MAULE	M4-210	NONE
3 1233	N2631M	030777	NTALKEETNA, AK	PIPER	PA-12	NONE
3 1234	N98900	022677	NTALKEETNA, AK	PIPER	PA-12	NONE
3 1235	N981SC	020177	ANNETTE ISLAND, AK	CESSNA	180G	MINOR
3 1236	N6107V	050877	HOMER,AK	LAKE	LA-200	NONE
3 1237	N79005	061377	NANTUCKET, MA	CESSNA	172K	FATAL
3 1238	N71455	052277	HAVERHILL,MA	CESSNA	150	NONE
3 1239	N164	052177	GARDNER, MA	CASSUTT	3	NONE
3 1240	N8637C	041377	ANGOLA, NY	PIPER	PA-22	NONE
3 1241	N7116M	052777	FARMINGDALE,NY	CESSNA	175	NONE
3 1242	N9857E	052177	BROOKHAVEN, NY	SCHWEIZER	2-32	MINOR
3 1243	N9554R	043077	MATTITUCK,NY	BEECH	K35	NONE
3 1244	N779VM	033177	FLUSHING, NY	PIPER	PA-28	NONE
3 1245	N5424C	052177	APOLLO, PA	CESSNA	1704	NONE
3 1246	N17908	052277	BROWNSVILLE, PA	SCHWEIZER	SGS126	SERIOUS
3 1247	N88CW	060277	FAIRFIELD, PA	SCHNEIDER	LS-1	MINOR
3 1248	N5758S	032577	PHILIPSBURG, PA	SCHWEIZER	2-33A	NONE
3 1249	N5862S	030777	FORT MYERS,FL	BEECH	35 <b>-</b> C33	FATAL
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FILE NUMBER	AIRCRAF REGIST.		LOCATION	AIRCRAF MAKE	MODEL	INJURY INDEX
,						
3 1250	N91073	033077	ATLANTA, GA	CESSNA	207	FATAL
3 1251	N16055	051577	HAYWARD,CA	CESSNA	150	NONE
3 1252	NIBV	061277	NMORGAN HILL,CA	CESSNA	421A	NONE
3 1253	N90461	070177	NBISHOP,CA	HILLER	12SL4	NONE
3 1254	N9578P	062477	SHINGLE SPGS+CA	PIPER	PA-18	NONE
3 1255	N390P	052477	SAN FRANCISCO,CA	FAIRCHILD	FH1100	NONE
3 1256	N4725K	021877	BROOKSVILLE,FL	CESSNA	182	NONE
3 1257	N713CB	051377	NELFRIDA, AZ	CESSNA	A188B	NONE
3 1258	N8903C	060177	NCASA GRANDE AZ	PIPER	PA-28	MINOR
3 1259	N45425	022777	OCEANO,CA.	LUSCOMBE	84	NONE
3 1260	N9641U	061977	NOXNARD, CA	GRUM AMER	<b>A</b> A5-A	NONE
3 1261	N26110	060377	ANZA,CA	CESSNA	182	NONE
3 1262	N5403A	053077	COMPTON, CA	CESSNA	310	MINOR
3 1263	N9145Y	022277	NSPRINGDALE, AR	PIPER	PA-31	FATAL
3 1264	N9856Y	061077	KINDER, LA	CHAMPION	7FC	MINOR
3 1265	N6440Q	031477	NEL RENO,OK	MOONEY	MK-21	FATAL
3 1266	N9403R	070877	NPREMONT, TX	SNOW	SZA	NONE
3 1267	N9167U	062077	WACO, TX	CESSNA	150	NONE
3 1268	N74101	062477	RICHARDSON, TX	GRUM AMER	AA5B	NONE
3 1269	N91059	061377	NSHISHMAREF, AK	CESSNA	207	MINOR
3 1270	N6024T	061277	KOYUKUK,AK	CESSNA	150	NONE
3 1271	N6505H	061177	NKENAI,AK	PIPER	J <b>-</b> 3	NONE
3 1272	N9300Z	052677	ALEXANDER CK,AK	DEHAVILLAND	DHC-2	NONE

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FILE NUMBER	AIRCRAF REGIST.	T DATE	LOCATION	AIRCRAF MAKE	MODEL	INJURY INDEX
3 1273	N4108Z	050777	NKENAI,AK	PIPER	PA-18	SERIOUS
3 1274	N704KK	041477	ALTON, IL	CESSNA	150M	MINOR
3 1275	N3913T	060177	JEFFERSONVILLE, IN	PIPER	PA-28	NONE
3 1276	N44798	031077	ROCHESTER, IN	PIPER	PA-28	FATAL
3 1277	N9073R	062477	GRAND RAPIDS,MI	CESSNA	188B	NONE
3 1278	N1914B	061477	NEENAH WI	REPLICA	BE-2C	SERIOUS
3 1279	N471A	041277	BRIDGEPORT,CT	AERO COMDR	500B	NONE
3 1279	N4846J	041277	BRIDGEPORT,CT	PIPER	PA-28R	NONE
3 1280	N3762H	061577	NEW BEDFORD, MA	ERCO	415C	FATAL
3 1281	N4257Q	070977	OCEAN CITY,NJ	PIPER	PA-28	FATAL
3 1282	N587H	062477	PRT WASHINGTN, NY	ENSTROM	280C	NONE
3 1283	N5110L	052277	KEESEVILLE, NY	PIPER	PA-28	FATAL
3 1284	N5039P	070477	WINDHAM,VT	PIPER	PA-24	FATAL
3 1285	N13DD	061477	NKEELER,CA	CESSNA	170	NONE
3 1286	N15MP	061177	MINDEN,NV	BELLANCA	14-13	MINOR
3 1287	N5361	070877	CLARENDON, AR	GRUMMAN	G-164A	NONE
3 1288	N7485	070777	HUNTER,AR	GRUMMAN	G-164A	NONE
3 1289	N7757P	070277	RUSSELLVILLE, AR	PIPER	PA-24	NONE
3 1290	N3782L	062377	EARLE, AR	CESSNA	172G	NONE
3 1291	N53280	062877	MARKSVILLE, LA	BOEING	Δ75	NONE
3 1292	N29387	062777	NEW ORLEANS,LA	CESSNA	177	SERIOUS
3 1293	N5615X	061777	TYRONE,OK	ROCKWELL	S2R	NONE
3 1294	N9425C	070577	LUBBOCK,TX	CESSNA	180	NONE

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FILE	AIRCRAFT			AIRCRAFT		INJURY	
NUMBER	REGIST.	DATE	LOCATION	MAKE	MODEL	INDEX	
3 1296	N7236V	061577	ABILENE, TX	CESSNA	177RG	NONE	
3 1297	N13GH	060977	ALVORD, TX	STARDUSTER	TOO	FATAL	
3 1298	N1066V	041277	NDUCHESNE, UT	CESSNA	TU206F	FATAL	
3 1299	N9677S	061377	HANAGITA LAKE,AK	BELLANCA	7GCBC	NONE	
3 1300	N2765A	061977	NPAXSON, AK	PIPER	PA-18	NONE	
3 1,301	N4900A	070177	CHAMPAIN IL	CESSNA	180	NONE	
3 1302	N6146B	052477	ELGIN IL	CESSNA	182	NONE	
3 1303	N769Y	053077	MANSFIELD OH	BRUNNER WIN	В	NONE	
3 1304	N8910F	061577	CINCINNATI OH	HUGHE S	269A	NONE	
3 1305	N13086	070177	NELSONVILLE OH	CESSNA	150	MINOR	
3 1306	N20480	053177	CAVETOWN, MD	CESSNA	172	FATAL	
3 1307	N5478B	070377	BRYSON CITY,NC	CESSNA	182	FATAL	
3 1308	N33373	061377	RALEIGH, NC	PIPER	PA-32	SERIO	
3 1309	N9636F	042077	NCLANTON, AL	HUGHES	269C	NONE	
3 1310	N7785G	030477	NTUSCUMBIA, AL	CESSNA	150L	SERIO	
3 1311	N59BW	061277	BIRMINGHAM, AL	BEECH	B19	NONE	
3 1312	N6470S	062577	BIRMINGHAM, AL	CESSNA	150H	NONE	
3 1313	N54454	052377	POMPANO BEACH,FL	PIPER	PA-28	NONE	
3 1314	N1448K	042777	DALTON, GA	LUSCOMBE	8 <b>A</b>	NONE	
3 1315	N8809L	053177	NREBECCA,GA	PIPER	PA-25	NONE	
3 1316	N48646	051977	PUGH CITY,MS	GRUMMAN	G <b>-</b> 164B	NONE	
3 1317	N56648	060477	NBARNWELL,SC	PIPER	PA-28	NONE	
3 1318	N7724K	062777	SANTA ROSA,CA	CESSNA	180	NONE	

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FILE	AIRCRAF			AIRCRAF		INJURY
NUMBER	REGIST.		LOCATION	MAKE	MODEL	INDEX
3 1319	N7243F	062177	POPE VALLEY,CA	PIPER	PA-28	NONE
3 1320	N4254U	061977	LOS BANOS, CA	CESSNA	150	SERIOUS
3 1321	N2684N	051477	SANTA ROSA,CA	CESSNA	120	NONE
3 1322	N1014E	060277	SONOMA, CA	BELLANCA	7 E C A	NONE
3 1323	N1285J	052477	NHONOLULU, HI	ROCKWELL	112B	FATAL
3 1324	N735QE	062477	PAGE,AZ	CESSNA	182	NONE
3 1325	N5189T	052877	S.J.CAPISTRANO,CA	CHAMPION	7ECA	FATAL
3 1326	N7375G	062777	LENWOOD, CA	CESSNA	1 <sup>'</sup> 72K	NONE
3 1327	N8132G	063077	LA VERNE,CA	CESSNA	T210`	NONE
3 1328	N17548	070777	SCOTTSDALE,AZ	BEECH	V 35 B	NONE
3 1329	N75204	071177	BLYTHE,CA	HILLER ACFT	ÙH−12E	NONE .
3 1330	N9266P	070977	NPEARBLOSSOM, CA	PIPER	PA-18	NONE
3 1331	N656F	061877	NCORONA,CA	SCORPION	TOO	NONE
3 1332	N50JE	062277	CORONA,CA	CASSUTT	SPORT	SERIOUS
3 1333	N2618X	0625,77	MESQUITE LAKE,CA	CESSNA	P206	MINOR
3 1334	N3361P	032677	NMCALESTER, OK	PIPER	PA-23	FATAL
3 1335	N1282S	041077	NPORT ORCHARD,WA	CESSNA	182P	FATAL
3 1336	N9246G	070277	DUQUOIN,IL	CESSNA	188B	NONE
3 1337	N930X	062477	HEBRON, IN	GRUMMAN	G-164A	NONE
3 1338	N65879	070377	CEDAR, MI	SCHWEIZER	SGS <b>2-3</b>	NONE
3 1339	N188AS	052577	AMES,IA	CESSNA	20 <b>6</b>	NONE
3 1340	N155HA	050277	NBIG LAKE, MN	HILLER ACFT	UH-12E	SERIOUS
3 1341	N925V	052477	MT.VERNON,MO	BELL	47D	MINOR

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	FILE	AIRCRAF	r		AIRCRAF	т	INJURY
	NUMBER	REGIST.		LOCATION	MAKE	MODEL	INDEX
3	1342	N2343Q	042977	LEES SUMMIT,MO	BEECH	M23	NONE
3	1343	N617X	051777	NELGIN,NE	BELL	47G	NONE
3	1344	N3591A	051277	NOSHKOSH, NE	PIPER	PA-18A	NONE
3	1345	N9510M	052077	LAWTON,ND	MOONEY	M20F	SERIOUS
3	1346	N7778X	051477	STANTON, ND	CESSNA	172	SERIOUS
3	1347	N74601	062677	CHICD+CA	GRUMMAN	AA-58	SERIOUS
3	1348	N8672H	070877	JONESBORD+AR	GRUMMAN	G <b>-</b> 164A	NONE
3	1349	N85695	070677	ALMOND, AR	AERONCA	7AC	SERIOUS
3	1350	N4909Q	070277	PARKIN,AR	CESSNA	A188B	NONE
3	1351	N38140	070277	MT.OLIVE,AR	PIPER	PA-28R	NONE
3	1352	N64877	062477	NWEIWER, AR	BELL	47G	NONE
3	1353	N6670Q	071177	BATON ROUGE,LA	GRUMMAN	G-164B	NONE
3	1354	N413S	070177	NATCHITOCHES,LA	BEECH	D55	NONE
3	1355	N16657	061577	COPANOK	BELL	47G	NONE
· 3	1356	N9103U	050777	TULSA,OK	CESSNA	150M	NONE
3	1357	N7895S	060577	PEARLAND,TX	BELLANCA	7KCAB	SERIOUS
3	1358	N71187	070177	ARLINGTON,TX	CESSNA	182P	NONE
3	1359	N7422Q	052877	FT COLLINS,CO	CESSNA	182P	MINOR
3	1360	N4656E	041877	MOSCA+CO	AERONCA	7DC	SERIOUS
3	1361	N3966K	060977	LAFAYETTE,CO	PIPER	PA-28	NONE
3	1362	N52599	061477	FT. COLLINS,CO	CESSNA	182	NONE
3	1363	N80339	060277	LITTLETON,CO	CESSNA	172	NONE
3	1364	N2094F	062277	NMONTE VISTA, CO	BARNES	ΔΧ7	SERIOUS

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FILE	AIRCRAFT			AIRCRAFT		INJURY	
NUMBER	REGIST.	DATE	LOCATION	MAKE	MODEL	INDEX	
	·						
3 1365	N2087Q	062677	NASPEN, CO	CESSNA	17 <b>7</b> RG	NONE	
3 1366	N9698M	061277	FREDRICK CO	MOONEY	M20F	MINOR	
3 1367	N8502Y	071277	NESTANCIA NM	PIPER	PA-30	NONE	
3 1368	N15644	061577	NALBUQUERQUE, NM	PIPER	PA-28R	NONE	
3 1369	N9627K	062277	NBENJAMIN, UT	PIPER	PA-28	NONE	
3 1370	N57356	051377	NTHAYNE, WY	PIPER	PA-28R	SERIOUS	
3 1371	N62345	062277	NJACKSON,WY	AEROSPATIAL	SA315B	SERIOUS	
3 1372	N143HA	060677	BLACKFOOT, ID	HILLER ACFT	UH-12E	NONE	
3 1373	N1363E	042477	NATHOL, ID	AERONCA	7AC	SERIOUS	
3 1374	N8712X	040377	KINGSTON, ID	CESSNA	182D	NONE	
3 1375	N2447X	061677	NIDAHO CITY,ID	CESSNA	182H	NONE	
3 1376	N4018H	060477	MARSING, ID	PIPER	PA-12	NONE	
3 1377	N9759Z	053077	GENEVA, ID	SCHLEICHER	КА-6	NONE	
3 1378	N7031F	052877	CAMBRIDGE, ID	CESSNA	150F	NONE	
3 1379	N27206	042777	AMERICAN FALLS, ID	PORTERFIELD	LP65	NONE	
3 1380	N4388X	032077	NEMMETT, ID	PIPER	PA-28	NONE	
3 1381	N45SP	062177	NMALTA,MT	CESSNA	T210M	NONE	
3 1382	N2040N	062377	JORDAN, MT	CESSNA	140	NONE	
3 1383	N1803Q	053177	BILLINGS,MT	CESSNA	206	NONE	
3 1384	N70146	052477	BILLINGS, MT	CESSNA	188	MINOR	
3 1385	N83341	053077	GOLD BEACH, OR	AERONCA	7 A C	NONE	
3 1386	N3586T	053077	CHILOQUIN, OR	TAYLORCRAFT	F19	NONE	
3 1387	N71725	052977	CRESWELL, OR	LUSCOMBE	84	NONE	

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FILE NUMBER	AIRCRAF REGIST.	T DATE	LOCATION	A IRCRAF MAKE	MODEL	INJURY INDEX
3 1388	N3885D	051477	BURNSOR	CESSNA	182	NONE
3 1388	N65127	051477	BURNS, OR	STINSON	108	NONE
3 1389	N5728N	042977	NPORT ANGELES,WA	STEARMAN	A75N1	NONE
3 1390	N9950L	060677	NSILVANA, WA	AMER AVCO	AA-1B	NONE
3 1391	N6526D	031977	OLYMPIA, WA	N.AMERICAN	P-51D	FATAL
3 1392	N1816X	010277	LOPEZ ISLAND,WA	CESSNA	182	NONE
3 1393	N2583S	042477	WATERVILLE, WA	CESSNA	185	NONE
3 1394	N217NY	052277	FLUSHING, NY	CESSNA	172K	FATAL
3 1395	N704BQ	052477	LATTASBURG, OH	CESSNA	150	NONE
3 1396	N1429U	051577	PUT-IN-BAY,OH	CESSNA	172M	MINOR
3 1397	N9736W	060577	YATES CENTER, KS	PIPER	PA-28	NONE
3 1398	N8751F	021877	CALDWELL,KS	HUGHES	2694	MINOR
3 1399	N80506	042177	IOLA,KS	CESSNA	172M	MINOR
3 1400	N9TJ	051877	OLATHE,KS	PITTS	<b>S1</b> S	NONE
3 1401	N5163B	051477	MANKATO, MN	BELL	4 <b>7</b> G	MINOR
3 1402	N47500	060477	ISLE, MN	AERONCA	0-58	MINOR
3 1403	N3060U	040777	CAMBRIDGE, MN	CESSNA	172	NONE
3 1404	N9126D	040377	BARRETT, MN	PIPER	PA-18	SERIOUS
3 1405	N7710J	022277	DULUTH, MN	PIPER	PA-32	SERIOUS
3 1406	N854Q	010777	ROCHESTER, MN	MITSUBISHI	MU-2B	FATAL
3 1407	N704UK	052877	ASHLAND, NE	CESSNA	150	NONE
3 1408	N9396D	042577	BASSETT,NE	PIPER	PA-18	NONE
3 1409	N88429	060477	KEARNEY,NE	BELLANCA	8GC BC	MINOR

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FILE	FILE AIRCRAFT			AIRCRAFT		INJURY
NUMBER	REGIST.	DATE	LOCATION	MAKE	MODEL	INDEX
3 1410	N59442	060277	WAHOO,NE	BELL	206B	NONE
3 1411	N2378R	080177	FOLEY, AL	CESSNA	182	NONE
3 1412	N704JZ	062077	NGORDON, AL	CESSNA	150	NONE
3 1413	N355W	050677	HOLLYWOOD, FL	CURTISS WRT	C-46F	NONE
3 1414	N8801U	052977	GRAVOIS, MO.	CESSNA	172	NONE
3 1415	N35555	060577	NSOUTH ARGYLE, MO	CESSNA	172	MINOR
3 1416	N3838W	053177	ATHENS, GA	PIPER	PA-32	SERIOUS
3 1417	N1851Q	070177	GRASS VALLEY,CA	CESSNA	177RG	NONE
3 1418	N610JP	060577	HAWTHORNE, NV	BEECH	V35A	MINOR
3 1419	N5821G	061077	HAYWARD, CA	CESSNA	150	NONE
3 1420	N7763V	071077	NSTOCKTON, CA	CALLAIR	A-9B	FATAL
3 1421	N4200U	072477	KERMAN,CA	CESSNA	150D	NONE
3 1422	N43540	070877	NTURLOCK, CA	PIPER	PA-34	NONE
3 1423	N4488F	052877	DEATH VALLEY CA	PIPER	PA-32R	NONE
3 1424	N8185N	050777	HAYWARD,CA	PIPER	PA-28	NONE
3 1425	N4569W	072477	TRUCKEE,CA	AERO COMDR	112TCA	NONE
3 1426	N4249D	062277	LAS VEGAS,NV	BEECH	G35	NONE
3 1427	N3408U	072277	NBEATTY, CA	CESSNA	182	NONE
3 1428	N4181F	032577	NPAYSON, AZ	CESSNA	172	FATAL
3 1429	N2550H	070477	NOCOTILLO WELLS,CA	SCHWEIZER	SGS126	FATAL
3 1430	N9815V	071377	BROOKLAND,AR	CESSNA	188	NONE
3 1431	N4685Y	070577	NDES ARC, AR	PIPER	PA-25	SERIOUS
3 1432	N9837P	071277	NCOY, AR	PIPER	PA-25	NONE

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FILE NUMBER	AIRCRAF REGIST.	T DATE	LOCATION	AIRCRAF Make	T MODEL	INJURY
ين بي هو ي بن بي بي						
3 1433	N4638	072177	KEO+AR	GRUMMAN	G-164	NONE
3 1434	N4946Q	072377	MCGEHEE,AR	CESSNA	188	NONE
3 1435	N3067N	070277	NBRISTOW, OK	CESSNA	120	NONE
3 1436	N4103Y	052877	EL PASO,TX	BELLANCA	7KCAB	FATAL
3 1437	N24844	071777	ALLEN, TX	PIPER	J4A	SERIOUS
3 1438	N8002D	060477	AMERICÁN FALLS,ID	PIPER	PA-22	SERIOUS
3 1439	N8410R	060577	NAMPA, ID	PIPER	PA-28	NONE
3 1440	N76330	060177	STEVENSVILLE,MT	CESSNA	140	MINOR
3 1441	N35214	060677	SCOBEY, MT	PIPER	J3C-65	NONE
3 1442	N7635K	050177	I SMAY,MT	PIPER	PA-20	NONE
3 1443	N8108H	052877	NALBANY, OR	HILLER ACFT	UH-12C	SERIOUS
3 1444	N714UJ	052777	NPENDLETON, OR	CESSNA	152	NONE
3 1445	N3118U	052177	SISTERS, OR	CESSNA	182	NONE
3 1446	NONE	051777	ISSAQUAH,WA	CUB LTD	J3-65	NONE
3 1447	N1289K	051577	ALDERWOOD MNR,WA	LUSCOMBE	84	MINOR
3 1448	N4646J	052277	OSKALOOSA, IA	PIPER	PA-28	NONE
3 1450	NIWC	020577	MERIDEN,CT	TED SMITH	601P	NONE
3 1451	N51343	041177	TURNER FALLS,MA	CESSNA	150	NONE
3 1452	N42264	031377	BOSTON, MA	CESSNA	182	NONE
3 1453	N15377	052277	TOTOWA,NJ	PIPER	PA-28	MINOR
3 1454	N720FL	061277	BEDMINSTER, NJ	PIPER	PA-28	NONE
3 1455	N3859T	062377	PRINCETON	PIPER	PA-28R	NONE
3 1456	N3831Q	060377	BASKING RIDGE, NJ	CESSNA	172	SERIOUS
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FILE NUMBER	AIRCRAF REGIST.	DATE	LOCATION	AIRCRAN MAKE 	T MODEL	INJURY INDEX
3 1457	N52337	041477	SPRING VALLEY,NY	CESSNA	182	MINOR
3 1458	N92404	030677	WARWICK, NY	PIPER	J-3	MINOR
3 1459	N7040G	031977	MONTICELLO,NY	CESSNA	150	NONE
3 1460	N8242W	033077	DUANESBURG, NY	PIPER	PA-28	NONE
3 1461	N89 <b>7</b> 59	051177	POTSDAM, NY	CESSNA	140	NONE
3 1462	N2179D	051777	BLOOMINGBURG, NY	BEECH	D35	MINOR
3 1463	N9420M	042077	RONKONKOMA,NY	CESSNA	210K	NONE
3 1464	N8237L	050777	NEW CUMBERLAND WV	CESSNA	172	NONE
3 1465	N16380	060577	AVOCA, PA	PIPER	PA-28	NONE
3 1466	N5473P	070677	WARRINGTON+PA	PIPER	PA-24	NONE
3 1467	N9257L	070477	ELLIOTVILLE,KY	AMERICAN	AA-1A	MINOR
3 1468	N9498F	053177	LOUISVILLE,KY	HUGHES	269C	SERIOUS
3 1469	N5656P	051477	ROUGH RIVER,KY	PIPER	PA-24	NONE
3 1470	N82244	022077	ELIZABETHTOWN, KY	AERONCA	7AC	MINOR
3 1471	N17364	070177	FREDERICK,MD	RYAN	ST-A	NONE
3 1472	N7532F	070177	OCEAN CITY, MD	CHAMPION	7KCAB	NONE
3 1473	N5501M	051577	SUSSEX, MD	AERO CMDR	200D	SERIOUS
3 1474	N85226	070777	BALALTON, MD	AERONCA	7AC	MINOR
3 1475	N2477L	062577	COLLEGE PARK,MD	CESSNA	172	MINOR
3 1476	N6764Z	070277	MT OLIVE,NC	PIPER	PA-25	NONE
3 1477	N6711J	061177	NSELMA, NC	PIPER	PA-28R	MINOR
3 1478	N1047C	060677	SOUTHERN PINES,NC	N.AMERICAN	SNJ-5	NONE
3 1479	N5781G	050577	KNIGHTDALE, NC	CESSNA	150	NONE

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FILE NUMBER	AIRCRAF REGIST.			AIRCRAF MAKE	T MODEL	INJURY INDEX
3 1480	N43210	033077	NAKINA, NC	TAYLORCRAFT	BC12D	SERIOUS
3 1481	N9997P	062277	ASHEVILLE, NC	PIPER	P.A-40	NONE
3 1482	N60190	051477	LIBERTY, NC	STINSON	L-5	NONE
3 1483	N180V	030777	KERNERSVILLE, NC	CESSNA	180	NONE
3 1484	N18011	040377	EDEN, NC	-CESSNA	150	FATAL
3 1485	N4846L	061077	GREENSBORD, NC	PIPER	PA-28	NONE
3 1486	N52922	061277	SHELBY, NC	CESSNA	182	NONE
3 1487	N920JL	070477	RUTHERFORDTON, NC	GRUM AMER	AA5	NONE
3 1488	N78SC	062877	WINSTON SALEM, NC	BEECH	58P	MINOR
3 1489	N1035R	041077	HUNT INGDON, TN	RAVEN	RX6	NONE
3 1490	N6039S	050277	KNOXVILLE, TN	BEECH	58P	SERIOUS
3 1491	N6098K	061177	CENTER HILL LK, TN	CESSNA	150	MINOR
3 1492	N25NW	060677	CENTENNIAL ISL, TN	CESSNA	180	NONE
3 1493	N3467S	070377	WICOMICO CHUR+VA	CESSNA	182	SERIDUS
3 149 <b>4</b>	N6903W	060577	LYELLS, VA	PIPER	PA-28	MINOR
3 1495	N9147D	071277	MIDLAND,VA	PIPER	PA-18	NONE
3 1496	N52143	061277	MIDLAND,VA	BOEING	E75	NONE
3 1497	N5271T	042477	WOODBRIDGE,VA	PIPER	PA-28R	NONE
3 1498	N1712A	043077	SUFFOLK, VA	PIPER	PA-20	NONE
3 1498	N7103E	043077	SUFFOLK,VA	CESSNA	182	NONE
3 1499	N7157H	070377	WOOLWINE, VA	PIPER	J3C-65	MINOR
3 1500	N98606	061477	NBARTOW,FL	PIPER	J3	NONE
3 1501	N1884Q	052177	GALLIVER,FL	CESSNA	177RG	NONE

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FILE NUMBER	AIRCRAF REGIST.	T DATE	LOCATION	AIRCRAF MAKE	MODEL	INJURY INDEX
					والتبر ويتير والتر	
3 1502	N8148S	050477	NARCADIA,FL	CESSNA	150	NONE
3 1504	N9014T	071277	NCOLQUITT,GA	EL TOMCAT	ΜΚ5Α	MINOR
3 1505	N75041	062477	TALLADEGA,AL	PIPER	PA-28	MINOR
3 1506	N60521	050377	FITZGERALD,GA	CESSNA	150	NONE
3 1507	N32606	031477	NCORRALITOS + CA	PIPER	PA-28	FATAL
3 1508	N68486	071677	NHICKMAN, CA	BOEING	B75A	NONE
3 1509	N9449L	051877	NPLACERVILLE,CA	GRUM AMER	AA-1A	SERIOUS
3 1510	N19703	050977	GILROY, CA	CESSNA	150L	FATAL
3 1511	N4635Q	070577	TUBA CITY, AZ	CESSNA	210L	SERIOUS
3 1512	N9440G	080377	NWILLCOX, AZ	CESSNA	207	NONE
3 1513	N2940H	070677	LAKE HAVASU,AZ	ERCO	415-D	MINOR
3 1514	N50RG	070277	CHANDLER, AZ	HILLER ACFT	UH-12E	SERIOUS
3 1515	N30157	070977	BAKERSFIELD,CA	CESSNA	177	NONE
3 1516	N14AE	071277	NLOMPOC, CA	EBEL VAREZE	10	MINOR
3 1517	N21HM	071077	GOLETA,CA	SPEZIO	1	NONE
3 1518	N6034V	061477	NDESCANSO, CA	PIPER	PA-22	SERIOUS
3 1519	N1701G	070677	RIVER SIDE, CA	CESSNA	340	NONE
3 1520	N7342P	062677	RIALTO, CA	PIPER	PA-24	NONE
3 1521	N99259	070477	RUNNELLS,IA	ERCO	415C	MINOR
3 1522	N8739	062777	MOULTON, IA	BELLANCA	7GC AA	NONE
3 1523	N74864	062077	LAKE MILLS, IA	GRUM AMER	AA5B	NONE
3 1524	N54797	061577	MINNEAPOLIS,KS	PIPER	PA-23	NONE
3 1525	N9783P	051277	BENTON,KS	PIPER	PA-25	NONE

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FILE NUMBER	AIRCRAF REGIST.		LOCATION	AIRCRAF MAKE	T MODEL	INJURY INDEX
3 1526	N50373	060577	SALINA,KS	TAYLORCRAFT	DC0-65	NONE
3 1527	N2656P	061377	LEAVENWORTH,KS	PIPER	PA-22	SERIOUS
3 1528	N8358S	061777	KANSAS CITY,KS	CESSNA	182	NONE
3 1529	N1574K	062277	APPLE VALLEY, MN	LUSCOMBE	8E	NONE
3 1530	N55644	052077	WHITE BEAR LKE, MN	PIPER	PA-28	FATAL
3 1531	N62706	070777	ST CLAIR,MO	PIPER	PA-18	NONE
3 1532	N5762W	060277	ST CHARLES, MO	PIPER	PA-28	NONE
3 1533	N7580V	060577	NCAMDENTON, MO	CESSNA	177	NONE
3 1534	N57301	062277	GOTHENBURG, NE	PIPER	PA-28	MINOR
3 1535	N39495	061077	PAPILLION, NE	CESSNA	172	NONE
3 1536	N32668	060577	KENMARE, ND	PIPER	J-3	
3 1537	N1 507A	061777	ONIDA, SD	PIPER	PA-20	FATAL
3 1538	N392C	061177	FT THOMPSON, SD	STINSON	108-2	NONE
3 1539	N2573C	060677	NMURDO, SD	CESSNA	170	SERIOUS
3 1540	N4144F	052977	ETHAN, SD	CESSNA	172	NONE
3 1541	N6999V	052677	NFT PIERRE, SD	PIPER	PA-18	NONE
3 1542	N1370P	022377	LAKE CITY,FL	PIPER	PA-23	SERIOUS
3 1543	N8615V	030277	MIAMI,FL	BELLANCA	7ксав	MINOR
3 1544	N6657S	071077	DAKLAND, CA	CESSNA	150H	NONE
3 1545	N9450U	072077	MADERA,CA	CESSNA	150M	SERIOUS
3 1546	N2037U	062777	NWEED,CA	MAULE	M-4	NONE
3 1547	N7251G	072177	NRENO,NV		172	MINOR
3 1548	N5834D		NSAFFORD, AZ		PA-22	MINOR
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FILE NUMBER	AIRCRAF REGIST.	T DATE	LOCATION	A I R C R A F MAK E	T MODEL	INJURY INDEX
	<b>نه نا بر بر نا بر بر</b>					
3 1549	N5626X	062277	NMARICOPA, AZ	AERO COMDR	600 <b>s</b> 2r	MINOR
3 1550	N8274	071877	SIMI VALLEY,CA	AEROSPORT	QUAIL	MINOR
3 1551	N5647J	072677	NBLYTHE, CA	CESSNA	188B	NONE
3 1552	N17961	072077	ROSAMOND,CA	SCHWEIZER	SG <b>S23</b> 3	NONE
3 1553	N757CL	071777	SIMI VALLEY,CA	CESSNA	152	NONE
3 1554	N7227X	070277	PALMDALE,CA	CESSNA	150	NONE
3 1555	N22177	060177	TUJUNGA, CA	CESSNA	150H	SERIOUS
3 1556	N6055D	070577	REDLANDS, CA	PIPER	PA-22	NONE
3 1557	N3253R	072077	PARAGOULD, AR	CESSNA	411	MINOR
3 1558 ·	N5649X	070677	BEEDEVILLE,AR	AERO COMDR	S-2R	NONE
3 1559	N10190	062977	ALICIA,AR	BELL	47D1	NONE
3 1560	N8742H	072177	STUTTGART, AR	GRUMMAN	G164A	NONE
3 1561	N9511P	071477	MANILA,AR	PIPER	PA-25	NONE
3 1562	N3345L	053177	HOUMA,LA	CESSNA	185	FATAL
3 1563	N4842R	062277	TULELAKE,CA	CESSNA	188B	NONE
3 1564	N64619	070977	OKLAHOMA CITY, OK	VOLKSPLANE	VP-1	MINOR
3 1565	N6341K	080277	TULSA,OK	CESSNA	150	NONE
3 1566	N9294S	061777	AF TON, OK	BEECH	C23	NONE
3 1567	N704NS	072077	NTULSA, OK	CESSNA	150	NONE
3 1568	N6PT	062577	NEW BRAUNFELS, TX	PITTS	S-2A	NONE
3 1569	N714GZ	061577	CLEBURNE, TX	CESSNA	15 OM	MINOR
3 1570	N5654J	072977	DELL CITY,TX	CESSNA	188	NONE
3 1571	N6736D	052077	DALLAS,TX	BELL	47 J	FATAL
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	ILE JMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAF MAKE	MODEL	INJURY INDEX
31	572	N7237P	022677	BROOMFIELD,CO	PIPER	PA-24	FATAL
<u>3</u> 1	1573	N9960A	051177	MARION,AR	CESSNA	170A	FATAL
31	574	N3647D	071577	EL DORADO, AR	CESSNA	310	NONE
31	1575	N5407Q	072577	LEESVILLE,LA	CESSNA	150L	NONE
3' 1	576	N8950H	072077	LK PROVIDENCE,LA	GRUMMAN	G-164A	NONE
31	1577	N6153R	060377	BATON ROUGE, LA	CESSNA	T210F	NONE
31	578	N726D	080577	NFORT WORTH, TX	BEECH	C35	MINOR
31	1578	N7541V	080577	NFORT WORTH, TX	CESSNA	177RG	MINOR
31	579	N8736L	060777	LAMESA, TX	PIPER	PA-25	NONE
31	1580	N99016	073077	FORT WORTH,TX	ERCO	415-D	MINOR
31	581	N8262M	061177	MANOR, TX	CESSNA	210K	MINOR
31	582	N13LS	072477	SHERMAN,TX	WOLF-HIRTH	HI-27	FATAL
31	583	N36507	070977	PORTLAND, TX	AERONCA	65-CA	NONE
31	L584	N60866	072877	LAKE JACKSON,TX	CESSNA	150J	MINOR
31	585	N2021N	071077	DALLAS,TX	CESSNA	140	NONE
31	1586	N4297D	041577	NHOUSTON, TX	BEECH	G35	NONE
3 1	587	N5314G	072277	GEORGETOWN, TX	CESSNA	305 A	NONE
31	1588	N47432	051577	NSAN ANGELO,TX	RYAN	ST-3KR	FATAL
31	589	N7723V	062877	NNOLAN, TX	AERO COMDR	A9B	FATAL
31	1590	N2969J	070477	NSEMINOLE, TX	CESSNA	150	NONE
31	591	N15HW	061477	VERNON, TX	CESSNA	180	NONE
3 1	1592	N3635J	080177	CO SPRINGS,CO	CESSNA	150	NONE
3 1	593	N22HL	073177	ASPEN, CO	AERO TEK 4	ZUNI	NONE

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FILE NUMBER	AIRCRAF REGIST.	T DATE	LOCATION	A I R C R A F MAKE	T MODEL	INJURY
	ay <b>a a</b> a a m m					907- 8ad 607 803 907
3 1594	N8103Y	070377	SILVER CLIFF, CO	PIPER	PA-18	NONE
3 1595	N8038N	062377	COLO SPRINGS,CO	PIPER	PA-28	NONE
3 1596	N8462D	061577	NYUMA,CO	PIPER	PA-18	NONE
3 1597	N9968D	051877	ENGLEWOOD, CO	PIPER	PA-22	SERIOUS
3 1598	N4386Z	060377	COLORADO SPGS,CO	PIPER	PA-18	NONE
3 1599	N5222G	<b>062</b> 677	NGUNNISON, CO	CESSNA	305 A	FATAL
3 1600	N76SL	070377	SILVER CITY, NM	GRUM AMER	AA-5B	NONE
3 1601	N152EZ	071077	GALLUP, NM	CESSNA	150L	SERIOUS
3 1602	N490FL	070477	BEAVER,UT	PIPER	PA-28	SERIOUS
3 1603	N83W	050477	NLANDER, WY	BEECH	<b>J</b> 35	FATAL
3 1604	N22132	062977	CHEYENNE, WY	CESSNA	210	NONE
3 1606	N4052D	050477	OROFINO, ID	CESSNA	182	FATAL
3 1607	N90128	033177	LIBERTY,WA	BELL	214B-1	FATAL
3 1608	N6638F	012777	OLYMPIA, WA	PIPER	PA-32R	FATAL
3 1609	N9643S	052877	NTOK, AK	BELLANCA	7GCBC	NONE
3 1610	N6163V	060477	NANCHORAGE	LAKE	LA-4	NONE
3 1611	N9804M	051977	FAIRBANKS, AK	MAULE	M-4	NONE
3 1612	N3OST	051877	PORT ALEXANDER, AK	DEHAVILLAND	DHC-2	NONE
3 1613	N5668D	061477	ANCHORAGE, AK	BEECH	18E	NONE
3 1614	N7292P	050477	JUNEAU, AK	PIPER	PA-24	MINOR
3 1615	N1361J	012777	SAN JOSE,CA	ROCKWELL	1124	NONE
3 1616	N9373L	060277	ATLANTA, GA	GRUM AMER	AA-1A	FATAL
3 1617	N2150G	031477	NOCHLOCKNEE, GA	CESSNA	182A	FATAL

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FILE	AIRCRAF REGIST.		LOCATION	A I RCRAF MAKE	T MODEL	INJURY
3 1618	N5676R	073177	MAYFIELD, NY	CESSNA	172	FATAL
			· · · ·			
3 1619	N1914L	072877	ELKHART, IN	BEECH	BE-19	NONE
3 1620	N1843K	072477	PAUMA VALLEY, CA	LUSCOMBE	8E	NONE
3 1621	N10979	071477	TETERBORO, NJ	CESSNA	150	MINOR
3 1622	N6063Z	062077	AMHERST, MA	PIPER	PA-25	FATAL
3 1623	N1BF	070277	KILLINGWORTH, CT	HEBEL	B-1	SERIOUS
3 1624	N6928N	062677	PORTLAND,CT	MOONEY	M20C	MINOR
3 1625	N1825V	062677	WOODBRIDGE,CT	CESSNA	120	NONE
3 1626	N1921L	062477	EAST HADDAM.CT	BEECH	C23	SERIOUS
3 1627	N91974	062777	TURTON, SD	CESSNA	1888	SERIOUS
3 1628	N8916P	061577	PHILIP, SD	PIPER	PA-24	NONE
3 1629	N5132X	071277	CAMP CROOK,SD	BELLANCA	7GCBC	NONE
3 1630	N2763U	062777	NCAMP CROOK, SD	CESSNA	172	NONE
3 1631	N12LW	071577	BOONE,IA	GRUMMAN	G <b>-</b> 164	SERIOUS
3 1632	N4826Y	071677	MINDEN,IA	PIPER ()	PA-25	NONE
3 1633	N3191V	071377	CLINTON, IA	BEECH	<b>35</b> jaka	NONE
3 1634	N21691	071777	DE SOTO,KS	CESSNA	188	NONE
3 1635	N9723X	062677	MULLINVILLE,KS		210B	NONE
3 1636	N1927Q	062577	GARDNER,KS	CESSNA	1 <b>77</b> RG	NONE
3 1637	N7058P	062777	WINONA, MN	PIPER	PA-24	NONE
3 1638	N8784L	061077	CANBY+MN	PIPER	PA-25	NONE
3 1639	N915V	060177	JEFFERSON CITY,MO	BEECH	95 <b>-</b> 855	NONE
3 1640	N2528H	052177	ST CHARLES, MO	SCHWEIZER	2 <b>-</b> 3 <b>3</b> A	NONE
			PAGE LXVI			

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FILE	AIRCRAF REGIST.	T DATE	LOCATION	A I R C R A F MAKE	T MODEL	INJURY INDEX
	60 ip (2) 55 ib (3) 65					allad Sam, sala pala unit
3 1641	N20548	051977	NLAHAINA,MAUI,HI	CESSNA	172M	FATAL
3 1642	N7538K	072577	ANCHORAGE + AK	PIPER	PA-185	NONE
3 1643	N4635A	080177	BEAVER CREEK.AK	CESSNA	180	NONE
3 1644	N1800G	072577	NNENANA, AK	BELLANCA	7GC BC	NONE
3 1645	N1258A	033077	ANCHOR AGE , AK	PIPER	PA-18	NONE
3 1645	N42120	033077	ANCHORAGE+AK	CESSNA	185	NONE
3 1646	N9449D	070877	NHOMER+AK	PIPER	PA-18	MINOR
3 1647	N36237	042577	VENETIE,AK	BELLANCA	7GCHC	NONE
3 1648	N3194B	061977	NFAIRBANKS,AK	CESSNA	170B	MINOR
3 1649	N71081	070377	NHOMER + AK	PIPER	J-3	NONE
3 1650	N97901	062477	ANCHORAGE, AK	STINSON	108-1	NONE
3 1651	N521BK	011677	NEW MINTO,AK	DEHAVILLAND	DHC-3	NONE
3 1652	N86801	060977	NEAGLE,AK	BELLANCA	8GCBC	NONE
3 1653	N6908K	060277	ANCHORAGE + AK	PIPER	PA-20	NONE
3 1654	N5817D	060477	NBIG DELTA,AK	PIPER	PA-22	NONE
3 1655	N9674P	062377	SALCHA RIVER,AK	PIPER	PA-18	NONE
3 1656	N4281H	070277	ΤΑΚΠΤΝΑ • ΑΚ	PIPER	PA-14	NONE
3 1657	N2628J	061577	NANCHORAGE + AK	CESSNA	150	NONE
3 1658	N182DM	072977	ELK CITY,ID	CESSNA	1820	FATAL
3 1659	N7704V	070977	RIGBY, ID	CALLAIR	<b>A9</b> B	NONE
3 1660	N7432F	070577	GOODING, ID	HUGHE S	3000	NONE
3 1661	N8993C	053077	HORSESHOE BEND, ID	PIPER	PA-22	FATAL
3 1662	N45126	072777	HELENA,MT	CESSNA	150M	FATAL
			PAGE LXVII			

FILE	AIRCRAF REGIST.	DATE	LOCATION	A I RC R A E M A K E	T MODEL	INJURN INDEX
3 1663	N594H	070777	DILLON,MT	ENSTROM	2800	NONE
3 1664	N968K	072877	BIDDLE,MT	CESSNA	180	NONE
3 1665	N12011	081277	HARDIN,MT	MAULE	M4	NONE
3 1666	N9875W	070477	NBILLINGS,MT	PIPER	PA-28	NONE
3 1667	N7525E	080577	BAKER,MT	BELLANCA	7CE	NONE
3 1668	N8933R	053077	GRANDE RONDE, OR	CHAMPION	7GC	NONE
3 1669	N8267H	042177	PILOT ROCK+OR	CALLAIR	۵9	NONE
3 1670	N90846	072277	SISTERS, OR	BLANIK	L-13	NONE
3 1671	N44180	060877	NDAYS CREEK+OR	CESSNA	172M	NONE
3 1672	N2860D	070477	ASHLAND, OR	RYAN	ST-3KR	NONE
3 1673	NIOIGT	070977	FIELDS,OR	M-SAULNIER	MS893E	MINO
3 1674	N6662Q	061677	NKLAMATH FALLS.OR	GRUMMAN	G-164A	MINO
3 1675	N62394	061077	LAKEVIEW.OR	BOEING	PT-17	NONE
3 1676	N90362	051777	REDMOND , OR	AERDSTAR	601P	SERI
3 1677	N2659W	040477	TOLEDO, OR	MOONEY	M20E	FATA
3 1678	N72041	061277	ORCAS ISLAND, WA	LUSCOMBE	88	NONE
3 1679	N8441X	070877	OLGA, WA	CESSNA	172	MINO
3 1680	N9155W	080577	BELLEVUE,WA	PIPER	PA-28	NONE
3 1681	N5596	071877	FERNDALE, WA	WULLE	VP2	MIND
3 1682	N9EG	060577	ALBANY, OR	TAILWIND	W 8	SERI
3 1683	N168K	050177	KENNEWICK, WA	EAA BIPLANE	Ρ	SERI
3 1684	N19FZ	052977	WATERVILLE,WA	SCHLEICHER	ASW-19	MINO
3 1685	N11U	061177	EPHRATA,WA	BURKHRT GRB	G102	MINOF

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FILE NUMBER	AIRCRAF REGIST.	DATE	LOCATION	A I RCRA MAKE	FT MODEL	INJUR INDEX
3 1686	N8850L	072877	QUINCY.WA	PIPER	PA-25	NONĖ
3 1687	N6487P	052277	SPOKANE, WA	PIPER	PA-24	NONE
3 1688	N7521K	062377	ALDERWOOD MNR,WA	CESSNA	180	NONE
3 1689	N3553U	062877	SOUTH BEND, WA	CESSNA	182	NONE
3 1690	N69256	081877	JONESBOR O, AR	FAIRCHILD	M-62	NONE
3 1691	N8907P	080677	GARFIELD, AR	PIPER	PA-24	SERIC
3 1692	N1259W	081577	CORNERSTONE, AR	WEATHERLY	2018	FATAL
3 1692	N1274W	081577	CORNER STONE + AR	WEATHERLY	201B	FATAL
3 1693	N4832	080377	ENGLAND, AR	GRUMMAN	G-164A	NONE
3 1694	N8466V	082277	WILMOT,AR	SNOW	S-2R	NONE
3 1695	N8945H	081577	DE VALLS,AR	GRUMMAN	G-164A	NONE
3 1696	N4420X	080877	LEAD HILL,AR	PIPER	PA-28	NONE
3 1697	N2653	072877	NVENICE, LA	BELL	206B	NONE
3 1698	N8382M	070877	GILLIS+LA	CESSNA	150K	NONE
3 1699	N9153E	082377	TULSA,OK	AERONCA	11AC	NONE
3 1700	N66636	072477	OLUSTEE,OK	CESSNA	150	NONE
3 1701	N5243B	072477	SHELBYVILLE.TX	MOONEY	M20	FATAI
3 1702	N1977Q	063077	DALLAS,TX	CESSNA	177RG	NONE
3 1703	N4700R	053077	PLAINVIEW, TX	CESSNA	4188B	NONE
3 1704	N9628P	072977	GRUVERTX	PIPER	PA-25	NONE
3 1705	N8682L	072577	FOMON SON , TX	PIPER	PA-25	NONE
3 1706	N3585R	071677	DUMAS,TX	BEECH	B-23	NONE
3 1707	N929E	080777	EL PASO,TX	PIPER	PA-28	NONE

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FILE NUMBER	AIRCRAF REGIST.		LOCATION	A I RC R A F MAKE	MODEL	INJURY INDEX
3 1708	N1048T	080777	SAN ANTONIO, TX	BEECH	58TC	NONE
3 1709	N15EB	081777	FORT WORTH,TX	CESSNA	150L	FATAL
3 1710	N87689	072277	DEL RIO,TX	BEECH	C-45	NONE
3 1710	XB-GAT	072277	DEL RIO,TX	PIPER	PA-28R	NONE
3 1711	N1266Q	080277	FT.WORTH,TX	CESSNA	150L	NONE
3 1712	N8739L	072777	BROWNFIELD,TX	PIPER	PA-25	NONE
3 1713	N34760	082277	PECOS, TX	CESSNA	177B	NONE
3 1714	N1598Q	071077	MC KINNEY,TX	CESSNA	150L	MINOR
3 1715	N32025	070877	LANCASTER	PIPER	PA-28	NONE
3 1716	N266Y	071977	BOULDER, CO	PITTS	S 1 S	NONE
3 1717	N32805	072777	JAL,NM	PIPER	PA-28	MINOR
3 1718	N4408N	081977	ALBUQUERQUE, NM	BOEING	B75N1	NONE
3 1719	N222GM	073077	ALBUQUERQUE, NM	PIPER	PA-30	SERIOUS
3 1720	N59181	071577	NABIQUIU, NM	CESSNA	T210	NONE
3 1721	N8010G	071177	NGRADY,NM	CESSNA	188	NONE
3 1722	N9VG	070277	LAS VEGAS,NM	CESSNA	182	MINOR
3 1723	N6711M	071577	CODY,WY	CESSNA	T210M	NONE
3 1724	N7256C	062477	TORRINGTON+WY	LOCKHEED	B-34	NONE
3 1725	N46834	072377	BEARDSTOWN, IL	STITS	PLYBOY	NONE
3 1726	N14527	071777	JACKSONVILLE.IL	WOOLUMS	KR-2	NONE
3 1727	N2683G	071677	BURLINGTON, WI	CESSNA	182	NONE
3 1728	N5508U	072077	NEW LIBERTY, IA	PIPER	PA-28	NONE
3 1729	N9580U	070477	OSAGE,IA	AMER AVCO	A A - 5 A	NONE

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FILE NUMBER	AIRCRAF REGIST•	T DATE	LOCATION	A I R C R A F MAKE	T MODEL	INJURY INDEX
wate sidler fillin alare sinte sinte						ی خت ہے جذ ت
3 1730	N9873U	070377	BOONE , IA	AMER AVCO	AA-5A	NONE
3 1731	N8800L	070677	WOODBINE, IA	PIPER	PA-25	FATAL
3 1732	N90RM	061777	WINTERSET, IA	MORRIS CASS	111M	FATAL
3 1733	N2788D	072177	DUBUQUE, IA	CESSNA	170B	NONE
3 1734	N4809Q	061677	OLSBURG,KS	CESSNA	188B	FATAL
3 1735	N8695Y	062477	NWICHITA,KS	PIPER	PA-30	NONE
3 1736	N99953	041777	WARREN,MN	LET-NP-K	L-13	MINOR
3 1737	N7499	070477	NSIKESTON, MO	GRUMMAN	G-164A	FATAL
3 1738	N59249	071577	GRAND FORKS,ND	BOEING	A75N1	MINOR
3 1739	N9871Y	051977	NORTHVILLE, SD	AERONCA	7GC B	SERIOUS
3 1740	N8244N	050677	CHESWOLD, DE	PIPER	PA-28	NONE
3 1741	N1293R	060677	ROBINSON CREEK,KY	BELLANCA	14-19	FATAL
3 1742	N5652L	071477	VINE GROVE,KY	GRUM AMER	AA-1	FATAL
3 1743	N824PJ	072777	ESSEX, MD	BEECH	23	NONE
3 1744	N2029Y	071777	STEVENSVILLE, MD	CESSNA	1720	MINOR
3 1745	N5748L	050877	DARLINGTON, MD	GRUM AMER	<b>AA</b> 1	NONE
3 1746	N8922A	050877	HOLLYWOOD,MD	BEECH	B-35	SERIOUS
3 1747	N9212R	080277	ELIZABETH CITY,NC	CESSNA	188B	NONE
3 1748	N4561W	052177	NWILMINGTON + NC	ROCKWELL	112TC	MINOR
3 1749	N3177R	061377	CHAPEL HILL,NC	PIPER	PA-28R	MINOR
3 1750	N98335	052877	SOUTHPORT, NC	PIPER	PA-28	NONE
3 1751	N3574Y	060977	GREENSBORO, NC	CESSNA	182	NONE
3 1752	N12LC	042777	CHARLOTTE, NC	AEROSTAR	601P	NONE

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FILE NUMBER	AIRCRAF REGIST.	T DATE	LOCATION	AIRCR/ MAKE	AFT Model	INJURY INDEX
NOMBER	REGIST.	DATE				INDEX
		-				
3 1753	N41941	030877	CHARLOTTE, NC	PIPER	PA-34	NONE
3 1754	N7129A	061877	MIDTOWN COMMUN, TN	CESSNA	172	FATAL
3 1755	N46998	080277	UNION CITY, TN	BOEING	A75N-1	FATAL
3 1756	N1681P	072977	CAPRONVA	PIPER	PA-22	NONE
3 1757	N29306	051477	WAYNESBORO, VA	CESSNA	177	NONE
3 1758	N2938K	080677	SPRINGFIELD, IL	LUSCOMBE	84	NONE
3 1759	N9302N	062277	NDANVILLE, VA	PIPER	PA-28R	MINOR
3 1760	N72595	062477	LEEDSVILLE, VA	CESSNA	140	NONE
3 1761	N97CC	062177	SOUTH HILL, VA	AEROSTAR	600	NONE
3 1762	N9836U	071077	WARRENTON,VA	GRUM AMER	AA5-A	FATAL
3 1764	N1153H	052677	BRIDGEPORT, WV	PIPER	PA-34	FATAL
3 1765	N32172	072377	ST.AUGUSTINE,FL	PIPER	PA-28	NONE
3 1766	N9071E	061977	LAKE WALES,FL	MAULE	M5-235	NONE
3 1767	N5987P	062777	VERO BEACH,FL	PIPER	PA-24	NONE
3 1768	N4774S	041977	NLAKE WALES, FL	EL TOMCAT	MK6A	MINOR
3 1769	N64613	041677	NPALATKA,FL	BENSEN	BM-8	FATAL
3 1770	N9078K	031377	NWINTER HAVEN, FL	STINSON	108-1	SERIOUS
3 1771	N9099P	022677	CLEARWATER .FL	PIPER	PA-24	NONE
3 1772	N63566	032577	HILLARD,FL	CESSNA	150	NONE
3 1773	N733NF	070277	NEW PRT RICHEY, FL	CESSNA	172	NONE
3 1774	N318G	050477	JACKSONVILLE, FL	BEECH	C33A	NONE
3 1775	N86999	060277	NPANAMA CITY,FL	ERCO	415-C	MINOR
3 1776	N54853	050677	PANAMA CITY,FL	CESSNA	337B	NONE

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FILE	AIRCRAF	т		AIRCRAF	т	INJURY
NUMBER	REGIST.		LOCATION	MAKE	MODEL	INDEX
3 1777	N9836J	062677	LUTZ,FL	CESSNA	150	NONE
3 1778	N9124T	051377	CLEARWATER, FL	CESSNA	180B	NONE
3 1779	N5827H	061377	VALDOSTA,GA	PIPER	PA-16	FATAL
3 1780	N16110	071477	NSHELL BLUFF,GA	CESSNA	150	NONE
3 1781	N6729D	080877	BROOKFIELD+GA	BELL	47G-2	NÓNE
3 1782	N3575B	050477	RAY CITY,GA	EL TOMCAT	ΜΚ5Δ	SERIOUS
3 1783	N63D	080277	TCHULA,MS	GRUMMAN	G164B	NONE
3 1784	N21808	071477	WINTERVILLE, MS	CESSNA	A188	NONE
3 1785	N5854G	080677	NLIVINGSTON, SC	CESSNA	A188B	NONE
3 1786	N7842R	071877	NST MATTHEWS,SC	BEECH	E33	NONE
3 1787	N1368J	041877	NUNION, SC	AERO COMDR	1124	NONE
3 1788	N2418N	071777	ISLE OF PALMS, SC	CESSNA	140	SERIOUS
3 1790	N18139	052777	DAKLAND, CA	CESSNA	177	NONE
3 1791	N2999F	072377	NFOLSOM, CA	CESSNA	150	SERIOUS
3 1792	N3018X	071977	MADERA,CA	CESSNA	150	NONE
3 1793	N8679P	081577	REDDING,CA	PIPER	PA-24	NONE
3 1794	N9798U	080677	CONCORD, CA	GRUM AMER	AA5A	NONE
3 1795	N2363G	071077	SAN JOSE, CA	CESSNA	182	NONE
3 1796	N68959	072477	LIVERMORE,CA	NELSON PERL	₽G−185	SERIOUS
3 1797	N8406E	062777	NSO LAKE TAHDE,CA	BELL	47G-2	MINOR
3 1798	N595H	080477	HONOLULU,HI	ENSTROM	F28C	NONE
3 1799	N6065V	052877	BEATTY,NV	BEECH	C-45G	MINOR
3 1800	N77881	080977	SCOTTSDALE,AZ	LUSCOMBE	8 A	NONE

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#### NATIONAL TRANSPORTATION SAFETY BOARD

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#### WASHINGTON, D. C. 20594

#### BRIEFS OF ACCIDENTS

#### U. S. GENERAL AVIATION

#### ISSUE NO. 2

#### 1977

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N			PILOT DATA
3-1310	TIME - 2 DEPARTUR	E POINT	CESSNA 150L N7785G DAMAGE-DESTROYED INTENDED DESTINATION	CR- 0 2 0 PX- 0 0 0		TRANSP	STUDENT, AGE 31, 45 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED.
		SHDALS, AL ACCIDENT	LOCAL		OF OPERATION		
		FAILURE OR MALFUN	CTION		IGHT NORMAL CRUIS	F	
		ED WITH WIRES/POL			ING FINAL APPROACH		
·	PILOT PILOT MISCEL	IN COMMAND - MISMA LANEOUS ACTS, CONDI	QUATE PREFLIGHT PREPARAT NAGEMENT OF FUEL TIONS - FUEL EXHAUSTION	TION AND/OR PL	NNING		
	FACTOR (S	) N - HIGH OBSTRUCTI	ONS .				
			LETE ENGINE FAILURE/FLA	MEDUT-1 ENGINE			
			FORCED LANDING OFF AIRPO				
	REMARKS-	LDG ON HIWAY.					

FILE			' AIRCRAFT DATA	F	: см	/N	PURPOSE	PILOT DATA
		MOUNDVILLE,AL	LUSCOMBE 8A N1609K DAMAGE-SUBSTANTIAL	CR- PX-			NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	
	DEPARTURE GREENSBO	POINT DRO+AL	INTENDED DESTINATION HAMILTON, AL					
	TYPE OF AC NOSE OVE	CIDENT					F OPERATION NG ROLL	
	PILOT IN	COMMAND - IMPROPE	ER IN-FLIGHT DECISIONS ED UNSUITABLE TERRAIN					
	WEATHER	- RAIN	TED FLIGHT IN ADVERSE	WEATHER	COND	ITI	DNS	
			RECAUTIONARY LANDING O DVERSE/UNFAVORABLE WEA		ORT			
	SKY CONDII				CEIL 35		AT ACCIDENT SITE	
	VISIBILITY	AT ACCIDENT SITE				ΙPΙ	TATION AT ACCIDENT SITE	
	OBSTRUCTIO NONE	DNS TO VISION AT A	CCIDENT SITE			OF	WEATHER CONDITIONS	
	TYPE OF FL NONE	IGHT PLAN						
3-0924	4/17/77	HOLTVILLE,AL	CESSNA 150	CR-	0 0	1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 46, 93 TOT/
			N18645 DAMAGE-SUBSTANTIAL INTENDED DESTINATION		0 0	0	PLEASURE/PERSONAL TRANSP	HOURS, 7 IN TYPE, NOT INSTRUMENT RATED.
	ELMORE, A	AL	LOCAL					
	TYPE OF AC ENGINE F NOSE OVE	AILURE OR MALFUNC	TION		IN	FL	F OPERATION IGHT NORMAL CRUISE NG ROLL	
		NT - MISCELLANEOU	S POWERPLANT FAILURE ER OPERATION OF BRAKES					
	FACTOR(S)		F FAMILIARITY WITH AIR					
	COMPLETE P	ÓWER LOSS - COMPLI	ETE ENGINE FAILURE/FLA ORCED LANDING OFF AIRP	MEOUT-1	ENGI	NE		

BRIEFS OF ACCIDENTS

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			BRIEFS	S OF ACC	ID	NTS	5			
FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F				FLIGHT PURPOSE		PILOT DATA
3-1309	4/20/77 N TIME - 123	IR.CLANTON,AL 0	HUGHES. 269C N9636F DAMAGE-SUBSTANTIAL					COMMERCIAL ASSOC CROP		COMMERCIAL, AGE 31, 850 Total Hours, 110 in Type, Not instrument rated.
	DEPARTURE Clanton,A Type of AC	L	NTENDED DESTINATION					OPERATION G FINAL A		
		NEOUS - UNDETERMINE CIRCUMSTANCES - FOR	D Ced Landing on Airpor Frame Buffet	RT/SEAPL	ANE	BA	se	/HELIPT.	·	
	KIND OF PILOT'S GOGGLES TANK/HOP ELEVATIO FIRE AFTER	URS IN CROP CONTROL CROP - OTHER SEAT BELT - FASTENE - NOT USED PER-LOCATION - SIDE N-AREA BEING TREATE	D-PROPERLY S D-FEET - 380		( ( 1	TYPE LOV CRAS TERR	ES H AI	F CHEMICAL - NOT USEN HELMET - A' N-TYPE - RI	) VAILABLE <del>-</del> NOT U	CHEMICAL-TOXIC SED
3-0925	5/15/77 TIME - 083		BELL 47D1 N74898 DAMAGE-SUBSTANTIAL	CR- C PX- O				INSTRUCTIO DUAL	NAL	COMMERCIAL, FL.INSTR., Age 28, 3127 Total Hours, 8 in type, instrument Rated.
			NTENDED DESTINATION LOCAL							
	TYPE OF AC	CIDENT AILURE OR MALFUNCTI			I	AND	IN	OPERATION G FINAL AN G POWER-DI	PPROACH FF AUTOROTATIVE	E LANDING
-	PILOT IN FACTOR(S) TERRAIN COMPLETE P EMERGENCY	NT - MISCELLANEDUS COMMAND - IMPROPER - ROUGH/UNEVEN OWER LOSS - COMPLET	POWERPLANT FAILURE F DPERATION OF FLIGHT E ENGINE FAILURE/FLAN CED LANDING OFF AIRPO OWNSLOPE.	CONTROL	S	GINE		REASONS		

			BRIEFS		UUI	UCM	115		
FILE	DATE	LOCATION	AIRCRAFT DATA		JUR F			FLIGHT PURPOSE	PILOT DATA
3-1015		PORT - VANDERGRA						INSTRUCTIONAL TRAINING	STUDENT, AGE 21, 51 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
. •	DEPARTURE F TUSCALOOS TYPE OF ACC GROUND-WA GEAR COLL	SA,AL CIDENT NTER LOOP-SWERVE	INTENDED DESTINATION LOCAL		Ρ	LA	NDIN	F OPERATION IG ROLL IG GO-AROUND	
	FACTOR(S) AIRPORTS MISCELLAN	COMMAND FAILED AIRWAYS/FACILITI	TO MAINTAIN DIRECTIONA ES - AIRPORT CONDITIONS IONS - OVERLOAD FAILURE	OTH		L			
3-1311	6/12/77 TIME - 1430	BIRMINGHAM, AL	BEECH B19 N598W					NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 23, 114 TOTAL HOURS, 49 IN TYPE,
	NAME OF AI DEPARTURE F BIRMINGHA TYPE OF ACC HARD LAND GEAR COL	AM, AL CIDENT DING	DAMAGE-SUBSTANTIAL IM INTL, INTENDED DESTINATION LOCAL		Ρ	LA	NDIM	- OPERATION NG LEVEL OFF/TOUCHDOWN NG LEVEL OFF/TOUCHDOWN	NOT INSTRUMENT RATED.
	PILOT IN FACTOR(S)	COMMAND - IMPROP COMMAND - IMPROP	PER LEVEL OFF FER RECOVERY FROM BOUNCE TIONS - OVERLOAD FAILURE		DIN	IG		· ·	
3-1412	6/20/77 NF TIME - 1819	· ·	CESSNA 150 N704JZ DAMAGE-SUBSTANTIAL	CR- PX-				NONCOMMERCIAL PRACTICE	PRIVATE, AGE UNK/NR, 273 TOTAL HOURS, 51 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE I DOTHAN,AL TYPE OF ACC COLLIDED GEAR COL	- CIDENT WITH OBJECT	INTENDED DESTINATION LOCAL		Ρ	LA	NDIN	- OPERATION NG ROLL NG ROLL	•
	FACTOR(S) TERRAIN - MISCELLAN	COMMAND - SELECT - OTHER NEOUS ACTS,CONDIT	TED UNSUITABLE TERRAIN FIONS - OVERLOAD FAILURE FRONT OF PLTS HOME.	:					

BRIEFS OF ACCIDENTS

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			BRIEF	S OF ACC	ID	ENŢ	5		
FILE	DATE		AIRCRAFT DATA	F	S	M/N	PURPOSE		PILOT DATA
3-1505	TIME - 154 DEPARTURE MYRTLE E TYPE OF AC ENGINE F	TALLADEGA,AL 45 POINT BEACH,SC	PIPER PA-28 N75041 DAMAGE-SUBSTANTIAL INTENDED DESTINATION BIRMINGHAM,AL	CR- 0 PX- 0	( ( ) ) ) )	ASE	NONCOMMERCIAL	UNAL TRANSP	PRIVATE, AGE 41, 84 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED.
	PILOT IN MISCELLA FACTOR(S) TERRAIN	N COMMAND - INADE N COMMAND - MISMA ANEOUS ACTS,CONDI - HIGH OBSTRUCTI	OUATE PREFLIGHT PREPARAT NAGEMENT OF FUEL TIONS - FUEL EXHAUSTION ONS FORCED LANDING OFF AIRPO				ANNING		· · ·
3-1312	TIME - 113 NAME OF AI DEPARTURE BIRMINGH TYPE OF AC GROUND-W	RPORT - BIRMINGH Point ¦AM₊AL	INTENDED DESTINATION LOCAL		РН	ASE Fake	INSTRUCTIONAL SOLO OF OPERATION OFF RUN OFF ABORTED		STUDENT, AGE 24, 31 TOTAL MOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	PROBABLE C PILOT IN		D TO MAINTAIN DIRECTIONA	AL CONTRI	OL				
3-1411	8/1/77 TIME - 123 DEPARTURE FOLEY.AL TYPE OF AC MISCELLA FIRE OR	BO POINT CCIDENT	CESSNA 182 N2378R DAMAGE-DESTROYED INTENDED DESTINATION LOCAL		РН/ 1	ASE IN F	NONCOMMERCIAL PLEASURE/PERSC OF OPERATION LIGHT NORMAL CR ING OTHER		COMMERCIAL, AGE 42, 5180 TOTAL HOURS, 700 IN TYPE, NOT INSTRUMENT RATED.
	SYSTEMS MISCELLA EMERGENCY	EL - MAINTENANCE, - ELECTRICAL SYS NEOUS ACTS, CONDI CIRCUMSTANCES -	TIONS - GROUNDED FORCED LANDING OFF AIRPO SMOKE IN COCKPIT				TENANCE AND INSP	ECTION	

	-	-	

BRIEFS OF ACCIDENTS

N DI T	L/16/77 NEW MINTO,AK IME - 1155 NAME OF AIRPORT - NEW MINTO DEPARTURE POINT NEW MINTO,AK TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNC COLLISION WITH GROUND/WAT PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,S POWERPLANT - ENGINE STRUC	INTENDED DESTINATION FAIRBANKS,AK TION ER CONTROLLED	CR- 0 0 1 PX- 0 0 1 PHASE 01 TAKE0		AIRLINE TRANSPORT, AGE 28, 4374 TOTAL HOURS, 404 IN TYPE, INSTRUMENT RATED.
DI	DEPARTURE POINT NEW MINTO,AK TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNC COLLISION WITH GROUND/WAT PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,S POWERPLANT - ENGINE STRUC	INTENDED DESTINATION FAIRBANKS,AK TION ER CONTROLLED	TAKEO	FF INITIAL CLIMB	
P	PERSONNEL - MAINTENANCE,S POWERPLANT - ENGINE STRUC	ERVICING, INSPECTION IN			•
P. E	MISCELLANEOUS ACTS, CONDIT MISCELLANEOUS ACTS, CONDIT TERRAIN - ROUGH/UNEVEN ACTOR(S) POWERPLANT - ENGINE ACCES MISCELLANEOUS ACTS, CONDIT MISCELLANEOUS ACTS, CONDIT PARTIAL POWER LOSS - PARTIA MERGENCY CIRCUMSTANCES - F EMARKS- ALL GEN BASE NUTS	IONS - OIL STARVATION IONS - MATERIAL FAILURE SORIES GENERATORS IONS - IMPROPERLY INSTA IONS - LEAK/LEAKAGE L LOSS OF POWER - 1 ENG ORCED LANDING OFF AIRPO	CTING RODS		
3–1235 2 T	2/1/77 ANNETTE ISLAND,A IME - 1620	K CESSNA 180G N981SC DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS TEST	AIRLINE TRANSPORT, AGE 50, 10350 TOTAL HOURS, 0 IN TYPE, INSTRUMENT
D	IAME OF AIRPORT - ANNETTE I DEPARTURE POINT ANNETTE ISLAND,AK IYPE OF ACCIDENT AIRFRAME FAILURE IN FLIG COLLIDED WITH RUNWAY OR	_INTENDED DESTINATION LOCAL HT	- PHASE D LANDI LANDI	F OPERATION NG TRAFFIC PATTERN-CIR NG FINAL APPROACH	RATED.
Ĕ	P	SYSTEMS AILERON AND AI SYSTEMS ELEVATOR AND E IONS - IMPROPERLY INSTA RECAUTIONARY LANDING ON ATERAL CONTROL PROBLEM ITCH CONTROL PROBLEM	ILERON TAB CONT LEVATOR TAB CO ALLED ALRPORT	ROL SYSTEM NTROL SYSTEM	
R	REMARKS- CONTROL WHEEL UNIV	ERSAL IMPROPERLY INSTAL	LED.ACFT BEING	FLOWN ON FERRY PERMIT.	
			PAGE 418		

BRIEFS OF ACCIDENTS

3-1234 2/26 TIME DEPA AN TYPE CO PROB PI FACT TE MI REMA 3-1233 3/7/ TIME DEPA FI TYPE CO PROB PI FACT FI FIRE REMA 3-0933 3/26	OT IN COMMAND - SELEC DR(S) RAIN - SNOW-COVERED	PIPER PA-12 N98900 DAMAGE-SUBSTANTIAL INTENDED DESTINATION BUNCO LAKE-FROZEN OF FAMILIARITY WITH AIRC TED UNSUITABLE TERRAIN	CR- PX-	0	0 PHAS	0	NONCOMMERCIAL PLEASURE/PERSONAL	TRANSP	PRIVATE, AGE 32, 125 Total Hours, all in type Not instrument rated.
PI PI FACT TE MI REMA 3-1233 3/7/ TIME DEPA FI TYPE CO PROB PI FACT PI FIRE REMA 3-0933 3/26	DT IN COMMAND - LACK DT IN COMMAND - SELEC DR(S) RAIN - SNOW-COVERED				L		F OPERATION Ng Roll		
TIME DEPA FI TYPE CO PROB PI FACT FIRE REMA 3-0933 3/26	CELLANEOUS ACTS,CONDI KS- FIRST FLT IN SEVE	TIONS - TOUCH AND GO LAN Ral months							
CO PROB PI FACT PI FIRE REMA 3-0933 3/26	77 NR.TALKEETNA,AK - 1730 RTURE POINT RE LAKE,AK	PIPER PA-12 N2631M DAMAGE-SUBSTANTIAL INTENDED DESTINATION RETURN	PX-				NONCOMMERCIAL PLEASURE/PERSONAL	TRANSP	PRIVATE, AGE 22, 450 Total Hours, all in type Not instrument rated.
PI FACT PI FIRE REMA	OF ACCIDENT LISION WITH GROUND/WA	TER CONTROLLED					F OPERATION IGHT OTHER		
	DR (S)	DGED ALTITUDE AND CLEARA TED ATTENTION FROM OPERA		OF	AIR	CRA	FT		
	- 1300	CESSNA 180 N91390 DAMAGE-SUBSTANTIAL			•		NONCOMMERCIAL PLEASURE/PERSONAL	TRANSP	COMMERCIAL, AGE 30, 374 TOTAL HOURS, 12 IN TYPE, NOT INSTRUMENT RATED.
DEPA ME Type	OF AIRPORT - PALMER A RTURE POINT RTILL FIELD,AK OF ACCIDENT	INTENDED DESTINATION LOCAL		-	PA	ALME SE O	ROUTE STOP R,AK F OPERATION NG ROLL		
PROB PI	JUND-WATER LOOP-SWERVE	D TO MAINTAIN DIRECTIONA	L COM	NTRO	DL				

FILE	DATE	LOCATION	AIRCRAFT DATA		F	IES S M/	'N		PILOT DATA
3-1232	3/27/77 TIME - 1430	ALEXANDER CK,AK	MAULE M4-210 N4605T DAMAGE-SUBSTANTIAL	CR-	0	0	1	NONCOMMERCIAL	PRIVATE, AGE 43, 670 TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE A	POINT	INTENDED DESTINATION ANCHORAGE+AK						
	TYPE OF ACC				Ρ		-	F OPERATION	
	NOSE OVER	ILURE OR MALFUNC	TION					IGHT OTHER NG LEVEL OFF/TOUCHDOWN	
	MUSE UVER					LAN	101		
	MISCELLAN FACTOR(S)	COMMAND - MISMAN NEOUS ACTS,CONDIT	AGEMENT OF FUEL Ions - Fuel Starvation	DACT					•
	TERRAIN -		F FAMILIARITY WITH AIRC	KAF I					
	EMERGENCY (	IRCUMSTANCES - F	ORCED LANDING OFF AIRPO N FROZEN SNOW COVERED C			ND			
			•						
3-1645	3/30/77 TIME - 1740		CESSNA 185 N42120 Damage-Substantial	PX-	0	0	0	MI SCELLANEOUS TEST	COMMERCIAL, AGE 38, 3500 TOTAL HOURS, 3000 IN TYPE, INSTRUMENT RATED.
	NAME OF AIR DEPARTURE F ANCHORAGE		INTENDED DESTINATION						
	TYPE OF ACC COLLISION	CIDENT N WITH AIRCRAFT	BOTH ON GROUND		Ρ			F OPERATION C IDLING ENGINE(S)	
			-PERSONNEL PILOT OF OT 1258A TO PASS.	HER A	IRC	R AF T	r		
3-1645	3/30/77 TIME - 174(	ANCHORAGE + AK	PIPER PA-18 N1258A DAMAGE-SUBSTANTIAL	PX-	0	0	1		COMMERCIAL, AGE 22, 1200 TOTAL HOURS, 28 IN TYPE, INSTRUMENT RATED.
	NAME OF AIR DEPARTURE R ANCHORAGE								
	TYPE OF ACC							F OPERATION FROM LANDING	
	PROBABLE CA PILOT IN		TO SEE AND AVOID OTHE	RAIR	RAF	т			

FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES	FLIGHT	PILOT DATA
			F S M/N	PURPOSE	
	4/5/77 KOKHANOK,AK TIME - 0930 NAME OF AIRPORT - KOKHANOK	TAYLORCRAFT BC12-D N95138 DAMAGE-SUBSTANTIAL			PRIVATE, AGE 42, 897 Total Hours, 302 IN Type, Not Instrument Rated.
	DEPARTURE POINT KOKHANOK,AK			in in the second se	(1) A set of the se
	TYPE OF ACCIDENT COLLIDED WITH TREES			OF OPERATION FF RUN	•
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED REMARKS- WND GUSTING 15K	TO MAINTAIN DIRECTIONA			ι
	and the second				· · · ·
3-1647	4/25/77 VENETIE,AK TIME - 1100	BELLANCA 7GCBC N36237 DAMAGE-SUBSTANTIAL	PX- 0 0 0	BUSINESS	PRIVATE, AGE UNK/NR, 2710 TOTAL HOURS, 2500 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - BUSH STRI	P			
a .	DEPARTURE POINT CENTRAL,AK TYPE OF ACCIDENT	SQUAW LAKE, AK	VENET PHASE (	IE,AK DF_OPERATION	and the first of the second
	UNDERSHOOT COLLIDED WITH OBJECT	a an		NG FINAL APPROACH NG LEVEL OFF/TOUCHDOW	N
	PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROP FACTOR(S)	ER COMPENSATION FOR WIN	D CONDITIONS		
	WEATHER - UNFAVORABLE WIN				
	SKY CONDITION OVERCAST	and the second	CEILING 1000	AT ACCIDENT SITE	
	VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED)		NONE		E
	OBSTRUCTIONS TO VISION AT A NONE WIND VELOCITY-KNOTS	CCIDENT SITE	310	RECTION-DEGREES	
	15	and the second	VFR	WEATHER CONDITIONS	
	TYPE OF FLIGHT PLAN				

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		a - 1	BRIEFS	S OF A	ссі	DENT	s			
FILE	DATE	LOCATION	AIRCRAFT DATA	IN				FLIGHT PURPOSE		PILOT DATA
	5/4/77 TIME - 2 NAME OF DEPARTURI	000 AIRPORT - JUNEAU IN E POINT	PIPER PA-24 N7292P DAMAGE-SUBSTANTIAL TL ARPRT INTENDED DESTINATION					NONCOMMERCIAL PRACTICE		PRIVATE, AGE 47, 400 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	ENGINE	↓AK ACCIDENT FAILURE OR MALFUNC ION WITH GROUND/WAT				ΤΑΚ	EO	F OPERATION FF INITIAL CLIMB NG OTHER		
	POWERP MISCEL MISCEL TERRAI	LANEOUS ACTS,CONDIT N - WET,SOFT GROUND	IONS - FUEL STARVATION IONS - OBSTRUCTED							
	EMERGENC		L LOSS OF POWER - 1 ENG ORCED LANDING DFF AIRPO A.		LA	ND				
1273	5/7/77 TIME - 1			PX-				NONCOMMERCIAL Pleasure/personal	TRANSP	PRIVATE, AGE 38, 400 Total Hours, 200 in Type, Not instrument rated.
	ANCHOR	E POINT Age,Ak Accident	INTENDED DESTINATION KENAI,AK		Ρ		0	= OPERATION NG TRAFFIC PATTER	N-CIRCLI	NG
	. –	CAUSE(S) IN COMMAND - FAILED	TO OBTAIN/MAINTAIN FLY	'ING S	PEE	D				·
1236		HOMER + AK 830	LAKE LA-200 N6107V DAMAGE-SUBSTANTIAL	PX-					TRANSP	PRIVATE, AGE 61, 272 TOTAL HOURS, 68 IN TYPE, NOT INSTRUMENT RATED.
	КАТСНА	E POINT MAK BAY,AK ACCIDENT ANDING	INTENDED DESTINATION BIG LAKE,AK		Ρ	SOL Hase	DO O	ROUTE STOP TNA,AK F OPERATION FF ABORTED		
	PROBABLE PILOT FACTOR(S	CAUSE(S) IN COMMAND - IMPROP )	ER OPERATION OF FLIGHT ED UNSUITABLE TERRAIN	CONTR	OLS		*			
	MISCEL	N - ROUGH WATER LANEOUS ACTS,CONDIT PORPOISED.WAVES 6-	IONS - AIRCRAFT CAME TO 8IN HIGH.	) REST	IN	WA1	ER			

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FILE	DATE	LOCATION	AIRCRAFT DATA		NJUR	RIE			LIGHT URPOSE		PI	LOT DATA
9-1230	5/15/77 TIME - 103		CESSNA 150 N3982V DAMAGE-SUBSTANTIAL					INS TI TRAII	RUCTIONAL NING			AGE 59, 86 TOTAL L IN TYPE, NOT T RATED.
	NAME OF A DEPARTURE FAIRBAN TYPE OF A	KS.AK	FIELD INTENDED DESTINATION TANANA,AK		P	РНА	SE (	OF OPE	RATION		· ·	
	NOSE OVI	ER/DOWN			•	т	AKE	OFF A	BORTED	x.		
	PILOT IN FACTOR(S)	I COMMAND - DELAYI N COMMAND - FAILE	ED ACTION IN ABORTING TA D TO MAINTAIN DIRECTIONA			DL						
		ANEOUS ACTS,CONDI IND GUSTING 10 KT										· · ·
-1094	5/15/77 TIME - 153	1 AASONT AA	CESSNA 180 N4763U DAMAGE-SUBSTANTIAL						DMMERCIAL SURE/PERS		SP TOTAL HOU	AGE 35, 350 RS, 180 IN TYPE UMENT RATED.
	DEPARTURE GULKANA	AK	INTENDED DESTINATION FAIRBANKS,AK		'n			DF OPE				SHENT KATED
	TYPE OF AC NOSE OVE				٩			ING R				
		COMMAND - INADE	QUATE PREFLIGHT PREPARAȚ TED UNSUITABLE TERRAIN	ION	AND/	'OR	PL#	ANNING				
			IES - AIRPORT CONDITIONS KSON SKIIS. ACFT NOT SKI					MAY				
-0920	5/16/77 TIME - 141	WASILL <b>A,</b> AK 15	CESSNA 180 N6538A DAMAGE-SUBSTANTIAL		-		-		DMMERCIAL SURE/PERS		SP TOTAL HOU	L, AGE 35, 556 RS, 553 IN TYPE UMENT RATED.
	DEPARTURE	IRPORT - PHILOS A Point Airport,ak										UNENT KATED.
	TYPE OF A		LOURL		Ρ				RATION Inal Appr	04611		

			BRIEFS	OF ACCI	DENTS			
FILE	DATE	LOCATION	AIRCRAFT DATA	INJUR F	IES S M/N			PILOT DATA
3-1612	TIME - 1215 NAME OF AIRPO DEPARTURE POI SITKA,AK TYPE OF ACCID		N3OST DAMAGE-SUBSTANTIAL DER NTENDED DESTINATION PORT ALEXANDER,AK	PX- 0	0 0 PHASE (	COMMERCIAL AIR TAXI-CARG( DF OPERATION ING ROLL	)	COMMERCIAL, AGE 35, 1600 TOTAL HOURS, 30 IN TYPE, NOT INSTRUMENT RATED.
	SYSTEMS - H MISCELLANEO	LANDING GEAR NO YDRAULIC SYSTEM	RMAL RETRACTION/EXTEN SEALS NS - MATERIAL FAILURE		EMBLY			
3-1611	5/19/77 FA TIME - 0923	IRBANKS,AK	MAULE M-4 N9804M DAMAGE-SUBSTANTIAL	CR- 0 PX- 0		INS TRUCTIONAL SOLO		STUDENT, AGE 35, 91 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POI PHILLIPS FI TYPE OF ACCID GROUND-WATE	ELD,AK	RT NTENDED DESTINATION LOCAL	f	LAND	DF OPERATION ING ROLL ING GO-AROUND		
		MMAND - FAILED T	O MAINTAIN DIRECTIONA IN INITIATING GO-AROU					
		•						
3-1272	5/26/77 AL TIME - 0830 DEPARTURE POI ANCHORAGE,A TYPE OF ACCID	K	DEHAVILLAND DHC-2 N9300Z DAMAGE-SUBSTANTIAL NTENDED DESTINATION LOCAL	PX- 0	0 0 ASTE ALEX	INSTRUCTIONAL TRAINING NROUTE STOP ANDER CK,AK DF OPERATION		COMMERCIAL, AGE 49, 7965 Total Hours, 75 in type, Instrument rated.
	· COLLIDED WI			'		OFF RUN		
	FACTOR(S) TERRAIN - H			USED MIS	SC.EQU	IPMENT		

		BRIEF	S OF ACCIDENTS	****	
FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1609	5/28/77 NR.TOK.AK TIME - 1530 DEPARTURE POINT	BELLANCA 7GCBC N9643S DAMAGE-SUBSTANTIAL INTENDED DESTINATION		NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 41, 93 TOTA Hours, 85 IN Type, Not Instrument rated.
	TOK,AK, TYPE OF ACCIDENT GROUND-WATER LOOP-SWER COLLIDED WITH TREES	LOCAL	LANDI	OPERATION NG ROLL NG ROLL	
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAI REMARKS- LANDED ON TOK C	LED TO MAINTAIN DIRECTION/ JTOFF HWY.	AL CONTROL		
-1095	5/30/77 NR.WOOD RIVER,A TIME - 0800	K HUGHES 369HS N9223F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0		AIRLINE TRANSPORT, AGE 37, 4900 TOTAL HOURS, 2000 IN TYPE, NOT INSTRU MENT RATED.
	DEPARTURE POINT DRILL SITE-FIELD TYPE OF ACCIDENT	INTENDED DESTINATION RETURN	PHASE OF	UNTING LODGE OPERATION	
	PROPELLER/ROTOR FAILUR ROLL OVER	E TAIL ROTOR		IGHT NORMAL CRUISE IG POWER-ON LANDING	
		DEQUATE PREFLIGHT PREPARAT DITIONS - DISREGARD OF GOD			

FILE	DATE	LOCATION	AIRCRAFT DATA	F	= S	M/N	PURPOSE	PILOT DATA
	5/31/77	NDATAK,AK 5	BEECH H-18 N1LH DAMAGE-SUBSTANTIAL	CR- PX-	0 0 0	2 0	COMMERCIAL AIR TAXI-CARGO	AIRLINE TRANSPORT, AGE 36, 6022 TOTAL HOURS, 1900 IN TYPE, INSTRUMEN RATED.
		RPORT - NOATAK POINT	INTENDED DESTINATION					
		E,AK	NOATAK,AK					
	TYPE OF AC						F OPERATION	
	HARD LAN						NG LEVEL OFF/TOUCHDOWN	
	GEAR COL	LAPSED			L	ANUI	NG ROLL	
		COMMAND - IMPRO						
	PILOT IN FACTOR(S)	CUMMAND - IMPRO	PER RECOVERY FROM BOUNCE	D LANL	DING			
	MISCELLA		TIONS - OVERLOAD FAILURE IES - AIRPORT CONDITIONS AFTS		ĒR			
	SKY CONDIT	ION			CEI	LING	AT ACCIDENT SITE	
	CLEAR						ITED	
		AT ACCIDENT SIT	E				TATION AT ACCIDENT SITE	
		R(UNLIMITED)	ACCIDENT SITE					
	NONE	NS TO VISION AT	ALCIDENT SITE		161		TUR E-F	
	WIND VELOC	ITY-KNOTS					WEATHER CONDITIONS	
	CALM					FR		
	TYPE OF FL VFR	IGHT PLAN						
		UNWAY SLOPES UPW	ARD ON APPROACH END.					
3-1653	6/2/77	ANCHOR AGE . AK	PIPER PA-20	CR-	0 0	1	NONCOMMERCIAL	
	TIME - 100	0	N6908K DAMAGE-SUBSTANTIAL	PX-	0.0	3	PLEASURE/PERSONAL TRANS	P HOURS, 7 IN TYPE, NOT INSTRUMENT RATED.
		RPORT - MERRILL						INSTROMENT RATED.
			INTENDED DESTINATION					
	ANCHORAG	E,AK	LOCAL				_	
	TYPE OF AC						F OPERATION	
	GRUUND-W	ATER LOOP-SWERVE			L	ANUI	ING LEVEL OFF/TOUCHDOWN	
	PROBABLE C							
		COMMAND - FAILE	D TO MAINTAIN DIRECTIONA	AL CON.	TROL			
	FACTOR(S)		OF FAMILIARITY WITH AIRC	RAFT				
	FILUI IN	COMMAND - LACK	OF LABILIANIE WITH AIM	ALC ALC 1				

BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS

FILE					~	см	/ NI		PILOT DATA
	6/4/77 TIME - 2	NR.BIG DELTA,AK	PIPER PA-22	CR-	0	0	1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 41, 446
	DEPARTUR RAINBO TYPE OF	AIRPORT - RAINBOW U RE POINT DW LAKE,AK ACCIDENT DED WITH TREES	AKE,AK INTENDED DESTINATION FAIRBANKS,AK	•	Ρ			F OPERATION FF INITIAL CLIMB	
	PILOT PILOT FACTOR(S	IN COMMAND - IMPROP	PTED OPERATION BEYOND EX PER OPERATION OF FLIGHT ND CONDITIONS				ILI	TY LEVEL	
	SKY COND SCATTE VISIBILI		=		-	UN	LIM	AT ACCIDENT SITE ITED TATION AT ACCIDENT SITE	
	OBSTRUCT NONE WIND VEL	DVER(UNLIMITED) FIONS TO VISION AT A LOCITY-KNOTS	ACCIDENT SITE			IND 33	0 0F	RECTION-DEGREES WEATHER CONDITIONS	
	TYPE OF NONE	FLIGHT PLAN	NOT FLOAT-PLANE RATED.	GUSTS	то				
-1610	6/4/77 TIME - 1	NR.ANCHORAGE,AK 1400	LAKE LA-4 N6163V DAMAGE-SUBSTANTIAL					INS TRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 36, 513 TOTAL HOURS 13 IN TYPE, INSTRUMENT
	MERRIL TYPE OF	RE POINT LL FIELD,AK ACCIDENT LANDING	INTENDED DESTINATION FIGURE EIGHT LAKE,AK		Ρ		-	F OPERATION NG LEVEL OFF/TOUCHDOWN	RATED.
	DUAL	E CAUSE(S) STUDENT - IMPROPER I IN COMMAND - INADE	_EVEL OFF QUATE SUPERVISION OF FLI	GHT					

DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA FILE F S M/N PURPOSE CESSNA 180 CR- 0 0 1 NONCOMMERCIAL 3-1093 6/4/77 NR.CORDOVA.AK COMMERCIAL, AGE 33, 1478 TIME - 2020 N7785A PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 288 IN TYPE, DAMAGE-SUBSTANTIAL INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION CORDOVA.AK. MONTAGUE ISLAND, AK. PHASE OF OPERATION TYPE OF ACCIDENT NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - LOOSE GRAVEL TERRAIN - OTHER REMARKS- BEACH SLOPED 15 DEGREES. 3-1652 6/9/77 NR.EAGLE,AK BELLANCA 8GCBC CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 56, 2000 TOTAL HOURS, 60 IN TYPE, TIME - 1500 N86801 PX- 0 0 1 PLEASURE/PERSONAL TRANSP DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - CROOKED CREEK INTENDED DESTINATION LAST ENROUTE STOP DEPARTURE POINT FAIRBANKS, AK RETURN EAGLE,AK TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) WEATHER - RAIN WEATHER - FOG WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 68 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 30 VFR TYPE OF FLIGHT PLAN VFR REMARKS- 700FT STRIP.VARIABLE WIND, GUSTS TO 30KTS.

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA		F	IES S M	/N	FLIGHT PURPOSE	PILOT DATA
	6/11/77 NR.KET TIME - 1730		PIPER J-3 N6505H DAMAGE-SUBSTANTIAL	CR-	0	0	1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSF	PRIVATE, AGE 26, 85 TOTAL PHOURS, 18 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POIN DEEP CREEK TYPE OF ACCIDE		INTENDED DESTINATION HOMER,AK				E 0	F OPERATION	
		TH GROUND/WATER	R CONTROLLED		r			FF ABORTED	
	PROBABLE CAUSE PILOT IN COM TERRAIN - OTI REMARKS- DOWNS	MAND - EXERCIS Her	ED POOR JUDGMENT D RIVER BEND.						
3-1270	6/12/77 KOY TIME - 1250	UKUK,AK	CESSNA 150 N6024T					NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 62, 1990 Total Hours, 468 in Type,
	NAME OF AIRPOR DEPARTURE POIN NULATO,AK		DAMAGE-SUBSTANTIAL INTENDED DESTINATION KOYUKUK,AK						NOT INSTRUMENT RATED.
	TYPE OF ACCIDE NOSE OVER/DO				Ρ			F OPERATION NG ROLL	
	AIRPORTS/AIR	MAND - SELECTER WAYS/FACILITIES	D UNSUITABLE TERRAIN 5 - AIRPORT CONDITIONS 5 - AIRPORT CONDITIONS					AINED RUNWAY SURFACE	
3-1269	6/13/77 NR.SH TIME - 1407	ISHMAREF,AK	CESSNA 207 N91059 Damage-Substantial	PX-				COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 31, 3430 TOTAL HOURS, 70 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT NOME,AK TYPE OF ACCIDE		NTENDED DESTINATION SHISHMAREF.AK		р			F OPERATION	
	COLLISION WI	TH GROUND/WATE	CONTROLLED		P	-	_	IGHT NORMAL CRUISE	
		MAND - BECAME L	.OST/DISORIENTED DNS - FLEW INTO BLIND	CANYO	N				
3-1299	6/13/77 HAN/ TIME - 0930	AGITA LAKE+AK	BELLANCA 7GCBC N9677S DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 56, 1303 Total Hours, all in type, Not instrument rated.
	DEPARTURE POINT HANAGITA LAKI TYPE OF ACCIDEN NOSE OVER/DO	E•AK NT	NTENDED DESTINATION WILLOW LAKE,AK		P			F OPERATION To Takeoff	
	PROBABLE CAUSE COPILOT - INA REMARKS- FLOAT	ADEQUATE PREFLI	GHT PREPARATION AND/O	R PLA	NNI	NG			

FILE	DATE LOCATION		F			FLIGHT PURPOSE	PILOT DATA
	6/14/77 ANCHORAGE,AK TIME - 1200		CR- 0	0 0	1 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	ATP,FLIGHT INSTR., AGE 29, 4770 TOTAL HOURS, 55 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - MERRILL DEPARTURE POINT ANCHORAGE.AK TYPE OF ACCIDENT GROUND-WATER LODP-SWERN COLLIDED WITH PARKED A	INTENDED DESTINATION LOCAL	- F	LA	E OF NDIN	OPERATION G ROLL G ROLL	
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAI( REMARKS- HIT C-172,SUBST	ED TO MAINTAIN DIRECTION DMG & PA-16,MINOR DMG.RE(			UMBE	RS NOT REPORTED.	
3-1657	6/15/77 NR.ANCHORAGE.AK TIME - 1105	CESSNA 150 N2628J DAMAGE-SUBSTANTIAL	CR- 0 PX- 0			INSTRUCTIONAL SOLO	STUDENT, AGE 33, 79 TOTAL Hours, 78 IN Type, Not INSTRUMENT RATED.
	DEPARTURE POINT ANCHORAGE,AK TYPE OF ACCIDENT ENGINE FAILURE OR MALFU COLLIDED WITH OBJECT	INTENDED DESTINATION LOCAL	,	IN	FLĪ	OPERATION GHT OTHER G ROLL	
	MISCELLANEOUS ACTS,CON FACTOR(S) TERRAIN - ROUGH/UNEVEN PARTIAL POWER LOSS - PART	- FORCED LANDING OFF AIRPO	E GINE	AND			
3-1648	6/19/77 NR.FAIRBANKS.AK	CESSNA 170B	CP- 0		1	NONCOMMERCIAL	PRIVATE, AGE 29, 225
5-1640	TIME - 1615	N3194B DAMAGE-SUBSTANTIAL					TOTAL HOURS, 202 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT FAIRBANKS.AK Type of accident Overshoot Collision with ground/s	INTENDED DESTINATION MILE 99 STEESE HWY MATER CONTROLLED	1	LA	NDIN	OPERATION G LEVEL OFF/TOUCHDOWN G GO-AROUND	
		UDGED DISTANCE AND SPEED AYED IN INITIATING GO-ARD	JND				

BRIEFS OF ACCIDENTS

FILE	DATE LO	CATION	AIRCRAFT DATA			IES S M.	'N	FLIGHT PURPOSE		PILOT DATA
3-1300	6/19/77 NR.PAXSO TIME - 1500 DEPARTURE POINT	N, AK	PIPER PA-18 N2765A DAMAGE-SUBSTANTIAL INTENDED DESTINATION		0	0	1 NONCOMMERCIAL O PLEASURE/PERSONAL TRANSP ENROUTE STOP			PRIVATE, AGE 49, 1512 TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED.
	FAIRBANKSAAK TYPE OF ACCIDENT ENGINE FAILURE ( NOSE OVER/DOWN	OR MALFUNC	SWEDE LAKE+AK		1	PAX: HASI TAI	ON ON E OI			
	FACTOR(S) TERRAIN - ROUGH MISCELLANEOUS AU WEATHER - CONDI WEATHER BRIEFING	SCELLANEOUS WATER CTS,CONDIT TIONS CONDI - NO RECORD	S POWERPLANT FAILURE F IONS - AIRCRAFT CAME TO JCIVE TO CARB./INDUCTIO D OF BRIEFING RECEIVED SUBSTANTIALLY CORRECT	REST	IN	HA.	FER	REASONS		
	SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN NONE				Pi Ti	UNI RECI NOI EMPE 45	IM PIT RAT	AT ACCIDENT SITE TED ATION AT ACCIDENT SIT URE-F WEATHER CONDITIONS	re	
-1092	6/22/77 NR.HOMER TIME - 1230 DEPARTURE POINT SELDOVIA.AK	• AK	CESSNA 185 N1618M DAMAGE-SUBSTANTIAL INTENDED DESTINATION KAMISHAK BAY+AK		0	0	4	COMMERCIAL AIR TAXI-PASSG		COMMERCIAL, AGE 33, 3000 TOTAL HOURS, 104 IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF ACCIDENT GROUND-WATER LOU PROBABLE CAUSE(S) PILOT IN COMMANN FACTOR(S)		TO MAINTAIN DIRECTIONA	L CONT		LAI	_	OPERATION IG ROLL		
	TERRAIN - LOOSE TERRAIN - SANDY									

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	IN		IES S M/	'N	FLIGHT PURPOSE		PILOT DATA
3-1655	6/23/77 TIME - 131	SALCHA RIVER,AK O	PIPER PA-18 N9674P DAMAGE-SUBSTANTIAL					NONCOMMERCIAL Pleasure/personal t	RANSP	STUDENT, AGE 33, 152 TOTAL HOURS, ALL IN TYPE NOT INSTRUMENT RATED.
	DEPARTURE BIG DELT Type of AC	A,AK CIDENT FAILURE ON GROUND	NTENDED DESTINATION SALCHA RIVER,AK		Ρ	ΤΑΚ	EO	F OPERATION FF RUN FF RUN		
	AIRFRAME MISCELLA	L - MAINTENANCE,SER - LANDING GEAR WH	NS - IMPROPERLY INST		JATE	MAI	NT	ENANCE AND INSPECTIO	N	
3-1650	6/24/77 TIME - 140	ANCHORAGE + AK	STINSON 108-1 N97901 DAMAGE-SUBSTANTIAL					NONCOMMERCIAL Pleasure/personal t	RANSP	PRIVATE, AGE 37, 600 TOTAL HOURS, 400 IN TYPE NOT INSTRUMENT RATED.
	NAME OF AI DEPARTURE ANCHORAG Type of Ac Stall M	E.AK CIDENT			Ρ			F OPERATION NG FINAL APPROACH		
	PROBABLE C Pilot in		O OBTAIN/MAINTAIN FL	ING S	SPEE	D				
3-1656	7/2/77 TIME - 160	-	PIPER PA-14 N4281H DAMAGE-SUBSTANTIAL					NONCOMMERCIAL Corp/exec		COMMERCIAL, AGE 29, 1094 Total Hours, 10 in Type, Instrument Rated.
	NAME OF AI DEPARTURE MCGRATH, Type of AC Overshoo Gear Col	AK CIDENT T	NTENDED DESTINATION Takotna,ak		Ρ	LAN	DI	F OPERATION NG LEVEL OFF/TOUCHD NG ROLL	OWN	
	PILOT IN MISCELLA FACTOR(S) MISCELLA	COMMAND - SELECTED COMMAND - MISJUDGE NEOUS ACTS,CONDITIO NEOUS ACTS,CONDITIO	UNSUITABLE TERRAIN D DISTANCE AND SPEED INS - INTENTIONAL GROU INS - POORLY PLANNED A DNS - OVERLOAD FAILUR	PPRO		-L00	)P-	SWERVE		

FILE	DATE	LOCATION	AIRCRAFT DATA					FLIGHT PURPOSE	PILOT DATA
9-1649	7/3/77 NR TIME - 1350		PIPER J-3 N71081 DAMAGE-SUBSTANTIAL					NONCOMMERCIAL Pleasure/personal trans	PRIVATE, AGE 20, 133 5P TOTAL HOURS, 45 IN TYPE, NOT INSTRUMENT RATED.
			NTENDED DESTINATION						
	HOMER		BIRCHWOOD+AK		~				
	TYPE OF ACC	TER LOOP-SWERVE			P			F OPERATION F RUN	
		WITH GROUND/WATER						F RUN	
	00221010		03111102220						й.
	PROBABLE CA								
			UNSUITABLE TERRAIN						
		COMMAND - FAILED T	O MAINTAIN DIRECTIONA	L CON	TRO	L			
	FACTOR(S)	EDUS ACTS.CONDITIO	NS - AIRCRAFT CAME TO	REST	ΤN		TER		
-		MTD TKOF FM 18DEG			1.1				<ul> <li>A second sec second second sec</li></ul>
8-1646	7/8/77 NR TIME - 2040		PIPER PA-18 N9449D DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL TRANS	PRIVATE, AGE 23, 158 SP TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AT	PORT - ENGLISH BAY							NOT INSTRUMENT RATED.
			NTENDED DESTINATION						
		AFB.AK	ENGLISH BAY,AK						
	TYPE OF ACC							OPERATION	
	HARD LAND							IG FINAL APPROACH Ig level off/touchdown	
	HARD LAND	ING				LA	NO I P	IG LEVEL UFF/100CHDOWN	
	PROBABLE CA	USE(S)							
	PILOT IN	COMMAND - DIVERTED	ATTENTION FROM OPERA	TION (	DF	AIR	CRAF	T	
	FACTOR(S)								
			FAMILIARITY WITH AIRC DSER,BEGAN DESCENT EA						

FILE	DATE LOCATION	AIRCRAFT DATA	IN. F		S M		FLIGHT PURPOSE	PILOT DATA
 3-1644	7/25/77 NR.NENANA,AK TIME - 1215 NAME OF AIRPORT - WIEN L DEPARTURE POINT NENANA,AK	BELLANCA 7GCBC N1800G DAMAGE-SUBSTANTIAL AKE STRIP INTENDED DESTINATION LOCAL					NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 23, 145 TOTAL HOURS, 35 IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF ACCIDENT COLLIDED WITH DIRT BA	NK		Ρ	-		F OPERATION NG GO-AROUND	
	PILOT IN COMMAND - DEL WEATHER - SUDDEN WINDS WEATHER BRIEFING - BRIEF	EMPTED OPERATION BEYOND E AYED IN INITIATING GO-ARO HIFT ED BY FLIGHT SERVICE PERS AST SUBSTANTIALLY CORRECT	JND				TY LEVEL	
	SKY CONDITION			с			AT ACCIDENT SITE	
	SCATTERED VISIBILITY AT ACCIDENT S	TTE		D	-		ITED TATION AT ACCIDENT SITE	
	5 OR OVER(UNLIMITED)	116			NO		ATTON AT ACCIDENT SITE	
	OBSTRUCTIONS TO VISION A	T ACCIDENT SITE		R	ELA	Iν	E BEARING OF WIND	
	NONE						WIND 158-202 DEGREES	
	TEMPERATURE-F 80			W	180 18		RECTION-DEGREES	
	WIND VELOCITY-KNOTS			т		-	WEATHER CONDITIONS	
	10 Type of flight plan				VF	2		
	VFR							
	REMARKS- 725FT STRIP.BER	M & STUMPS AT END.						
3-1642	7/25/77 ANCHORAGE,AK TIME - 0910	PIPER PA-185 N7538k DAMAGE-SUBSTANTIAL					NONCOMMERCIAL Pleasure/personal transp	PRIVATE, AGE 29, 68 TOTA HOURS, 6 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - LAKE H Departure point	DOD INTENDED DESTINATION						
	SAND LAKE,AK Type of accident Hard landing	ANCHORAGE+AK		P			F OPERATION NG LEVEL OFF/TOUCHDOWN	
	PROBABLE CAUSE(S) PILOT IN COMMAND - IMP FACTOR(S) TERRAIN - GLASSY WATER PILOT IN COMMAND - LAC REMARKS- FLOAT EQUIPPED.	K OF FAMILIARITY WITH AIR	CRAFT					

FILE	DATE	LOCATION	AIRCRAFT DATA		IJUR F			FLIGHT PURPOSE	PILOT DATA
3-1039	7/28/77 / TIME - 1147	NCHOR AGE + AK	BELLANCA 8GCBC N88266 DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL TRAN	PRIVATE, AGE 48, 283 SP TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRP DEPARTURE PO MONTANA CP		INTL. INTENDED DESTINATION ANCHORAGE,AK						
	TYPE OF ACCI		ANCHORAGEVAR		Ρ	HAS	E OF	OPERATION	
	GROUND-WAT GEAR COLLA	FER LOOP-SWERVE						G ROLL G ROLL	
	PROBABLE CAU		R OPERATION OF BRAKES				ИТ С		
	FACTOR(S)	JOMMANU - IMPRUPE	R UPERALIUN OF BRAKES	ANUT		LIG	nr U	UNIKULS	
	PILOT IN C		FAMILIARITY WITH AIRC						
	MISCELLANE	OUS ACTS, CONDITI	ONS - OVERLOAD FAILURE						
3-1643	8/1/77 E TIME - 1800	BEAVER CREEK,AK	CESSNA 180 N4635A DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL TRAN	COMMERCIAL, AGE 25, 351 SP TOTAL HOURS, 117 IN TYPE INSTRUMENT RATED.
	NAME OF AIR	PORT - HERMANS BA							
	DEPARTURE PO FAIRBANKS		INTENDED DESTINATION BEAVER CREEK+AK						
	TYPE OF ACCI		BEAVER CREEKFAR		Р	HAS	E OF	OPERATION	
	OVERSHOOT				-			G LEVEL OFF/TOUCHDOWN	
	NOSE OVER	DOWN				LA	NDIN	G ROLL	
	PROBABLE CAU	ISE (S)							
			ED DISTANCE AND SPEED						
		COMMAND - FAILED	TO INITIATE GO-AROUND						
	FACTOR(S) PILOT IN C	OMMAND - MISUSED	OR FAILED TO USE FLAP	s					
			S - AIRPORT CONDITIONS		TR	UNW	AY		
		OUC LETC CONSTIT							
		DET STRIP,SOFT SA	ONS - RAN OFF END OF R	UNWAY					

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1428	3/25/77 NI TIME - 1830 DEPARTURE 6		CESSNA 172 N4181F DAMAGE-DESTROYED INTENDED DESTINATION	CR- 1 0 0 PX- 3 0 0	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 51, 341 TOTAL HOURS, 281 IN TYPE, NOT INSTRUMENT RATED.
	SAFFORD,		RIMROCK,AZ			
	TYPE OF ACC	CIDENT		PHASE	DF OPERATION	
	COLLISIO	N WITH GROUND/WAT	TER UNCONTROLLED	IN F	LIGHT UNCONTROLLED DE	SCENT
	PROBABLE C	AUSE(S)				
			NUED VER ELIGHT INTO AD	VERSE WEATHER	CONDITIONS	
		COMMAND - SPATIA	L DISORIENTATION			
	FACTOR(S)					
		- LOW CEILING				
	WEATHER -					
	WEATHER	- FOG		ON SYSTEM ICIN	G	
	WEATHER -	- FOG - CONDITIONS COND	UCIVE TO CARB./INDUCTI		G	
	WEATHER - WEATHER - WEATHER BR	- FOG - CONDITIONS COND IEFING - NO RECOR			G	
	WEATHER - WEATHER - WEATHER BR WEATHER FOR	- FOG - CONDITIONS COND IEFING - NO RECOR	RD OF BRIEFING RECEIVED SUBSTANTIALLY CORRECT		G	
	WEATHER - WEATHER - WEATHER BR WEATHER FOR	- FOG - CONDITIONS COND IEFING - NO RECOF RECAST - FORECAST RCRAFT - LATER RE ION	RD OF BRIEFING RECEIVED SUBSTANTIALLY CORRECT		G g at accident site	
	WEATHER WEATHER - WEATHER BR WEATHER FOU MISSING AII SKY CONDIT OBSCURATI VISIBILITY	- FOG - CONDITIONS COND IEFING - NO RECOF RECAST - FORECAST RCRAFT - LATER RE ION ION AT ACCIDENT SITE	RD OF BRIEFING RECEIVED SUBSTANTIALLY CORRECT COVERED	CEILIN 500 PRECIP		ΤΕ
	WEATHER WEATHER BR WEATHER FOI MISSING AIL SKY CONDIT OBSCURATI VISIBILITY 1 MILE OI OBSTRUCTIOI	- FOG - CONDITIONS COND IEFING - NO RECOF RECAST - FORECAST RCRAFT - LATER RE ION ION AT ACCIDENT SITE	RD OF BRIEFING RECEIVED SUBSTANTIALLY CORRECT COVERED	CEILIN 500 PRECIP RAIN TEMPER	G AT ACCIDENT SITE ITATION AT ACCIDENT SI	ΤΕ
	WEATHER WEATHER FO WEATHER FO MISSING AII SKY CONDIT OBSCURATI VISIBILITY 1 MILE OF OBSTRUCTION NONE	- FOG - CONDITIONS COND IEFING - NO RECOF RECAST - FORECAST RCRAFT - LATER RE ION ION AT ACCIDENT SITE R LESS NS TO VISION AT A	RD OF BRIEFING RECEIVED SUBSTANTIALLY CORRECT COVERED	CEILIN 500 PRECIP RAIN TEMPER 34	G AT ACCIDENT SITE ITATION AT ACCIDENT SI , SNOW SHOWERS ATURE-F	те
	WEATHER WEATHER BR WEATHER FOR MISSING AIN SKY CONDIT OBSCURATI VISIBILITY 1 MILE OF OBSTRUCTION NONE WIND DIRECT	- FOG - CONDITIONS COND IEFING - NO RECOF RECAST - FORECAST RCRAFT - LATER RE ION ION AT ACCIDENT SITE R LESS	RD OF BRIEFING RECEIVED SUBSTANTIALLY CORRECT COVERED	CEILIN 500 PRECIP RAIN TEMPER 34 WIND V	G AT ACCIDENT SITE ITATION AT ACCIDENT SI • SNOW SHOWERS	ΤΕ
	WEATHER WEATHER BR WEATHER FOR MISSING AII SKY CONDIT OBSCURATI VISIBILITY 1 MILE OF OBSTRUCTION NONE WIND DIREC 280	- FOG - CONDITIONS COND IEFING - NO RECOF RECAST - FORECAST RCRAFT - LATER RE ION ION AT ACCIDENT SITE R LESS NS TO VISION AT A	RD OF BRIEFING RECEIVED SUBSTANTIALLY CORRECT COVERED	CEILIN 500 PRECIP RAIN TEMPER 34 WIND V 12	G AT ACCIDENT SITE ITATION AT ACCIDENT SI , SNOW SHOWERS ATURE-F	ΤΕ
	WEATHER WEATHER BR WEATHER FOR MISSING AID SKY CONDIT OBSCURATI VISIBILITY 1 MILE OF OBSTRUCTION NONE WIND DIREC 280 TYPE OF WE IFR	- FOG - CONDITIONS COND IEFING - NO RECOF RECAST - FORECAST RCRAFT - LATER RE ION AT ACCIDENT SITE & LESS NS TO VISION AT A TION-DEGREES ATHER CONDITIONS	RD OF BRIEFING RECEIVED SUBSTANTIALLY CORRECT COVERED	CEILIN 500 PRECIP RAIN TEMPER 34 WIND V 12	G AT ACCIDENT SITE ITATION AT ACCIDENT SI • SNOW SHOWERS ATURE-F ELOCITY-KNOTS	TE
	WEATHER WEATHER BR WEATHER FOR MISSING AID SKY CONDIT OBSCURATI VISIBILITY 1 MILE OF OBSTRUCTION NONE WIND DIREC 280 TYPE OF WE IFR	- FOG - CONDITIONS COND IEFING - NO RECOF RECAST - FORECAST RCRAFT - LATER RE ION AT ACCIDENT SITE R LESS NS TO VISION AT A TION-DEGREES	RD OF BRIEFING RECEIVED SUBSTANTIALLY CORRECT COVERED	CEILIN 500 PRECIP RAIN TEMPER 34 WIND V 12 TYPE D	G AT ACCIDENT SITE ITATION AT ACCIDENT SI • SNOW SHOWERS ATURE-F ELOCITY-KNOTS	ΤΕ
	WEATHER WEATHER BR WEATHER FOR MISSING AID SKY CONDIT OBSCURATI VISIBILITY 1 MILE OF OBSTRUCTION NONE WIND DIREC 280 TYPE OF WE IFR	- FOG - CONDITIONS COND IEFING - NO RECOF RECAST - FORECAST RCRAFT - LATER RE ION AT ACCIDENT SITE & LESS NS TO VISION AT A TION-DEGREES ATHER CONDITIONS	RD OF BRIEFING RECEIVED SUBSTANTIALLY CORRECT COVERED	CEILIN 500 PRECIP RAIN TEMPER 34 WIND V 12 TYPE D	G AT ACCIDENT SITE ITATION AT ACCIDENT SI • SNOW SHOWERS ATURE-F ELOCITY-KNOTS	TE

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FILE	DATE		AIRCRAFT DATA	F	S M/N		PILOT DATA
3-0944		NR•KINGMAN• AZ	BELL 47J-2A N26521 DAMAGE-SUBSTANTIAL	CR- 0 PX- 0	0 1		PRIVATE, AGE 43, 785 TOTAL HOURS, 19 IN TYPE NOT INSTRUMENT RATED.
			INTENDED DESTINATION				
	MESA,AZ TYPE OF A		BOULDER CITY,NV		PHASE	OF OPERATION	
	HARD LA					ING POWER-ON LANDING	
	GEAR COL				LAND	ING POWER-ON LANDING	
	PROBABLE (	CAUSE(S)					
			ER OPERATION OF FLIGHT				
			ER COMPENSATION FOR WI	ND CONDI	TIONS		
	FACTOR(S)		TED ODEDATION DEVOND		C / A D T I		
	WEATHER MISCELLA	- UNFAVORABLE WIN ANEOUS ACTS, CONDIT	IONS - DOWNWIND		C/ADIL	ITY LEVEL	
	WEATHER MISCELLA MISCELLA	- UNFAVORABLE WIN ANEOUS ACTS,CONDIT ANEOUS ACTS,CONDIT	D CONDITIONS IONS - DOWNWIND IONS - OVERLOAD FAILUR	E	E/ADIL	ITY LEVEL	
	WEATHER MISCELLA MISCELLA WEATHER BR	- UNFAVORABLE WIN ANEOUS ACTS,CONDIT ANEOUS ACTS,CONDIT RIEFING - SELF-HEL	D CONDITIONS IONS - DOWNWIND IONS - OVERLOAD FAILUR P,PILOT CHECKED WEATHE	E	E/ADIL	ITY LEVEL	
	WEATHER MISCELLA WISCELLA WEATHER BR WEATHER FO	- UNFAVORABLE WIN ANEOUS ACTS,CONDIT ANEOUS ACTS,CONDIT RIEFING - SELF-HEL ORECAST - UNKNOWN/	D CONDITIONS IONS - DOWNWIND IONS - OVERLOAD FAILUR P,PILOT CHECKED WEATHE	E R DATA		ITY LEVEL	
	WEATHER MISCELLA WISCELLA WEATHER BR WEATHER FO	- UNFAVORABLE WIN ANEOUS ACTS,CONDIT ANEOUS ACTS,CONDIT RIEFING - SELF-HEL ORECAST - UNKNOWN/ CIRCUMSTANCES - P	D CONDITIONS IONS - DOWNWIND IONS - OVERLOAD FAILUR P.PILOT CHECKED WEATHE NOT REPORTED	E R DATA FF AIRPO	RT	ITY LEVEL	
	WEATHER MISCELLA WISCELLA WEATHER BE WEATHER FO EMERGENCY SKY CONDIN	- UNFAVORABLE WIN ANEOUS ACTS,CONDIT AIEDUS ACTS,CONDIT ZIEFING - SELF-HEL ORECAST - UNKNOWN/ CIRCUMSTANCES - P S	D CONDITIONS IONS - DOWNWIND IONS - OVERLOAD FAILUR P.PILOT CHECKED WEATHE NOT REPORTED RECAUTIONARY LANDING O	E R DATA FF AIRPO SCREPANC	RT Y CEILIN	IG AT ACCIDENT SITE	
	WEATHER MISCELLA MISCELLA WEATHER BE WEATHER FO EMERGENCY SKY CONDIT CLEAR	- UNFAVORABLE WIN ANEOUS ACTS,CONDIT RIEFING - SELF-HEL ORECAST - UNKNOWN/ CIRCUMSTANCES - P S	D CONDITIONS IONS - DOWNWIND IONS - OVERLOAD FAILUR P.PILOT CHECKED WEATHE NOT REPORTED RECAUTIONARY LANDING O USPECTED MECHANICAL DI	E R DATA FF AIRPO SCREPANC	RT Y CEILIN UNLI	IG AT ACCIDENT SITE MITED	
	WEATHER MISCELL/ WEATHER BF WEATHER FF EMERGENCY SKY CONDIT CLEAR VISIBILITY	- UNFAVORABLE WIN ANEOUS ACTS,CONDIT RIEFING - SELF-HEL ORECAST - UNKNOWN/ CIRCUMSTANCES - P S TION Y AT ACCIDENT SITE	D CONDITIONS IONS - DOWNWIND IONS - OVERLOAD FAILUR P.PILOT CHECKED WEATHE NOT REPORTED RECAUTIONARY LANDING O USPECTED MECHANICAL DI	E R DATA FF AIRPO SCREPANC	RT Y CEILIN UNLI PRECIP	IG AT ACCIDENT SITE MITED ITATION AT ACCIDENT S	
	WEATHER MISCELL/ MISCELL/ WEATHER BF WEATHER FF EMERGENCY SKY CONDIT CLEAR VISIBILITY 5 OR OVE	- UNFAVORABLE WIN ANEOUS ACTS,CONDIT RIEFING - SELF-HEL ORECAST - UNKNOWN/ CIRCUMSTANCES - P S TION Y AT ACCIDENT SITE ER(UNLIMITED)	D CONDITIONS IONS - DOWNWIND IONS - OVERLOAD FAILUR P,PILOT CHECKED WEATHE NOT REPORTED RECAUTIONARY LANDING O USPECTED MECHANICAL DI	E R DATA FF AIRPO SCREPANC	RT Y CEILIN UNLI PRECIP NONE	IG AT ACCIDENT SITE MITED ITATION AT ACCIDENT S	
	WEATHER MISCELL/ MISCELL/ WEATHER BF WEATHER F( EMERGENCY SKY CONDIT CLEAR VISIBILITY 5 OR OVE OBSTRUCTIO	- UNFAVORABLE WIN ANEOUS ACTS,CONDIT RIEFING - SELF-HEL ORECAST - UNKNOWN/ CIRCUMSTANCES - P S TION Y AT ACCIDENT SITE	D CONDITIONS IONS - DOWNWIND IONS - OVERLOAD FAILUR P,PILOT CHECKED WEATHE NOT REPORTED RECAUTIONARY LANDING O USPECTED MECHANICAL DI	E R DATA FF AIRPO SCREPANC	RT Y CEILIN UNLI PRECIP NONE TEMPER	IG AT ACCIDENT SITE MITED ITATION AT ACCIDENT S	
	WEATHER MISCELLA MISCELLA WEATHER BE WEATHER BE WEATHER F( EMERGENCY SKY CONDIT CLEAR VISIBILITY 5 OR OVE OBSTRUCTIC NONE	- UNFAVORABLE WIN ANEOUS ACTS,CONDIT AIEFING - SELF-HEL ORECAST - UNKNOWN/ CIRCUMSTANCES - P S TION Y AT ACCIDENT SITE ER(UNLIMITED) DNS TO VISION AT A	D CONDITIONS IONS - DOWNWIND IONS - OVERLOAD FAILUR P,PILOT CHECKED WEATHE NOT REPORTED RECAUTIONARY LANDING O USPECTED MECHANICAL DI	E R DATA FF AIRPO SCREPANC	RT Y UNLI PRECIP NONE TEMPER 90	IG AT ACCIDENT SITE MITED ITATION AT ACCIDENT S ATURE-F	
	WEATHER MISCELLA MISCELLA WEATHER BE WEATHER BE WEATHER F( EMERGENCY SKY CONDIT CLEAR VISIBILITY 5 OR OVE OBSTRUCTIC NONE	- UNFAVORABLE WIN ANEOUS ACTS,CONDIT RIEFING - SELF-HEL ORECAST - UNKNOWN/ CIRCUMSTANCES - P S TION Y AT ACCIDENT SITE ER(UNLIMITED)	D CONDITIONS IONS - DOWNWIND IONS - OVERLOAD FAILUR P,PILOT CHECKED WEATHE NOT REPORTED RECAUTIONARY LANDING O USPECTED MECHANICAL DI	E R DATA FF AIRPO SCREPANC	RT Y UNLI PRECIP NONE TEMPER 90	IG AT ACCIDENT SITE MITED ITATION AT ACCIDENT S	

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			BRIEFS	OF AC	CI	DEN	rs		
FILE	DATE	LOCATION	AIRCRAFT DATA	F	=	S M.	'N		PILOT DATA
	4/16/77 TIME - 145 NAME OF A1	FLAGSTAFF,AZ 56 IRPORT - FLAGSTAFF	GRUM AMER AA5-A N9894U DAMAGE-DESTROYED MUNI INTENDED DESTINATION	CR-	1	0.	0	NONCOMMERCIAL	COMMERCIAL, AGE 31, 1197 TOTAL HOURS, 8 IN TYPE, NOT INSTRUMENT RATED.
	FLAGSTAF TYPE OF AG STALL M	CCIDENT	MESA,AZ		Ρ		-	F OPERATION FF INITIAL CLIMB	
	FACTOR(S) WEATHER	N COMMAND - FAILED - HIGH DENSITY AL	TO OBTAIN/MAINTAIN FLY TITUDE JATE PREFLIGHT PREPARAT				۲ <b>۲</b> ۱	NNING	
	5 OR OVI		CCIDENT SITE		Ρ	UN REC NO	IM PI NE	AT ACCIDENT SITE ITED TATION AT ACCIDENT SITE TURE-F	
	WIND DIREC	CTION-DEGREES				IND 9	OF	LOCITY-KNOTS FLIGHT PLAN	
	FIRE AFTER	R IMPACT DENSITY ALTITUDE 9	200 FEET.				_		
-1077		GLOBE,AZ 40	CESSNA 172 N2708U DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 31, 125 TOTAL HOURS, 100 IN TYPE NOT INSTRUMENT RATED.
	DEPARTURE SAFFORD TYPE OF AC ENGINE F					IN	FL	F OPERATION IGHT NORMAL CRUISE NG FINAL APPRDACH	
	MISCELL/ FACTOR(S) TERRAIN MISCELL/ COMPLETE	N CÚMMAND - MISMANA ANEOUS ACTS,CONDIT - HIGH OBSTRUCTION ANEOUS ACTS,CONDIT POWER LOSS - COMPLI	IONS - FUEL STARVATION	EOUT-	1 E		١E		

			BRIEF	S OF ACCI					
FILE	DATE		AIRCRAFT DATA	INJUR F	IES S M/N		FLIGHT PURPOSE	PILOT DATA	
	5/13/77 NR. TIME - 1030			CR- 0 PX- 0	0 1	MI	SCELLANEOUS	COMMERCIAL, AGE 50, Total Hours, 80 in T Not instrument rated	YPE,
		ORT - DAVIS AERI INT							-
	TYPE OF ACCI	ER LOOP-SWERVE		PI	ΤΑΚΕ	OFF	PERATION RUN RUN		•
	PROBABLE CAU PILOT IN C FACTOR(S)		TO MAINTAIN DIRECTION	AL CONTRO	L				
	AIRPORTS/A MISCELLANE WEATHER BRIE	OUS ACTS, CONDITI	S - AIRPORT CONDITIONS CONS - OVERLOAD FAILUR O OF BRIEFING RECEIVED		UNWAY				
	SKY CONDITIO	N		C	EILIN UNLI	-	ACCIDENT SITE		
	VISIBILITY A	T ACCIDENT SITE		P		ΙΤΑΊ	TION AT ACCIDENT SITE		
	OBSTRUCTIONS NONE TEMPERATURE-	TO VISION AT AC	CIDENT SITE		LEF T	CRC	BEARING OF WIND DSS WIND 248-292 DEGRE DTION-DEGREES	ES	
	70 WIND VELOCIT				180		ATHER CONDITIONS		
	12 TYPE OF FLIG				VFR				
	NONE REMARKS- RAN	INTO SOFT SAND							
-1182	5/21/77 M TIME - 1100	AYER, AZ	TAILWIND W-8A N19EW DAMAGE-DESTROYED				DNCOMMERCIAL EASURE/PERSONAL TRANS	PRIVATE, AGE 53, 358 P TOTAL HOURS, 107 IN NOT INSTRUMENT RATED	TYPE
	DEPARTURE PO PRESCOTT,A		INTENDED DESTINATION MESA+AZ					NOT INSTRUMENT RATED	•
		DENT LURE OR MALFUNCT ITH DIRT BANK	TION	PI	IN F	LIG	DPERATION AT NORMAL CRUISE LEVEL OFF/TOUCHDOWN		
	TERRAIN - PARTIAL POWE	- MISCELLANEOUS ROUGH/UNEVEN R LOSS - UNKNOW		FOR, UNDET	ERMIN	ED P	REASONS		
			IN/NOT REPORTED DRCED LANDING OFF AIRPO	ORT ON LA	ND				

BRIEES DE ACCIDENTS

FILE	DATE		AIRCRAFT DATA	F.	S	M/N		FLIGHT PURPOSE	PILOȚ DATA
	5/21/77 YU TIME - 1201							S TRUCTIONAL LO	STUDENT, AGE 25, 30 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPO DEPARTURE POI CARLBAD,AZ TYPE OF ACCID HARD LANDIN GEAR COLLAP	NT ENT IG	INTENDED DESTINATION YUMA,AZ		L	AND	ING	PERATION LEVEL OFF/TOUCHDOWN ROLL	
	PILOT IN CC FACTOR(S)	MMAND - IMPRO MMAND - IMPRO	PER LEVEL OFF PER RECOVERY FROM BOUNCE TIONS - OVERLOAD FAILURE		NG				
-0940	5/28/77 CH TIME - 1430	INLE,AZ	CESSNA 172 N19770 DAMAGE-SUBSTANTIAL					NCOMMERCIAL EASURE/PERSONAL TRAN	PRIVATE, AGE 53, 120 SP TOTAL HOURS, 100 IN TYPE NOT INSTRUMENT RATED.
		NT	INTENDED DESTINATION CHINLE,AZ		L	AND	ING	PERATION LEVEL OFF/TOUCHDOWN ROLL	
	PILOT IN CC FACTOR(S) WEATHER - U WEATHER BRIEF	MMAND - IMPRO MMAND - IMPRO NFAVORABLE WI	RD OF BRIEFING RECEIVED				CON	TROLS	
	SKY CONDITION CLEAR VISIBILITY AT 5 OR OVER(U	ACCIDENT SIT	E		U PRE	NL I	MITE ITAT	ACCIDENT SITE D ION AT ACCIDENT SITE	
	OBSTRUCTIONS NONE TEMPERATURE-F	TO VISION AT	ACCIDENT SITE		REL R WIN	ATI IGH D D	VE B T CR	EARING OF WIND OSS WIND 068-112 DÈG TION-DEGREES	REES
	85 WIND VELOCITY 15 TYPE OF FLIG⊢				ΤYΡ	70 E 0 FR	F WE	ATHER CONDITIONS	
	NONE REMARKS- GUST								

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				5 UF						
FILE	DATE	LOCATION	AIRCRAFT DATA		FS	M/N	1	PURPOSE		PILOT DATA
3-1073	5/28/77 TIME - 110	LUKACHUKAI AZ	CESSNA 172	CR-	0	0 1	. NO	NCOMMERCIAL		PRIVATE, AGE UNK/NR, 220 TOTAL HOURS, 140 IN TYPE NDT INSTRUMENT RATED.
		IRPORT - LUKACHUKA	I							
		POINT	INTENDED DESTINATION							
	POLACCA TYPE OF AC OVERSHOO GEAR COL	CIDENT	LUKACHUKAI ΑΖ			LANC	DING	DPERATION LEVEL OFF/TOUCH ROLL	IDOWN	
	PILOT IN FACTOR(S) WEATHER MISCELLA WEATHER BR	N COMMAND - MISJUD N COMMAND - FAILED - DOWNDRAFT,UPDRAM ANEQUS ACTS,CONDIT RIEFING - BRIEFED	GED DISTANCE AND SPEED TO INITIATE GO-AROUND TS IONS - OVERLOAD FAILUR BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT	E	, BY	рнол	ιE			
	SKY CONDIT CLEAR					UNLI	MITE			
		Y AT ACCIDENT SITE ER (UNLIMITED)				EC I P	-	TION AT ACCIDENT	SITE	
		DNS TO VISION AT A	CCIDENT SITE					BEARING OF WIND		
	NONE							ND 338-022 DEGREE	S	
	TEMPERATUR	RE-F					DIREC	TION-DEGREES		
	80 NIND VELO	CITY-KNOTS			T۲		DF WE	ATHER CONDITIONS	5	
	10 TYPE OF FU NONE	LIGHT PLAN				VFR				

FILE		LOCATION	AIRCRAFT DATA		F	S M/	N		PILOT DATA
8-1150	6/1/77 TIME -	NR.GRAND CANYON.AZ	N83030 DAMAGE-SUBSTANTIAL	CR-	0	0	1	NONCOMMERCIAL	COMMERCIAL, AGE 25, 273 P TOTAL HOURS, 11 IN TYPE NOT INSTRUMENT RATED.
	DEPARTU	AIRPORT - GRAND CANY Re point Field,Az	ON INTENDED DESTINATION GRAND CANYON,AZ						
	TYPE OF ENGIN	ACCIDENT E FAILURE OR MALFUNCT COLLAPSED			P	LAN	DIN	OPERATION NG FINAL APPROACH NG ROLL	
			S POWERPLANT FAILURE F	OR UN	DET	ERMI	NEC	REASONS	
	PILOT	IN COMMAND - MISJUDO	GED DISTANCE AND ALTITU ONS - OVERLOAD FAILURE TITUDE						
			TE ENGINE FAILURE/FLAM DRCED LANDING OFF AIRPO				E		
	SKY CON SCATT				С	EILI 500		AT ACCIDENT SITE	
	VISIBIL	ITY AT ACCIDENT SITE DVER(UNLIMITED)			Ρ	-	ΡΙΊ	ATION AT ACCIDENT SITE	
	NONE	TIONS TO VISION AT AC	CIDENT SITE			81		IURE-F	
	190	RECTION-DEGREES				5		OCITY-KNOTS	
	VFR	WEATHER CONDITIONS	25 0.0ET		4	NON		FLIGHT PLAN	
	K LHARKS	- DENSITY ALL ADOUT							
-1258	6/1/77 TIME - 3	NR.CASA GRANDE AZ 2145	PIPER PA-28 N8903C DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL TRANS	PRIVATE, AGE 55, 3005 P TOTAL HOURS, 23 IN TYPE, NOT INSTRUMENT RATED.
	CASA G	RANDE AZ	INTENDED DESTINATION BIG BEAR,CA						
	ENGIN	ACCIDENT E FAILURE OR MALFUNCT SION WITH GROUND/WATE			P	IN	FLI	OPERATION GHT: NORMAL CRUISE G LEVEL OFF/TOUCHDOWN	
	PILOT	E CAUSE(S) IN COMMAND - MISMANA LLANEOUS ACTS+CONDITI IN - ROUGH/UNEVEN	GEMENT OF FUEL ONS - FUEL STARVATION						

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PTIOT DATA E S M/N PURPOSE \_\_\_\_\_ 3-1078 6/6/77 MESA.AZ STINSON 108 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 58, 116 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 47 IN TYPE. TIME - 1210N40150 DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - FALCON DEPARTURE POINT INTENDED DESTINATION SCOTT SDALE + AZ TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN IANDING ROLL GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL DEE PTIOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING EACTOR(S) MISCELLANEOUS ACTS.CONDITIONS - OVERLOAD FAILURE WEATHER - UNEAVORABLE WIND CONDITIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER EDRECAST - UNKNOWN/NOT REPORTED CEILING AT ACCIDENT SITE SKY CONDITION UNI IMITED CI FAR VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND LEET QUARTERING HEAD WIND 293-337 DEGREES NONE TEMPERATURE-E WIND DIRECTION-DEGREES 100 180 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS VER 13 TYPE OF FLIGHT PLAN NONE REMARKS- GUSTING TO 19K. 3-1072 6/7/77 YUMA.A7 CESSNA 172 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 60, 599 TIME - 1930 N8798B PX- 0 0 2 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 44 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - YUMA INTL DEPARTURE POINT INTENDED DESTINATION YUMA . AZ LOCAL PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION IN FLIGHT CLIMB TO CRUISE COLLIDED WITH TREES LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS EACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LND IN ORANGE GROVE.

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA		F	IES S M	/N	FLIGHT PURPOSE		PILOT DATA
-1183		ESTRELLA,AZ 80 POINT		CR- PX-	0	0	1	NONCOMMERCIAL	TRANSP	PRIVATE, AGE 43, 780 TOTAL HOURS, 30 IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF AC Gear Col				P			= OPERATION NG ROLL		
	TERRAIN FACTOR(S)	I COMMAND - SELE - ROUGH/UNEVEN	CTED UNSUITABLE TERRAIN ME LOST/DISORIENTED							
	WEATHER MISCELLA WEATHER BE	- THUNDERSTORM NEOUS ACTS, COND LIEFING - UNKNOW		FAIR	POR	т				
	VISIBILITY	OWER SCATTERED	TE			20 REC	00 I P I	AT ACCIDENT SITE	SITE	
	1 MILE C OBSTRUCTIO	IR LESS INS TO VISION AT	ACCIDENT SITE		H		VE	ERSTORM LOCITY-KNOTS		
		EATHER CONDITION	S		٦	NO		FLIGHT PLAN		
-1075	6/11/77 TIME - 090	TOCSONTAL	TAILWIND 1 N68107 DAMAGE-SUBSTANTIAL					NONCOMMERCIAL Pleasure/personal	TRANSP	PRIVATE, AGE 65, 591 Total Hours, 108 in type Not instrument rated.
	DEPARTURE TUCSON, TYPE OF AC		ELD INTENDED DESTINATION LOCAL		P		E 01	- OPERATION Ng Final Approach		
	PROBABLE ( PILOT IN FACTOR(S)	AUSE(S)	ED TO SEE AND AVOID OBJEC	CTS OR	OB			· · · ·		

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		BRIEFS	OF ACCIDENTS		
FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1074	6/11/77 SKULL VALLEY,AZ TIME - 1430 DEPARTURE POINT ESTRELLA,AZ TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH DITCHES	SCHEMP CIRRUS N49765 DAMAGE-SUBSTANTIAL INTENDED DESTINATION RETURN	CR- 0 0 1 PX- 0 0 0 PHASE OF LANDIN	NONCOMMERCIAL	PRIVATE, AGE 35, 350 TOTAL HOURS, 264 IN TYPE NOT INSTRUMENT RATED.
	PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDG				
	MISCELLANEOUS - ANIMAL(S) FACTOR(S) TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - FO REMARKS- LOST SUSTAINING LIF	RCED LANDING OFF AIRPO	ORT ON LAND	SES HAD TO LD ON UNSUITA	BLE AREA.
3-1076	FACTOR(S) TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - FO REMARKS- LOST SUSTAINING LIF 6/14/77 TUCSON, AZ TIME - 1618	PRCED LANDING OFF AIRPO T.LDG AREA SELECTED OB PIPER PA-30 N7417Y DAMAGE-SUBSTANTIAL	ORT ON LAND Structed by Hor CR- 0 0 1	NONCOMMERCIAL	
3-1076	FACTOR(S) TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - FO REMARKS- LOST SUSTAINING LIF 6/14/77 TUCSON, AZ	RCED LANDING OFF AIRPO T.LDG AREA SELECTED OF PIPER PA-30 N7417Y DAMAGE-SUBSTANTIAL L	ORT ON LAND STRUCTED BY HOR CR- 0 0 1 PX- 0 0 2 PHASE OF LANDIN	NONCOMMERCIAL	PRIVATE, AGE 48, 703 Total Hours, 55 in type,
-1076	FACTOR(S) TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - FO REMARKS- LOST SUSTAINING LIF 6/14/77 TUCSON,AZ TIME - 1618 NAME OF AIRPORT - TUCSON INT DEPARTURE POINT HOBBS,NM TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE	RCED LANDING OFF AIRPO T.LDG AREA SELECTED OF PIPER PA-30 N7417Y DAMAGE-SUBSTANTIAL L INTENDED DESTINATION TUCSON,AZ	RT ON LAND STRUCTED BY HOR CR- 0 0 1 PX- 0 0 2 PHASE OF LANDIN LANDIN	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP OPERATION IG ROLL IG ROLL	PRIVATE, AGE 48, 703 Total Hours, 55 in Type,
-1076	FACTOR(S) TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - FO REMARKS- LOST SUSTAINING LIF 6/14/77 TUCSON,AZ TIME - 1618 NAME OF AIRPORT - TUCSON INT DEPARTURE POINT HOBBS,NM TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPE	RCED LANDING OFF AIRPO T.LDG AREA SELECTED OF PIPER PA-30 N7417Y DAMAGE-SUBSTANTIAL L INTENDED DESTINATION TUCSON,AZ	ORT ON LAND ISTRUCTED BY HOR CR- 0 0 1 PX- 0 0 2 PHASE OF LANDIN LANDIN	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP OPERATION IG ROLL IG ROLL	PRIVATE, AGE 48, 703 Total Hours, 55 in type,

FILE	DATE	LOCATION	AIRCRAFT			F	S M/N	PURPOSE		PILOT DATA
	6/22/77 N TIME - 152		AERO COMDR N5626X DAMAGE-DES	600S2R TROYED	CR-	0	01	COMMERCIAL AERIAL APPLICATIO	 DN	COMMERCIAL, AGE 34, 900 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE MARICOPA, Type of Act Stall	AZ	INTENDED DEST LOCAL	INATION		Ρ		FOPERATION IGHT EN ROUTE TO	TREAT CR	COP
	FACTOR(S) WEATHER • WEATHER BR	AUSE(S) COMMAND - FAILE HIGH TEMPERATUF IEFING - NO RECO RECAST - UNKNOWN.	RE RD OF BRIEFING		YING S	PEE	D			
	SKY CONDIT	ION				С		AT ACCIDENT SITE		
		AT ACCIDENT SIT	E			Р	RECIPI	AITED TATION AT ACCIDEN	T SITE	
	OBSTRUCTIO	R(UNLIMITED) NS TO VISION AT A	ACCIDENT SITE		۰.	Т		TURE-F		
	NONE WIND DIREC	TION-DEGREES				W	110 IND VE	LOCITY-KNOTS		
	145 Type of We Vfr	ATHER CONDITIONS				т	5 YPE OF NONE	FLIGHT PLAN		
	KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP	URS IN CROP CONT CROP - COTTON SEAT BELT - FAST - NOT USED CRASHPAD - INSTA PER-LOCATION - FI N-AREA BEING TRE	ENED-PROPERLY LLED DRWARD OF PILOT				TYPE GLOVE CRASE CRASE	OF OPERATION - FER OF CHEMICAL USED S - NOT USED H HELMET - AVAILAB BAR - INSTALLED MIN-TYPE - LEVEL,FI	- DRY CHE LE USED	
-1548	6/24/77 N TIME - 170	R.SAFFORD,AZ 0	PIPER PA-2 N5834D DAMAGE-SUB		PX-			NONCOMMERCIAL Pleasure/Personal	L TRANSP	PRIVATE, AGE 45, 343 Total Hours, all in Type Not instrument rated.
		• AZ	INTENDED DEST SAFFORD,AZ CTION	INATION		Ρ	INFI	DF OPERATION IGHT NORMAL CRUI NG ROLL	SE	
	MISCELLA MISCELLA FACTOR(S) TERRAIN COMPLETE PU EMERGENCY	AUSE(S) NT - FUEL SYSTEM NEDUS ACTS,CONDI NEDUS - FOREIGN I - ROUGH/UNEVEN DWER LOSS - COMPI CIRCUMSTANCES - I IECE OF RUBBER LI	TIONS - OBSTRUC MATERIAL AFFECT LETE ENGINE FAIN FORCED LANDING	TED ING NORM LURE/FLAD DFF AIRP	HEOUT-	1 E	NGINE			

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA PURPOSE F S M/N 3-1324 6/24/77 PAGE, AZ CESSNA 182 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 31, 83 TOTAL HOURS, ALL IN TYPE, NOT TIME - 1915 N7350E PX- 0 0 3 PLEASURE/PERSONAL TRANSP INSTRUMENT RATED. DAMAGE-SUBSTANTIAL NAME OF AIRPORT - PAGE DEPARTURE POINT INTENDED DESTINATION PHOENIX, AZ PAGE,AZ TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH REMARKS- TOO FAST AT THRESHOLD. ATTMTD GO ARND. RAISED FLAPS, THEN ADDED PWR. 3-1149 6/28/77 NR.LUKE AF BASE, AZ HUGHES 269B CR- 0 0 2 INSTRUCTIONAL COMMERCIAL, FL.INSTR... TIME - 1910 N5444G PX- 0 0 0 DUAL AGE 25, 2446 TOTAL HOURS, 175 IN TYPE, NOT INSTRU-DAMAGE-SUBSTANTIAL MENT RATED. DEPARTURE POINT INTENDED DESTINATION GLENDALE, AZ LOCAL PHASE OF OPERATION TYPE OF ACCIDENT LANDING GO-AROUND ENGINE FAILURE OR MALFUNCTION HARD LANDING LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) DUAL STUDENT - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS DUAL STUDENT - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- RECOVERY FRM PRACTICE AUTOROTATION.PLT ADDED PWR BFOR COLLECTIVE, OVERSPED ENG. IP CUT PWR, ENG QUIT.

3-1514       7/2/77       CHANDLER, AZ       HILLER ACFT UH-12E       CR-       0       1       0       MISCELLANEOUS       COMMERCIAL         TIME - 0750       NSORG       PX-       0       0       0       TEST       TOTAL HOUR         NAME OF AIRPORT - CHANDLER       DEPARTURE POINT       INTENDED DESTINATION       NOT INSTRU       NOT INSTRU         CHANDLER, AZ       LOCAL       PHASE OF OPERATION       NOT AUTOROTATIVE LANDING       POMERCAL         TYPE OF ACCIDENT       INTENDED DESTINATION       IN FLIGHT NORMAL CRUISE       LANDING POWER-OFF AUTOROTATIVE LANDING         COLLIDED WITH       WIRES/POLES       LANDING POWER-OFF AUTOROTATIVE LANDING       POMERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLY         MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE       FACTOR(S)       TERRAIN - HIGH OBSTRUCTIONS       COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE         COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE       EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT.       FIRE AFTER IMPACT         REMARKS- NR 6 CYL SEPARATED FROM CASE.       3-1511       7/5/77       TUBA CITY, AZ       CESSNA 210L       CR-       0       0       1       NONCOMMERCIAL       COMMERCIAL         Ja-1511       7/5/77       TUBA CITY, AZ       CESSNA 210L       CR-       0						CIDENTS		
<ul> <li>3-1514 7/2/77 CHANDLER,AZ HILLER ACFT UH-12E CR 0 1 0 MISCELLANEOUS COMMERCIAL TIME - 0750 DAMAGE-DESTROYED NAME OF AIRPORT - CHANDLER DAMAGE-DESTROYED NAME OF AIRPORT - CHANDLER DAMAGE-DESTROYED NAME OF AIRPORT - CHANDLER DEPARTURE POINT INTENDED DESTINATION CHANDLER,AZ LOCAL PHASE OF OPERATION IN FLIGHT NORMAL CRUISE COLLIDED WITH WIRES/POLES LANDING POWER-OFF AUTORDATIVE LANDING COLLIDED WITH WIRES/POLES LANDING POWER-OFF AUTORDATIVE LANDING POWERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - HIGH DBSTRUCTIONS COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EASE/HELIPT. FIRE AFTER IMPACT REMARKS - NR 6 CYL SEPARATED FROM CASE.</li> <li>3-1511 7/5/77 TUBA CITY,AZ CESSNA 210L CR 0 0 1 NONCOMMERCIAL COMMERCIAL TIME - 1800 DAMAGE-SUBSTANTIAL NAME OF AIRPORT - TUBA CITY, AZ CESSNA 210L CR 0 2 1 BUSINESS TOTAL HOUR INSTRUMENT TOTAL HOUR TIME ATTER IMPACT A GALUP+NM TYPE OF ACCIDENT INTENDED DESTINATION TAKAGASO PX-0 2 1 BUSINESS TOTAL HOUR INSTRUMENT NAME OF AIRPORT - TUBA CITY, AZ CESSNA 210L CR 0 0 1 NONCOMMERCIAL COMMERCIAL COMMERCIAL TIME - 1800 DAMAGES SUBSTANTIAL NAME OF AIRPORT - TUBA CITY AZ CESSNA 210L CR 0 2 1 BUSINESS TOTAL HOUR TOTAL HOUR TOTAL HOUR TO A GALED AND TO A CASE.</li> </ul>	FILE	DATE	LOCATION	AIRCRAFT DATA	IN. F	JURIES S M/N	PURPOSE	PILOT DATA
DEPARTURE POINT INTENDED DESTINATION CHANDLER.AZ LOCAL TYPE OF ACCIDENT LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH WIRES/POLES LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. FIRE AFTER IMPACT REMARKS- NR 6 CYL SEPARATED FROM CASE. 3-1511 7/5/77 TUBA CITY, AZ CESSNA 210L CR- 0 0 1 NONCOMMERCIAL COMMERCIAL TIME - 1800 N46350 PX- 0 2 1 BUSINESS TOTAL HOUR INTENDED DESTINATION TOTAL HOUR DAMAGE-SUBSTANTIAL NAME OF AIRPORT - TUBA CITY DEPARTURE POINT INTENDED DESTINATION TUBA CITY, AZ GALLUP, MM TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH PROBABLE CAUSE(S) POMERCIAL SCHART - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION TERRAIN - HIGH ODSTRUCTIONS FACTOR(S)	3~1514	TIME - 0750		HILLER ACFT UH-12E N5ORG DAMAGE-DESTROYED	CR-	0 1 0	MISCELLANEOUS	COMMERCIAL, AGE 49, 9000 TOTAL HOURS, 86 IN TYPE, NOT INSTRUMENT RATED.
TYPE OF ACCIDENTPHASE OF OPERATIONENGINE FAILURE OR MALFUNCTIONIN FLIGHT NORMAL CRUISECOLLIDED WITH WIRES/POLESIN FLIGHT NORMAL CRUISEPROBABLE CAUSE(S)POWERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLYMISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILUREFACTOR(S)TERRAIN - HIGH OBSTRUCTIONSCOMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINEEMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT.FIRE AFTER IMPACTREMARKS- NR 6 CYL SEPARATED FROM CASE.3-1511 7/5/77 TUBA CITY+AZCESSNA 210LCR- 00N46350PX-0210DAMAGE-SUBSTANTIALNAME OF AIRPORT - TUBA CITYDEPARTURE POINTINTENDED DESTINATIONTUBA CITY+AZGALLUP+NMTYPE OF ACCIDENTENGINE FAILURE OR MALFUNCTIONCOLLIDED WITH WIRES/POLESPOWERPLANT - ENGINE CONTROLSMISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATIONTERRAIN - HIGH OBSTRUCTIONSFACTOR(S)		DEPARTURE POINT	IN	TENDED DESTINATION				
PROBABLE CAUSE(S) POMERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. FIRE AFTER IMPACT REMARKS- NR 6 CYL SEPARATED FROM CASE. 3-1511 7/5/77 TUBA CITY, AZ CESSNA 210L CR- 0 0 1 NONCOMMERCIAL COMMERCIAL TIME - 1800 N46350 PX- 0 2 1 BUSINESS TOTAL HOUR NAME OF AIRPORT - TUBA CITY DEPARTURE POINT INTENDED DESTINATION TUBA CITY, AZ GALLUP, NM TYPE OF ACCIDENT GALLUP, NM TYPE OF ACCIDENT FINITENT OF PHASE OF OPERATION TUBA CITY, AZ GALLUP, NM TYPE OF ACCIDENT FINITENTENT ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - ENGINE CONTROLS MIXTURE CONTROL ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION TERRAIN - HIGH OBSTRUCTIONS FACTOR(S)		TYPE OF ACCIDEN ENGINE FAILUR COLLIDED WITH	T E OR MALFUNCTIO	<i>2</i>		PHASE D IN FL LANDI	F OPERATION IGHT NORMAL CRUISE NG POWER-OFF AUTOROTATI	/E LANDING
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. FIRE AFTER IMPACT REMARKS- NR 6 CYL SEPARATED FROM CASE. 3-1511 7/5/77 TUBA CITY,AZ CESSNA 210L CR- 0 0 1 NONCOMMERCIAL COMMERCIAL TIME - 1800 N46350 PX- 0 2 1 BUSINESS TOTAL HOUR DAMAGE-SUBSTANTIAL NAME OF AIRPORT - TUBA CITY DEPARTURE POINT INTENDED DESTINATION TUBA CITY,AZ GALLUP,NM TYPE OF ACCIDENT PHASE OF OPERATION TUBA CITY,AZ GALLUP,NM TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - ENGINE CONTROLS MIXTURE CONTROL ASSEMBLIES MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION TERRAIN - HIGH OBSTRUCTIONS FACTOR(S)		PROBABLE CAUSE( POWERPLANT - MISCELLANEOUS	ENGINE STRUCTUR	RE CYLINDER ASSEMBLY				
3-1511 7/5/77 TUBA CITY+AZ CESSNA 210L CR- 0 0 1 NONCOMMERCIAL COMMERCIAL TIME - 1800 N46350 PX- 0 2 1 BUSINESS TOTAL HOUR NAME OF AIRPORT - TUBA CITY DEPARTURE POINT INTENDED DESTINATION TUBA CITY+AZ GALLUP+NM TYPE OF ACCIDENT ENGINE CON MALFUNCTION TAKEOFF INITIAL CLIMB COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - ENGINE CONTROLS MIXTURE CONTROL ASSEMBLIES MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION TERRAIN - HIGH OBSTRUCTIONS FACTOR(S)		COMPLETE POWER EMERGENCY CIRCU FIRE AFTER IMPA	LOSS - COMPLETE IMSTANCES - FORC NCT	ED LANDING ON AIRPOR	T/SEAP		E/HELIPT.	
DAMAGE-SUBSTANTIAL INSTRUMENT NAME OF AIRPORT - TUBA CITY DEPARTURE POINT INTENDED DESTINATION TUBA CITY,AZ GALLUP,NM TYPE OF ACCIDENT PHASE OF OPERATION TAKEOFF INITIAL CLIMB COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - ENGINE CONTROLS MIXTURE CONTROL ASSEMBLIES MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION ' TERRAIN - HIGH OBSTRUCTIONS FACTOR(S)			YL SEPARATED FR	DM CASE.				
NAME OF AIRPORT - TUBA CITY DEPARTURE POINT INTENDED DESTINATION TUBA CITY,AZ GALLUP,NM TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - ENGINE CONTROLS MIXTURE CONTROL ASSEMBLIES MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION ' TERRAIN - HIGH OBSTRUCTIONS FACTOR(S)	3-1511			N4635Q				COMMERCIAL, AGE 36, 893 Total Hours, 351 in type Instrument rated.
ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES PROBABLE CAUSE(S) POWERPLANT - ENGINE CONTROLS MIXTURE CONTROL ASSEMBLIES MISCELLANEOUS ACTS.CONDITIONS - FUEL STARVATION ` TERRAIN - HIGH OBSTRUCTIONS FACTOR(S)		DEPARTURE POINT	IN	TENDED DESTINATION				
POWERPLANT - ENGINE CONTROLS MIXTURE CONTROL ASSEMBLIES MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION `TERRAIN - HIGH OBSTRUCTIONS FACTOR(S)		ENGINE FAILUR	E OR MALFUNCTIO			TAKED	FF INITIAL CLIMB	
FERSUMMEL = MAINTENANCESSERVICINGSINSFECTION INADEGUATE MAINTENANCE AND INSPECTION		POWERPLANT - MISCELLANEOUS TERRAIN - HIG FACTOR(S)	ENGINE CONTROLS ACTS,CONDITION GH OBSTRUCTIONS	IS - FUEL STARVATION		×	ENANCE AND INSPECTION	
PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- MIXTURE CONTROL BALL BEARING MISSING FROM HANDLE		EMERGENCY CIRCL	IMSTANCES - FORC	ED LANDING OFF AIRPO	ORT ON		na an an Anna Anna Anna Anna Anna Anna A	

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE \_\_\_\_\_ 3-1513 7/6/77 LAKE HAVASU, AZ ERCO 415-D CR- 0 0 1 NONCOMMERCIAL . COMMERCIAL, AGE 37, 2867 TIME - 1715 N2940H PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 162 IN TYPE, DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - LAKE HAVASU DEPARTURE POINT INTENDED DESTINATION WINSLOW, AZ LAKE HAVASU+AZ PHASE OF OPERATION TYPE OF ACCIDENT IN FLIGHT NORMAL CRUISE ENGINE FAILURE OR MALFUNCTION LANDING ROLL GEAR COLLAPSED PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE MASTER AND CONNECTING RODS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NR 1 CYL CONROD FAILED. 3-1328 7/7/77 SCOTTSDALE + AZ BEECH V35B CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 53, 223 TIME - 1240 N17548 PX- 0 0 0 BUSINESS TOTAL HOURS, 109 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - SCOTTSDALE MUNI DEPARTURE POINT INTENDED DESTINATION SANTA ROSA,CA SCOTTSDALE, AZ TYPE OF ACCIDENT PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN HARD LANDING LANDING ROLL GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- PORPOISED. 3-1512 8/3/77 NR.WILLCOX, AZ CESSNA 207 CR- 0 0 1 MISCELLANEOUS CERTIFICATE UNKNOWN, AGE TIME - UNK/NR N9440G PX- 0 0 0 UNKNOWN/NOT REPORTED UNK/NR, UNK/NR TOTAL DAMAGE-SUBSTANTIAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION UNDETERMINED UNKNOWN/NOT REPORTED PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED REMARKS- ACFT FOUND IN DESERT. INJURY INDEX AND DATE PRESUMED.

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJ		 1 C C		FLIGHT	PILOT DATA
FILE	DATE	LUCATION	AIRCRAFT DATA			S M		PURPOSE	
3-1800	8/9/77 TIME - 060		LUSCOMBE 8A N77881 DAMAGE-SUBSTANTIAL					INSTRUCTIONAL SOLD	STUDENT, AGE 36, 31 TOTA Hours, 11 IN Type, Not Instrument rated.
	DEPARTURE SCOTTSD	-	INTENDED DESTINATION						
	TYPE OF AU HARD LAM GEAR COI	CCIDENT NDING				LAN	DI	F OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL	
	PILOT IN FACTOR(S)	N COMMAND - IMPROP N COMMAND - IMPROP	R LEVEL OFF ER RECOVERY FROM BOUNCE IONS - OVERLOAD FAILURE		IN	G			
3-1263	2/22/77 I TIME - 170	NR•SPRINGDALE•AR 05	PIPER PA-31 N9145Y					COMMERCIAL DTHER	COMMERCIAL, AGE 30, 353 Total Hours, 43 in type,
	DEPARTURE FORT W	POINT ORTH <b>+TX</b>	DAMAGE-DESTROYED INTENDED DESTINATION ST LOUIS,MO						INSTRUMENT RATED.
	TYPE OF A				PI			- OPERATION IGHT NORMAL CRUISE	
	PERSONN AIRFRAME MISCELL PERSONNE WEATHER FACTOR(S) MISCELL WEATHER BE	EL - MAINTENANCE,SI EL - MAINTENANCE,SI E - FLIGHT CONTROL ANEGUS ACTS,CONDIT EL - WEATHER PERSO - TURBULENCE IN F ANEOUS ACTS,CONDIT RIEFING - BRIEFED	ERVICING,INSPECTION IN SURFACES ELEVATOR ASS IONS - FLUTTER INEL INCORRECT WEATHER	NADEQUA SEMBLY, R FOREC LIGHT DNNEL,	AT AS BY	INS TACH T	SPE IME	ANCE (MAINTENANCE PERSO CTION OF AIRCRAFT (MAIN NTS	
	SKY CONDI BROKEN/I	TION LOWER SCATTERED			С	EIL) 250		AT ACCIDENT SITE	
	5 OR OVI	Y AT ACCIDENT SITE ER(UNLIMITED) ONS TO VISION AT A	CCIDENT SITE			NO	١E	TATION AT ACCIDENT SITE Ture-F	
	NONE	CTION-DEGREES				64		LOCITY-KNOTS	
	TYPE OF W			т		OF	FLIGHT PLAN		

FILE	DATE LOCATION	AIRCRAFT DATA			ES 5 M/N	FLIGHT PURPOSE	PILOT DATA
3-1573	5/11/77 MARION.AR TIME - 1815	CESSNA 170A N9960A Damağe-destroyed				INSTRUCTIONAL CHECK	COMMERCIAL, FL.INSTR., AGE 51, 10100 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT	INTENDED DESTINATION					
	MEMPHIS,TN TYPE OF ACCIDENT	LOCAL				F OPERATION	
	STALL SPIRAL					IGHT NORMAL CRUISE	
	PROBABLE CAUSE(S) PILOT IN COMMAND - FA	ILED TO OBTAIN/MAINTAIN FLY	ING S	PEE	)		
							· · · · · · · · · · · · · · · · · · ·
3-1030	5/19/77 KEISER.AR TIME - 1045	GRUMMAN G-164A N6560 Damage-Substantial				COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 25, 2280 Total Hours, 275 in type Not instrument rated.
	DEPARTURE POINT	INTENDED DESTINATION					NOT INSTRUCTION RATED
	KEISER + AR	LOCAL					
	TYPE OF ACCIDENT					OF OPERATION	
	COLLIDED WITH DIRT B	ANK			INF	LIGHT PROCEDURE TURNAR	LOUND
	PROBABLE CAUSE(S) PILOT IN COMMAND - FA	ILED TO OBTAIN/MAINTAIN FLY	'ING SI	PEEC	)		
	SPECIAL DATA TOTAL HOURS IN CROP C	ONTROL - 1625			KIND	OF OPERATION - FERTILI	ZING (DUST)
	KIND OF CROP - RICE PILOT'S SEAT BELT - U	NYNOWN (NOT PEROPTED				OF CHEMICAL USED - DRY ES - NOT USED	CHEMICAL-NONTOXIC
	GOGGLES - NOT USED	NKNOWN7NOT REPORTED				HELMET - AVAILABLE US	ED
	COCKPIT CRASHPAD - IN	STALLED				H BAR - INSTALLED	
	TANK/HOPPER-LOCATION					IN-TYPE - LEVEL,FLAT	
	ELEVATION-AREA BEING PROCEDURE TURNAROUND				SWATI	H RUN-HOW FLOWN - CROSS	WIND

			BRIEF	S OF A	CCI	DEN	TS		
FILE	DATE	LOCATION	AIRCRAFT DATA			S M		FLIGHT PURPOSE	PILOT DATA
-1029	5/30/77 TIME - 1510	GEORGETOWN, AR	GRUMMAN G-164A N8732H DAMAGE-NDNE		0	0	0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE UNK/NR, 2500 TOTAL HOURS, 2200 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE P GEORGETOW TYPE OF ACC COLLIDED	N - AR	INTENDED DESTINATION LOCAL DADER		Ρ			- OPERATION Ight starting swath run	
		- MISCELLANEOUS	-PERSONNEL GROUND SIG TIONS - ACTION+LACK OF	NALMAN					
T	KIND OF C PILOT'S S GOGGLES - COCKPIT C TANK/HOPP ELEVATION	RS IN CROP CONTR ROP — BEANS EAT BELT — FASTE NOT USED RASHPAD — INSTAL ER-LOCATION — F(	NED-PROPERLY			TY GLU CR CR TE	PE DVE ASH ASH RRA	DF OPERATION - SPRAYING DF CHEMICAL USED - LIQUI S - NOT USED HELMET - AVAILABLE USED BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROSSWI	D CHEMICAL-TOXIC
3-1028	6/4/77 TIME - 0845 DEPARTURE P		GRUMMAN G-164A N7363 Damage-destroyed Intended destination					COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 23, 3000 TOTAL HOURS, 800 IN TYPE, NOT INSTRUMENT RATED.
	DUMAS+AR Type of Acc Stall Mu	ISH	LOCAL		P	-		F OPERATION IGHT PROCEDURE TURNAROU	IND
	PROBABLE CA PILOT IN	USE(S)	) TO OBTAIN/MAINTAIN FL	YING S	PEE	D			
	KIND OF C PILOT'S S GOGGLES - COCKPIT C TANK/HOPP ELEVATION	URS IN CROP CONT ROP - BEANS SEAT BELT - FAST NOT USED RASHPAD - INSTAI ER-LOCATION - FO	ENED-PROPERLY LLED JRWARD OF PILOT ATED-FEET - 160			TY GL CR CR TE	PE DVE ASH ASH RRA	OF OPERATION - SPRAYING DF CHEMICAL USED - LIQUI S - NGT USED HELMET - AVAILABLE USED BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND CA	D CHEMICAL-NONTOXIC

FILE			AIRCRAFT DATA	F	-	S I	4/N	PURPOSE	PILOT DATA
	6/7/77 TIME - 073 DEPARTURE	EVENING STAR,AR 30 PDINT	DAMAGE-DESTROYED INTENDED DESTINATION						COMMERCIAL, AGE 24, 3196 TOTAL HOURS, 100 IN TYPE NOT INSTRUMENT RATED.
	TYPE OF A	CIDENT AILURE OR MALFUNCT	LOCAL	PHASE OF DPERATION In Flight Pullup From Swath Run Landing level off/touchdown					
	PERSONNE MISCELLA FACTOR(S) TERRAIN MISCELLA COMPLETE F	ANT - ENGINE STRUCT EL - MAINTENANCE,SE INEOUS ACTS,CONDITI - ROUGH/UNEVEN ANEOUS - SMOKE IN C POWER LOSS - COMPLE	URE CYLINDER ASSEMBLY RVICING+INSPECTION IN ONS - IMPROPERLY INSTA COCKPIT TE ENGINE FAILURE/FLAM RCED LANDING OFF AIRPO	APROPER	E	NG		NANCE (MAINTENANCE PE	RSONNEL)
	SPECIAL D/ TOTAL HC KIND OF PILOT'S GOGGLES COCKPIT TANK/HOF ELEVATIC FIRE AFTER REMARKS- N	KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL+FLAT SWATH RUN-HOW FLOWN - WIND CALM							
-1187	6/10/77 M TIME - 079		PIPER PA-28R N5057S DAMAGE-SUBSTANTIAL		0 0	<b>0</b> 0	1 1	NONCOMMERCIAL BUSINESS	COMMERCIAL, FL.INSTR., AGE 42, 4465 TOTAL HOURS. 5 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AI Type of A( Collided					)F OPERATION NG GD-ARDUND	RA IED.		
	FACTOR(S) AIRPORTS	COMMAND - FAILED	TO SEE AND AVOID OBJEC S - AIRPORT CONDITIONS ALLEN ACROSS RWY.						

FILE	DATE LOCATION		F	S F	1/N	PURPOSE	PILOT DATA
3-1218	6/11/77 BERRYVILLE,AF TIME - 1115 DEPARTURE POINT BERRYVILLE,AR TYPE OF ACCIDENT AIRFRAME FAILURE IN F	BENSEN B8M N3121 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL	CR- PX-	1 0 0 0	0 0 SE DF	NONCOMMERCIAL PLEASURE/PERSONAL TRANS OPERATION GHT NORMAL CRUISE	
	FACTOR(S) AIRFRAME - FLIGHT CONT	PROPER OPERATION OF FLIGHT TROL SURFACES RUDDER SURF NDITIONS - SEPARATION IN FU RUDDER PANEL.	ACES+AT		MENTS	5	
3-1031	TIME - 1430 NAME OF AIRPORT - ARKADE DEPARTURE POINT	N6256S DAMAGE-SUBSTANTIAL ELPHIA MUNIC INTENDED DESTINATION					STUDENT, AGE 27, 24 TOTAN Hours, all in Type, not Instrument rated.
	CLARKSVILLE+AR TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED	ARKADELPHIA,AR		L	NDIN	FOPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL	
	PROBABLE CAUSE(S) PILOT IN COMMAND - IMP FACTOR(S)	PROPER LEVEL OFF					

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FILE	DATE	LOCATION	AIRCRAFT DATA	INJUR F	IES S M/N	FLIGHT PURPOSE	PILOT DATA
3-1189	TIME - 0615	OCAHONTAS.AR	CESSNA 172 N6774A DAMAGE-DESTROYED			NONCOMMERCIAL Pleasure/Personal Trans	PRIVATE, AGE 48, 400 P TOTAL HOURS, 50 IN TYPE NOT INSTRUMENT RATED.
	DEPARTURE PC CAMPBELL		INTENDED DESTINATION BENTONVILLE				
	TYPE OF ACCI		DENTONVIELEVAN	F	HASE (	OF OPERATION	
		ITH TREES			LAND	ING GO-AROUND	
	PILOT IN C FACTOR(S) WEATHER - WEATHER -	DMMAND - INADEO DMMAND - CONTINU LOW CEILING FOG	JATE PREFLIGHT PREPARAT JED VFR FLIGHT INTO ADV D OF BRIEFING RECEIVED				
		RCUMSTANCES - PI	RECAUTIONARY LANDING OF		т		
	SKY CONDITIC	N	•	c	EILING	G AT ACCIDENT SITE	
	OVERCAST	T ACCIDENT CITE			500	TATION AT ACCIDENT SITE	
	2 MILES OF	T ACCIDENT SITE		. <b>r</b>	NONE	TATION AT ACCIDENT SITE	
		TO VISION AT A	CIDENT SITE	1		ATURE-F	
	FDG			-	80	WEATHER CONDITIONS	
	WIND DIRECTI 225 TYPE OF FLIG				IFR	WEATHER CONDITIONS	
	NONE REMARKS- INT	NTL STALL IN TRE	ES.				
3-1152	6/20/77 M TIME - 1800	IAR I ANNA + AR	GRUMMAN G-164A N724Y DAMAGE-SUBSTANTIAL			COMMERCIAL ASSOC CROP CTL ACTIVITY	30 IN TYPE, NOT. INSTRU-
			NLEY GIN INTENDED DESTINATION LOCAL				MENT RATED.
· .	TYPE OF ACCI	DENT LURE OR MALFUNC		ł	TAKE	DF OPERATION DFF INITIAL CLIMB ING ROLL	
			ERVICING, INSPECTION IN TEM MAGNETOS	ADEQUATE	MAIN	TENANCE AND INSPECTION	
	MISCELLANE TERRAIN -	OUS ACTS, CONDIT WET, SOFT GROUND	IONS - LOOSE+PART/FITTI		ND		•
	E ERGENCI UI	/	SAULT CHASTAG ON FING				
1.14							
			2				

FILE	DATE	LOCATION	AIRCRAFT DATA	F	1	S M	/N		PILOT DATA
8-1151	6/23/77 TIME - 14 DEPARTURE	40 POINT	GRUMMAN G-164A N7225 DAMAGE-SUBSTANTIAL INTENDED DESTINATION	CR-	0	0	1	COMMERCIAL	COMMERCIAL, AGE 34, 6080 TY TOTAL HOURS, 165 IN TYPE, NOT INSTRUMENT RATED.
	PROCTOR Type of A Stall P	CCIDENT	LOCAL		Ρ			F OPERATION FF INITIAL CLIMB	
	PROBABLE ( PILOT I		TO OBTAIN/MAINTAIN FLY	'ING SP	EE	Ð			
		ANEOUS ACTS+CONDIT - UNFAVORABLE WIN	-						
	SKY CONDI CLEAR	LION				UN	LIM	AT ACCIDENT SITE ITED .	
		( AT ACCIDENT SITE ER(UNLIMITED)			P	REC NO		TATION AT ACCIDENT SIT	Ē
	OBSTRUCTIONS NONE	ONS TO VISION AT A	CCIDENT SITE		T	EMP 94		TURE-F	
	WIND DIRE	CTION-DEGREES			W	IND 12		LOCITY-KNOTS	
	VFR	EATHER CONDITIONS			Т	YPE NO		FLIGHT PLAN	
	REMARKS-	WIND GUSTING 15K							
3-1190	6/23/77 TIME - 10	ARKADELPHIA, AR	GRUMM∆N G-164A N991X DAMAGE-SUBSTANTIAL					COMMERCIAL ASSOC CROP CTL ACTIVI	COMMERCIAL, AGE 24. 1564 Ty Total Hours, 150 in type Instrument rated.
	NAME OF A Type of A Stall		IIA		P			F OPERATION IGHT CLIMB TO CRUISE	· · · ·
	FACTOR(S)		TO OBTAIN/MAINTAIN FLY	'ING SP	EE	D			

		AIRCRAFT DATA	F S M/h		PILOT DATA
	6/23/77 EARLE,AR TIME - 0730 DEPARTURE POINT EARLE,AR		CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL Pleasure/personal tra	PRIVATE, AGE 52, 380 NSP TOTAL HOURS, 350 IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF ACCIDENT ENGINE FAILURE OR MALFU COLLIDED WITH WIRES/P(	INCTION	TAKE	OF OPERATION DFF INITIAL CLIMB DING ROLL	
	POWERPLANT - FUEL SYST MISCELLANEDUS ACTS,CON TERRAIN - HIGH OBSTRUC COMPLETE POWER LOSS - COM	DITIONS - OBSTRUCTED FIONS MPLETE ENGINE FAILURE/FLAM - FORCED LANDING OFF AIRPO	4EDUT-1 ENGINE	ANNING	
3-1352	6/24/77 NR.WEIWER.AR	BELL 47C	CR- 0 0 1		COMMERCIAL, AGE 33, 3600
	TIME - 0400	DAMAGE-SUBSTANTIAL		COMMERCIAL ASSOC CROP CTL ACTIVI	TY TOTAL HOURS, 250 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT WEIWER AR	INTENDED DESTINATION LOCAL			
	TYPE OF ACCIDENT ENGINE FAILURE OR MALFU HARD LANDING	NCTION	IN F	OF OPERATION LIGHT EN ROUTE TO RELO DING POWER-OFF AUTOROTA	
	MISCELLANEDUS ACTS,CON PILOT IN COMMAND - FAI PILOT IN COMMAND - IMP COMPLETE POWER LOSS - CON EMERGENCY CIRCUMSTANCES -	SERVICING, INSPECTION UN DITIONS - FUEL CONTAMINAT ED TO MAINTAIN ADEQUATE F ROPER OPERATION OF FLIGHT PLETE ENGINE FAILURE/FLAM - FORCED LANDING OFF AIRP( TANK CONTAMINATED VIS ON	ION-EXCLUSIVE ROTOR R.P.M. CONTROLS MEOUT-1 ENGINE ORT ON LAND	OF WATER IN FUEL	NIGHT EMERG LNDG
3-1188	6/24/77 WALDRON,AR TIME - 1330	CESSNA 182 N6579M DAMAGE-SUBSTANTIAL	PX- 0 0 C	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 27, 296 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - WALDON DEPARTURE POINT NEOSHO.OK	MUNICIPAL			NOT INSTROPLAT RATED.
	TYPE OF ACCIDENT UNDERSHOOT STALL MUSH		LAND	OF OPERATION DING FINAL APPROACH ING FINAL APPROACH	• •
	PROBABLE CAUSE(S)				

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		AIRCRAFT DATA	IN	JUR F	IES S M/	N	FLIGHT PURPOSE	PILOT DATA	
		BELL 47D1 N10190	CR- PX-	0	n	1	COMMERCIAL	COMMERCIAL, EL INSTR.,	
	т	LUCAL		Р	HASE	ΩF	OPERATION		
STALL				•				ND	
PILOT IN COMM FACTOR(S)	AND - FAILED					E16	HT-AND/DR C.G.		
KIND OF CROP PILOT'S SEAT CRASH HELMET CRASH BAR - N TERRAIN-TYPE SWATH RUN-HOW	KIND OF DPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES ELEVATION-AREA BEING TREATED-FEET - 276 PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN								
TIME - 1400 Departure point		DAMAGE-SUBSTANTIAL INTENDED DESTINATION	CR- PX-	0 0	0 0	1 1	NONCOMMERCIAL Pleasure/personal trans	PRIVATE, AGE 40, 125 P TOTAL HOURS, 11 IN TYPE, NOT INSTRUMENT RATED.	
TYPE OF ACCIDEN	т								
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S)									
	6/29/77 ALIC TIME - 1330 DEPARTURE POINT ALICIA,AR TYPE OF ACCIDEN STALL PROBABLE CAUSE( PILOT IN COMM FACTOR(S) MISCELLANEOUS SPECIAL DATA TOTAL HOURS I KIND OF CROP PILOT'S SEAT CRASH HELMET CRASH HELMET CRASH HELMET CRASH BAR - N TERRAIN-TYPE SWATH RUN-HOW REMARKS- PLT SA 7/2/77 MT.O TIME - 1400 DEPARTURE POINT BATESVILLE,AR TYPE OF ACCIDEN COLLIDED WITH PROBABLE CAUSE( PILOT IN COMM	6/29/77 ALICIA.AR TIME - 1330 DEPARTURE POINT ALICIA.AR TYPE OF ACCIDENT STALL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED FACTOR(S) MISCELLANEOUS ACTS.CONDITI SPECIAL DATA TOTAL HOURS IN CROP CONTRO KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOW CRASH HELMET - AVAILABLE U CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL.FLAT SWATH RUM-HOW FLOWN - CROS REMARKS- PLT SAID ACFT OVERL 7/2/77 MT.OLIVE.AR TIME - 1400 DEPARTURE POINT BATESVILLE.AR TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED	6/29/77       ALICIA, AR       BELL 47D1         TIME - 1330       N10190         DAMAGE-SUBSTANTIAL         DEPARTURE POINT       INTENDED DESTINATION         ALICIA, AR       LOCAL         TYPE OF ACCIDENT       STALL         PROBABLE CAUSE (S)       PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLY         FACTOR(S)       MISCELLANEDUS ACTS, CONDITIONS - IMPROPERLY LOADE         SPECIAL DATA       TOTAL HOURS IN CROP CONTROL - 2200         KIND OF CROP - RICE       PILOT'S SEAT BELT - UNKNOW/NOT REPORTED         CRASH HELMET - AVAILABLE USED       CRASH HELMET - AVAILABLE USED         CRASH BAR - NOT INSTALLED       TERRAIN-TYPE - LEVEL, FLAT         SWATH RUN-HOW FLOWN - CROSSWIND       REMARKS- PLT SAID ACFT OVERLOADED.         7/2/77       MT.OLIVE, AR       PIPER PA-24R         TIME - 1400       N38140       DAMAGE-SUBSTANTIAL         DEPARTURE POINT       INTENDED DESTINATION         BATESVILLE, AR       LOCAL         TYPE OF ACCIDENT       COLLIDED WITH WIRES/POLES         PROBABLE CAUSE(S)       PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJEC	6/29/77       ALICIA, AR       BELL 47D1       CR-         TIME - 1330       N10190       PX-         DAMAGE-SUBSTANTIAL         DEPARTURE POINT       INTENDED DESTINATION         ALICIA, AR       LOCAL         TYPE OF ACCIDENT       STALL         PROBABLE CAUSE(S)       PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING S         FACTOR(S)       MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIR         SPECIAL DATA       TOTAL HOURS IN CROP CONTROL - 2200         KIND OF CROP - RICE       PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED         CRASH HELMET - AVAILABLE USED       CRASH HELMET - AVAILABLE USED         CRASH BAR - NOT INSTALLED       TERRAIN-TYPE - LEVEL, FLAT         SWATH RUN-HOW FLOWN - CROSSWIND       REMARKS- PLT SAID ACFT OVERLDADED.         7/2/77       MT.OLIVE, AR       PIPER PA-28R       CR-         TIME - 1400       N38140       PX-       DAMAGE-SUBSTANTIAL         DEPARTURE POINT       INTENDED DESTINATION       BATESVILLE, AR       LOCAL         TYPE OF ACCIDENT       COLLIDED WITH WIRES/POLES       PROBABLE CAUSE(S)       PROBABLE CAUSE(S)         PROBABLE CAUSE(S)       PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR	F         6/29/77       ALICIA, AR       BELL 47D1       CR-0         TIME - 1330       N10190       PX-0         DAMAGE-SUBSTANTIAL         DEPARTURE POINT       INTENDED DESTINATION         ALICIA, AR       LOCAL         TYPE OF ACCIDENT       F         STALL       P         PROBABLE CAUSE(S)       P         PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEE         FACTOR(S)       MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRA         SPECIAL DATA       TOTAL HOURS IN CROP CONTROL - 2200         KIND OF CROP - RICE       UNKNOWN/NOT REPORTED         CRASH HELMET - AVAILABLE USED       CRASH BAR - NOT INSTALLED         TERRAIN-TYPE - LEVEL, FLAT       SWATH RUM-HOW FLOWN - CROSSWIND         REMARKS- PLT SAID ACFT OVERLOADED.       DAMAGE-SUBSTANTIAL         DEPARTURE POINT       INTENDED DESTINATION         BATESVILLE, AR       LOCAL         TYPE OF ACCIDENT       P         COLLIDED MITH WIRES/POLES       P         PROBABLE CAUSE(S)       P         PILOT IN COMMAND - FAILED TO SEE AND AVDID OBJECTS OR OB	FSM/6/29/77ALICIA, ARBELL 47D1CR-0TIME - 1330N10190PX-0DAMAGE-SUBSTANTIALDEPARTURE POINTINTENDED DESTINATIONALICIA, ARLOCALTYPE OF ACCIDENTPHASESTALLINPROBABLE CAUSE(S)PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEEDFACTOR(S)MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WSPECIAL DATATOTAL HOURS IN CROP CONTROL - 2200KINKIND OF CROP - RICETYPPLOT'S SEAT BELT - UNKNOWN/NOT REPORTEDGOGCRASH HELMET - AVAILABLE USEDCOCCRASH HELMET - AVAILABLE USEDCOCCRASH HELMET - LEVEL, FLATELESWATH RUN-HOW FLOWN - CROSSWINDPROREMARKS- PLT SAID ACFT OVERLOADED.PRO7/2/77MT.OLIVE, ARPIPER PA-28RCR-TIME - 1400N38140PX-0DAMAGE-SUBSTANTIALDEPARTURE POINTINTENDED DESTINATIONBATESVILLE, ARLOCALPHASECOLLIDED WITH WIRES/POLESINPROBABLE CAUSE(S)PHASEPILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRU	FSM/N6/29/77ALICIA.ARBELL 4701CR-001TIME - 1330N10190PX-000DEPARTURE POINTINTENDED DESTINATIONALICIA.ARLOCALTYPE OF ACCIDENTPHASE OFSTALLIN FLIPROBABLE CAUSE(S)PHASE OFPILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEEDFACTOR(S)MISCELLANEOUS ACTS.CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGSPECIAL DATATOTAL HOURS IN CROP CONTROL - 2200KIND OCRASH HELMET - AVAILABLE USEDCOCKPICOCKPICRASH BAR - NOT INSTALLEDTANK/MTERRAIN-TYPE - LEVEL.FLATELEVAISWATH RUN-HOW FLOWN - CROSSWINDPROCEDREMARKS- PLT SAID ACFT OVERLOADED.DAMAGE-SUBSTANTIALDEPARTURE POINTINTENDED DESTINATIONBATESVILLE.ARLOCALTYPE OF ACCIDENTINTENDED DESTINATIONBATESVILLE.ARLOCALPHOBBABLE CAUSE(S)PHASE OFPROBBABLE CAUSE(S)PHASE OFPROBBABLE CAUSE(S)PHALED TO SEE AND AVOID OBJECTS OR OBSTRUCTI	FSM/NPURPOSE6/29/77ALICIA+ARBELL 47D1CR-001COMMERCIALTIME - 1330N10190PX-000AERIAL APPLICATIONDAMAGE-SUBSTANTIALDEPARTURE POINTINTENDED DESTINATIONALICIA+ARLOCALPHASE OF OPERATIONALICIA+ARLOCALPHASE OF OPERATIONSTALLIN FLIGHT PROCEDURE TURNAROUPROBABLE CAUSE(S)PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEEDFACTOR(S)MISCELLANEOUS ACTS+CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G.SPECIAL DATATOTAL HOURS IN CROP CONTROL - 2200KIND OF OPERATION - SPRAYINGTOTAL HOURS IN CROP CONTROL - 2200KIND OF OPERATION - SPRAYINGKIND OF CROP - RICEGOGGLES - NOT USEDCRASH HELMET - AVAILABLE USEDCOCKPIT (RASHPAD - NOT INSTALLEDCRASH HELMET - LEVEL+FLATELEVATION-AREA BEING TREATENDSWATH RUN-HOW FLOWN - CROSSWINDPROCEDURE TURNAROUND - ENTRYT/2/77MT.OLIVE+ARPIPER PA-28RCR-00TIME - 1400N38140PX-001DEPARTURE POINTINTENDED DESTINATIONDAMAGE-SUBSTANTIALDEPARTURE POINTINTENDED DESTINATIONDAMAGE-SUBSTANTIALDEPARTURE POINTINTENDED DESTINATIONIN FLIGHT LOW PASSPROBABLE CAUSE(S)PHASE OF OPERATIONIN FLIGHT LOW PASSPROBABLE CAUSE(S)PHASE OF OPERATIONIN FLIGHT LOW PASSPROBABLE CAUSE(S)PHASE OF OPERATIONIN FLIGHT LOW PASSPROBABLE CAUSE(S)PHASE OF OPERATION	

FILE	DATE LOCATION	AIRCRAFT DATA	1	F	SM	/N	PURPOSE	PILOT DATA
3-1350	7/2/77 PARKIN+AR TIME - 1515	CESSNA A188B N49090 DAMAGE-DESTROYED	CR-	CR- 0 0 1 COMMERCIAL PX- 0 0 0 AERIAL APPLICATION				COMMERCIAL, AGE 31, 1200 TOTAL HOURS, 1100 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT	INTENDED DESTINATION						
	PARKIN, AR	LOCAL					_	
	TYPE OF ACCIDENT			Ρ			F OPERATION	
	COLLIDED WITH WIRES/POL	ES			IN	FL	IGHT PULLUP FROM SWATH	I RUN
,	PROBABLE CAUSE(S) PILOT IN COMMAND - MISJU FACTOR(S)	JDGED CLEARANCE						
	TERRAIN - HIGH OBSTRUCT							
	SPECIAL DATA TOTAL HOURS IN CROP CONT KIND OF CROP - BEANS PILOT'S SEAT BELT - UNKN			TY GL	PE DVE	OF OPERATION - SPRAYING OF CHEMICAL USED - LIOU S - NOT USED	JID CHEMICAL-NONTOXIC	
	GOGGLES - USED Cockpit Crashpad - Insta	ALLED.					HELMET - AVAILABLE USE BAR - INSTALLED	.0
	TANK/HOPPER-LOCATION - U						IN-TYPE - LEVEL FLAT	
	ELEVATION-AREA BEING TRE	ATED-FEET - 215			SW	ATH	RUN-HOW FLOWN - UNKNOW	IN/NOT REPORTED
3-1289	7/2/77 RUSSELLVILLE+AF							PRIVATE, AGE 61, 2095 ISP TOTAL HOURS, 325 IN TYPE,
		DAMAGE-SUBSTANTIAL	PX-	0	0	U	PLEASURE/PERSUNAL IRAN	NOT INSTRUMENT RATED.
	NAME OF AIRPORT - RUSSELVI Departure point CISCO+TX							
	TYPE OF ACCIDENT WHEELS-UP		PHASE OF OPERATION Landing level off/touchdown					
	PROBABLE CAUSE(S)							

FILE	DATE LC	DCATION	AIRCRAFT DATA	INJUF F	IES S M/N	FLIGHT PURPOSE	PILOT DATA				
3-1431	7/5/77 NR.DES A TIME - 1500 Departure point		PIPER PA-25 N4685Y DAMAGE-DESTROYED INTENDED DESTINATION			COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 21, 650 TOTAL HOURS, 200 IN TYPE INSTRUMENT RATED.				
	DES ARCAR		LOCAL								
	TYPE OF ACCIDENT STALL MUSH			F		= OPERATION IGHT PROCEDURE TURNA	ROUND				
			TO OBTAIN/MAINTAIN FL	YING SPEE	D						
	FACTOR(S) PILOT IN COMMAN		D ATTENTION FROM OPER.	ATION OF	ATRCRA	= T					
	WEATHER - HIGH										
	SKY CONDITION			· (	CEILING UNLIM	AT ACCIDENT SITE					
	VISIBILITY AT ACC 5 OR OVER (UNLIN			í		TATION AT ACCIDENT SI	TE				
	OBSTRUCTIONS TO N		CIDENT SITE		EMPERA	TURE-F					
	NONE WIND VELOCITY-KNO	ots			100 TYPE OF	WEATHER CONDITIONS					
	CALM TYPE OF FLIGHT PL	_AN			VFR	•					
	NONE					41 A. 19					
	SPECIAL DATA TOTAL HOURS IN		DL - 200			OF OPERATION - FERTIL					
	KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED				TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 250 PROCEDURE TURNAROUND - THIRD 1/3 TURN						
	FIRE AFTER IMPACT		OWNING REPORTED		PROCE	DORE TORNAROUND - THI					
3-1349	7/6/77 ALMONE TIME - 1925	D, AR	AERONCA 7AC N85695 DAMAGE-SUBSTANTIAL	PX- 0		INSTRUCTION≜L TRAINING	STUDENT, AGE 25, 53 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.				
	DEPARTURE POINT CONCORD,AR		INTENDED DESTINATION LOCAL								
	TYPE OF ACCIDENT COLLIDED WITH			i (		F OPERATION IGHT NORMAL CRUISE					
	PROBABLE CAUSE(S) PILOT IN COMMAN		TO SEE AND AVOID OBJE	CTS OR DI	BSTRUCT	IONS					
	PILOT IN COMMAN TERRAIN - HIGH			ATION OF	AIRCRA	FT					

	DATE	LOCATION	AIRCRAFT DATA	F		ES 5 M/N	FLIGHT PURPOSE	PILOT DATA
	7/6/77 TIME - 140	BEEDEVILLE.AR	AERO COMDR S-2R N5649X DAMAGE-SUBSTANTIA	CR- PX-			COMMERCIAL ASSOC CROP CTL ACTIVIT	COMMERCIAL, AGE 25, 171 Y TOTAL HOURS, 153 IN TYPI NOT INSTRUMENT RATED.
	DEPARTURE BEEDEVIL	LE.AR	DS FARM INTENDED DESTINATION LOCAL					· · · · · · · · · · · · · · · · · · ·
	TYPE OF AC COLLIDED	CCIDENT D WITH DIRT BANK					DF OPERATION ING GO-AROUND	
	PROBABLE C PILOT IN FACTOR(S)		ED IN INITIATING GO-AR	DUND				
	AIRFRAME	- LANDING GEAR				WORI	N HIT LEVEE ≬T END OF RU	NWAY
3-1288	7/7/77 TIME - 160		GRUMMAN G-164A N7485 Damage-Substantia	PX-			COMMERCIAL AERIAL APPLICATION	COMMERCIAL, FL.INSTR., AGE 41, 19207 TOTAL HOURS, 9000 IN TYPE, INSTRUMENT RATED.
	DEPARTURE HUNTER,A		INTENDED DESTINATION LOCAL					
	TYPE OF AC ENGINE F NOSE OVE	CTION			IN FU	DF OPERATION IIGHT SWATH RUN ING ROLL		
	MISCELLA	N COMMAND - INADEG ANEOUS ACTS,CONDI	DUATE PREFLIGHT PREPARA TIONS - WATER IN FUEL	ATION AN	D/0	IR PL	NNING	
	COMPLETE P		, LETE ENGINE FAILURE/FL/ FORCED LANDING OFF AIRF				5	
	KIND OF	NTA DURS IN CROP CONTR CROP - RICE SEAT BELT - UNKNO				TYPE	OF OPERATION - FERTILIZ OF CHEMICAL USED - DRY ( ES - NOT USED	
		- NOT USED CRASHPAD - INSTAL	LED DRWARD OF PILOT			CRASH	I HELMET – AVAILABLE USEN I BAR – INSTALLED IN–TYPE – LEVEL,FLAT	)

FILE	DATE	LOCATION	AIRCRAFT DATA	TN !!!	RIES	FLIGHT	ΡΙΙΟΤ ΟΔΤΔ				
FILE	DATE			F	S M/N	PURPOSE	PILOT DATA				
3-1287	CLAREN	CLARENDON,AR 830 E POINT NOON,AR ACCIDENT	GRUMMAN G-164A N5361 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- 0 PX- 0	0 1 0 0 PHASE C	CONNEDCIAL	COMMERCIAL, AGE 30, 2102 TOTAL HOURS, 200 IN TYPE NOT INSTRUMENT RATED.				
		CAUSE(S) IN COMMAND - FAILED	TO OBTAIN/MAINTAIN FLY	TNG SPE	ED						
	KIND D PILOT GOGGLE COCKPI TANK/H ELEVAT		ED WARD DF PILOT ED-FEET - 240	TED KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL.FLAT SWATH RUN-HOW FLOWN - WIND CALM							
-1348	TIME - 1 DEPARTUR JONESB		GRUMMAN G-164A N8672H DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	РХ— 0	0 0	COMMERCIAL ASSOC CROP CTL ACTIVI	COMMERCIAL, AGE 21, 1133 TY TOTAL HOURS, 300 IN TYPE NOT INSTRUMENT R∆TED.				
	STALL					OFF INITIAL CLIMB					
	PILOT FACTOR(S		TO OBTAIN/MAINTAIN FLY ITUDE	'ING SPE	ED						
		TTION TY AT ACCIDENT SITE VER (UNLIMITED)			UNLIN	S AT ACCIDENT SITE MITED MITION AT ACCIDENT SIT	ſĔ				
	OBSTRUCT NONE	IONS TO VISION AT AC	CIDENT SITE		TEMPER/ 102	ATURE-F					
	CALM	DCITY-KNOTS Flight plan			TYPE OF VFR	WEATHER CONDITIONS					

FILE	DATE LOCÀ	TION AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA					
3-1432	7/12/77     NR.COY.AR     PIPER     PA-25     CR-0     0     1     COMMERCIAL     COMMERCIAL,     AGE 41       TIME - 1830     N9837P     PX-0     0     AERIAL APPLICATION     TOTAL HOURS, 694     1       DAMAGE-DESTROYED     DAMAGE-DESTINATION     NOT INSTRUMENT RATION     NOT INSTRUMENT RATION       COY.AR     LOCAL									
	TYPE OF ACCIDENT ENGINE FAILURE OR GEAR COLLAPSED		PHASE OF OPERATION In Flight Swath Run Landing Roll							
	PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS TERRAIN - ROUGH/UNEVEN									
	COMPLETE POWER LOSS	S.CONDITIONS - OVERLOAD FAILUR - COMPLETE ENGINE FAILURE/FL/ NCES - EORCED LANDING DEE AIR	AMEOUT-1 ENGINE							
	EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND									
	KIND OF CROP - CO PILOT'S SEAT BELT	- UNKNOWN/NOT REPORTED	TYPE GLOVE	ING CRÓPS IQUID CHENICAL-NONTOXIC						
	GDGGLES - NOT USE Cockpit Crashpad Tank/hopper-locat	-	CRASH HELMET — AVAILABLE USED Crash bar — not installed Terrain—type — level,flat							
		ING TREATED-FEET - 200 UND - FIRST 1/3 TURN	SWATH RUN-HOW FLOWN - DOWNWIND							
	FIRE AFTER IMPACT									

FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F		ES M/	N	FLIGHT PURPOSE	PILOT DATA		
3-1430	7/13/77 TIME - 183		CESSNA 188 N9815V DAMAGE-DESTROYEO					COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 29, TOTAL HOURS, 2200 I TYPE, NOT INSTRUMEN RATED.	N	
			INTENDED DESTINATION LOCAL								
			CTION			IN	FL	OPERATION GHT SWATH RUN Ig Roll			
	MISCELLA FACTOR(S) MISCELLA COMPLETE F	NNT - EXHAUST SYS Neous Acts;condi Neous Acts;condi Power Loss - Comp	TEM OTHER TIONS - MATERIAL FAILURE TIONS - FIRE IN ENGINE PLETE ENGINE FAILURE/FLAM FORCED LANDING OFF AIRPC	EOUT-1			E				
	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 5000 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TAMK/HOPPER-LOCATION - FORMARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 250 FIRE AFTER IMPACT				KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-NOT USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED						
			RACKED AWAY FROM MUFFLER	ł					ана. А		
3-1561	7/14/77 TIME - 150		PIPER PA-25 N9511P Damage-Substantial					COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 47, Total Hours, 2000 I Type, Instrument Ra	N	
	DEPARTURE MANILA,		INTENDED DESTINATION								
	TYPE OF AC		LUCAL		P٢	1ASE	oi	OPERATION			
	ENGINE FAILURE OR MALFUNCTION Collision with ground/water controlled							IGHT SWATH RUN GHT SWATH RUN			
	PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AN PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS.CONDITIONS - FUEL EXHAUSTION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-J EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON							INING			
	KIND OF PILOT'S GOGGLES COCKPIT TANK/HO	DURS IN CROP CONT CROP - BEANS	IOWN/NOT REPORTED ILLED FORWARD OF PILOT			TYP GLO CRA CRA TER	E VE SH SH RA	DF OPERATION - SPRAYIN DF CHEMICAL USED - LIG - NOT USED HELMET - AVAILABLE U BAR - INSTALLED (N-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND	QUID CHEMICAL-NONTOXIC SED		

			BRIEF	S OF AC	CI	DEN	тs		
FILE	DATE	LOCATION	AIRCRAFT DATA	INJ F		IES SM,		FL IGHT PURPOSE	PILOT DATA
3-1574	7/15/77 TIME - 12	EL DORADO,AR 230	CESSNA 310 N3647D DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL TRANS	PRIVATE, AGE 33, 815 TOTAL HOURS, 315 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE EL DORA	ADO, AR	INTENDED DESTINATION				_		
	TYPE OF A WHEELS-				Pł			E OPERATION NG LEVEL OFF∕TOUCHDOWN	
	AIRFRAM	IEL - MAINTENANCE.SE NE - LANDING GEAR	NORMAL RETRACTION/EXTER	SION A	SSI	ЕМВІ	Y	ANCE (MAINTENANCE PERSON VIDUSLY.RETURNED TO SVC	
3-1557	7/20/77 TIME - 12	PARAGOULD,AR 215	CESSNA 411 N3253R DAMAGE-SUBSTANTIAL					COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 23, 1654 TOTAL HOURS, O IN TYPE, INSTRUMENT RATED.
	NAME OF A DEPARTURE PARAGOU TYPE OF A STALL	JLD,AR ACCIDENT	MUNI INTENDED DESTINATION MEMPHIS,TN		Pŀ			- OPERATION FF INITIAL CLIMB	
	PROBABLE PILOT I PILOT I FACTOR(S) WEATHER	CAUSE(S) N COMMAND - INADEQU (N COMMAND - SELECTE				DR F	PLA	INING	
	SKY CONDI BROKEN	TION			CE	EIL1 200		AT ACCIDENT SITE	
	VISIBILIT	Y AT ACCIDENT SITE (ER(UNLIMITED)			PF		ΡI	TATION AT ACCIDENT SITE	
	OBSTRUCTI NONE	ONS TO VISION AT AC	CIDENT SITE		TE	E MP 6 90	RA	FUR E <del>-</del> F	
	210	CTION-DEGREES				7		OCITY-KNOTS	
	TYPE OF W VFR FIRE AFTE	EATHER CONDITIONS			T١	YPE	-	FLIGHT PLAN	
			DOOFT REQD FOR TKOF AT	2500F T	D	ENS	AL	Γ.	-

			BRIEFS						
FILE	DATE	LOCATION	AIRCRAFT DATA	•	-	S M.	'N	FLIGHT PURPOSE	PILOT DATA
-1560		STUTTGART,AR 0		CR- PX-					COMMERCIAL, AGE 39, 5814 ITY TOTAL HOURS, 2000 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE STUTTGAR TYPE OF AC	T,AR CIDENT AILURE OR MALFUNC	INTENDED DESTINATION LOCAL			ΤA	KEO	F OPERATION FF INITIAL CLIMB NG ROLL	
	MISCELLA TERRAIN PARTIAL PO EMERGENCY	NT - ENGINE STRUC NEOUS ACTS,CONDIT - HIGH VEGETATION WER LOSS - PARTIA	L LOSS OF POWER - 1 ENG ORCED LANDING ON AIRPOR	INE			ΒΔS	E/HELIPT.	
		-							
-1433	7/21/77 TIME - 130	0	GRUMMAN G-164 N4638 DAMAGE-SUBSTANTIAL	РХ-	0 0	0 0	1 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 32, 4901 TOTAL HOURS, 2500 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE KED,AR	POINT	INTENDED DESTINATION						
	TYPE OF AC ENGINE F	CIDENT AILURE OR MALFUNC WITH FENCE,FENC	TION			IN	FL	F OPERATION IGHT PROCEDURE TURNA NG ROLL	ROUND
	MISCELLA FACTOR(S) TERRAIN PARTIAL PO	NT - ENGINE STRUC NEOUS ACTS,CONDIT - HIGH OBSTRUCTIO WER LOSS - PARTIA	TURE CYLINDER ASSEMBLY IONS – MATERIAL FAILURE NS IL LOSS OF POWER – 1 ENG ORCED LANDING OFF AIRPO	INE	LA	ND			
	KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP ELEVATIO PROCEDUR	URS IN CROP CONTR CROP - COTTON SEAT BELT - UNKNO - NOT USED CRASHPAD - NOT IN PER-LOCATION - FO	WN/NOT REPORTED ISTALLED RWARD OF PILOT ITED-FEET - 250			TY GL CR CR TE		DF OPERATION - SPRAYI DF CHEMICAL USED - LI S - NOT USED HELMET - AVAILARLE U BAR - NOT INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROS	QUID CHEMICAL-TOXIC

			BRIEFS	S OF ACC	IDE	NTS		
FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F		ES M/N	FLIGHT PURPOSE	PILOT DATA
-1434	7/23/77 TIME - 150	MCGEHEE↓AR DO	CESSNA 188 N49460 DAMAGE-SUBSTANTIAL	PX- 0			COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 43, 2454 Total Hours, 2000 IN Type, Not Instrument Rated.
	DEPARTURE MCGEHEE Type of AC Engine f Gear Coi	AR CCIDENT FAILURE OR MALFUNC	INTENDED DESTINATION LOCAL TION		1	[N FL	F OPERATION IGHT STARTING SWATH RU NG LEVEL OFF/TOUCHDOWN	IN
	FACTOR(S) TERRAIN MISCELL PARTIAL PO	ANT - MISCELLANEOU - HIGH VEGETATION ANEOUS ACTS+CONDIT DWER LOSS - PARTIA	S POWERPLANT FAILURE F IONS - OVERLOAD FAILUR L LOSS OF POWER - 1 ENG ORCED LANDING OFF AIRPO	E GINE			D REASONS	
	KIND OF PILOT'S COCKPIT TANK/HOP	ATA DURS IN CROP CONTR CROP - BEANS SEAT BELT - UNKNO CRASHPAD - INSTAL PER-LOCATION - FO DN-AREA BEING TREA	WN/NOT REPORTED LED RWARD OF PILOT		(	TYPE CRASH CRASH TERRA	OF OPERATION - SPRAYING OF CHEMICAL USED - LIOU HELMET - AVAILABLE USE BAR - INSTALLED IN-TYPE - LEVEL.FLAT RUN-HOW FLOWN - CROSSM	JID CHEMICAL-NONTOXIC D
-1693	8/3/77 TIME - 071	ENGLAND.AR 15	GRUMMAN G-164A N4832 DAMAGE-SUBSTANTIAL	PX- 0			COMMERCIAL AERIAL APPLICATION	COMMERCIAL, FL.INSTR., AGE 22, 4000 TOTAL HOURS 1900 IN TYPE, INSTRUMENT RATED.
	DEPARTURE		INTENDED DESTINATION					
	ENGLAND Type of A Engine f Nose ovi	CCIDENT FAILURE OR MALFUNC	LOCAL			IN FL	F OPERATION IGHT PROCEDURE TURNARC NG ROLL	DUND
	PILOT I MISCELLA MISCELLA TERRAIN COMPLETE	N COMMAND - INADEQ N COMMAND - MISMAN ANEOUS ACTS+CONDIT ANEOUS ACTS+CONDIT - WET+SOFT GROUND POWER LOSS - COMPL	IONS - INATTENTIVE TO F IONS - FUEL EXHAUSTION	FUEL SUP MEOUT-1	EN	Y GINE	NNING	
	KIND OF PILOT'S GOGGLES COCKPIT TANK/HOI ELEVATI	DURS IN CROP CONTR CROP - RICE SEAT BELT - UNKNO - NOT USED CRASHPAD - INSTAL PPER-LOCATION - FO ON-AREA BEING TREA	WN/NOT REPORTED LED RWARD OF PILOT			TYPE GLOVE CRASE CRASE TERRA	OF OPERATION - FERTILIA OF CHEMICAL USED - DRY IS - USED HELMET - AVAILABLE USE I BAR - INSTALLED IN-TYPE - LEVEL+FLAT I RUN-HOW FLOWN - UPWING	CHEMICAL-NONTOXIC ED

FILE '	DATE	LOCATION	AIRCRAFT DATA	 	IES S M		FLIGHT PURPOSE		PILOT DATA
-1691	8/6/77 TIME - 160	GARFIELD,AR )5	PIPER PA-24 N8907P DAMAGE-DESTROYED				NONCOMMERCIAL PLEASURE/PERSONAL TRA	ANSP	PRIVATE, AGE 34, 202 TOTAL HOURS, 148 IN TYPE NOT INSTRUMENT RATED.
	NAME OF AD DEPARTURE HILLSBOR		GE VL INTENDED DESTINATION GARFIELD,AR						
	TYPE OF AC	CIDENT	GART ILLUYAR	Р			F OPERATION NG LEVEL OFF/TOUCHDO	WN	
	COLLIDED	WITH TREES	All and a second		LA	NDI	NG GO-AROUND		
	PILOT IN	COMMAND - MISJUD	GED DISTANCE AND SPEED D IN INITIATING GO-ARO						
		NEOUS ACTS,CONDIT - HIGH OBSTRUCTIO							
		DNE WAY STRIP.							
3-1696	8/8/77 TIME - 18	LEAD HILL,AR 55	PIPER PA-28 N4420X DAMAGE-DESTRÓYED				NONCOMMERCIAL Pleasure/personal Tr	ANSP	COMMERCIAL, AGE 46, 592 Total Hours, 472 in type Not instrument rated.
	DEPARTURE		INTENDED DESTINATION				анан сайтан с		
	LEAD HIN TYPE OF AC COLLIDE		LOCAL	Ρ			F OPERATION FF INITIAL CLIMB		
	PILOT IN FACTOR(S)	COMMAND - INADEQ	UATE PREFLIGHT PREPARA GED DISTANCE+SPEED+ALT TITUDE						
	SKY CONDI	LION		с			AT ACCIDENT SITE		
		Y AT ACCIDENT SITE ER(UNLIMITED)		Ρ	REC		ITED TATION AT ACCIDENT SI	TE	
		ONS TO VISION AT A	CCIDENT SITE	T		ERA	TURE-F		
	CALM	CITY-KNOTS		T	VF		WEATHER CONDITIONS		
	TYPE OF FI NONE	LIGHT PLAN							

FILE	DATE	LOCATION	AIRCRAFT DATA	INJUF F	LES S M/	FLIGHT N PURPOSE	PILOT DATA
3-1695	8/15/77 TIME - 1220 DEPARTURE P DE VALLS, TYPE OF ACC	DE VALLS,AR DINT AR	GRUMMAN G-164A N8945H DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	PX- 0	OHASE	I COMMERCIAL D AERIAL APPLICAT OF OPERATION FLIGHT SWATH RUN	COMMERCIAL, AGE 38, 59] FION TOTAL HOURS, 1600 IN TYPE, INSTRUMENT RATED.
	PROBABLE CA PILOT IN		TO SEE AND AVOID OBJEC	TS OR DE	STRU	CTIONS	
	KIND OF C PILOT'S S GOGGLES - COCKPIT C TANK/HOPP	A RS IN CROP CONTRO ROP - BEANS EAT BELT - UNKNOU NOT USED RASHPAD - INSTALL ER-LOCATION - FOR HAREA BEING TREAT	NV/NOT REPORTED ED WARD OF PILOT		TYP GLO CRA CRA TER	D OF OPERATION - S E OF CHEMICAL USED VES - NOT USED SH HELMET - AVAILA SH BAR - INSTALLED RAIN-TYPE - LEVEL, TH RUN-HOW FLOWN -	) - LIQUID CHEMICAL-NONTOXIC NBLE USED ) FLAT
	Contraction of the second s	an an an the second					
-1692	TIME - 1930 DEPARTURE P CORNERSTO TYPE OF ACC	OINT INE•AR	WEATHERLY 201B N1259W DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL BOTH IN FLIGHT	PX- 0 0T- 1	0 O HASE		COMMERCIAL, AGE 38, 910 ACTIVITY TOTAL HOURS, 853 IN TYP NOT INSTRUMENT RATED. STRIP
		COMMAND - FAILED	TO SEE AND AVOID OTHER -PERSONNEL PILOT OF OT		- C - C - C - C - C - C - C - C - C - C	an a	• 
	CONTROLLI TRAFFIC A CONVERGEN		NONE - 180	-SMALL U	RAD Con Hor	AR CTL/SURVEILLANC TROL ZONE/AREA - N	ANGLE-DEGREES - 0
				r	· ·		
		and the second secon	a de la companya de l La companya de la comp	PAGE 46	9		an a
				•			

				S OF #						
FILE	DATE	LOCATION	AIRCRAFT DATA		F S	5 M/	/N	FLIGHT PURPOSE		PILOT DATA
3-1692	TIME - 1930		WEATHERLY 2018	CR- PX-	1 0	0 0	0 0			COMMERCIAL, AGE 22, 2296 TOTAL HOURS, 396 IN TYPE NOT INSTRUMENT RATED.
	DEPARTURE F CORNERSTO TYPE OF ACC	DNE.AR	INTENDED DESTINATION LOCAL		Di		- 05	- OPERATION		
			BOTH IN FLIGHT					GHT RETURN TO ST	RIP	
		COMMAND - FAILER	D TO SEE AND AVOID OTHER S-PERSONNEL PILOT OF 01				т			
	CONTROLLI TRAFFIC / CONVERGEN	OF AVIATION INVO ING AGENCY - NO ( ADVISORY ISSUED - NCE ANGLE-DEGREES	DLVED - SMALL US GEN.AV. CONTROL - NONE 5 - 180 -DEGREES - 0			RAC Cor Hor	DAR NTRC RIZO		GLE-DEGI	NDER RADAR CONTACT REES – O
3-1690	8/18/77 TIME - 1000		FAIRCHILD M-62 N69256 DAMAGE-SUBSTANTIAL					MISCELLANEQUS Ferry		COMMERCIAL, FL.INSTR., AGE 27, 3922 TOTAL HOURS 60 IN TYPE, INSTRUMENT
		RPORT - JONESBOR								RATED.
			INTENDED DESTINATION TULSA.OK							
	TYPE OF ACC				Pł			OPERATION		
								F INITIAL CLIMB		
		AILURE OR MALFUNG	LIIUN			LAP	101	IG ROLL		
	ENGINE FA GEAR COLL PROBABLE CA PILOT IN MISCELLAN	APSED AUSE(S) COMMAND - INADEG HEOUS ACTS+CONDIT	DUATE PREFLIGHT PREPARAT FIONS - WATER IN FUEL	FION A	ND/	-				
·	ENGINE F/ GEAR COLL PROBABLE C/ PILOT IN MISCELLAN TERRAIN - COMPLETE PO	APSED COMMAND - INADE( EQUS ACTS,CONDIT - ROUGH/UNEVEN DWER LOSS - COMPL	DUATE PREFLIGHT PREPARAT	EOUT-	1 EM	OR H	PLAN			

FILE.	DATE	LOCATION	AIRCRAFT DATA		JURIE F S		FLIGHT PURPOSE		PILOT DATA
3-1694	8/22/77 V TIME - 0930	ILMOT, AR	SNOW S-2R N8466V DAMAGE-SU8STANTIAL	PX-	0 0			CTL ACTIVITY	COMMERCIAL, FL.INSTR., AGE 41, 17200 TOTAL Hours, 1000 in Type, Not Instrument Rated.
	DEPARTURE PO WILMOT.AR TYPE OF ACCI ENGINE FAI NOSE OVER/	IDENT LURE OR MALFUNC	INTENDED DESTINATION LOCAL		1	AKEO	F OPERATION FF INITIAL NG ROLL	CLIMB	
	MISCELLANE TERRAIN - COMPLETE POR EMERGENCY CI	- ENGINE STRUC EOUS ACTS.CONDIT ROUGH/UNEVEN VER LOSS - COMPL	TURE CYLINDER ASSEMBL' IONS - MATERIAL FAILUR ETE ENGINE FAILURE/FLA ORCED LANDING OFF AIRPO S.	E MEOVT-					
3-1615	1/27/77 S TIME - 1617	SAN JOSE.CA	ROCKWELL 112A N1361J DAMAGE-SUBSTANTIAL	-			INSTRUCTIO DUAL		COMMERCIAL, FL.INSTR., Age 30, 1280 Total Hours, 50 in Type, instrument Pated
3-1615	TIME - 1617 NAME OF AIRF	PORT - REID-HILL	N1361J DAMAGE-SUBSTANTIAL VIEW	-				NAL 	AGE 30, 1280 TOTAL HOURS,
3-1615	TIME - 1617	PORT - REID-HILL DINT	N1361J DAMAGE-SUBSTANTIAL	-				NAL 4 2	AGE 30, 1280 TOTAL HOURS, 50 IN TYPE, INSTRUMENT
3-1615	TIME - 1617 NAME OF AIRF DEPARTURE PO SAN JOSE.C TYPE OF ACCI ENGINE FAI	PORT - REID-HILL DINT	N1361J DAMAGE-SUBSTANTIAL VIEW INTENDED DESTINATION LOCAL	-	0 0 РНА L	SE O	DUAL F OPERATION	NAL PATTERN-CIRCL	AGE 30, 1280 TOTAL HOURS, 50 IN TYPE, INSTRUMENT RATED.
3-1615	TIME - 1617 NAME OF AIRF DEPARTURE PO SAN JOSE.C TYPE OF ACCI ENGINE FAI COLLIDED W PROBABLE CAU PILOT IN C PILOT IN C MISCELLANE	PORT - REID-HILL INT A DENT LURE OR MALFUNC IITH AUTOMOBILE ISE(S) COMMAND - INADEQ COMMAND - MISMAN COUS ACTS+CONDIT	NI361J DAMAGE-SUBSTANTIAL VIEW INTENDED DESTINATION LOCAL TION VATE PREFLIGHT PREPARA AGEMENT OF FUEL IONS - INATTENTIVE TO N	PX-	O O PHA L L ND/OR	SE O ANDI ANDI E PLA	DUAL F OPERATION NG TRAFFIC NG ROLL		AGE 30, 1280 TOTAL HOURS, 50 IN TYPE, INSTRUMENT RATED.
3-1615	TIME - 1617 NAME OF AIRF DEPARTURE PO SAN JOSE O TYPE OF ACCI ENGINE FAI COLLIDED M PROBABLE CAU PILOT IN C PILOT IN C MISCELLANE MISCELLANE FACTOR(S)	PORT - REID-HILL DINT A DENT LURE OR MALFUNC LURE OR MALFUNC UITH AUTOMOBILE SE(S) DOMMAND - INADEO DOMMAND - MISMAN OUS ACTS.CONDIT OUS ACTS.CONDIT	NI361J DAMAGE-SUBSTANTIAL VIEW INTENDED DESTINATION LOCAL TION WATE PREFLIGHT PREPARA AGEMENT OF FUEL	PX-	O O PHA L L ND/OR	SE O ANDI ANDI E PLA	DUAL F OPERATION NG TRAFFIC NG ROLL		AGE 30, 1280 TOTAL HOURS, 50 IN TYPE, INSTRUMENT RATED.

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BRIEFS OF ACCIDENTS

			BRIEFS						
FILE	DATE		AIRCRAFT DATA	F	F	SM	ΖN	FLIGHT PURPOSE	PILOT DATA
8-1259	2/27/77 TIME - 1600	OCEANO,CA.			0	0	2	INSTRUCTIONAL	COMMERCIAL, FL.INSTR., AGE 68, 3670 TOTAL HOURS, 67 IN TYPE, NOT INSTRU- MENT RATED.
	NAME OF AIR Departure P Oceano.ca	-	NTY INTENDED DESTINATION LOCAL						
	TYPE OF ACC GEAR COLL	IDENT	LUCAL		P			- OPERATION NG ROLL	
	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	- LANDING GEAR M	AIN GEAR-SHOCK ABSORBI DNS - MATERIAL FAILURE		SΥ,	STR	UTS	ATTACHMENTS.ETC.	
		GR CLEVIS BOLT FA							
3-1507	3/14/77 NR TIME - 1915		PIPER PA-28 N32606 DAMAGE-DESTROYED					NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 19, 48 TOTAL Hours, 33 in Type, not Instrument rated.
	DEPARTURE F	Z,CA	INTENDED DESTINATION TULARE,CA						
	TYPE OF ACC AIRFRAME	IDENT FAILURE IN FLIGH	т		₽			F OPERATION IGHT UNCONTROLLED DESCEN	T
	PILOT IN	COMMAND - CONTINU COMMAND - SPATIAL	ED VFR FLIGHT INTO ADV DISORIENTATION D DESIGNED STRESS LIMI						
		- FLIGHT CONTROL	SURFACES HORIZONTAL S	STABIL!	IZE	R,	ATT	ACHMENTS	
	MISCELLAN		ONS - SEPARATION IN FL ANA STICKS.	IGHT					
3-1070	4/3/77 NR		PIPER PA-28	<b>C D</b>	,	•	•	NONCOMMERCIAL	PRIVATE, AGE 37, 892
5-1079	TIME - 1617		N1269T DAMAGE-DESTROYED						TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
		PORT - MYSTERY ME DINT	SA INTENDED DESTINATION PACCIMA+CA						
×	TYPE OF ACC		R UNCONTROLLED					F OPERATION FF INITIAL CLIMB	
	PROBABLE CA	USE(S)							

	en ante de la companya de la company La companya de la comp				
	e An an an an an an an teachtrachta	BRIEF	S OF ACCIDENTS		
FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES F S M/N		PILOT DATA
	4/6/77 KING CITY,CA TIME - 1130	BELL 47G2 N6727D DAMAGE-DESTROYED	CR- 0 1 0		AIRLINE TRANSPORT, AGE 34, 6000 TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT S	INTENDED DESTINATION			
	TYPE OF ACCIDENT COLLIDED WITH WIRES/POLE			F OPERATION IGHT STARTING SWATH RU	N
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILEC FACTOR(S) PILOT IN COMMAND - INADEC TERRAIN - HIGH OBSTRUCTIO	UATE PREFLIGHT PREPARA			
	SPECIAL DATA TOTAL HOURS IN CROP CONTR KIND OF CROP - LETTUCE PILOT'S SEAT BELT - FASTE GOGGLES - NOT USED COCKPIT CRASHPAD - NOT IN TANK/HOPPER-LOCATION - SI FIRE AFTER IMPACT	NED-PROPERLY ISTALLED	TYPE GLOVE CRASH CRASH	OF OPERATION - SPRAYING OF CHEMICAL USED - LIOU S - NOT USED HELMET - AVAILABLE USE BAR - NOT INSTALLED IN-TYPE - LEVEL+FLAT	ID CHEMICAL-TOXIC
	REMARKS- PLT DIDNT SURVEY A	REA	• •		
3-0921	4/10/77 NR.THERMAL.CA TIME - UNK/NR	HILLER UH-12E N90465 DAMAGE-DESTROYED		NONCOMMERCIAL PLEASURE/PERSONAL TRAN	PRIVATE, AGE 48, 523 SP TOTAL HOURS, 38 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - THERMAL DEPARTURE POINT THERMAL.CA	INTENDED DESTINATION			· · · · · · · · · · · · · · · · · · ·
	TYPE OF ACCIDENT UNDETERMINED			F OPERATION WN/NOT REPORTED	
	PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMI MISSING AIRCRAFT - LATER RE				
	FIRE AFTER IMPACT REMARKS- RECOVERY DATE 9/19				

		BR I E F	S OF A					
FILE	•	AIRCRAFT DATA		F	SM	/N	PURPOSE	PILOT DATA
	4/13/77 FULLERTON.CA TIME - 1520 DEPARTURE POINT VAN NUYS.CA TYPE OF ACCIDENT ENGINE FAILURE OR MAL WHEELS-UP	BEECH H35 N225X DAMAGE-SUBSTANTIAL INTENDED DESTINATION FULLERTON+CA	CR- PX-	<b>0</b> 0	0 0 PHAS	1 0 E O NDI	NONCOMMERCIAL BUSINESS F OPERATION NG TRAFFIC PATTERN-CI NG LEVEL OFF/TOUCHDOW	PRIVATE, AGE 46, 2802 TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED. RCLING
	FACTOR(S) MISCELLANEOUS ACTS.CC COMPLETE POWER LOSS - C	NEOUS POWERPLANT FAILURE NDITIONS - INTENTIONAL WHE OMPLETE ENGINE FAILURE/FLA - FORCED LANDING OFF AIRP	ELS-UP MEOUT-	16	NGI		D REASONS	
3-1026	4/21/77 NR.MÁXWELL.CA TIME - 1420	N10221 DAMAGE-DESTROYED					COMMERCIAL AERIAL APPLICATION	COMMERCIAL, ∆GE 36, 746 TOTAL HOURS, 291 IN TYPE INSTRUMENT R∆TED.
	DEPARTURE POINT MAXWELL.CA TYPE OF ACCIDENT STALL MUSH	INTENDED DESTINATION LOCAL		F			F OPERATION IGHT PROCEDURE TURNARI	סאטכ
	PROBABLE CAUSE(S) PILOT IN COMMAND - FA	ILED TO OBTAIN/MAINTAIN FL	YING S	PEE	D			
	SPECIAL DATA TOTAL HOURS IN CROP C KIND OF CROP - RICE GLOVES - USED CRASH HELMET - AVAILA CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL SWATH RUN-HOW FLOWN -	BLE USED			PI GO CC TA EL	LOT GGL CKP NK/ EVA	OF OPERATION - SEEDING 'S SEAT BELT - UNKNOWN ES - USED IT CRASHPAD - INSTALLE HOPPER-LOCATION - FORW TION-AREA BEING TREATE DURE TURNAROUND - THIR	VNOT REPORTED D ARD OF PILOT D-FEET - 80
3-0943	4/27/77 SIMI VALLEY, TIME - 1320	CA CESSNA 172M N80381 DAMAGE-SUBSTANTIAL	PX-				INSTRUCTIONAL SOLO	STUDENT, AGE 27, 126 TOTAL HOURS, 21 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - SANTA DEPARTURE POINT FULLERTON,CA TYPE OF ACCIDENT STALL SPIN	SUSANA INTENDED DESTINATION SIMI VALLEY+CA		P			F OPERATION NG GO-ARQUND	
	PROBABLE CAUSE(S) PILOT IN COMMAND - FA FACTOR(S) PILOT IN COMMAND - MI	ILED TO OBTAIN/MAINTAIN FL SJUDGED DISTANCE AND SPEED LAYED IN INITIATING GO-ARO NDITIONS - DOWNWIND		PEE				

			BRIEF	S OF ACC	IDEN	TS					
FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F	RIES S M		FLIGHT PURPOSE	PILOT DATA			
-1217	5/5/77 TIME - 07	HUNTINGTON BCH.CA 38	BEECH 35 N2826V DAMAGE-DESTROYED				NONCOMMERCIAL PLEASURE/PERSONAL TRANSF	PRIVATE, AGE 37, 250 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.			
	DEPARTURE CEDAR C Type of An AIRFRAM	ITY,UT	NTENDED DESTINATION FULLERTON+CA	ļ	-	-	F OPERATION IGHT UNCONTROLLED DESCE				
	PILOT I PILOT I FACTOR(S) WEATHER AIRFRAM MISCELLA MISCELLA WEATHER BI	N COMMAND - CONTINUE N COMMAND - SPATIAL N COMMAND - EXCEEDED - OTHER E - WINGS SKIN AND ANEOUS ACTS,CONDITIC ANEOUS ACTS,CONDITIC RIEFING - BRIEFED B)	DESIGNED STRESS LIM	ITS OF A	[RCR	AF T					
	SKY CONDI OVERCAS VISIBILIT 5 OR OVI	TION			19 PREC DR	00 IPI 1ZZ	AT ACCIDENT SITE TATION AT ACCIDENT SITE LE Ture-F				
	NONE WIND DIRE 210	CTION-DEGREES			6	٧E	LOCITY-KNOTS FLIGHT PLAN				
	IFR	PENETRATED CLOUD LA	YER. L WG FAILED.		VF						
-1180	5/7/77 TIME - 04		GRUMMAN G-164 N9707 DAMAGE-SUBSTANTIAL	PX- 0	0	0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 36, 562 Total Hours, 75 in type Not instrument rated.			
	DEPARTURE GONZALES Type of A	SCIDENT	INTENDED DESTINATION GREENFIELD,CA				F OPERATION Ng Roll				
	PROBABLE ( PERSONN FACTOR(S)	PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT									
	PILDT'S GOGGLES COCKPIT	ATA DURS IN CROP CONTROL SEAT BELT - UNKNOW - NOT USED CRASHPAD - INSTALLE PPER-LOCATION - FOR	N/NOT REPORTED		GL CR	OVE ASH	OF OPERATION - FERRY S - USED HELMET - AVAILABLE USED BAR - INSTALLED				

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FILE	DATE LOCATI	ON AIRCRAFT DATA			S M		FLIGHT PURPOSE	PILOT DATA
3-1180	5/7/77 GREENFIELD TIME - 0445	NCA WEATHERLY 2018 N2937W DAMAGE-SUBSTANTI	PX-	0	0	0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 30, 700 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - MET DEPARTURE POINT GREENFIELD,CA TYPE OF ACCIDENT COLLISION WITH AIRC	Z INTENDED DESTINATION LOCAL RAFT BOTH ON GROUND	N	Ρ			F OPERATION FF RUN	
	FACTOR (S)	FAILED TO SEE AND AVOID OTH ANEOUS-PERSONNEL PILOT OF				т		
	GOGGLES - NOT USED Cockpit Crashpad -	UCE • UNKNOWN/NOT REPORTED			TY GL CR	PE OVE	OF OPERATION - SPRAYING OF CHEMICAL USED - LIQUI S - NOT USED HELMET - AVAILABLE USED BAR - INSTALLED	D CHEMICAL-TOXIC
3-1424	5/7/77 HAYWARD.CA TIME - 0840	PIPER PA-28 N8185N Damage-Substanti	PX-				NONCOMMERCIAL Pleasure/personal trans	COMMERCIAL, FL.INSTR., P AGE 44, 899 TOTAL HOURS, 30 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - HAY DEPARTURE POINT SALINAS,CA TYPE OF ACCIDENT GROUND-WATER LOOP-S COLLIDED WITH DITC	INTENDED DESTINATION HAYWARD,CA	N	F	LA	NDI	IF OPERATION NG ROLL NG ROLL	KATED.
	AIRFRAME - LANDING MISCELLANEOUS ACTS, MISCELLANEOUS ACTS,	NTROL SYSTEMS RUDDER AND I GEAR NOSEWHEEL ASSEMBLIES CONDITIONS - JAMMED CONDITIONS - PREVIOUS DAMA STRUT SUPPORT BEARINGS		A₿	CON	ITRO	L SYSTEM	
3-1510	5/9/77 GILROY,CA TIME - 0730	CESSNA 150L N19703 DAMAGE-DESTROYED	PX-		-	-	NONCOMMERCIAL PLEASURE/PERSONAL TRANS	COMMERCIAL, FL.INSTR., P AGE 36, 415 TOTAL HOURS, 166 IN TYPE, NOT INSTRU- MENT RATED.
	DEPARTURE POINT SAN JOSE.CA TYPE OF ACCIDENT		N	P				
	PROBABLE CAUSE(S) MISCELLANEOUS - UNC	UND/WATER CONTROLLED			U	NK NU	₩N/NOT REPORTED	

			BRIEFS						
FILE	DATE	LOCATION	AIRCRAFT DATA	١٢				FLIGHT PURPOSE	PILOT DATA
3-1321	5/14/77 S TIME - 1030	SANTA ROSA.CA	CESSNA 120 N2684N DAMAGE-DESTRDYED					NONCOMMERCIAL PLEASURE/PERSONAL TRANSF	PRIVATE, AGE 20, 129 TOTAL HOURS, 68 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE PO SANTA ROSA TYPE OF ACCI	A.CA DENT FER LOOP-SWERVE	INTENDED DESTINATION		Ρ	LA	NDI	F OPERATION NG ROLL NG ROLL	
	MISCELLANE	- LANDING GEAR W DUS ACTS,CONDITI COMMAND - FAILED	HEELS,TIRES,AXLES ONS - MATERIAL FAILURE TO MAINTAIN DIRECTIONA		ITRO	L			
3-1251	5/15/77 F TIME - 1600 NAME OF AIRE DEPARTURE PO	PORT - HAYWARD AI	N16055 DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL TRANSF	COMMERCIAL, AGE 24, 283 TOTAL HOURS, 139 IN TYPE NOT INSTRUMENT RATED.
	SAN CARLOS TYPE OF ACCI TURBULENCE HARD LANDI	DENT	HAYWARD+CA		Ρ	LA	NDI	F OPERATION NG LEVEL DFF/TOUCHDOWN NG LEVEL OFF/TOUCHDOWN	

			BRIEFS	OF ACC	IDEN	TS		
FILE	DATE	LOCATION	AIRCRAFT DATA		RIES S M		FLIGHT PURPOSE	PILOT DATA
3-1509	5718777 TIME - 15 DEPARTURE OXNARD, TYPE OF A	DAMAGE-DESTROYED E POINT INTENDED DESTINATION LAST ENROUTE STOP CA S LK TAHOE+CA JACKSON+CA			PLEASURE/PERSONAL TRANS ROUTE STOP ON.CA F OPERATION	PRIVATE, AGE 29, 76 TOTAL MOURS, 4 IN TYPE, NOT INSTRUMENT RATED.		
	FACTOR(S) WEATHER TERRAIN	N COMMAND - CONTINU ) k - SNOW N - HIGH OBSTRUCTION	NED VFR FLIGHT INTO ADV NS NY FLIGHT SERVICE PERSO			-	DNDITIONS	
	5 OR OV OBSTRUCTI BLOWING WIND DIRE 210 TYPE OF W IFR	Y AT ACCIDENT SITE VER(UNLIMITED) ONS TO VISION AT AC S SNOW CCTION-DEGREES VEATHER CONDITIONS		00 IPI DW ERA VE DF R	AT ACCIDENT SITE TATION AT ACCIDENT SITE SHOWERS TURE-F LOCITY-KNOTS FLIGHT PLAN			
3-1023	TIME - 09 DEPARTURE SACRAME TYPE OF A ENGINE COLLIDE PROBABLE POWERPL FACTOR(S) TERRAIN PARTIAL P EMERGENCY	POINT NTO+CA CCIDENT FAILURE OR MALFUNCT D WITH TREES CAUSE(S) ANT - MISCELLANEOUS I - HIGH OBSTRUCTION POWER LOSS - PARTIAL	POWERPLANT FAILURE F S LOSS OF POWER - 1 ENG RCED LANDING OFF AIRPO	PX- C OR UNDE	O LAST TR PHAS IN LA TERM	O EN UCK E O FL NDI	COMMERCIAL POWER/PIPELINE RDUTE STOP EE.CA F OPERATION IGHT CLIMB TO CRUISE NG ROLL D REASONS	COMMERCIAL, AGE 60, 12317 TOTAL HOURS, 3406 IN TYPE, INSTRUMENT RATED.

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FILE	DATE LOC	ATION	AIRCRAFT DATA	IN		IES S M		FLIGHT PURPOSE		PILOT DATA
3-1070	5/20/77 TRAVIS TIME - 1415 NAME OF AIRPORT - DEPARTURE POINT SAN JOSE.CA TYPE OF ACCIDENT PROPELLER/JET/RO	TRAVIS AFB	PIPER J2 N19518 DAMAGE-SUBSTANTIAL NTENDED DESTINATION TRAVIS AFB.CA		0	OHASE	0	NONCOMMERCIAL PLEASURE/PERSONAL F OPERATION FROM LANDING	TRANSP	COMMERCIAL, AGE 21, 1068 Total Hours, 650 in Type Instrument Rated.
	PERSONNEL - TRAF	FIC CONTROL FIC CONTROL	TOR BLAST PERSONNEL ISSUED IM PERSONNEL OTHER ROINATION BETWEEN GRO						IS	
3-0945	5/20/77 NR.DAGGET TIME - 1545 NAME OF AIRPORT -	DAGGETT	LOCKHEED P38-L5 N9957F DAMAGE-SUBSTANTIAL							COMMERCIAL, AGE 54, 2982 Total Hours, 29 in Type, Instrument Rated.
	DEPARTURE POINT DAGGETT.CA Type of accident gear retracted	IF	NTENDED DESTINATION ALBUQUERQUE,NM		Ρ			F OPERATION NG ROLL		
	MISCELLANEOUS AC	TS, CONDITIO	RESERVOIR.LINES.FITT NS - IMPROPERLY INSTA VICING.INSPECTION IN	LLED	A TE	MAI	NTI	ENANCE AND INSPECT	ON	

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			BRIEFS			DENI	3			
FILE	DATE	LOCATION	AIRCRAFT DATA			IES S M/	N	FLIGHT PURPOSE		PILOT DATA
1185	5/21/77 TIME - 063	CORONA+CA 25	CESSNA 172 N6926H DAMAGE-SUBSTANTIAL					NONCOMMERCIAL Pleasure/personal	TRANSP	PRIVATE, AGE 23, 240 TOTAL HOURS, 24 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE CORONA, TYPE OF A	CA	INTENDED DESTINATION LOCAL		Ρ			F OPERATION Ng ROLL		
	PILOT I FACTOR(S)	N COMMAND - SELEC N COMMAND - MISJU - HIGH OBSTRUCT								
			PRECAUTIONARY LANDING OF ADVERSE/UNFAVORABLE WEAT PROP/ENGINE VIBRATION		POR					
	VISIBILIT 1 MILE OBSTRUCTI FOG TYPE OF F NONE	OBSCURATION Y AT ACCIDENT SI OR LESS ONS TO YISION AT LIGHT PLAN		D. LND	P .T	UNL RECI NON YPE IFR	IM PI E OF	AT ACCIDENT SITE ITED TATION AT ACCIDENT WEATHER CONDITION		
146	TIME - 19 DEPARTURE LAKE TA TYPE OF A	POINT HOE₊CA CCIDENT FAILURE OR MALFU!	N5561W DAMAGE-DESTROYED INTENDED DESTINATION YUBA CITY+CA		<b>0</b>	0 HASE IN	3 01 FL	NONCOMMERCIAL PLEASURE/PERSONAL F OPERATION IGHT NORMAL CRUIS NG ROLL		COMMERCIAL, AGE 27, 860 Total Hours, 36 in type, Instrument Rated.
	PILOT I MISCELL MISCELL PILOT I PARTIAL PI EMERGENCY	N COMMAND - INADI N COMMAND - MISM/ ANEOUS ACTS+COND ANEOUS ACTS+COND N COMMAND - SELE OWER LOSS - PARTI	EQUATE PREFLIGHT PREPARAT ANAGEMENT OF FUEL ITIONS - FUEL EXHAUSTION ITIONS - INATTENTIVE TO CTED UNSUITABLE TERRAIN IAL LOSS OF POWER - 1 ENG FORCED LANDING OFF AIRPO	UEL S	UPP	LY	LA	NN ING		

FILE	DATE	LOCATION	AIRCRAFT DATA	Ŧ		5 M/1	1		PILOT DATA
-1027	5/22/77 TIME - 0615		PIPER PA-28 N54387 DAMAGE-DESTROYED	CR-	0	0 1	L .	NONCOMMERCIAL	STUDENT, AGE 29, 125 P TOTAL HOURS, 20 IN TYPE NOT INSTRUMENT RATED.
	NAME OF AIR	PORT - CORONA							
	DEPARTURE P CORONA,CA		INTENDED DESTINATION LAKE HAVASU, AZ						• •
	COLLIDED	IDENT WITH WIRES/POLE	ES		₽			OPERATION GHT CLIMB TO CRUISE	
		USE(S)				٠			
		COMMAND - MISJUC							
	WEATHER -	FOG							•
		HIGH DESTRUCTIO							
		EFING - UNKNOWN/ ECAST - UNKNOWN/							
	SKY CONDITI	ON .			c			AT ACCIDENT SITE	
		AT ACCIDENT SITE	÷		Ρ		ы	ATION AT ACCIDENT SITE	
	1 MILE OR OBSTRUCTION FOG	S TO VISION AT A	ACCIDENT SITE		т	NONE EMPEI 65	AT	URE-F	
					т		)F	FLIGHT PLAN	
	FIRE AFTER	IMPACT							
1216	5/24/77 TIME - 2320		PIPER PA-28 N9580W	PX-					COMMERCIAL, AGE 36, 582 P TOTAL HOURS, 199 IN TYPE
	DEPARTURE P		DAMAGE-SUBSTANTIAL INTENDED DESTINATION						NOT INSTRUMENT RATED.
	RED BLUFF		SANTA ANA,CA		р	UAČE	0E	OPERATION	
		WITH WIRES/POLE	S					GHT NORMAL CRUISE	
	PROBABLE CA		GED ALTITUDE AND CLEARA	NCE					
	FACTOR(S)								
		EOUS ACTS+CONDIT HIGH OBSTRUCTIO	TONS - UNWARRANTED LOW	FLYING	;				

			BRIEFS						
FILE			AIRCRAFT DATA	IN	JUR F	IE: S	S M/N	FLIGHT PURPOSE	PILOT DATA
		SAN FRANCISCO.CA	EATRCHILD EH1100	CR- PX-	٥		ATRITNE TRANSPORT. AGE		
		OINT							
	CONCORD,C TYPE OF ACC COLLIDED								
	MISCELLAN	- MISCELLANEOUS EOUS ACTS+CONDIT	-PERSONNEL GROUND SIG IONS - INSTRUCTIONS-MIS -LIFT ANTENNA MAST.PROF	INTER	PRE			GIVEN.	
3-1214	5/27/77 TIME - 1500		AERD COMDR 500B NG156X DAMAGE-MINOR		0 0	0 0	2 0	INSTRUCTIONAL DUAL	ATP,FLIGHT INSTR., AGE 26, 890 TOTAL HOURS, 15 IN TYPE, INSTRUMENT RATED.
	NAME OF AIR Departure P Hayward Type of Acc Gear Retr	IDENT	INTENDED DESTINATION LOCAL					DF OPERATION DFF RUN	
	PROBABLE CA PILOT IN		TED GEAR PREMATURELY						
3-1790		OAKLAND.CA	CESSNA 177	CR-	0	0	1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSF	PRIVATE, AGE 42. 569
	TIME - 1630		N18139 DAMAGE-SUBSTANTIAL		0	0	2	PLEASURE/PERSONAL TRANSF	NOT INSTRUMENT RATED.
		PORT - DAKLAND I				۷٤.			
	HAWTHORNE	+CA	EUREKA+CA			S	AN T/	A ROSA,CA	
	ENGINE FA	IDENT ILURE OR MALFUNC WITH DITCHES				I	V FL	DF OPERATION LIGHT - NORMAL CRUISE ING LEVEL OFF/TOUCHDOWN	
	PILOT IN COMPLETE PO EMERGENCY C	T - MISCELLANEOU COMMAND - MISJUDO WER LOSS - COMPLE	S POWERPLANT FAILURE F GED SPEED AND ALTITUDE ETE ENGINE FAILURE/FLAP DRCED LANDING ON AIRPOF •UNDERSHOT FLD.	IEOUT-	1 6	NG	INE		

BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS INJURIES PILOT DATA FILE DATE LOCATION AIRCRAFT DATA FLIGHT F S M/N PURPOSE 3-1148 5/28/77 PALO ALTO,CA **AERONCA 7BCM** CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 40, 1853 TIME - 0920 N6451C PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 115 IN TYPE, NOT INSTRUMENT RATED. DAMAGE-DESTROYED NAME OF AIRPORT - PALO ALTO DEPARTURE POINT INTENDED DESTINATION PALO ALTO, CA WATSONVILLE,CA PHASE OF OPERATION TYPE OF ACCIDENT TAKEOFF INITIAL CLIMB STALL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED 3-1020 5/28/77 NR.GRIDLEY.CA GRUMMAN G-164 CR- 0 0 1 COMMERCIAL COMMERCIAL, FL.INSTR., TIME - 0930 N703Y PX- 0 0 0 AERIAL APPLICATION AGE 31, 4300 TOTAL HOURS, DAMAGE-SUBSTANTIAL 3000 IN TYPE, NOT INSTRU-MENT RATED. INTENDED DESTINATION DEPARTURE POINT GRIDLEY, CA LOCAL PHASE OF OPERATION TYPE OF ACCIDENT IN FLIGHT SWATH RUN ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - WET, SOFT GROUND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - RICE TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - USED CRASH HELMET - AVAILABLE USED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - SWAMPY/WATER ELEVATION-AREA BEING TREATED-FEET - 60 REMARKS- NO.8 CYL CRACKED

	DATE LOCAT	ION	AIRCRAFT DATA		URIES S P			PILOT DATA		
3-1325		S.J.CAPISTRANO,CA CHAMPION 7ECA CR- 0 0 1 COMMERCIAL 433 PX- 0 0 0 AERIAL ADVERTISING DAMAGE-SUBSTANTIAL 0T- 1 0 0					PRIVATE, AGE 23, UNK/ TOTAL HOURS, UNK/NR I Type, NOT INSTRUMENT RATED.			
	NAME OF AIRPORT - CAPISTRANO DEPARTURE POINT INTENDED DESTINATION S.J.CAPISTRANO.CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION MISCELLANEOUS IN FLIGHT LOW PASS COLLISION WITH GROUND/WATER UNCONTROLLED LANDING LEVEL OFF/TOUCHDOWN									
	MISCELLANEOUS ACTS	REIGN MATE	RIAL AFFECTING NORMA S - INTERFERENCE WIT	H FLIG	нт са	INTR				
	PERSONNEL - MAINTENANCE.SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND DIRECTIONAL CONTROL PROBLEM REMARKS- TOW CABLE CAUGHT ON NON-STANDARD STEERING BAR.CAUSED LOSS OF RUDDER CTL. HIT GIRL ON T/D.									
	REMARKS- TOW CABLE C				AUSE	ם ו כ	SS OF RUDDER CTL, HTT GI	RI ON TZD.		
	REMARKS- TOW CABLE C				AUSE	) LO	SS OF RUDDER CTL. HIT GI	RL ON T/D.		
3-1423	5/28/77 DEATH VAL TIME - 1000	LEY CA	ION-STANDARD STEERING	BAR→C CR- PX-	0 0	1	NONCOMMERCIAL			
3-1423	5/28/77 DEATH VAL TIME - 1000 NAME OF AIRPORT - AM DEPARTURE POINT	AUGHT ON M	DN-STANDARD STEERING PIPER PA-32R N4488F DAMAGE-SUBSTANTIAL NTENDED DESTINATION	CR- PX-	0 0	1 5	NONCOMMERCIAL Pleasure/personal trans	COMMERCIAL, AGE 32, 356 P TOTAL HOURS, 22 IN TYPE		
3-1423	5/28/77 DEATH VAL TIME - 1000 NAME OF AIRPORT - AM	LEY CA	DN-STANDARD STEERING PIPER PA-32R N4488F DAMAGE-SUBSTANTIAL NTENDED DESTINATION	CR- PX-	0 0 0 0	1 5	NONCOMMERCIAL	COMMERCIAL, AGE 32, 356 P TOTAL HOURS, 22 IN TYPE		
3-1423	5/28/77 DEATH VAL TIME - 1000 NAME OF AIRPORT - AM DEPARTURE POINT DEATH VALLEY CA TYPE OF ACCIDENT	LEY CA	DN-STANDARD STEERING PIPER PA-32R N4488F DAMAGE-SUBSTANTIAL HTENDED DESTINATION LAS VEGAS,NV	CR- PX-	0 0 0 0	1 5	NONCOMMERCIAL PLEASURE/PERSONAL TRANS F OPERATION	COMMERCIAL, AGE 32, 356 P TOTAL HOURS, 22 IN TYPE		

		ø	BRIEF	S OF A	ccı	DENT	S			
FILE	DATE	LOCATION	AIRCRAFT DATA	- 1	F	IES S M/	N	FLIGHT PURPOSE	PILOT DATA	
		R.SACRAMENTO,CA	PIPER PA-28 N5751U DAMAGE-SUBSTANTIAL	CR-	0	0	1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 77, 248 TOTAL HOURS, 32 IN TYPE, NOT INSTRUMENT RATED.	
	DEPARTURE		ETA INTENDED DESTINATION							
	SACRAMENT TYPE OF AC STALL M	CIDENT	LOCAL		P		-	F OPERATION NG GO-AROUND		
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND									
	WEATHER	- SUDDEN WINDSHIFT IEFING - SELF-HELP								
	SKY CONDIT CLEAR	ION			С			AT ACCIDENT SITE ITED		
	VISIBILITY 5 OR OVE	AT ACCIDENT SITE R(UNLIMITED)				RECI	PI E	TATION AT ACCIDENT SITE		
	OBSTRUCTIO NONE	NS TO VISION AT AC	CIDENT SITE	:	ſ	EMPE 85	RA	TURE-F		
	TYPE OF WE VFR	ATHER CONDITIONS				-		FLIGHT PLAN		
3-0942	5/30/77 TIME - 104	SIMI VALLEY,CA 5	CESSNA 172 N9340H DAMAGE-SUBSTANTIAL					INSTRUCTIONAL SOLO	STUDENT, AGE 40, 15 TOTAL Hours, 13 In Type, Not Instrument rated.	
	NAME OF AIRPORT - SANTA SUSANA DEPARTURE POINT INTENDED DESTINATION SIMI VALLEY,CA LOCAL									
	TYPE OF AC STALL		LUCAL		P			F OPERATION NG GO-AROUND		
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED									
	FACTOR(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS									
			TOR INADEQUATE TRAIN			UDEN	ſ		ι	

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FILE	DATE LOCATIO		F S M/N	PURPOSE	PILOT DATA
	5/30/77 QUARTZ HILL TIME - 1755	◆CA PIPER PA-28 N4413T DAMAGE-SUBSTANTIAL	CR- 0 0 1	INSTRUCTIONAL	STUDENT, AGE 38, 28 TOTA HOURS, 25 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - QUAR Departure point Quartz Hill,ca				
	TYPE OF ACCIDENT STALL MUSH			DF OPERATION DFF INITIAL CLIMB	
		AILED TO OBTAIN/MAINTAIN FLY	ING SPEED		
	FACTOR(S) WEATHER - SUDDEN WIN TERRAIN - HIGH OBSTR WEATHER BRIEFING - UNK	UCTIONS			
	SKY CONDITION CLEAR		CEILING UNLIM	AT ACCIDENT SITE	
	VISIBILITY AT ACCIDENT 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION		-	TATION AT ACCIDENT SITE	
	NONE TYPE OF WEATHER CONDIT VFR	IONS	90 TYPE OF NONE	FLIGHT PLAN	
	REMARKS- PLT SAID WIND	SHIFTED ON TROF. SETTLED IN	ITO RISING TERR	AIN.	
3-1262	5/30/77 COMPTON,CA TIME - 2200	CESSNA 310 N5403A DAMAGE-SUBSTANTIAL		NONCOMMERCIAL Pleasure/personal trans	PRIVATE, AGE 40, 522 P TOTAL HOURS, 257 IN TYPE NOT INSTRUMENT RATED.
	NAME OF AIRPORT - COMP DEPARTURE POINT MERCED+CA				NUT INSTRUMENT RATED.
	TYPE OF ACCIDENT GROUND-WATER LOOP-SW COLLIDED WITH OBJEC		ταχ Ι	DE OPERATION FROM LANDING FROM LANDING	
	PROBABLE CAUSE(S) PILOT IN COMMAND - F FACTOR(S)	AILED TO MAINTAIN DIRECTION	AL CONTROL		
	PILOT IN COMMAND - I	MPROPER OPERATION OF POWERPU IVERTED ATTENTION FROM OPERA			
		ALLOWED WG TIPTANK TO HIT BL	OCK WALL, SEVER	ED TIPTANK.FIRE RESULTED	· · · · ·

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA TN HIRTES EL IGHT PILOT DATA F S M/N PURPOSE PIPER PA-18 COMMERCIAL, AGE 29, 602 3-1080 5/31/77 SAN PASQUAL.CA CR- 0 0 1 NONCOMMERCIAL TOTAL HOURS. 83 IN TYPE. TIME - 1230 N83272 PX- 0 0 0 PRACTICE DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - NO NAME LAST ENROUTE STOP DEPARTURE POINT INTENDED DESTINATION RAMONA . CA RETURN SAN PASQUAL .CA TYPE OF ACCIDENT PHASE OF OPERATION OVER SHOOT LANDING LEVEL DEELTOUCHDOWN NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER REMARKS- LND ON SHORT SLOPING UNCHARTED MTN STRIP. 3-1024 6/1/77 BIGGS-CA GRUMAN G-164 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 26, 8700 TIME - 1605 N10219 PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 7000 IN DAMAGE-DESTROYED TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - JONES STRIP DEPARTURE POINT INTENDED DESTINATION BIGGS+CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - WET.SOFT GROUND EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 7000 KIND OF OPERATION - FERTILIZING (DUST) KIND OF CROP - RICE TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED CRASH HELMET - AVAILABLE USED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 130 SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED REMARKS- NR 2 CYL FAILED.

FILE	DATE	LOCATION	AIRCRAFT DATA		IJURIE FSI		FLIGHT PURPOSE	PILOT DATA		
3-1555	6/1/77 TUJUNG/ TIME - 1615	TUJUNGA,CA	CESSNA 150H N22177 DAMAGE-DESTROYED				COMMERCIAL AERIAL ADVERTISING	COMMERCIAL, FL.INSTR., AGE 26, 1634 TOTAL HOURS, 20 IN TYPE, INSTRUMENT RATED.		
	DEPARTURE P PACOIMA,C		INTENDED DESTINATION							
	TYPE OF ACC Stall Mu						F OPERATION IGHT CLIMB TO CRUISE			
× .		COMMAND - IMPROP	YER IN-FLIGHT DECISIONS			3				
		HIGH OBSTRUCTIO								
	WEATHER BRI		BY FLIGHT SERVICE PERSO	DNNEL	BY P	HONE				
	SKY CONDITI CLEAR	ON					AT ACCIDENT SITE			
	VISIBILITY	AT ACCIDENT SITE			PRE	CIPI	TATION AT ACCIDENT SITE			
8.		R LESS S TO VISION AT A	CCIDENT SITE		TYP		WEATHER CONDITIONS			
	HAZE TYPE OF FLI NONE	GHT PLAN			V	FR				
	NUNE FIRE AFTER IMPACT REMARKS- BANNER TOWING.WEATHER REPORTED TO BE MARGINAL VFR DUE LOW VIZ. UN OUTCLIMB TERRAIN,HIT HOUSE.									
3-1322	6/2/77 TIME - 1245	SONOMA,CA	BELLANCA 7ECA N1014E DAMAGE-SUBSTANTIAL		0 0 0 0		INSTRUCTIONAL Solo	STUDENT, AGE 48, 18 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.		
	NAME OF AIR DEPARTURE P SONOMA,CA							INSTROMENT RATED.		
	TYPE OF ACC	IDENT TER LOOP-SWERVE	LULAL		L	ANDI	NG ROLL NG ROLL			

BRIEFS OF ACCIDENTS AIRCRAFT DATA FILE DATE LOCATION INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-1261 6/3/77 ANZA.CA CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 50, 807 CESSNA 182 TIME - 1810 N26110 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 213 IN TYPE, DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - TABLE MTN RANCH DEPARTURE POINT INTENDED DESTINATION ANZA,CA FULLERTON,CA PHASE OF OPERATION TYPE OF ACCIDENT COLLIDED WITH TREES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS POORLY MAINTAINED RUNWAY SURFACE 3-1021 6/5/77 JACKSON, CA CESSNA 172 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 34, 78 TOTAL TIME - 1310 N5374R PX- 0 0 3 PLEASURE/PERSONAL TRANSP HOURS, 9 IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - AMADOR COUNTY DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP CONCORD, CA ANGELS CAMP,CA JACKSON, CA TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH DIRT BANK PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE 3-0946 6/10/77 CATALINA.CA GRUMMAN G-21A CR- 0 0 1 COMMERCIAL AIRLINE TRANSPORT, AGE TIME - 1350 NIICS PX- 0 0 9 COMMUTER AIR CARRIER 56, 25000 TOTAL HOURS, DAMAGE-SUBSTANTIAL AIR TAXI-PASSG S-D 6000 IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - PEBBLY BEACH DEPARTURE POINT INTENDED DESTINATION LONG BEACH,CA CATALINA,CA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT TAXI FROM LANDING TAXI FROM LANDING GEAR COLLAPSED PROBABLE CAUSE(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS HIDDEN HAZARD FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- RIGHT MAIN LDG GEAR HIT SUBMERGED PIECE OF CEMENT WHILE TAXYING UP RAMP.

FILE		LOCATION	AIRCRAFT DATA	F	S M/N	PURPOSE	PILOT DATA
-1419	6/10/77 HAYWARD.CA TIME - 0930		CESSNA 150	CR- 0 PX- 0	0 1	INSTRUCTIONAL	STUDENT, AGE 24, 19 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE	RPORT - HAYWARD POINT	INTENDED DESTINATION				
	HAYWARD .		LOCAL				
	TYPE OF AC					OF OPERATION	
	HARD LAN GEAR COLI					ING LEVEL OFF/TOUCHDOW ING LEVEL OFF/TOUCHDOW	
	GEAK COL	LAFSED			LAND		¥
	PROBABLE C	AUSE(S)					
		COMMAND - IMPROPI			10		
	FACTOR(S)	COMMAND - IMPROPE	ER RECOVERY FROM BOUNCE	U LANUI	NG		
	PILOT IN MISCELLA	NEOUS ACTS, CONDIT:	TO INITIATE GO-AROUND IONS - TOUCH AND GO LAI IONS - OVERLOAD FAILURE				
-1252	6/12/77 N TIME - 123	R⊾MORGAN HILL↓CA 0	CESSNA 421A N1BV Damage-SubstantIal	PX- 0		NONCOMMERCIAL Pleasure/personal tra	NSP TOTAL HOURS, 1200 IN TYPE, NOT INSTRUMENT
-1252	TIME - 123	0	NIBV	PX- 0			NSP TOTAL HOURS, 1200 IN
-1252	TIME - 123 Departure BIG_BEAR	O POINT •CA	NIBV DAMAGE-SUBSTANTIAL	PX- 0	03	PLEASURE/PERSONAL TRA	NSP TOTAL HOURS, 1200 IN TYPE, NOT INSTRUMENT
-1252	TIME - 123 DEPARTURE BIG BEAR TYPE OF AC	O POINT •CA CIDENT	NIBV DAMAGE-SUBSTANTIAL INTENDED DESTINATION SAN CARLOS+CA	PX- 0	0 3 PHASE	PLEASURE/PERSONAL TRA	NSP TOTAL HOURS, 1200 IN TYPE, NOT INSTRUMENT
-1252	TIME - 123 DEPARTURE BIG BEAR TYPE OF AC	O POINT •CA	NIBV DAMAGE-SUBSTANTIAL INTENDED DESTINATION SAN CARLOS+CA	PX- 0	0 3 PHASE	PLEASURE/PERSONAL TRA	NSP TOTAL HOURS, 1200 IN TYPE, NOT INSTRUMENT
-1252	TIME - 123 DEPARTURE I BIG BEAR TYPE OF AC AIRFRAME PROBABLE C SYSTEMS MISCELLA MISCELLA PERSONNE	O POINT +CA CIDENT FAILURE IN FLIGH AUSE(S) - FLIGHT CONTROL S NEOUS ACTS+CONDIT NEOUS ACTS+CONDIT NEOUS ACTS+CONDIT L - MAINTENANCE-SE CIRCUMSTANCES - PE	NIBV DAMAGE-SUBSTANTIAL INTENDED DESTINATION SAN CARLOS+CA HT SYSTEMS ELEVATOR AND H IONS - IMPROPERLY SECU IONS - DISCONNECTED IONS - FLUTTER	PX- 0	O 3 PHASE I IN F TAB CI MAINTE	PLEASURE/PERSONAL TRA DF OPERATION LIGHT NORMAL CRUISE	NSP TOTAL HOURS, 1200 IN TYPE, NOT INSTRUMENT RATED.
-1252	TIME - 123 DEPARTURE I BIG BEAR TYPE OF AC AIRFRAME PROBABLE C SYSTEMS MISCELLA MISCELLA PERSONNE EMERGENCY	O POINT +CA CIDENT FAILURE IN FLIG AUSE(S) - FLIGHT CONTROL S NEOUS ACTS+CONDIT NEOUS ACTS+CONDIT NEOUS ACTS+CONDIT L - MAINTENANCE-SE CIRCUMSTANCES - PI PI	NIBV DAMAGE-SUBSTANTIAL INTENDED DESTINATION SAN CARLOS.CA HT SYSTEMS ELEVATOR AND H IONS - IMPROPERLY SECU IONS - DISCONNECTED IONS - FLUTTER ERVICING, INSPECTION IN RECAUTIONARY LANDING OF ITCH CONTROL PROBLEM IRFRAME BUFFET	PX- 0 LEVATOR LED IPROPER AIRPOR	O 3 PHASE I IN F TAB CI MAINTE T	PLEASURE/PERSONAL TRA DF OPERATION LIGHT NORMAL CRUISE DNTROL SYSTEM	NSP TOTAL HOURS, 1200 IN TYPE, NOT INSTRUMENT RATED.

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE ------CR- 0 0 1 NONCOMMERCIAL 3-1213 6/12/77 HANFORD, CA CESSNA 150 STUDENT, AGE 24, 20 TOTAL TIME - 0645 N17253 PX- 0 0 0 PRACTICE HOURS, ALL IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - HANFORD DEPARTURE POINT INTENDED DESTINATION LEMOORE NAS.CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION TAKEOFF INITIAL CLIMB ENGINE FAILURE OR MALFUNCTION LANDING ROLL COLLIDED WITH DITCHES PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE VALVE ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR (S) TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE REMARKS- BROKEN ROCKER ARM BOSS NO.1. CYLINDER 3-1125 6/13/77 BISHOP, CA CESSNA 150M CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 45, 58 TOTAL HOURS, ALL IN TYPE, NOT TIME + 0825 N9229U PX- 0 0 0 SOLO DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - BISHOP INTENDED DESTINATION DEPARTURE POINT BISHOP, CA LOCAL PHASE OF OPERATION TYPE OF ACCIDENT HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING

FILE	DATE	LOCATION	AIRCRAFT DATA		ijur F	-		FLIGHT PURPOSE	PILOT DATA
-1285	6/14/77 NR. TIME - 1430	14/77 NR.KEELER,CA CESSNA 170 CR- 0 0 1 NONCOMMERCIAL ME - 1430 N13DD PX- 0 0 1 PLEASURE/PERSONAL TRA DAMAGE-SUBSTANTIAL		COMMERCIAL, FL.INSTR., AGE 63, 6898 TOTAL HOURS, 1634 IN TYPE, INSTRUMENT RATED.					
	DEPARTURE PO Keeler,ca Type of Acc		LEY INTENDED DESTINATION BISHOP,CA		þ			F OPERATION FF ABOR TED	
	WEATHER - FACTOR(S) WEATHER - WEATHER BRII	SUDDEN WINDSHIFT WIND SHEAR HIGH DENSITY ALT	ITUDE OF BRIEFING RECEIVED						
	VISIBILITY A 5 OR OVER	DN DT REPORTED AT ACCIDENT SITE (UNLIMITED) S TO VISION AT AC	CIDENT SITE		Ρ	UN REC NO	KNO IPI NE TIV	AT ACCIDENT SITE WN/NOT REPORTED TATION AT ACCIDENT SITE E BEARING OF WIND QUARTERING TAIL WIND 203-	-247 DEGREES
	TEMPERATURE- 90 WIND VELOCIT 10	ry-KNOTS				26	0 0F	RECTION-DEGREES	
	TYPE OF FLIG NONE REMARKS- AC		BOULDER.GUST 15K.WIND	SHIFI	ED	TO	ESE	AT ROTATION.	an a
-1518	6/14/77 NR. TIME - 1420	DESCANSO.CA	PIPER PA-22 NG034V DAMAGE-SUBSTANTIAL					NONCOMMERCIAL Pleasure/personal transf	PRIVATE, AGE 32, 425 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE PO GILLESPIE TYPE OF ACC COLLISION	, CA	INTENDED DESTINATION LOCAL					F OPERATION IGHT NORMAL CRUISE	
	MISCELLANI FACTOR(S)	COMMAND - IMPROPE	R IN-FLIGHT DECISIONS ONS - FLEW INTO BLIND S			ING			

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			BRIEFS					
FILE	DATE	LOCATION	AIRCRAFT DATA	F	S M	/N		PILOT DATA
-1081	6/17/77 NR.LOS TIME - 2000		CESSNA 177	CR- C	0 0	1	NONCOMMERCIAL BUSINESS	NO CERTIFICATE, AGE 33 176 TOTAL HOURS, ALL I TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT CHOWCHILLA.CA		INTENDED DESTINATION RANCHO SNTA MARIA+CA					
	TYPE OF ACCIDEN COLLIDED WITH						OPERATION G LEVEL OFF/TOUCHDOWN	
		AND - IMPROPE AND - FAILED	ER IN-FLIGHT DECISIONS ( TO INITIATE GO-AROUND	R PLAN	NNING			
		an an an taon ann an taonach An taonachta an taonachta	HEADING EAST, LANDED O	N SAME	ROAD	HEA	DING WEST. WING HIT TRUCH	K.
-1331	6/18/77 NR.COR		SCORPION TOO N656F	CR- (	0 0	1	DING WEST. WING HIT TRUCH Noncommercial Pleasure/Personal transp	PRIVATE, AGE 46, 299 Total Hours, 81 in Typi
-1331	6/18/77 NR.COR TIME - 1115 NAME OF AIRPORT	- CORONA MU	SCORPION TOO N656F DAMAGE-SUBSTANTIAL NI	CR- (	0 0	1	NONCOMMERCIAL	PRIVATE, AGE 46, 299
-1331	6/18/77 NR.COR TIME - 1115 NAME OF AIRPORT DEPARTURE POINT	- CORONA MIJN	SCORPION TOO N656F DAMAGE-SUBSTANTIAL VI INTENDED DESTINATION	CR- (	00 00	1 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 46, 299 Total Hours, 81 in Type
-1331	6/18/77 NR.COR TIME - 1115 NAME OF AIRPORT DEPARTURE POINT CORONA.CA	- CORONA MUM	SCORPION TOO N656F DAMAGE-SUBSTANTIAL NI	CR- (	00 00	1	NONCOMMERCIAL Pleasure/personal transp	PRIVATE, AGE 46, 299 Total Hours, 81 in Type
-1331	6/18/77 NR.COR TIME - 1115 NAME OF AIRPORT DEPARTURE POINT	IONA.CA - Corona Mum	SCORPION TOO N656F DAMAGE-SUBSTANTIAL VI INTENDED DESTINATION LOCAL	CR- (	D O D O PHASE IN	1 O F FLI	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 46, 299 TOTAL HOURS, 81 IN TYPI NOT INSTRUMENT RATED.

FILE	DATE	LOCATION	AIRCRAFT DATA		JURI F S	ES M/N		FLIGHT PURPOSE		PILOT DATA
-1320	6/19/77 LOS BANOS,CA TIME - 1715		CESSNA 150 N4254U DAMAGE-DESTROYED				INS I DUAL	TRUCTIONAL		COMMERCIAL, AGE 64, 866 TOTAL HOURS, 184 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE PO FIREBAUG Type of Acc	H,CA	INTENDED DESTINATION LOS BANNS+CA					ERATION LEVEL OFF/TOUC	HD <b>0</b> #N	
	WEATHER -	COMMAND - FAILED 1 UNFAVORABLE WIND	OF BRIEFING RECEIVED	L CON	TROL					
	SKY CONDITIO CLEAR VISIBILITY	DN AT ACCIDENT SITE				UNLIM	1 TED	ACCIDENT SITE	SITE	
	OBSTRUCTION: NONE	(UNLIMITED) S TO VISION AT ACC	CIDENT SITE		RE	LEFT	CROSS	ARING OF WIND 5 WIND 248-292	DEGREES	an an an an an tart an tart an
		ION-DEGREES THER CONDITIONS			ТҮ	25 PE OF		TY-KNOTS GHT PLAN		
	VFR REMARKS- 25	KNOT CROSSWIND C	NOITION			NONE				
-1260	6/19/77 NR TIME - 1700		GRUM AMER AA5-A N9641U DAMAGE-SUBSTANTIAL					COMMERCIAL ASURE/PERSONAL	TRANSP	PRIVATE, AGE 23, 250 Total Hours, 30 in Type, Not instrument rated.
	DEPARTURE P		Y INTENDED DESTINATION LOCAL				_			
		WITH OBJECT					DF OPE DFF: R	ERATION RUN		
	FACTOR(S) AIRPORTS/	COMMAND - SELECTER Airways/facilitie:	D UNSUITABLE TERRAIN 5 - AIRPORT CONDITIONS			MAINT	TAINED	D RUNWAY SURFA	CE	
	REMARKS- HI	T HOLE IN RWY+BOUN	VCED & VEERED INTO STA	NDPIP	E.					
-1186	TIME - 1950		PIPER PA-28R N1117X DAMAGE-SUBSTANTIAL					COMMERCIAL ASURE/PERSONAL		PRIVATE, AGE 29, 131 TOTAL HOURS, 84 IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF ACC	PORT - EL MONTE IDENT TER LOOP-SWERVE VITH PARKED AIRCE	RAFT			LAND	DF OPE ING F ING R			
			R OPERATION OF BRAKES	AND/C	IR FL	IGHT	CONTR	ROLS		

FILE DATE AIRCRAFT DATA LOCATION INJURIES FLIGHT PILOT DATA PURPOSE F S M/N 3-1319 6/21/77 POPE VALLEY.CA PIPER PA-28 CR- 0 0 1 NONCOMMERCIAL STUDENT, AGE 28, 26 TOTAL TIME - 1701 N7243F PX- 0 0 0 PLEASURE/PERSONAL TRANSP HOURS, ALL IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - POPE VALLEY DEPARTURE POINT INTENDED DESTINATION POPE VALLEY.CA SAN JOSE,CA TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN COLLIDED WITH FENCE, FENCEPOSTS TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE RIGHT CROSS WIND 068-112 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 80 360 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS VFR 12 TYPE OF FLIGHT PLAN VFR 3-1332 6/22/77 CORONA, CA CASSUTT SPORT CR- 0 1 0 NONCOMMERCIAL PRIVATE, AGE 36, 3000 TIME - 1415 N50JE PX- 0 0 0 PRACTICE TOTAL HOURS, O IN TYPE, DAMAGE-DESTROYED NOT INSTRUMENT RATED. NAME OF AIRPORT - CORONA DEPARTURE POINT INTENDED DESTINATION CORONA,CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT CLIMB TO CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- HOMEBUILT, PLTS FIRST FLIGHT. OVERCONTROLLED THEN LOST CONTROL. FLIGHT LASTED THREE MINUTES.

FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES F S M			PILOT DATA
	6/22/77 TULELAKE,CA TIME - 1415	CESSNA 188B N4842R DAMAGE-SUBSTANTIAL	PX- 0 0	1 COMMERCIAL O ASSOC CROP		COMMERCIAL, AGE 35, 1974 TOTAL HOURS, 162 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - MALIN Departure point Malin,or	INTENDED DESTINATION				
	TYPE OF ACCIDENT Collided with dirt ban	< <sup>1</sup>		E OF OPERATION KEOFF INITIAL		
	PROBABLE CAUSE(S) PILOT IN COMMAND - INAD PILOT IN COMMAND - FAIL FACTOR(S) WEATHER - HIGH DENSITY		ION AND/OR	PLANNING	e Service	
	AIRPORTS/AIRWAYS/FACILI	TIES - AIRPORT CONDITIONS ITIONS - JETTISONED LOAD	-			
	SKY CONDITION Clear Visibility at accident si	ſE	UN	ING AT ACCIDEN IMITED IPITATION AT A	T SITE	
	5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT NONE	ACCIDENT SITE	NDI TEMP 90	NE ERATURE-F		•
	WIND DIRECTION-DEGREES 330	and an	WIND 10	VELOCITY-KNOT	-	
	TYPE OF WEATHER CONDITION VFR	S	TYPE NO	OF FLIGHT PLA Ve	N .	
	KIND OF CROP - GRAIN FI PILOT'S SEAT BELT - UNK Goggles - Not Used Cockpit Crashpad - Inst	TROL – 619 ELDS NOWN/NOT REPORTED ALLED FORWARD OF PILOT	TY GL CR CR TE		D VAILABLE USED ALLED	ROPS CHEMICAL-NONTOXIC
3-1254	6/24/77 SHINGLE SPGS.C TIME - 1100	A PIPER PA-18 N9578P DAMAGE-SUBSTANTIAL	PX- 0 0	1 NONCOMMERC 1 PLEASURE/P		PRIVATE, AGE 30, 115 TOTAL HOURS, 51 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - CAMERON DEPARTURE POINT Shingle SPGS.CA					
	TYPE OF ACCIDENT GROUND-WATER LOOP-SWERV COLLIDED WITH DIRT BAN		ΤA	E OF OPER∆TION KEOFF RUN KEOFF PUN		
		ED TO MAINTAIN DIRECTION OPER OPERATION OF BRAKES		HT CONTROLS		

BRIEFS OF ACCIDENTS PILOT DATA LOCATION AIRCRAFT DATA INJURIES FLIGHT DATE FILE F S M/N PURPOSE \_\_\_\_\_ \_\_\_\_\_\_ 3-1127 6/25/77 FRESNO,CA CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 46, 454 LUSCOMBE 8E PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 80 IN TYPE, TIME - 1515 N1807K NOT INSTRUMENT RATED. DAMAGE-SUBSTANTIAL NAME OF AIRPORT - SIERRA SKY PARK DEPARTURE POINT INTENDED DESTINATION FRESNO, CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF RUN GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO ABORT TAKEOFF MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LANDED ON ROUGH UNEVEN PASTURE. CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 32, 2966 3-1147 6/25/77 NCOLUSA.CA GRUMMAN G-164 N599Y PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 1050 IN TIME - 1200 DAMAGE-DESTROYED TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION NCOLUSA.CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION TAKEOFF INITIAL CLIMB STALL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1000 KIND OF OPERATION - FERTILIZING (DUST) KIND OF CROP - RICE TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - USED GOGGLES - USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - NOT INSTALLED. CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - AFT OF PILOT TERRAIN-TYPE - LEVEL.FLAT ELEVATION-AREA BEING TREATED-FEET - 0 REMARKS- STRUCK DIKE

			BRIEFS				15		
FILE	DATE	LOCATION	AIRCRAFT DATA			IES S M		FLIGHT PURPOSE	PILOT DATA
3-1333	TIME - 1850 DEPARTURE POI SANDY VALLE TYPE OF ACCID	Y•NV ENT URE OR MALFUNCT:	CESSNA P206 N2618X DAMAGE-SUBSTANTIAL INTENDED DESTINATION LANCASTER.CA		0	0 HASI IN	0 E OI FL	NONCOMMERCIAL BUSINESS DPERATION IGHT NORMAL CRUISE NG ROLL	PRIVATE, AGE 49, 367 TOTAL HOURS, 120 IN TYPE, NOT INSTRUMENT RATED.
	MISCELLANED MISCELLANEO PERSONNEL - FACTOR(S) TERRAIN - W PARTIAL POWER EMERGENCY CIR	- ENGINE CONTROL US ACTS,CONDITIC US ACTS,CONDITIC MAINTENANCE,SEF ET,SOFT GROUND LOSS - PARTIAL	S THROTTLE-POWER LEN DNS - DISCONNECTED DNS - EXCESSIVE-WEAR/R VICING,INSPECTION IN LOSS OF POWER - 1 ENG CCED LANDING OFF AIRPO SSEMBLY FAILED	PLAY NADEQU GINE	∆ TE	MA		ENANCE AND INSPECTION	
3-1347	6/26/77 CH TIME - 1920	ICO,CA	GRUMMAN AA-5B N74601 DAMAGE-DESTROYED					INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 23, 1481 TOTAL HOURS, 325 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POI CHICO.CA TYPE OF ACCID GROUND-WATE		INTENDED DESTINATION SAN FRANCISCO.CA PPROACH LIGHTS		P	ΤA	KEO	- OPERATION FF RUN FF RUN	
	PILOT IN CO	T — FAILED TO M. Mmand — Inadequa Mmand — Failed	AINTAIN DIRECTIONAL CO ITE SUPERVISION OF FLI TO ABORT TAKEOFF						
-1520	6/26/77 RI TIME - 1030	ALTO,CA	PIPER PA-24 N7342P DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL TRANSI	PRIVATE, AGE 47, 596 7 TOTAL HOURS, 440 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPO Departure Poi Rialto,ca Type of Accid Gear Collap	ENT			P			- OPERATION NG LEVEL OFF/TOUCHDOWN	
	MISCELLANEO	LANDING GEAR NO	DRMAL RETRACTION/EXTEN DNS - MATERIAL FAILURI E SEPARATED AT BRACKET	E		EMB	LY		

CT1 -	DATE		INJURIES FLIGHT					
FILE	DATE LOCATI	ON AIRCRAFT DATA		S I		FLIGHT PURPOSE	PILOT DATA	
3-1546	6/27/77 NR.WEED.CA TIME - 1055 DEPARTURE POINT NOVATO.CA	MAULE N-4 N2037U DAMAGE-DESTROYED INTENDED DESTINATION CHILOQUIN↓CA		00	0		PRIVATE, AGE 28, 410 Total Hours, 104 in Type, Not instrument rated.	
	TYPE OF ACCIDENT Engine failure or M Collided with tree			I	+ FL	NF OPERATION IGHT LOW PASS NG LEVEL OFF/TOUCHDOWN		
	PILOT IN COMMAND - MISCELLANEOUS ACTS, MISCELLANEOUS ACTS, FACTOR(S) TERRAIN - HIGH OBST COMPLETE POWER LOSS -	INADEQUATE PREFLIGHT PREPAR/ MISMANAGEMENT OF FUEL CONDITIONS - FUEL EXHAUSTION CONDITIONS - UNWARRANTED LOW RUCTIONS COMPLETE ENGINE FAILURE/FL/ DEER 50-100FT ABOVE TREE TO	FLYING	ENG	[NE			
-1326	6/27/77 LENWOOD,CA TIME - 1148	N7375G DAMAGE-SUBSTANTIA	PX- (			MISCELLANEDUS Ferry	PRIVATE, AGE 32, 155 Total Hours, 133 in type, Not instrument rated.	
	NAME OF AIRPORT - DEP DEPARTURE POINT BAKER.CA TYPE OF ACCIDENT OVERSHOOT GEAR COLLAPSED	UE INTENDED DESTINATION LENWOOD+CA		L	ANDI	DF OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL		
	PROBABLE CAUSE(S)							
	PILOT IN COMMAND - FACTOR(S)	MISJUDGED DISTANCE AND SPEED FAILED TO INITIATE GO-AROUN	)					
	PILOT IN COMMAND - FACTOR(S) MISCELLANEOUS ACTS,	FAILED TO INITIATE GO-AROUN CONDITIONS - RAN OFF END OF CONDITIONS - OVERLOAD FAILUR	RUNWAY					
-1318	PILOT IN COMMAND - FACTOR(S) MISCELLANEOUS ACTS, MISCELLANEOUS ACTS, REMARKS- THIRD APCH T 6/27/77 SANTA ROSA TIME - 1130	FAILED TO INITIATE GO-AROUN CONDITIONS - RAN OFF END OF CONDITIONS - OVERLOAD FAILU O SHORT STRIP. .CA CESSNA 180 N7724K DAMAGE-SUBSTANTIA	CR- ( PX- (			INSTRUCTIONAL SOLO	STUDENT, AGE 39, 81 TOTAL Hours, 41 in type, not Instrument rated.	
-1318	PILOT IN COMMAND - FACTOR(S) MISCELLANEOUS ACTS, MISCELLANEOUS ACTS, REMARKS- THIRD APCH T	FAILED TO INITIATE GO-AROUN CONDITIONS - RAN OFF END OF CONDITIONS - OVERLOAD FAILU O SHORT STRIP. .CA CESSNA 180 N7724K DAMAGE-SUBSTANTIA CENTER INTENDED DESTINATION SANTA ROSA,CA	CR- ( PX- (	о о Рна	o Se c		HOURS, 41 IN TYPE, NOT	

FILE	DATE LOCATION	AIRCRAFT DATA		FLIGHT PURPOSE	PILOT DATA			
-1797	6/27/77 NR.SO LAKE TAHO TIME - 1040	E+CA BELL 47G-2	CR- 0 0 1 PX- 0 0 1		COMMERCIAL, AGE 30, 2773 TOTAL HOURS, 200 IN TYPE, INSTRUMENT RATED.			
	NAME OF AIRPORT - FREEL DEPARTURE POINT SO LAKE TAHOE.CA TYPE OF ACCIDENT UNDERSHOOT ROLL OVER		PHASE O LANDI	F OPERATION NG POWER-ON LANDING NG LEVEL OFF/TOUCHDOWN				
	PROBABLE CAUSE(S) WEATHER - SUDDEN WINDSHIFT FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED							
	SKY CONDITION			AT ACCIDENT SITE				
	CLEAR VISIBILITY AT ACCIDENT S 5 OR OVER(UNLIMITED)	ITE	UNLIM PRECIPI NONE	TATION AT ACCIDENT SITE				
	OBSTRUCTIONS TO VISION A NONE TEMPERATURE-F	T ACCIDENT SITE	RELATIVE BEARING OF WIND RIGHT QUARTERING TAIL WIND 203-247 DEGREES WIND DIRECTION-DEGREES					
	40 WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN		45 TYPE OF VFR	WEATHER CONDITIONS				
	NONE REMARKS- WIND SHIFTED FR	OM HEADWIND TO QUARTERING	TAILWIND.DENSI	TY ALT APPROX 12000 FT.				
-1327	6/30/77 LA VERNE,CA TIME - 1540	CESSNA T210 N8132G DAMAGE-SUBSTANTIAL	PX- 0 0 0	NONCOMMERCIAL Pleasure/personal transf	COMMERCIAL, AGE 52, 396 TOTAL HOURS, 187 IN TYPE, NOT INSTRUMENT RATED.			
	NAME OF AIRPORT - BRACKE Departure point Torrance,ca							
	TYPE OF ACCIDENT WHEELS-UP			F OPERATION NG LEVEL OFF/TOUCHDOWN				
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED FACTOR(S) AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - ERRATIC MISCELLANEOUS ACTS,CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART,NOT SYSTEM PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION							

DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - NEVADA COUNTY INTENDED DESTINATION DEPARTURE POINT SAN JOSE,CA GRASS VALLEY,CA PHASE OF OPERATION TYPE OF ACCIDENT LANDING LEVEL OFF/TOUCHDOWN GROUND-WATER LOOP-SWERVE COLLIDED WITH DITCHES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL WEATHER - SUDDEN WINDSHIFT CEILING AT ACCIDENT SITE SKY CONDITION UNLIMITED CLEAR VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE NONE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 75 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE 3-1253 7/1/77 NR.BISHOP,CA HILLER 12SL4 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 43, 14353 TIME - 1010 N90461 PX- 0 0 1 POWER/PIPELINE TOTAL HOURS, 4050 IN TYPE, INSTRUMENT RATED. DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION BISHOP,CA LOCAL PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING ROLL OVER PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL FACTOR(S) TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND

BRIEFS OF ACCIDENTS

INJURIES

F S M/N

PX- 0 0 1 DUAL

CR- 0 0 1 INSTRUCTIONAL

FLIGHT

PURPOSE

PILOT DATA

TOTAL HOURS, 91 IN TYPE,

PRIVATE, AGE 56, 309

AIRCRAFT DATA

CESSNA 177RG

N18510

LOCATION

GRASS VALLEY.CA

FILE

DATE

TIME - 1145

3-1417 7/1/77

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			BRIEF						
FILE	DATE	LOCATION	AIRCRAFT DATA	INJ F	UR	IES S №	/N	FLIGHT PURPOSE	PILOT DATA
		PALMDALE.CA	CESSNA 150 N7227X DAMAGE-SUBSTANTIAL	CR- PX-	0	0 0	1 0	MISCELLANEOUS TEST	PRIVATE, AGE 63, 5000 TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED.
	DEPARTURE I PALMDALE Type of Acc Miscella	•CA CIDENT	INTENDED DESTINATION QUARTZ HILL.CA R UNCONTROLLED			T۸	KEC	F OPERATION IFF INITIAL CLIME FF ABORTED	
	PROBABLE CAUSE(S) SYSTEMS - FLIGHT CONTROL SYSTEMS RUDDER AND RUDDER TAB CONTROL SYSTEM MISCELLANEOUS ACTS,CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT MISCELLANEOUS ACTS,CONDITIONS - LOOSE,PART/FITTING PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION FACTOR(S)								
	EMERGENCY (	CIRCUMSTANCES - FO	NATE PREFLIGHT PREPARAT DRCED LANDING ON AIRPO! BBLES LOOSE, R RUDDER (	RT/SEAP	LA	NE	BAS	E/HELIPT.	PORT STRUCTURE.
-1429	TIME - UNK.	/NR	A SCHWEIZER SGS126 N2550H DAMAGE-DESTROYED					NONCOMMERCIAL PRACTICE	PRIVATE, AGE 39, 223 TOTAL HOURS, 13 IN TYPE, NOT INSTRUMENT R∆TED.
	DEPARTURE ( OCOTILLO ) TYPE OF ACC COLLISION	WELLS.CA	INTENDED DESTINATION LOCAL R UNCONTROLLED					F OPERATION IGHT UNCONTROLLED D	DESCENT
		AUSE(S) NEDUS - UNDETERMI INGLE WHEEL EQUIPP							
-1556	7/5/77 TIME - 1630		PIPER PA-22 N6055D DAMAGE-DESTROYED					NONCOMMERCIAL PRACTICE	PRIVATE, AGE 35, 240 TOTAL HOURS, 13 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE F REDLANDS TYPE DF ACC ENGINE F	•CA	INTENDED DESTINATION		PH	L۵	NDI	F OPERATION Ng traffic pattern- Ng level off/touchd	-CIRCLING
	PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING								
	COMPLETE PO EMERGENCY (	DWER LOSS - COMPLE CIRCUMSTANCES - FO	TE ENGINE FAILURE/FLAU RCED LANDING OFF AIRPO TO MAKE RWY+LNDD IN OR	MEDUT-1 DRT ON	LĀN	ND	NE		

	7/6/77 RIVERSIDE+CA TIME - 1415		CR- 0 0 1 NONCOMMERCIAL PX- 0 0 0 BUSINESS						
	NAME OF AIRPORT - RIVERSIDE MUNI								
	DEPARTURE POINT								
	TYPE OF ACCIDENT GEAR COLLAPSED								
	PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM)								
	MISCELLANEOUS ACTS.CONDITIONS - MATERIAL FAILURE								
	FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS UNMARKED OBSTRUCTIONS MISCELLANEOUS ACTS.CONDITIONS - OVERIOAD FAILURE								
			WHEN CURB AT TAXIWAY WAS RUN OVER						
3-1422	7/8/77 NR.TURLOCK.CA	PIPER PA-34	CR- 0 0 1 NONCOMMERCIAL	PRIVATE, AGE 47, 1033					
	TIME - 1600	N43540 DAMAGE-SUBSTANTIAL	PX- 0 0 BUSINESS	TOTAL HOURS, 638 IN TYPE, NOT INSTRUMENT RATED.					
				NUI INSIKUMENI KAIEU.					
	DEPARTURE POINT TULARE,CA			NUT INSTRUMENT RATED.					
		INTENDED DESTINATION	PHASE OF OPERATION LANDING ROLL LANDING ROLL	NUT INSTRUMENT RATED.					
	TULARE,CA TYPE OF ACCIDENT COLLIDED WITH OBJECT	INTENDED DESTINATION TURLOCK.CA	LANDING ROLL	NUT INSTRUMENT RATED.					
	TULARE,CA TYPE OF ACCIDENT COLLIDED WITH OBJECT GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - SELEC FACTOR(S) TERRAIN - ROUGH/UNEVEN	INTENDED DESTINATION TURLOCK.CA	LANDING ROLL LANDING ROLL	NUT INSTRUMENT KATED.					

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INJURIES F S M/N FLIGHT PURPOSE PILOT DATA

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AIRCRAFT DATA

FILE

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DATE

LOCATION

BRIEFS OF ACCIDENTS FILE DATE PILOI DATA LOCATION AIRCRAFT DATA INJURIES FLIGHT PURPOSE F S M/N CR- 0 0 1 MISCELLANEOUS PIPER PA-18 3-1330 7/9/77 NR.PEARBLOSSOM, CA COMMERCIAL, AGE 24, 583 TOTAL HOURS, 94 IN TYPE, TIME - 1400 N9266P PX- 0 0 0 TOWING GLIDERS DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - CRYSTALAIRE DEPARTURE POINT INTENDED DESTINATION PEARBLOSSOM.CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN TAXI FRUM LANDING PROBABLE CAUSE(S) WEATHER - LOCAL WHIRLWIND WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED CEILING AT ACCIDENT SITE SKY CONDITION CLEAR UNLIMITED PRECIPITATION AT ACCIDENT SITE **VISIBILITY AT ACCIDENT SITE** 5 OR OVER(UNLIMITED) NONE RELATIVE BEARING OF WIND OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE LEFT QUARTERING TAIL WIND 203-247 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 270 100 TYPE OF WEATHER CONDITIONS WIND VELOCITY-KNOTS VFR 20 TYPE OF FLIGHT PLAN NONE REMARKS- DUST DEVIL FLIPPED PA-18 OVER AS ACFT WAS TAXYING TO GLIDER TOW LINE. CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 36, 129 3-1515 7/9/77 BAKERSFIELD, CA CESSNA 177 N30157 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 29 IN TYPE, TIME - 0930 NOT INSTRUMENT RATED. DAMAGE-SUBSTANTIAL NAME OF AIRPORT - BAKERSFIELD PARK DEPARTURE POINT INTENDED DESTINATION -BAKERSFIELD.CA LOCAL PHASE OF OPERATION TYPE OF ACCIDENT LANDING LEVEL OFF/TOUCHDOWN HARD LANDING COLLIDED WITH RUNWAY OR APPROACH LIGHTS LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING REMARKS- DMGD HORIZ STAB ON RWY LT.

FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F		-		PILOT DATA
3-1517	TIME - 123 NAME OF A	IRPORT - SANTA BA Point	N21HM DAMAGE-SUBSTANTIAL	PX- C			MISCELLANEOUS FERRY	PRIVATE, AGE 42, 190 TOTAL HOURS, 104 IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF AU ENGINE D GEAR COU	AILURE OR MALFUN	CTION		1	NFL	OF OPERATION IGHT NORMAL CRUISE NG ROLL	
	PILOT IN MISCELLA FACTOR(S) TERRAIN MISCELLA COMPLETE F	N COMMAND - INADE N COMMAND - MISMA ANEOUS ACTS,CONDI - ROUGH/UNEVEN ANEOUS ACTS,CONDI POWER LOSS - COMP	QUATE PREFLIGHT PREPARAT NAGEMENT OF FUEL TIONS - FUEL EXHAUSTION TIONS - OVERLOAD FAILURE LETE ENGINE FAILURE/FLAM FORCED LANDING OFF AIRPO	EDUT-1	ENG	INE	NNING	
-1544	TIME - 12	IRPORT - DAKLAND	N6657S . DAMAGE-SUBSTANTIAL	CR- ( PX- (	0	1 0	INSTRUCTIONAL SOLO	STUDENT, AGE 22, 21 TOTAL HDURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	HAYWARD TYPE OF AU ENGINE F	, C A	OAKLAND,CA CTION		۰ L	ANDI	DF OPERATION NG TRAFFIC PATTERN-( NG ROLL	CIRCLING
		CAUSE(S)						

			AIRCRAFT DATA	F	:	SΜ	/N	PURPOSE	PILOT DATA
3-1420	7/10/77 NR. TIME - 0425	STOCKTON,CA	CALLAIR A-9B N7763V DAMAGE-DESTROYED	CR- PX-	1 0	0 0	0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, FL.INSTR., AGE 42, 9010 TOTAL HOURS 250 IN TYPE, INSTRUMENT RATED.
	DEPARTURE PO STOCKTON	-	INTENDED DESTINATION LOCAL						
	TYPE OF ACCI							E OPERATION IGHT PROCEDURE TURNAROU	ND
	PROBABLE CAU PILOT IN C	USE(S) COMMAND - MISJUE	DGED CLEARANCE						
	KIND OF CR PILOT'S SE GOGGLES - COCKPIT CF TANK/HOPPE ELEVATION- FIRE AFTER I	RS IN CROP CONT OP - OTHER AT BELT - UNKNO NOT USED ASHPAD - INSTAL R-LOCATION - FO -AREA BEING TREA MPACT	DWN/NOT REPORTED	NES AT	EN	TY GL CR CR TE PR	DVE ASH ASH RASH CE	OF OPERATION - DUSTING C DF CHEMICAL USED - DRY C S - NOT USED HELMET - AVAILABLE USED BAR - INSTALLED IN-TYPE - LEVEL,FLAT DURE TURNARDUND - FIRST WATH RUN.	HEMICAL-NONTOXIC
3-1705	7/10/77 S TIME - 1050	AN JOSE,CA	CESSNA 182 N2363G Damage-substantial	CR- PX-	0 0	0 0	1 1	NONCOMMERCIAL Pleasure/personal trans	PRIVATE, AGE 49, 137 P TOTAL HOURS, 34 IN TYPE, NOT INSTRUMENT RATED.
5-1195			VIEW	•					NOT INSTRONENT RATED.
5-1195	NAME OF AIRP DEPARTURE PO SAN JOSE+O	DINT	INTENDED DESTINATION						
3-1193	DEPARTURE PC	DINT A DENT NG	INTENDED DESTINATION			LA	DI	F OPERATION NG LEVEL OFF/TOUCHDOWN NG LEVEL OFF/TOUCHDOWN	

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BRIEFS OF ACCIDENTS **FILE** DATE LOCATION AIRCRAFT DATA TN.BURTES FLIGHT PILOT DATA E S M/N PURPOSE 3-1329 7/11/77 BLYTHE .CA HILLER ACFT UH-12E CR- 0 0 1 COMMERCIAL COMMERCIAL. AGE 40. 10000 TIME - 0920 N75204 PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS. ALL IN TYPE. DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION BLYTHE .CA LOCAL TYPE OF ACCIDENT. PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKENEE VERTICAL HARD LANDING LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE MASTER AND CONNECTING RODS MISCELLANEOUS ACTS.CONDITIONS - MATERIAL FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC KIND OF CROP - COTTON PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES TERRAIN-TYPE - LEVEL.FLAT ELEVATION-AREA BEING TREATED-FEET - 200 REMARKS- NR 5 CYL CONROD BOLTS FAILED. 3-1516 7/12/77 NR.LOMPOC.CA CR- 0 0 1 NONCOMMERCIAL EBEL VAREZE 10 COMMERCIAL, AGE 68, 3638 TIME - 1400 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 20 IN TYPE, N14AE DAMAGE-DESTROYED INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION LOMPOC.CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT OTHER COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM TANKS MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION PERSONNEL - PRODUCTION-DESIGN-PERSONNEL POOR/INADEQUATE DESIGN FACTOR(S) AIRFRAME - FUSELAGE WINDSHIELDS, WINDOWS, CANOPIES MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING DEE AIRPORT ON LAND REMARKS- CANOPY OPENED, ENTERED SPIN. RECOV OK. ENG OUIT DUE TANKS BLO ENG DRG SPIN. LND IN BEAN FLD.

FILE	DATE	LOCATION	AIRCRAFT DATA		F	S M	/N	PURPOSE	PILOT DATA
3-1508	7/16/77 NR.H) TIME - 0630 DEPARTURE POIN HICKMAN,CA TYPE OF ACCIDE	IT	DAMAGE-DESTROYED INTENDED DESTINATION LOCAL	CR-	0 0 P	O O HAS	1 0 E 0	COMMERCIAL AERIAL APPLICATION F OPERATION	COMMERCIAL, AGE 40, 1420 TOTAL HOURS, 75 IN TYPE, INSTRUMENT RATED.
	PROBABLE CAUSE PILOT IN COM FACTOR(S)		TO SEE AND AVOID OBJEC	TS OR				IGHT MANEUVER TO AVOID	OR 2 LK OC I TON
	KIND OF CROP PILOT'S SEA GOGGLES - US COCKPIT CRAS TANK/HOPPER-	F BELT - FASTEN	ED-PROPERLY ED WARD OF PILOT			TY GL CR CR TE	PE OVE ASH ASH RRA	OF OPERATION - SPRAYING DF CHEMICAL USED - LIOUI S - USED HELMET - AVAILABLE-ÑOT BAR - NOT INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND CA	D CHEMICAL-TOXIC USED
			12.5						
3-1553			CESSNA 152 N757CL DAMAGE-SUBSTANTIAL	CR- PX-	0 0	0	1	NONCOMMERCIAL Pleasure/personal trans	PRIVATE, AGE 34, 57 TOTA P HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POIN SANTA MONICA TYPE OF ACCIDE OVERSHOOT	.CA	INTENDED DESTINATION LOCAL		P	LA	NDI	F OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL	
	PILOT IN CON FACTOR(S) PILOT IN CON MISCELLANEOU	MAND - MISJUDG MMAND - FAILED MMAND - ATTEMPT JS ACTS+CONDITI	ED DISTANCE AND SPEED TO INITIATE GO-AROUND ED OPERATION BEYOND EX ONS - RAN OFF END OF R AFTR RCVNG PRVT CRTFC1	UNWAY				TY LEVEL NTO FLD REO SHORT FLD LO	DG <b>.</b>

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA PURPOSE F S M/N AEROSPORT QUAIL CR- 0 0 1 NONCOMMERCIAL 3-1550 7/18/77 SIMI VALLEY,CA PRIVATE, AGE 55, 269 TIME - 1615 N8274 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 4 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - SANTA SUSANA INTENDED DESTINATION DEPARTURE POINT SIMI VALLEY.CA LOCAL PHASE OF OPERATION TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH OBJECT LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR (S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- R WG TIP HIT WIND TEE.EQUIPPED WITH VW 1600CC ENGINE. 3-1792 7/19/77 MADERA.CA CESSNA 150 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 41, 100 TIME - 0030 N3018X PX- 0 0 0 TRAINING TOTAL HOURS, ALL IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - MADERA DEPARTURE POINT INTENDED DESTINATION REDDING,CA BAKERSFIELD,CA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH COLLISION WITH GROUND/WATER CONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NITE XC.NO SOLO OR XC ENDORSEMENT LAST 90DAYS. 15HRS FLT TIME IN LAST 24. PRIVATE, AGE 30, 184 CESSNA 150M 3-1545 7/20/77 MADERA,CA CR- 0 1 0 NONCOMMERCIAL N9450U PX- 0 1 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 7 IN TYPE. TIME - 2130 DAMAGE-DESTROYED NOT INSTRUMENT RATED. NAME OF AIRPORT - MADERA INTENDED DESTINATION DEPARTURE POINT FRESNO, CA MADERA,CA PHASE OF OPERATION TYPE OF ACCIDENT STALL MUSH LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED REMARKS- VASI LIGHTS OPERATING.

			BRIEFS	S OF A						
FILE	DATE	LOCATION	AIRCRAFT DATA	IN. F	JUR =	R I E S	S M/N		FLIGHT PURPOSE	PILOT DATA
	7/20/77 TIME - 174	ROSAMOND.CA	SCHWEIZER SGS233 N17961 DAMAGE-SUBSTANTIAL	CR- PX-	0	0	2		MISCELLANEOUS TOWING GLIDERS	COMMERCIAL, FL.INSTR., AGE 40, 1168 TOTAL HOURS 93 IN TYPE, NOT INSTRU- MENT RATED.
	DEPARTURE ROSAMOND TYPE OF AC MISCELLA	•CA CIDENT	INTENDED DESTINATION LOCAL		F	Т	AKE	0F 0F	OPERATION F INITIAL CLIMB G LEVEL DFF/TOUCHDOWN	
		L - MISCELLANEOUS-	-PERSONNEL PILOT OF OT ANEUVER TO AVOID COLLIS		IRC	CR A	FΤ			
		- HIGH VEGETATION DW ACFT ABORTED TH		R RELE					6 HAD TO LND IN SAGEBRUSH	4
-1427	7/22/77 N TIME - 181	0	CESSNA 182 N3408U DAMAGE-SUBSTANTIAL	PX-	0	C	) 3	5	NONCOMMERCIAL Pleasure/personal transp	COMMERCIAL, AGE 35, 276 TOTAL HOURS, 22 IN TYPE, INSTRUMENT RATED.
	DEPARTURE BEATTY+CA TYPE OF AC		AR RANCH INTENDED DESTINATION TRONA+CA		P				OPERATION F RUN	
	AIRPORTS	L - MISCELLANEOUS- /AIRWAYS/FACILITI	-PERSONNEL DRIVER OF N ES - AIRPORT FACILITIES NNING OF AIR TRAFFIC AT	с отн	ER	٩D	RUN	IWΔ	Y INTERSECTION. VEHICLE D	DAMAGE SUBSTANTIAL
-1791	7/23/77 N TIME - 120		CESSNA 150 N2999F DAMAGE-DESTROYED						NONCOMMERCIAL PRACTICE	PRIVATE, AGE 25, 239 Total Hours, 38 in type, Not instrument rated.
	DEPARTURE FAIR DAK Type of AC Stall M	S+CA CIDENT	INTENDED DESTINATION LOCAL						OPERATION GHT LOW PASS	
		COMMAND - FAILED	TO OBTAIN/MAINTAIN FLY ED ATTENTION FROM OPERA				RCR	AF	Т	
				B.4.6.5						
				PAGE	51	10				

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FILE	DATE	LOCATION	AIRCRAFT DATA	I	NJUR F			FL IGHT PURPOSE		PILOT DATA
 3-1796	7/24/77 TIME - 144	LIVERMORE,CA 5	NELSON PERL PG-185 N68959 DAMAGE-SUBSTANTIAL	PX-					L TRANSP	COMMERCIAL, AGE 66, 4000 TOTAL HOURS, 1800 IN Type, not instrument Rated.
	DEPARTURE LIVERMOR Type of AC Engine f	E,CA	INTENDED DESTINATION LOCAL ION		P	Τ/	KEO	F OPERATION FF INITIAL CLIMB FF ABORTED		
	MISCELLA MISCELLA MISCELLA MISCELLA PARTIAL PO EMERGENCY	NEOUS - FOREIGN MA NEOUS ACTS,CONDITI NEOUS ACTS,CONDITI NEOUS ACTS,CONDITI NEOUS - EVASIVE MA DWER LOSS - PARTIAL	DNS — FUEL STARVATION Neuver to avoid coll LOSS OF Power — 1 En RCED LANDING ON AIRPO	ION-E SION IGINE	XCLU	IS I V	/E C			
-1425	7/24/77 TIME - 120	TRUCKEE,CA	AERO COMDR 112TCA N4569W DAMAGE-SUBSTANTIAL	PX-				NONCOMMERCIAL Pleasure/personal	_ TRANSP	PRIVATE, AGE 34, 314 Total Hours, 24 in Type, Not instrument rated.
	DEPARTURE SAN CARL TYPE OF AC GROUND-W	OS,CA		-	Ρ	L	NDI	F OPERATION Ng Roll Ng Roll		
	PROBABLE C PILOT IN		R OPERATION OF BRAKES	AND/	DR F	LIG	нт	CONTROLS		
-1421	7/24/77 TIME - 124 DEPARTURE		CESSNA 150D N4200U DAMAGE-SUBSTANTIAL INTENDED DESTINATION	PX-				NONCOMMERCIAL Pleasure/personal	_ TRANSP	PRIVATE, AGE 30, 400 Total Hours, 135 in type, Not instrument rated.
	COMPTON, Type of AC Engine f	CA	KERMANOCA		P	IN	FL	FOPERATION IGHT DESCENDING NG ROLL		
	PILOT IN MISCELLA FACTOR(S)	COMMAND - MISMANA COMMAND - INADEQU	GEMENT OF FUEL ATE PREFLIGHT PREPARA INS - FUEL EXHAUSTION		AND/	'OR	PLA	NNING		
	EMERGENCY		TE ENGINE FAILURE/FLA RCED LANDING OFF AIRP				NE			

FILE	DATE	LOCATION	AIRCRAFT DATA	F S M/N	FLIGHT PURPOSE	PILOT DATA
8-1620	7/24/77 PAUM TIME - 1400	A VALLEY,CA	LUSCOMBE 8E N1843K DAMAGE-SUBSTANTIAL		NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 26, 275 TOTAL HOURS, 71 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT DEPARTURE POINT PAUMA VALLEY,	CA	Y NTENDED DESTINATION LOCAL			
	TYPE OF ACCIDEN GROUND-WATER GEAR COLLAPSE	LOOP-SWERVE		TAKEOF	F OPERATION FF RUN FF RUN	
	PILOT IN COMM	AND - IMPROPER	OPERATION OF BRAKES COMPENSATION FOR WIN		CONTROLS	
	AIRPORTS/AIRW WEATHER - SUD WEATHER BRIEFIN	AYS/FACILITIES DEN WINDSHIFT G - NO RECORD	NS - OVERLOAD FAILURE - AIRPORT CONDITIONS OF BRIEFING RECEIVED		85	
	WEATHER FORECAS	T - UNKNOWN/NC	DT REPORTED		AT ACCIDENT SITE	
	CLEAR			UNLIM	TED .	
	VISIBILITY AT A				TATION AT ACCIDENT SITE	
	5 OR OVER(UNL OBSTRUCTIONS TO NONE		IDENT SITE		E BEARING OF WIND NN/NOT REPORTED	
	WIND VELOCITY-K 10			TYPE OF VFR	WEATHER CONDITIONS	
	TYPE OF FLIGHT	PLAN				
		REPORTED WIND	ZERO TO 10K X-WIND.			
-1551	7/26/77 NR.BLY TIME - 0740	THE.CA	CESSNA 1888 N5647J	CR- 0 0 1 PX- 0 0 0		COMMERCIAL, AGE 32, 932 Total Hours, 405 in type
	DEPARTURE POINT BLYTHE+CA	Ĩ	DAMAGE-SUBSTANTIAL NTENDED DESTINATION LOCAL			UNK/NR INSTRUMENT RATED.
	TYPE OF ACCIDEN	E OR MALFUNCT		IN FL	= DPER∆TION IGHT RETURN TO STRIP NG ROLL	
	PILOT IN COMM MISCELLANEOUS FACTOR(S) TERRAIN - ROU	AND - INADEQUA AND - MISMANAG ACTS.CONDITIC GH/UNEVEN	NTE PREFLIGHT PREPARAT SEMENT OF FUEL DNS - FUEL EXHAUSTION DNS - OVERLOAD FAILURE		NNING	
	COMPLETE POWER	LOSS - COMPLET MSTANCES - FOR	TE ENGINE FAILURE/FLAM	HEOUT-1 ENGINE		

3-1794	8/6/77 CONCORD.CA TIME - 1010	GRUM AMER AA5A N9798U DAMAGE-SUBSTANTIAL	-	-	_	NONCOMMERCIAL Pleasure/personal transp	COMMERCIAL, AGE 25, 515 Total Hours, 12 in Type, Instrument Rated.
	NAME OF AIRPORT - BUCHANAN DEPARTURE POINT	FIELD INTENDED DESTINATION					
	BAKERSFIELD.CA	CONCORD.CA					
	TYPE OF ACCIDENT			РНА	SE C	F OPERATION	
	HARD LANDING			L	ANDI	NG LEVEL OFF/TOUCHDOWN	
	PROBABLE CAUSE(S)						
	PILOT IN COMMAND - IMPRO	PER LEVEL OFF					
	FACTOR(S)						
	PILOT IN COMMAND - IMPRO	PER COMPENSATION FOR WIN	ID CON	DITIO	NS		
3-1793	8/15/77 REDDING.CA TIME - 1635	PIPER PA-24 N8679P DAMAGE-SUBSTANTIAL	-	-	_	NONCOMMERCIAL Pleasure/personal transp	COMMERCIAL, FL.INSTR., AGE 25, 1732 TOTAL HOURS, 8 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - BENTON F	IELD					
	DEPARTURE POINT	INTENDED DESTINATION					
	MONTAGUE,CA	REDDING, CA					
	TYPE OF ACCIDENT WHEELS-UP					F OPERATION NG LEVEL OFF/TOUCHDOWN	
	PROBABLE CAUSE(S)						
	PILDT IN COMMAND - FAILE	D TO ASSURE THE GEAR WAS	DOWN	AND	ГОСК	ED	

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AIRCRAFT DATA

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DATE

LOCATION

BRIEFS OF ACCIDENTS

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FLIGHT PURPOSE

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PILOT DATA

FILE		LGCATION		FSM	/N	FLIGHT PURPOSE	PILOT DATA
	2/6/77 NR.F TIME - 0930	T. COLLINS, CO		CR- 0 2	0		COMMERCIAL, FL.INSTR., AGE 27, 771 TOTAL HOURS 37 IN TYPE, NOT INSTRU- MENT RATED.
	DEPARTURE POI GREELEY, CO TYPE OF ACCID STALL MUSH	DENT	INTENDED DESTINATION ASPEN. CO	S T PHAS	E AME	NOUTE STOP BOAT SPRGS, CO OPERATION IGHT NORMAL CRUISE	
	PILOT IN CO FACTOR(S)	MMAND - IMPROPE	R IN-FLIGHT DECISIONS ATE SUPERVISION OF FL ITUDE				
	WEATHER BRIEF		S Y FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT		ONE		· .
	SKY CONDITION CLEAR VISIBILITY AT	ACCIDENT SITE		UN	LIMI	AT ACCIDENT SITE TED TATION AT ACCIDENT SITE	
	NONE	TO VISION AT AC	CIDENT SITE	- 20	ERAT		
	VFR	ER CONDITIONS	INING. FLYING UP A CA	VF		FLIGHT PLAN	
3 <b>-</b> 1572	2/26/77 BR	ROOMFIELD.CO	PIPER PA-24	CR- 0 1	0	NONCOMMERCIAL	COMMERCIAL, AGE 36, 250
	TIME - 1404		N7237P DAMAGE-DESTROYED	PX- 2 1	1	PLEASURE/PERSONAL TRANSF	NOT INSTRUMENT RATED.
	DEPARTURE POI BROOMFIELD,	<b>,C</b> 0	COUNTY INTENDED DESTINATION THERMOPOLIS+WY				
	TYPE OF ACCID STALL MUSH					G OTHER	
	POWERPLANT	- MAINTENANCE, SE - LUBRICATING S	RVICING,INSPECTION I YSTEM FILTERS,SCREEN ONS - OBSTRUCTED		TENA	NCE (MAINTENANCE PERSONN	IEL 1
	MISCELLANEO MISCELLANEO	DUS ACTS,CONDITI DUS ACTS,CONDITI	ONS - EXCESSIVE PRESS ONS - OVERLOAD FAILUR ONS - LEAK/LEAKAGE R IN-FLIGHT DECISIONS	E			
	PILUI IN CU	THEROLE					

FILE	DATE	LOCATION	AIRCRAFT DATA	I	N J U F	S IES		FLIGHT PURPOSE		PILOT DATA
-0918	3/5/77 NR TIME - 1636	.ENGLEWOOD,CO	CESSNA 172M N64522 Damage-destroyed					NONCOMMERCIAL PLEASURE/PERSONAL	TRANSP	NO CERTIFICATE, AGE 44, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE P GOODLAND, TYPE OF ACC STALL	KANSAS	INTENDED DESTINATION ENGLEWOOD,CO			UNP PHA:	KNOW SE C	ROUTE STOP N/NOT REPORTED F OPERATION IGHT BUZZING		INSTRUMENT NATLD.
	PILOT IN MISCELLAN FACTOR(S) MISCELLAN	COMMAND - FAILED COMMAND - INCAPA EDUS ACTS+CONDIT EDUS ACTS+CONDIT	D TO OBTAIN/MAINTAIN FL CITATION FIONS - ALCOHOLIC IMPAI FIONS - UNWARRANTED LOW DL 330 MG%. LICENSE REV	RMENT	OF NG	EFF			E INTOXIC	CATED.
-1360	4/18/77 TIME - 1740	MOSCA+CO	AERONCA 7DC N4656E DAMAGE-SUBSTANTIAL	PX-				NONCOMMERCIAL Pleasure/personal	TRANSP	STUDENT, AGE 33, 78 TOTAL Hours, 36 in type, not Instrument rated.
	NAME OF AIR Departure P	PORT - EKLUND FA								
	MOSCA+CO TYPE OF ACC STALL SP	IDENT	LOCAL		P			F OPERATION FF INITIAL CLIMB		
	PILOT IN	COMMAND - INADEG COMMAND - FAILED	DUATE PREFLIGHT PREPARA ) TO OBTAIN/MAINTAIN FL IONS - AIRFRAME ICE				PLA	NNING		
-1056	5/4/77 NR TIME - 2050	•ENGLEWOOD• CO	CESSNA 210J N784SC DAMAGE-SUBSTANTIAL	PX-				NONCOMMERCIAL BUSINESS		PRIVATE, AGE 32, 375 Total Hours, 146 in type, Not instrument rated.
	DEPARTURE P		INTENDED DESTINATION ARAPAHOE COUNTY, CO							NOT ANSTRONENT NATEDE
	TYPE OF ACC	IDENT ILURE OR MALFUNC			F	IN	I FL	F OPERATION IGHT DESCENDING NG LEVEL OFF/TOUC	HDOWN	
	MISCELLAN PERSONNEL FACTOR(S) MISCELLAN	T - FUEL SYSTEM EOUS ACTS,CONDIT - MAINTENANCE,S EOUS ACTS,CONDIT	PUMPS IIONS - IMPROPER CLEARA ERVICING,INSPECTION II IONS - OVERLOAD FAILUR	NADEQU				ENANCE AND INSPECT	ION	
		ROUGH/UNEVEN	ETE ENGINE FAILURE/FLA							

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FILE			AIRCRAFT DATA	F	S	M/N	FLIGHT PURPOSE	PILOT DATA
		. WELLINGTON,CO	and the second	CR- PX-	0 1	0	INSTRUCTIONAL	STUDENT, AGE 62, 14 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE F WELLINGTO TYPE OF ACC STALL PROBABLE CA PILOT IN	DN+CO CIDENT AUSE(S)	ST INTENDED DESTINATION WELLINGTON+CO		l	SE O ANDI	F OPERATION Ng final approach	
		EOUS ACTS.CONDITI - UNFAVORABLE WIND	ONS - POORLY PLANNED A CONDITIONS	APPROAC	H		- · · · · · · · · · · · · · · · · · · ·	
	SKY CONDIT SCATTERED VISIBILITY 5 OR OVER OBSTRUCTION NONE TYPE OF FL	) AT ACCIDENT SITE R(UNLIMITED) NS TO VISION AT AC	CIDENT SITE		L PR M TYP	UNLIM ECIPI None	AT ACCIDENT SITE ITED TATION AT ACCIDENT SITE WEATHER CONDITIONS	
	NONE REMARKS- GU	JSTS TO 30 KNOTS						
		4					• • • •	
-1158	5/13/77 TIME - 1300	BOULDER+CO	SCHWIEZER SGS233 N65829 DAMAGE-SUBSTANTIAL	PX-			INSTRUCTIONAL TRAINING	STUDENT, AGE 26, 14 TOTAU HOURS, ALL IN TYPE, NOT INSTRUMENT RATED,
	DEPARTURE I BOULDER ( TYPE OF ACC UNDERSHOD	CO CIDENT	INTERPAL INTENDED DESTINATION LOCAL		ι	ANDI	OF OPERATION NG FINAL APPROACH NG LEVEL OFF/TOUCHDOWN	
	PILOT IN PILOT IN	COMMAND - MISJUDG COMMAND - LACK OF COMMAND - FAILED	ED DISTANCE AND ALTITU FAMILIARITY WITH AIR( TO FOLLOW APPROVED PRO AT LOW ALTITUDE THEN	CRAFT DCEDURE			IVES,ETC. ITE A 270DEG TURN TO LAN	D.

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FILE	DATE	LOCATION	AIRCRAFT DATA		F	-	N	FLIGHT PURPOSE	PILOT DATA
-1054	5/13/77 TIME - 120	BRUSH.CO	ERCO 415-C N87421 DAMAGE-SUBSTANTIAL	CR-	0	0	1 MI	ISCELLANEOUS EST	PRIVATE, AGE 32, 434 TOTAL HOURS, 22 IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF AC				Ρ			DPERATION THER	
	MISCELLA	COMMAND - START	ED ENGINE WITHOUT PROPER FIONS - IMPROPERLY SECUR HIT BEECH 35+N31TT+SUB D	ED	S T A	NCE/	EQUIF	PMENT	
								۲۰۰۰ م کار در در د	
	e la keta za	and the second sec	and the second						and the second
•1597	5/18/77 TIME - 190	ENGLEWOOD+CO 0	PIPER PA-22 N9968D DAMAGE-SUBSTANTIAL					DNCOMMERCIAL EASURE/PERSONAL TRANS	PRIVATE, AGE 56, 150 P TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AI DEPARTURE ENGLEWOOD		COUNTY INTENDED DESTINATION EMPORIA.KS						
	TYPE OF ACT STALL MU	CIDENT	ng na shi na she		P			PERATION INITIAL CLIMB	
	PILOT IN FACTOR(S)	- UNFAVORABLE WI	D TO OBTAIN/MAINTAIN FLY	ING S	PEE	D	4 A - A - A - A - A - A - A - A	an a	
	SKY CONDIT	I'ON THE FALL AND AND AND	n an ann ann an an an Anna an A Anna an Anna an	·	C		NG A1 IMITE	ACCIDENT SITE	
	VISIBILITY 5 OR OVER	AT ACCIDENT SITE R (UNLIMITED)				RECIN	PITA1 E	TION AT ACCIDENT SITE	
	NONE	NS TO VISION AT A	ACCIDENT SITE			HEAD	DWIN	BEARING OF WIND D 338-022 DEGREES	
	TEMPERATUR 50 WIND VELOC	5 . · · ·	and a second			180		CTION-DEGREES	
	15	1 I KAUJJ	a da wala ing katala na sa		'	VFR		ATTEN CONVITIONS	
	TYPE OF FL NONE	IGHT PLAN	and the second sec					and the second	
		LT CERTIFICATE U	NDER 120 DAY SUSPENSION	WIND				and the second	an an the second se
						• •	÷	5	
			and the second						a

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	DATE	LDCATION	AIRCRAFT DATA		S M				ΡΙΙΩΤ ΟΔΤΔ	
3-1359	5/28/77 TIME - 104		CESSNA 182P N74220						PRIVATE, AGE 53, 121 TOTAL HOURS, 16 IN TYPE	
			DAMAGE-SUBSTANTIAL						NOT INSTRUMENT RATED.	
		IRPORT - DOWNTOWN								
		POINT	INTENDED DESTINATION							
	FT COLLINS,CO LOCAL									
	TYPE OF ACCIDENT PHASE OF OPERATION									
		FAILURE OR MALFUNC	T 1 DN				INITIAL CLIMB			
	GEAR CO	LLAPSED			LAP	DING	ROLL			
	MISCELL	ANERUS ACTS.CONDIT	IONS - ICE-CARBURETOR							
	MISCELL FACTOR(S) TERRAIN MISCELL WEATHER PARTIAL P EMERGENCY	ANEOUS ACTS.CONDIT - ROUGH/UNEVEN ANEOUS ACTS.CONDIT - CONDITIONS COND OWER LOSS - PARTIA CIRCUMSTANCES - F	IONS - ICE-CARBURETOR IONS - ANTI-ICING/DEICI IONS - OVERLOAD FAILURE UCIVE TO CARB./INDUCTIO L LOSS OF POWER - 1 ENG ORCED LANDING DEF AIRPO	N SYST	M ICI	NG		©F∕ΩR F∆	ILED TO USE	
	MISCELL FACTOR(S) TERRAIN MISCELL WEATHER PARTIAL P	ANEOUS ACTS.CONDIT - ROUGH/UNEVEN ANEOUS ACTS.CONDIT - CONDITIONS COND OWER LOSS - PARTIA CIRCUMSTANCES - F TION	IONS - ANTI-ICING/DEICI IONS - OVERLOAD FAILURE UCIVE TO CARS./INDUCTIO L LOSS OF POWER - 1 ENG	N SYST	M ICI _AND CEILI	NG	T ACCIDENT SITE	€F∕ΩR F∆	ILED TO USE	
	MISCELL FACTOR(S) TERRAIN MISCELL WEATHER PARTIAL P EMERGENCY SKY CONDI SCATTER	ANEOUS ACTS.CONDIT - ROUGH/UNEVEN ANEOUS ACTS.CONDIT - CONDITIONS COND OWER LOSS - PARTIA CIRCUMSTANCES - F TION	IONS - ANTI-ICING/DEICI IONS - OVERLOAD FAILURE UCIVE TO CARB./INDUCTIO L LOSS OF POWER - 1 ENG ORCED LANDING DEF AIRPO	N SYST	M ICI AND CEILI UNL	NG NG A IMIT	T ACCIDENT SITE		ILED TO USE	
	MISCELL FACTOR(S) TERRAIN MISCELL WEATHER PARTIAL P EMERGENCY SKY CONDI SCATTER VISIBILIT	ANEOUS ACTS.CONDIT - ROUGH/UNEVEN ANEOUS ACTS.CONDIT - CONDITIONS COND OWER LOSS - PARTIA CIRCUMSTANCES - F TION ED	IONS - ANTI-ICING/DEICI IONS - OVERLOAD FAILURE UCIVE TO CARB./INDUCTIO L LOSS OF POWER - 1 ENG ORCED LANDING DEF AIRPO	N SYST	M ICI AND CEILI PRECI NOM	NG A IMIT PITA	T ACCIDENT SITE ED TION AT ACCIDENT	SITE	ILED TO USE	
	MISCELL FACTOR(S) TERRAIN MISCELL WEATHER PARTIAL P EMERGENCY SKY CONDI SCATTER VISIBILIT 5 OR DV	ANEOUS ACTS.CONDIT - ROUGH/UNEVEN ANEOUS ACTS.CONDIT - CONDITIONS COND OWER LOSS - PARTIA CIRCUMSTANCES - F TION ED Y AT ACCIDENT SITE	IONS - ANTI-ICING/DEICI IONS - OVERLOAD FAILURE UCIVE TO CARB./INDUCTIO L LOSS OF POWER - 1 ENG ORCED LANDING DEF AIRPO	N SYST	M ICI AND CEILI PRECI NOM	NG A IMIT PITA DF W	T ACCIDENT SITE ED	SITE	ILED TO USE	
	MISCELL FACTOR(S) TERRAIN MISCELL WEATHER PARTIAL P EMERGENCY SKY CONDI SKY CONDI SCATTER VISIBILIT 5 OR OV OBSTRUCTI NONE	ANEOUS ACTS.CONDIT - ROUGH/UNEVEN ANEOUS ACTS.CONDIT - CONDITIONS COND OWER LOSS - PARTIA CIRCUMSTANCES - F TION ED Y AT ACCIDENT SITE ER (UNLIMITED)	IONS - ANTI-ICING/DEICI IONS - OVERLOAD FAILURE UCIVE TO CARB./INDUCTIO L LOSS OF POWER - 1 ENG ORCED LANDING DEF AIRPO	N SYST	M ICI AND CEILI PRECI NOM TYPE	NG A IMIT PITA DF W	T ACCIDENT SITE ED TION AT ACCIDENT	SITE	ILED TO USE	

FILE	DATE LOCATI	ON AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1363	6/2/77 LITTLETON.( TIME - 1200	CO CESSNA 172 NB0339 DAMAGE-SUBSTANTIAL	PX- 0 0 0	INSTRUCTIONAL Solo	STUDENT, AGE 42, 17 TOTAL Hours, 10 in Type, Not Instrument rated.
	NAME OF AIRPORT - LIT DEPARTURE POINT LITTLETON.CO TYPE OF ACCIDENT GROUND-WATER LOOP-SI COLLIDED WITH FENCI	TLETON INTENDED DESTINATION LOCAL WERVE	PHASE C LAND	DF OPERATION Ing Roll Ing Roll	
	FACTOR(S) WEATHER - UNFAVORABI	RECORD OF BRIEFING RECEIVED			
	SKY CONDITION CLEAR VISIBILITY AT ACCIDEN 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISIO	)	UNLIM PRECIPI NONE	S AT ACCIDENT SITE NITED Itation at accident sit VE BEARING OF WIND	E
	NDNE WIND DIRECTION-DEGREE: 320 TYPE OF WEATHER CONDI VFR REMARKS- WIND GUSTY.		WIND VE 12	WIND 338-022 DEGREES ELOCITY-KNOTS = Flight plan	
-1598		PGS.CO PIPER PA-18	CR- 0 0 1	MISCELLANEOUS	COMMERCIAL, AGE 44, 3393
1550	TIME - 1345	N4386Z DAMAGE-SUBSTANTIAL	PX- 0 0 0	TOWING GLIDERS	TOTAL HOURS, 271 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - USAF DEPARTURE POINT COLORADO SPRINGS, CO TYPE OF ACCIDENT	INTENDED DESTINATION D LOCAL		DF OPERATION	
	PROBABLE CAUSE(S) WEATHER - DOWNDRAFT WEATHER BRIEFING - UN		LANDI	NG FINAL APPROACH	
	SKY CONDITION SCATTERED VISIBILITY AT ACCIDEN	T (ITE	UNLIN	AT ACCIDENT SITE MITED TATION AT ACCIDENT SIT	F
	5 OR OVER(UNLIMITED OBSTRUCTIONS TO VISIO NONE WIND DIRECTION-DEGREES	) N AT ACCIDENT SITE	NONE Relativ Left Wind Ve	VE BEARING OF WIND OUARTERING TAIL WIND 2 COCITY-KNOTS	
	130 Type of Weather Condit VFR	T I ONS	4 Type of None	FLIGHT PLAN	

FILE	DATE	LOCATION	AIRCRAFT DATA		URIE S		FLIGHT PURPOSE		PILOT DATA
1156	6/4/77 TIME - 173	LITTLETON,CO 0	LUSGOMBE 8A N45779 DAMAGE-SUBSTANTIAL				NONCOMMERCIAL PLEASURE/PERSC	NAL TRANSP	PRIVATE, AGE 53, 3286 TOTAL HOURS, 2960 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AI Departure	RPORT - LITTLETON POINT	AITPORT INTENDED DESTINATION						
	LITTLETO	N+CO	LOCAL					· · ·	
	TYPE OF AC COLLIDED STALL S	WITH TREES			I	N FL	F OPERATION IGHT NORMAL CR NG FINAL APPRO		
	PROBABLE C	AUSE(S)							
	MISCELLA PILOT IN FACTOR(S) MISCELLA	NEOUS ACTS.CONDIT COMMAND - FAILED NEOUS ACTS.CONDIT	ER IN-FLIGHT DECISIONS IONS - UNWARRANTED LOW TO OBTAIN/MAINTAIN FLY IONS - PREVIOUS DAMAGE	FLYING	;	G			
			FIS RECAUTIONARY LANDING ON USPECTED OR KNOWN AIRCR			• . •			
	SKY CONDIT	ION			CEI	LING	AT ACCIDENT SI	TE	
		NDT REPORTED AT ACCIDENT SITE				0000 CIPI	TATION AT ACCIC	ENT SITE	
	5 OR OVE OBSTRUCTIO NONE	R(UNLIMITED) NS TO VISION AT A			ΤΥΡ	ONE E OF FR	WEATHER CONDIT	TONS	
	TYPE OF FL NONE						, and the second		
	REMARKS- I	UU LUW+HIF IKEES	& BROKE WINDSHIELD.						
-1361	6/9/77 TIME - 173	LAFAYETTE↓CO 0	PIPER PA-28 N3966K DAMAGE-SUBSTANTIAL			-	NONCOMMERCIAL PRACTICE		STUDENT, AGE 37, 32 TOTAL HOURS, 18 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AI DEPARTURE LAFAYETT		ARK INTENDED DESTINATION LOCAL						
	TYPE OF AC	CIDENT ATER LOOP-SWERVE			L	ANDI	F OPERATION NG ROLL NG ROLL		
		COMMAND - FAILED	TO MAINTAIN DIRECTIONA ES - AIRPORT CONDITIONS			AINT	AINED RUNWAY SU	IRFACE	
	TERRAIN	- WET.SOFT GROUND	F FAMILIARITY WITH AIRC UNWAY INTO PLOWED FIELD						
				PAGE	520				an a
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ILE	DATE	LOCATION	AIRCRAFT DATA	INJ		TEC		FLIGHT	PILOT DATA
-116	DATE	LUCATION	AIRCRAFT DATA			S M		PURPOSE	PILUI DATA
1366	6/12/77 TIME - 1330 NAME OF AIG DEPARTURE G	RPORT - FREDRICK A	MOONEY M20F N9698M DAMAGE-SUBSTANTIAL IRPORT INTENDED DESTINATION					NONCOMMERCIAL PLEASURE/PERSONAL TRANS	PRIVATE, AGE 41, 930 P TOTAL HOURS, 500 IN TYPE NOT INSTRUMENT RATED.
	DENVER,CO	D CIDENT ATER LOOP-SWERVE	FREDRICK CO			LA	NDI	- OPERATION NG ROLL NG ROLL	
	PERSONNEL MISCELLAN FACTOR(S) PERSONNEL MISCELLAN	COMMAND - INADEQU - OPERATIONAL SU NEOUS ACTS.CONDITI - MISCELLANEOUS-	ONS - INTENTIONAL GROU PERSONNEL OTHER DNS - OVERLOAD FAILURE	AILURE JND-WATE	TC	) PI	ROV	DE ADEO.DIRECTIVES, MANU	AL.EQUIPMENT
1362	6/14/77 TIME - 1800	FT. COLLINS.CO	CESSNA 182 N52599 DAMAGE-SUBSTANTIAL	CR- ( PX- (	-		_	INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., Age 32, 754 total Hours, 136 in type, instrument Rated.
	NAME OF AIR DEPARTURE F FT. COLLI TYPE OF ACC HARD LAND	INS IDENT	INTENDED DESTINATION LOCAL		рн			OPERATION NG LEVEL OFF/TOUCHDOWN	
	DUAL STUD PILOT IN	DENT - IMPROPER LED DENT - FAILURE TO COMMAND - INADEQU	VEL OFF RELINQUISH CONTROL ATE SUPERVISION OF FLI • INSTRUCTOR UNABLE TO		PC	DWE	r s'	IUDENT.	
1596	6/15/77 NF TIME - 0630		PIPER PA-18 N8462D DAMAGE-SUBSTANTIAL					COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 56, 3000 Total Hours, 1000 in Type, not instrument Rated.
	DEPARTURE F YUMA+CO TYPE OF ACC		INTENDED DESTINATION LOCAL		DH		=	OPERATION	
	ENGINE FA	ILURE OR MALFUNCT	[ ON			ΙN	FLI	GHT NORMAL CRUISE	
	MISCELLAN	T - MISCELLANEOUS	POWERPLANT FAILURE F DNS - UNWARRANTED LOW		TE	RM	[NE(	REASONS	

FILE	DATE LOCATION	AIRCRAFT DATA			PILOT DATA
-1364	6/22/77 NR.MONTE VISTA, C TIME - 0800 DEPARTURE POINT				COMMERCIAL, AGE 31, 620 TOTAL HOURS, 343 IN TYPE, NOT INSTRUMENT RATED.
	DEL NORTE,CO	LOCAL			
	TYPE OF ACCIDENT		PHASE OF		
	HARD LANDING		LANDI	NG LEVEL OFF/TOUCHDOWN	
	PROBABLE CAUSE(S) PILOT IN COMMAND - INADE WEATHER - UNFAVORABLE WI WEATHER BRIEFING - NO RECO	ND CONDITIONS		NNING	
	SKY CONDITION		CEILING	AT ACCIDENT SITE	
	CLEAR		UNLIMI		· · · · · · · · · · · · · · · · · · ·
	VISIBILITY AT ACCIDENT SIT 5 OR OVER (UNLIMITED)	E	PRECIPI	TATION AT ACCIDENT SITE	
	OBSTRUCTIONS TO VISION AT	ACCIDENT SITE	WIND DIF	RECTION-DEGREES	
	NONE WIND VELOCITY-KNOTS 20		90 Type of Ver	WEATHER CONDITIONS	
	TYPE OF FLIGHT PLAN				
	NONE REMARKS- WINDS SHIFTED AND	INCREASED IN VELOCITY-	-20 KNOTS. PAX H	HURT DURING LANDING. HE	LMET CAME OFF.
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1595	6/23/77 COLO SPRINGS,CO TIME - 0830	N8038N	PX- 0 0 3		SP TOTAL HOURS, 255 IN TYPE,
1595	TIME - 0830 NAME OF AIRPORT - PETERSON	N8038N DAMAGE-SUBSTANTIAL FIELD	PX- 0 0 3		
1595	TIME - 0830 NAME OF AIRPORT - PETERSON DEPARTURE POINT	N8038N DAMAGE-SUBSTANTIAL FIELD INTENDED DESTINATION	PX- 0 0 3		SP TOTAL HOURS, 255 IN TYPE,
1595	TIME - 0830 NAME OF AIRPORT - PETERSON DEPARTURE POINT COLD SPRINGS.CO	N8038N DAMAGE-SUBSTANTIAL FIELD	PX- 0 0 3	PLEASURE/PERSONAL TRAN	SP TOTAL HOURS, 255 IN TYPE,
1595	TIME - 0830 NAME OF AIRPORT - PETERSON DEPARTURE POINT	N8038N DAMAGE-SUBSTANTIAL FIELD INTENDED DESTINATION ALBUQUERQUE,NM	PX- 0 0 3		SP TOTAL HOURS, 255 IN TYPE,
1595	TIME - 0830 NAME OF AIRPORT - PETERSON DEPARTURE POINT COLD SPRINGS,CO TYPE OF ACCIDENT COLLIDED WITH FENCE,FEN	N8038N DAMAGE-SUBSTANTIAL FIELD INTENDED DESTINATION ALBUQUERQUE,NM	PX- 0 0 3	PLEASURE/PERSONAL TRAN	SP TOTAL HOURS, 255 IN TYPE,
1595	TIME - 0830 NAME OF AIRPORT - PETERSON DEPARTURE POINT COLD SPRINGS.CO TYPE OF ACCIDENT COLLIDED WITH FENCE.FEN PROBABLE CAUSE(S) PILOT IN COMMAND - INADE PILOT IN COMMAND - FAILE	NB038N DAMAGE-SUBSTANTIAL FIELD INTENDED DESTINATION ALBUQUERQUE,NM CEPOSTS OUATE PREFLIGHT PREPARA D TO ABORT TAKEOFF	PX- 0 0 3 Phase of Takeof Ation and/or plan	PLEASURE/PERSONAL TRAN F OPERATION FF INITIAL CLIMB	SP TOTAL HOURS, 255 IN TYPE,
1595	TIME - 0830 NAME OF AIRPORT - PETERSON DEPARTURE POINT COLD SPRINGS.CO TYPE OF ACCIDENT COLLIDED WITH FENCE.FEN PROBABLE CAUSE(S) PILOT IN COMMAND - INADE	N8038N DAMAGE-SUBSTANTIAL FIELD INTENDED DESTINATION ALBUQUERQUE,NM CEPOSTS OUATE PREFLIGHT PREPARA D TO ABORT TAKEOFF TIONS - IMPROPERLY LOAD	PX- 0 0 3 Phase of Takeof Ation and/or plan	PLEASURE/PERSONAL TRAN F OPERATION FF INITIAL CLIMB	SP TOTAL HOURS, 255 IN TYPE,
1 <b>595</b>	TIME - 0830 NAME OF AIRPORT - PETERSON DEPARTURE POINT COLO SPRINGS.CO TYPE OF ACCIDENT COLLIDED WITH FENCE.FEN PROBABLE CAUSE(S) PILOT IN COMMAND - INADE PILOT IN COMMAND - FAILE MISCELLANEOUS ACTS.CONDI FACTOR(S)	NB038N DAMAGE-SUBSTANTIAL FIELD INTENDED DESTINATION ALBUQUERQUE,NM CEPOSTS OUATE PREFLIGHT PREPARA D TO ABORT TAKEOFF TIONS - IMPROPERLY LOAD LTITUDE BY WEATHER BUREAU PERS	PX- 0 0 3 PHASE OF TAKEOF NTION AND/OR PLAN DED AIRCRAFT-WEIG ONEL, BY PHONE	PLEASURE/PERSONAL TRAN F OPERATION FF INITIAL CLIMB	SP TOTAL HOURS, 255 IN TYPE,
1595	TIME - 0830 NAME OF AIRPORT - PETERSON DEPARTURE POINT COLD SPRINGS,CO TYPE OF ACCIDENT COLLIDED WITH FENCE,FEN PROBABLE CAUSE(S) PILOT IN COMMAND - INADE PILOT IN COMMAND - FAILE MISCELLANEOUS ACTS,CONDI FACTOR(S) WEATHER - HIGH DENSITY A WEATHER BRIEFING - BRIEFED	NB038N DAMAGE-SUBSTANTIAL FIELD INTENDED DESTINATION ALBUQUERQUE,NM CEPOSTS OUATE PREFLIGHT PREPARA D TO ABORT TAKEOFF TIONS - IMPROPERLY LOAD LTITUDE BY WEATHER BUREAU PERS	PX- 0 0 3 PHASE DI TAKEOF ATION AND/OR PLAN DED AIRCRAFT-WEIG ONEL, BY PHONE	PLEASURE/PERSONAL TRAN F OPERATION F INITIAL CLIMB NNING GHT-AND/OR C.G. AT ACCIDENT SITE	SP TOTAL HOURS, 255 IN TYPE,
1595	TIME - 0830 NAME OF AIRPORT - PETERSON DEPARTURE POINT COLD SPRINGS.CO TYPE OF ACCIDENT COLLIDED WITH FENCE.FEN PROBABLE CAUSE(S) PILOT IN COMMAND - INADE PILOT IN COMMAND - FAILE MISCELLANEOUS ACTS.CONDI FACTOR(S) WEATHER - HIGH DENSITY A WEATHER BRIEFING - BRIEFED WEATHER FORECAST - FORECAS SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SIT	NB038N DAMAGE-SUBSTANTIAL FIELD INTENDED DESTINATION ALBUQUERQUE,NM CEPOSTS OUATE PREFLIGHT PREPARA D TO ABORT TAKEOFF TIONS - IMPROPERLY LOAD LTITUDE BY WEATHER BUREAU PERS T SUBSTANTIALLY CORRECT	PX- 0 0 3 PHASE OF TAKEOF NTION AND/OR PLAN DED AIRCRAFT-WEIG ONEL, BY PHONE CEILING UNLIMI PRECIPI	PLEASURE/PERSONAL TRAN F OPERATION F INITIAL CLIMB NNING GHT-AND/OR C.G. AT ACCIDENT SITE	SP TOTAL HOURS, 255 IN TYPE, NOT INSTRUMENT RATED.
-1595	TIME - 0830 NAME OF AIRPORT - PETERSON DEPARTURE POINT COLD SPRINGS,CO TYPE OF ACCIDENT COLLIDED WITH FENCE,FEN PROBABLE CAUSE(S) PILOT IN COMMAND - INADE PILOT IN COMMAND - FAILE MISCELLANEOUS ACTS,CONDI FACTOR(S) WEATHER - HIGH DENSITY A WEATHER BRIEFING - BRIEFED WEATHER FORECAST - FORECAS SKY CONDITION SCATTERED	NB038N DAMAGE-SUBSTANTIAL FIELD INTENDED DESTINATION ALBUQUERQUE,NM CEPOSTS OUATE PREFLIGHT PREPARA D TO ABORT TAKEOFF TIONS - IMPROPERLY LOAD LTITUDE BY WEATHER BUREAU PERS T SUBSTANTIALLY CORRECT	PX- 0 0 3 PHASE DI TAKEOF NTION AND/OR PLAN DED AIRCRAFT-WEIG ONEL, BY PHONE CEILING UNLIMI PRECIPII NONE	PLEASURE/PERSONAL TRAN F OPERATION FF INITIAL CLIMB NNING GHT-AND/OR C.G. AT ACCIDENT SITE	SP TOTAL HOURS, 255 IN TYPE, NOT INSTRUMENT RATED.

FILE	DATE LOCATIO	N AIRCRAFT DATA	INJURIES F S M/	FLIGHT N PURPOSE	PILOT DATA
-1599	6/26/77 NR.GUNNISON. TIME - 0740	CD CESSNA 305A N5222G DAMAGE-DESTROYED		0 MISCELLANEOUS 0 SEARCH AND RESCUE	COMMERCIAL, AGE 32, 517 Total Hours, 15 in Type, Instrument Rated.
	DEPARTURE POINT	INTENDED DESTINATION			
	GUNNISON, CO TYPE OF ACCIDENT	LOCAL		OF OPERATION	
	STALL SPIN			FLIGHT OTHER	
	PILOT IN COMMAND - I MISCELLANEOUS ACTS.C PILOT IN COMMAND - F FACTOR(S)	TTEMPTED OPERATION BEYOND EX APROPER IN-FLIGHT DECISIONS DNDITIONS - FLEW INTO BLIND AILED TO OBTAIN/MAINTAIN FLY ACK OF FAMILIARITY WITH AIRC IV ALTITUDE	OR PLANNING CANYON YING SPEED	LITY LEVEL	
	SKY CONDITION		CEILI	NG AT ACCIDENT SITE	
	CLEAR			IMITED	
	VISIBILITY AT ACCIDENT 5 OR OVER(UNLIMITED)	SITE	PRECI	PITATION AT ACCIDENT SITE	
	OBSTRUCTIONS TO VISION NONE Type of flight plan OTHER	AT ACCIDENT SITE	TYPE VFR	OF WEATHER CONDITIONS	
		CK GROUND IN NEARLY 90 DEGRE	ES LEFTBANK	AND 70 DEGREES DESCENT. SE	ARCH MISSION.
1365	6/26/77 NR.ASPEN, CO TIME - 0930	CESSNA 177RG N20870 DAMAGE-DESTROYED		1 NONCOMMERCIAL 2 Pleasure/Personal Trans	COMMERCIAL, AGE 46, 593 F TOTAL HOURS, 15 IN TYPE INSTRUMENT RATED.
1365	TIME - 0930 Departure point	N20879 DAMAGE-DESTROYED INTENDED DESTINATION	PX- 0 0		P TOTAL HOURS, 15 IN TYPE
1365	TIME - 0930 Departure point Aspen, co	N20870 DAMAGE-DESTROYED	PX- 0 0	2 PLEASURE/PERSONAL TRANS	P TOTAL HOURS, 15 IN TYPE
·1365	TIME - 0930 Departure point	N20870 DAMAGE-DESTROYED INTENDED DESTINATION COLORADO SPRINGS, CO	PX- 0 0 PHASE TAK		P TOTAL HOURS, 15 IN TYPE
-1365	TIME - 0930 DEPARTURE POINT ASPEN, CO TYPE OF ACCIDENT ENGINE FAILURE OR MA COLLIDED WITH TREES PROBABLE CAUSE(S) POWERPLANT - IGNITIO	N20870 DAMAGE-DESTROYED INTENDED DESTINATION COLORADO SPRINGS+ CO	PX- 0 0 ) PHASE TAK LAN	2 PLEASURE/PERSONAL TRANS OF OPERATION EOFF INITIAL CLIMB	P TOTAL HOURS, 15 IN TYPE
-1365	TIME - 0930 DEPARTURE POINT ASPEN, CO TYPE OF ACCIDENT ENGINE FAILURE OR MA COLLIDED WITH TREES PROBABLE CAUSE(S) POWERPLANT - IGNITIO MISCELLANEOUS ACTS,C FACTOR(S) TERRAIN - HIGH OBSTR	N20870 DAMAGE-DESTROYED INTENDED DESTINATION COLORADO SPRINGS, CO FUNCTION N SYSTEM MAGNETOS DNDITIONS - LOOSE,PART/FITTI	PX- 0 0 ) PHASE TAK LAN	2 PLEASURE/PERSONAL TRANS OF OPERATION EOFF INITIAL CLIMB	P TOTAL HOURS, 15 IN TYPE

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA		URIES S M		FLIGHT PURPOSE	PILOT DATA
3-1594	TIME - 133		PIPER PA-18 N8103Y DAMAGE-SUBSTANTIAL				MISCELLANEOUS TOWING GLIDERS	COMMERCIAL, AGE 47, 2524 TOTAL HOURS, 22 IN TYPE, INSTRUMENT RATED.
	DEPARTURE	CLIFF,CO	NTENDED DESTINATION		рная	Εn	F OPERATION	
		WINGTIP,POD,OR FLO	AT				FF RUN	
		- LOCAL WHIRLWIND	OF BRIEFING RECEIVED					
	SKY CONDI	TION			CEIU	ING	AT ACCIDENT SITE	
		ED Y AT ACCIDENT SITE ER(UNLIMITED)			PREC		ITED TATION AT ACCIDENT SI	T-E
	OBSTRUCTION NONE TEMPERATU	DNS TO VISION AT AC	CIDENT SITE		RI	GHT	E BEARING OF WIND QUARTERING HEAD WIND RECTION-DEGREES	023-067 DEGREES
	85	CITY-KNOTS			31	5 0F	WEATHER CONDITIONS	
	TYPE OF F	LIGHT PLAN						
	REMARKS- I	DUST DEVIL CAUGHT W	ING.					
3-1716	7/19/77 TIME - 104	40	PITTS SIS N266Y DAMAGE-SUBSTANTIAL				NONCOMMERCIAL Pleasure/personal tr	COMMERCIAL, AGE 30, 1390 ANSP TOTAL HOURS, 243 IN TYPE INSTRUMENT RATED.
	DEPARTURE BOULDER		INTENDED DESTINATION					
	TYPE OF AC Engine Gear Coi	FAILURE OR MALFUNCT	ION		I١	FL	F OPERATION IGHT DESCENDING NG ROLL	
·	* POWERPL	EL - MAINTENANCE,SE ANT - ENGINE CONTRO	RVICING,INSPECTION OT _S THROTTLE-POWER LEV DNS - IMPROPERLY INSTA	ER ASS	SEMBLI	ES		
	MISCELL	ANEOUS ACTS, CONDITIO - ROUGH/UNEVEN						
	MISCELL PARTIAL P	OWER LOSS - PARTIAL	DNS - OVERLOAD FAILURE LOSS OF POWER - 1 ENG RCED LANDING OFF AIRPO	INE	LAND			

BRIEFS OF ACCIDENTS -----AIRCRAFT DATA INJURIES FLIGHT. PILOT DATA FILE DATE LOCATION F S M/N PURPOSE CR- 0 0 1 NONCOMMERCIAL 3-1593 7/31/77 ASPEN, CO COMMERCIAL, AGE 34, 3484 AERO TEK 4 ZUNI TIME - 1515 N22HL PX- 0 0 0 PRACTICE TOTAL HOURS, 104 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - ASPEN-PITKIN CTY DEPARTURE POINT INTENDED DESTINATION ASPEN. CO LOCAL PHASE OF OPERATION TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE TAKEOFF RUN TAKEOFF RUN GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - FAILED TO ABORT TAKEDEF 3-1592 8/1/77 CO SPRINGS.CO CESSNA 150 CR- 0 0 2 INSTRUCTIONAL COMMERCIAL, FL.INSTR., TIME - 1020 N3635.J PX- 0 0 0 DUAL AGE 52, 12800 TOTAL DAMAGE-SUBSTANTIAL HOURS, 2500 IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - CO.SPRINGS MUNI DEPARTURE POINT INTENDED DESTINATION CO SPRINGS,CO GARDEN CITY,KS TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS.CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. WEATHER - HIGH DENSITY ALTITUDE MISCELLANEOUS ACTS, CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED PRECIPITATION AT ACCIDENT SITE VISIBILITY AT ACCIDENT SITE NONE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND RIGHT QUARTERING TAIL WIND 203-247 DEGREES NONE WIND DIRECTION-DEGREES TEMPERATURE-F 150 71 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 7 VFR TYPE OF FLIGHT PLAN VER REMARKS- UNABLE TO ATTAIN ENOUGH SPD TO CLIMB OUT OF GND EFFECT.65LB OVER MAX WT.

	DATE LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
8-1450	2/5/77 MERIDEN+CT TIME - 0915	TED SMITH 601P NIWC DAMAGE-SUBSTANTIAL	CR- C O 1 PX- O O 2		COMMERCIAL, AGE 52, 5950 TOTAL HOURS, 157 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - MERIDE				INSTRUMENT ALTED.
	DEPARTURE POINT HOPEDALE.MA	INTENDED DESTINATION WATERBURY+CT			
	TYPE OF ACCIDENT		PHASE OF	OPERATION	
	GROUND-WATER LOOP-SWER			G ROLL	
	COLLIDED WITH SNOWBAN	IK	LANDIN	IG ROLL	
	FACTOR(S)	ITIES - AIRPORT CONDITIONS			
1-0977	3/27/77 DANBURY,CT TIME - 1417	CESSNA 150M N3686V DAMAGE-SUBSTANTIAL			PRIVATE, AGE 47, 129 TOTAL HOURS, 35 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - DANBUR				Ker INSTRONENT RATED.
	DEPARTURE POINT				
	HARTFORD,CT TYPE OF ACCIDENT	DANBURY.CT		OPERATION	
	TIFE OF ACCIDENT	WE		G ROLL	
	GROUND-WATER LOOP-SWER				
	GROUND-WATER LOOP-SWER Collided with Snowban		LANDIN	IG ROLL	

FILE	DATE	LOCATION	AIRCRAFT DATA	URIES S M/			PILOT DATA
<b>3-097</b> 5	4/6/77 BRI TIME - 1713	DGEPORT+CT	MITSUBISHI MU-28 CR- 0 0 2 NONCOMMERCIAL N234BC PX- 0 0 4 CORP/EXEC DAMAGE-SUBSTANTIAL	AIRLINE TRANSPORT, AGE 33, 2679 TOTAL HOURS, 2428 IN TYPE, INSTRUMEN RATED.			
	NAME OF AIRPOR	T - SIKORSKY	MEMORIAL				
	DEPARTURE POIN YORK+PA		INTENDED DESTINATION BRIDGEPORT,CT				
	TYPE OF ACCIDE WHEELS-UP	NT				F OPERATION NG LEVEL OFF/TOUCHDOW	N
	PILOT IN COM FACTOR(S)	MAND - FAILED MAND - DIVERT FAVORABLE WIN NG - UNKNOWN/	NOT REPORTED	= AIRC	R AI	FT	
	SKY CONDITION					AT ACCIDENT SITE	
	UNKNOWN/NOT VISIBILITY AT			450	-	TATION AT ACCIDENT SIT	E
	5 OR OVER(UN			-	-	SHOWERS	L
	OBSTRUCTIONS T		CCIDENT SITE		DI	RECTION-DEGREES	
	WIND VELOCITY-	KNOTS		TYPE VFF	-	WEATHER CONDITIONS	
	29						

			BK IEF:	S UF A		DEN			
FILE	ĐATE	LOCATION	AIRCRAFT DATA			IES S M		FLIGHT PURPOSE	PILOT DATA
-0976	4/8/77 C TIME - 1320	CHESTER,CT	CESSNA 172 N99200 DAMAGE-SUBSTANTIAL					COMMERCIAL FIRE CONTROL	COMMERCIAL, AGE 43, 772 TOTAL HOURS, 450 IN TYPE NOT INSTRUMENT RATED.
	NAME OF AIRP DEPARTURE PO BURLINGTON TYPE OF ACCI STALL SPI	I,CT DENT	INTENDED DESTINATION CHESTER+CT		Ρ			- OPERATION NG FINAL APPROACH	
	FACTOR(S) WEATHER WEATHER BRIE		AFTS TER TO PILOT	'ING S	PEE	D.			
	5 OR OVER(	AT ACCIDENT SIT	E ACCIDENT SITE •		Ρ	UN REC ND	LIM IPI NE	AT ACCIDENT SITE ITED TATION AT ACCIDENT SITE RECTION-DEGREES	
	NONE WIND VELOCIT 20 Type of Flig None				Ť	31 YPE VF	OF	WEATHER CONDITIONS	
	REMARKS- WIN	D GUSTING 40K.						- -	
-1279	4/12/77 B TIME - 2255 DEPARTURE PO OXFORD,CT TYPE OF ACCI		AERD COMDR 500B N471A DAMAGE-SUBSTANTIAL INTENDED DESTINATION BRIDGEPORT,CT	PX-	0 0	0	1 2	MISCELLANEOUS FERRY - OPERATION	COMMERCIAL, AGE 34, 1855 Total Hours, 260 in type Not instrument rated.
	PROBABLE CAU PILOT IN C	USE(S) COMMAND - FAILE	BOTH IN FLIGHT D TO SEE AND AVOID OTHER S-PERSONNEL PILOT OF O			т		IGHT DESCENDING	
	CONTROLLIN TRAFFIC AD		- NONE	-SMAL	LU	R A C O	D A R N T R	AV. CTL/SURVEILLANCE - NÖT DL ZONE/AREA - NO VE ACTION TAKEN - NO	UNDER RADAR CONTACT

		BRIEFS	OF ACCIDENT	rs	
FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES F S M/		PILOT DATA
-1279	4/12/77 BRIDGEPORT.CT TIME - 2255	PIPER PA-28R N4846J DAMAGE-SUBSTANTIAL	PX- 0 0	1 NONCOMMERCIAL 1 BUSINESS	PRIVATE, AGE 23, 264 Total Mours, 38 in type Not instrument rated.
		INTENDED DESTINATION			
	OXFORD+CT Type of Accident	BRIDGEPORT.CT	PHASE	OF OPERATION	
	COLLISION WITH AIRCRAFT	BOTH IN FLIGHT		FLIGHT DESCENDING	
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAIL	ED TO SEE AND AVDID OTHER	AIRCRAFT		
	PERSONNEL - MISCELLANED	US-PERSONNEL PILOT OF O	THER AIRCRAFT	F	
	SPECIAL DATA SEGMENTS OF AVIATION IN CONTROLLING AGENCY - NO	VOLVED - SMALL US GEN.AV. I CONTROL		EN.AV. DAR CTL/SURVEILLANCE - NO	
	TRAFFIC ADVISORY ISSUED		00	ATROL ZONE/AREA - NO ASIVE ACTION TAKEN - NO	I UNDER RADAR CONTACT
			00	TROL ZONE/AREA - NO	I UNDER RAUAR CUNTACT
-1221		E-DEGREES - 15	CON EVA CR- 0 0	NTROL ZONE/AREA - NO ASIVE ACTION TAKEN - NO 1 Noncommercial	PRIVATE, AGE 33, 200
-1221	VERTICAL COLLISION ANGL 5/22/77 MILFORD.CT TIME - 1437 NAME OF AIRPORT - SIKORSK DEPARTURE POINT	E-DEGREES - 15 PIPER PA-28 N9937W DAMAGE-SUBSTANTIAL Y MEMORIAL INTENDED DESTINATION	CON EVA CR- 0 0	NTROL ZONE/AREA - NO ASIVE ACTION TAKEN - NO 1 Noncommercial	PRIVATE, AGE 33, 200 NSP TOTAL HOURS, 98 IN TYPE
-1221	VERTICAL COLLISION ANGL 5/22/77 MILFORD.CT TIME - 1437 NAME OF AIRPORT - SIKORSK DEPARTURE POINT HYANNIS.MA	E-DEGRÈES - 15 PIPER PA-28 N9937W DAMAGE-SUBSTANTIAL Y MEMORIAL	CR- 0 0 PX- 0 0	NTROL ZONE/AREA - NO ASIVE ACTION TAKEN - NO 1 NONCOMMERCIAL 2 PLEASURE/PERSONAL TRAN	PRIVATE, AGE 33, 200 NSP TOTAL HOURS, 98 IN TYPE
-1221	VERTICAL COLLISION ANGL 5/22/77 MILFORD,CT TIME - 1437 NAME OF AIRPORT - SIKORSK DEPARTURE POINT HYANNIS,MA TYPE OF ACCIDENT	E-DEGREES - 15 PIPER PA-28 N9937W DAMAGE-SUBSTANTIAL Y MEMORIAL INTENDED DESTINATION BRIDGEPORT+C*	CON EVA CR- 0 0 PX- 0 0 PHASE	NTROL ZONE/AREA - NO ASIVE ACTION TAKEN - NO 1 NONCOMMERCIAL 2 PLEASURE/PERSONAL TRAN 5 OF OPERATION	PRIVATE, AGE 33, 200 NSP TOTAL HOURS, 98 IN TYPE
-1221	VERTICAL COLLISION ANGL 5/22/77 MILFORD.CT TIME - 1437 NAME OF AIRPORT - SIKORSK DEPARTURE POINT HYANNIS.MA	E-DEGREES - 15 PIPER PA-28 N9937W DAMAGE-SUBSTANTIAL Y MEMORIAL INTENDED DESTINATION BRIDGEPORT+C*	CON EVA CR- 0 0 PX- 0 0 PHASE IN	NTROL ZONE/AREA - NO ASIVE ACTION TAKEN - NO 1 NONCOMMERCIAL 2 PLEASURE/PERSONAL TRAN	PRIVATE, AGE 33. 200 NSP TOTAL HOURS, 98 IN TYPE NOT INSTRUMENT RATED.
-1221	VERTICAL COLLISION ANGL 5/22/77 MILFORD,CT TIME - 1437 NAME OF AIRPORT - SIKORSK DEPARTURE POINT HYANNIS,MA TYPE OF ACCIDENT ENGINE FAILURE OR MALFU COLLIDED WITH OBJECT PROBABLE CAUSE(S) PILOT IN COMMAND - MISM	E-DEGREES - 15 PIPER PA-28 N9937W DAMAGE-SUBSTANTIAL Y MEMORIAL INTENDED DESTINATION BRIDGEPORT+C* NCTION	CON EVA CR- 0 0 PX- 0 0 PHASE IN	NTROL ZONE/AREA - NO ASIVE ACTION TAKEN - NO 1 NONCOMMERCIAL 2 PLEASURE/PERSONAL TRAN 5 OF OPERATION FLIGHT NORMAL CRUISE	PRIVATE, AGE 33, 200 NSP TOTAL HOURS, 98 IN TYPE NOT INSTRUMENT RATED.

FILE	DATE	LOCATION	AIRCRAFT DATA	F	S I	4/N	PURPOSE	PILOT DATA
3-1626	6/24/77 TIME - 19	EAST HADDAM.CT		CR- 0	0	1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 36, 187 TOTAL HOURS, 130 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF A DEPARTURE FARMING		INTENDED DESTINATION EAST HADDAM,CT					
	TYPE OF A HARD LAN STALL				L	NDI	DE OPERATION NG LEVEL OFF/TOUCHDOWN NG GO-AROUND	
	PROBABLE PILOT I PILOT I PILOT I PILOT I MISCELL							
			IONS - OVERLOAD FAILUR SE GR,PROP HIT RWY.					
-1625		LNDD HARD,SEPTD NO WOODBRIDGE,CT	SE GR, PROP HIT RWY.	CR- 0			NDNCOMMERCIAL Pleasure/Personal Transf	PRIVATE, AGE 59, 415 TOTAL HOURS, ALL IN TYPE NOT INSTRUMENT RATED.
-1625	REMARKS- 6/26/77 TIME - 18	LNDD HARD,SEPTD NO WOODBRIDGE.CT 00 IRPORT - ANSONIA POINT	SE GR.PROP HIT RWY. CESSNA 120 N1825V	CR- 0				TOTAL HOURS, ALL IN TYPE
-1625	REMARKS- 6/26/77 TIME - 18 NAME OF A DEPARTURE WOODBRI TYPE OF A	LNDD HARD,SEPTD NO WOODBRIDGE.CT 00 IRPORT - ANSONIA POINT DGE.CT CCIDENT FAILURE OR MALFUNC	SE GR, PROP HIT RWY. CESSNA 120 N1825V DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- 0 PX- 0	PHAS	1 5E 0 4 FL		TOTAL HOURS, ALL IN TYPE
-1625	REMARKS- 6/26/77 TIME - 18 NAME OF A DEPARTURE WOODBRI TYPE OF A ENGINE NOSE OVI PROBABLE POWERPL MISCELL MISCELL	LNDD HARD,SEPTD NO WOODBRIDGE.CT OO IRPORT - ANSONIA POINT DGE.CT CCIDENT FAILURE OR MALFUNC ER/DOWN CAUSE(S) ANT - LUBRICATING ANEOUS ACTS.CONDIT	SE GR, PROP HIT RWY. CESSNA 120 N1825V DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- O PX- O	PHAS	1 SE O N FL NDI	PLEASURE/PERSONAL TRANSF F OPERATION IGHT NORMAL CRUISE NG ROLL	TOTAL HOURS, ALL IN TYPE

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FILE	DATE	LOCATION	AIRCRAFT DATA	INJU				FLIGHT PURPOSE	PILOT DATA
3-1624	6/26/77 TIME - 1637 DEPARTÜRE PC HARTFORT, TYPE OF ACCI	T	MOONEY M2OC N6928N DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- ( PX- (	 D D	0	1 2	NONCOMMERCIAL	PRIVATE, AGE 30, 295 P TOTAL HOURS, 225 IN TYPE, NOT INSTRUMENT RATED.
		LURE OR MALFUNCT	ION			IN	FLI	GHT NORMAL CRUISE	
	MISCELLANE TERRAIN - COMPLETE POU EMERGENCY C	T - ENGINE STRUCT EDUS ACTS,CONDITI ROUGH/UNEVEN VER LOSS - COMPLE IRCUMSTANCES - FO	URE MASTER AND CONNEC ONS - MATERIAL FAILURE TE ENGINE FAILURE/FLAM RCED LANDING OFF AIRPO LED,LNDD IN HAYFIELD.	EOUT-1	EN	IGIN	E		
8-1623	TIME - 0915	KILLINGWORTH.CT	MEBEL B-1 N1BF DAMAGE-MINOR	CR- C PX- C		_		MISCELLANEOUS OTHER	PRIVATE, AGE 51, 42 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE PO KILLINGWOR TYPE OF ACC HARD LAND	ITH+CT IDENT	INTENDED DESTINATION UNKNOWN/NOT REPORTED.				-	OPERATION G LEVEL OFF/TOUCHDOWN	
÷	PILOT IN ( PILOT IN (	COMMAND - FAILED Command - Prematu Command - Imprope	R LEVEL OFF					MENT AIRBORNE,PLT NOT PREPA	RED.
8-1740	5/6/77 ( TIME - 0945	CHESWOLD,DE	PIPER PA-28 N8244N DAMAGE-SUBSTANTIAL	CR- ( PX- (				INSTRUCTIONAL SOLO	STUDENT, AGE 33, 11 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIR DEPARTURE PO CHESWOLD+T TYPE OF ACC	DE			DI		. 05	OPERATION	
	GROUND-WA	TER LOOP-SWERVE			PE	TAK	EOF	F RUN F RUN	
		COMMAND - FAILED	TO MAINTAIN DIRECTIONA TO ABORT TAKENFF	L CONT	ROL	-			

			BRIEFS	OF A	CCID	ENTS			
FILE	DATE	LOCATION	AIRCRAFT DATA		JUR I F S	ES M/N	FLIGHT PURPOSE		PILOT DATA
3-1256	2/18/77 TIME - 14	BROOKSVILLE,FL 20	CESSNA 182 N4725K DAMAGE-SUBSTANTIAL				NONCOMMERCIAL PLEASURE/PERSONAL	TRANSP	STUDENT, AGE 46, 55 TOTAL HOURS, 25 IN TYPE, NOT INSTRUMENT R#TED.
	DEPARTURE	RSBURG,FL CCIDENT	DUNTY INTENDED DESTINATION BROOKSVILLE+FL			-	F OPERATION NG LEVEL DFF/TOUCH	DOWN	
•	PILOT I FACTOR(S)	N COMMAND - IMPROPE N COMMAND - IMPROPE	R RECOVERY FROM BOUNCE	D LAN	DING				
		- UNFAVORABLE WIND	CONDITIONS		_				
	VISIBILIT 5 OR OV	TION LOWER SCATTERED Y AT ACCIDENT SITE Ver(UNLIMITED) ONS TO VISION AT AC	CIDENT SITE		PR	UNLIM ECIPI NONE	AT ACCIDENT SITE ITED TATION AT ACCIDENT E BEARING OF WIND	SITE	
	NONE TEMPERATU	IRE-F			WI	ND DI	WIND 338-022 DEGREE RECTION-DEGREES	S	
	20	CITY-KNOTS LIGHT PLAN			TY	210 PE OF VFR	WEATHER CONDITIONS		
	NONE	WND GUSTING 25K							
3-1107	TIME - 11		ENSTROM 280C N345RA DAMAGE-DESTROYED INTENDED DESTINATION				NONCOMMERCIAL BUSINESS		PRIVATE, AGE 44, 4000 Total Hours, 140 in type, Instrument rated.
	SEFFNER TYPE OF A ENGINE		MIAMI,FL ION			IN FL	F OPERATION IGHT NORMAL CRUISE NG POWER-OFF AUTOR		LANDING
	PILOT I PILOT I	ANT - MISCELLANEOUS IN COMMAND - IMPROPE IN COMMAND - FAILED	POWERPLANT FAILURE A R OPERATION OF FLIGHT TO MAINTAIN ADEQUATE	CONTR ROTOR	OLS R.P.	M.	D REASONS		
	FIRE AFTE		TE ENGINE FAILURE/FLA	™EUUI-	I EN	IG I NE			

FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
-1542	2/23/77 LAKE CITY+FL TIME - 1225	PIPER PA-23 N1370P DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0		NO CERTIFICATE, AGE 38, 468 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - LK CI DEPARTURE POINT LAKE CITY,FL TYPE OF ACCIDENT ENGINE FAILURE OR MAL STALL	INTENDED DESTINATION LOCAL	LANDIN	OPERATION G TRAFFIC PATTERN-C G FINAL APPROACH	TRCLING
		CE.SERVICING, INSPECTION I	NADEQUATE INSPEC	TION OF AIRCRAFT (OF	(NER-PILOT)
	MISCELLANEOUS - EVASI PARTIAL POWER LDSS - PA EMERGENCY CIRCUMSTANCES	NDITIONS - WATER IN FUEL VE MANEUVER TO AVOID COLLI RTIAL LOSS OF POWER - 1 EN - FORCED LANDING OFF AIRP ROPERLY TIMED+LO COMP 2 CY	IGINE DRT DN LAND	FOREIGN MATTER IN FU	JEL.LAST ANNUAL 9/73.
-1771	MISCELLANEOUS — EVASI PARTIAL POWER LOSS — PØ EMERGENCY CIRCUMSTANCES REMARKS- L ENG-MAGS IMP	VE MANEUVER TO AVOID COLLI RTIAL LOSS OF POWER - 1 EN - FORCED LANDING OFF AIRP ROPERLY TIMED+LO COMP 2 CY	GINE ORT ON LAND LINDERS,WATER & CR- 0 0 2 PX- 0 0 0	INSTRUCTIONAL	ATP,FLIGHT INSTR., AGE 44, 8165 TOTAL HOURS, 10 IN TYPE, INSTRUMENT
-1771	MISCELLANEOUS - EVASI PARTIAL POWER LOSS - PA EMERGENCY CIRCUMSTANCES REMARKS- L ENG-MAGS IMP 2/26/77 CLEARWATER,F TIME - 0945 NAME OF AIRPORT - ST PE	VE MANEUVER TO AVOID COLLI RTIAL LOSS OF POWER - 1 EN - FORCED LANDING OFF AIRP ROPERLY TIMED+LO COMP 2 CY L PIPER PA-24 N9099P DAMAGE-SUBSTANTIAL	GINE ORT ON LAND LINDERS,WATER & CR- 0 0 2 PX- 0 0 0 PHASE OF LANDIN	INSTRUCTIONAL	ATP,FLIGHT INSTR., AGE 44, 8165 TOTAL HOURS, 10 IN TYPE, INSTRUMENT RATED.

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			BRIEFS	OF AC	CI	DENI	s		
FILE	DATE	LOCATION	AIRCRAFT DATA	INJ F		IES S M,		FLIGHT PURPOSE	PILOT DATA
3-1543	3/2/77 TIME - 1		BELLANCA 7KCAB N8615V DAMAGE-SUBSTANTIAL				O PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL.INSTR., AGE 27, 2780 TOTAL HOURS, 349 IN TYPE, INSTRUMENT RATED.	
	MIAMI, TYPE OF ENGINE	FL	INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDO			IGHT NORMAL CRUISE	
	POWERP TERRAI PARTIAL	CAUSE(S) LANT - MISCELLANEOL N - WET,SOFT GROUND POWER LOSS - PARTIA Y CIRCUMSTANCES - F	D REASONS						
3-1249	3/7/77 TIME - 2		BEECH 35-C33 N5862S DAMAGE-DESTROYED	CR- PX-	_			INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 63, 21572 TOTAL HOURS, 2700 IN TYPE, INSTRUMENT RATED.
	KANSAS TYPE OF	CITY,KS	INTENDED DESTINATION FORT MYERS.FL FR UNCONTROLLED		Р	BIR	MI	ROUTE STOP NGHAM.AL F OPERATION IGHT UNCONTROLLED DESCEN'	
	DUAL S PILOT FACTOR(S WEATHE WEATHER WEATHER WEATHER	) R - LOW CEILING R - RAIN BRIEFING - BRIEFED	NUATE SUPERVISION OF FLI BY FLIGHT SERVICE PERSO SUBSTANTIALLY CORRECT		ВΥ	РН(	NE		
	5 OR O Obstruct Haze	ST TY AT ACCIDENT SITE VER(UNLIMITED)	CCIDENT SITE		PI TI	900 REC1 RA1 EMPE 62	PI N RA	AT ACCIDENT SITE TATION AT ACCIDENT SITE TURE-F LOCITY-KNOTS	
	40	WEATHER CONDITIONS				14	OF	FLIGHT PLAN	4 Ex-

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FILE	DATE	OCATION	AIRCRAFT DATA	IN	JUR F			FLIGHT PURPOSE		PILOT DATA
-1770	3/13/77 NR.WIN TIME - 0830	FER HAVEN.FL	STINSON 108-1 N9078K DAMAGE-DESTROYED					NONCOMMERCIAL Pleasure/personal	TRANSP	PRIVATE, AGE 37, 313 Total Hours, 113 in Type, Not instrument rated.
	NAME OF AIRPORT DEPARTURE POINT WINTER HAVEN, FI	. 1	_D NTENDED DESTINATION LOCAL							
	TYPE OF ACCIDEN				P	TA	KEOF	OPERATION F INITIAL CLIMB G TRAFFIC PATTER	N-CIRCLI	NG
	MISCELLANEOUS PILOT IN COMM COMPLETE POWER	AND - INADEQUA ACTS.CONDITIO AND - FAILED TO LOSS - COMPLET ASTANCES - FOR	TE PREFLIGHT PREPARAT NS - WATER IN FUEL O OBTAIN/MAINTAIN FLY E ENGINE FAILURE/FLAM CED LANDING ON AIRPOR	'ING S	PEE	D NG I	NE	-		
-1772	3/25/77 HILL TIME - 1630	ARD,FL	CESSNA 150 N63566 DAMAGE-SUBSTANTIAL					INSTRUCTIONAL TRAINING		STUDENT, AGE 35, 48 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT DEPARTURE POINT		NTENDED DESTINATION							
	HILLARD,FL TYPE OF ACCIDEN GROUND-WATER I COLLIDED WITH	_OOP-SWERVE	LOCAL		Ρ	TA	хI	OPERATION FROM LANDING FROM LANDING		
	PILOT IN COMM.	AND - FAILED TO AND - FAILED TO	) MAINTAIN DIRECTIONA ) SEE AND AVOID OBJEC TE PLT STRUCK POLE DR	TS OF	08		υςτ	ONS		
-0926	4/3/77 CEDA TIME - 1930	R KEY,FL	PIPER PA-28 N5398F DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL	TRANSP	COMMERCIAL, AGE 45, 1500 TOTAL HOURS, 1000 IN Type, NOT INSTRUMENT RATED.
	NAME OF AIRPORT DEPARTURE POINT CEDAR KEY.FL TYPE OF ACCIDEN COLLIDED WITH	I.	NTENDED DESTINATION LOCAL		P			· OPERATION OTHER		RAILU
		ISCELLANEOUS-P	ERSONNEL DRIVER OF N MAY WITH LANDING LIGH			RC	OLLI	DED WITH ACFT.		

BRIEFS OF ACCIDENTS

er en er de ser en de set waarde en een een de besker waarde aan waarde Henrike se geveen opgeste.

FILE	DATE LOCATION	AIRCRAFT DATA		UR I E S		FLIGHT PURPOSE		PILOT DATA			
3-0927	4/12/77 PLYMOUTH↓FL TIME - 1200	PIPER PA-28 N656FL DAMAGE-SUBSTANTIAL				NONCOMMERCIAL PLEASURE/PERSONAL 1	RANSP	STUDENT, AGE 37, 125 TOTAL HOURS, 97 IN TYPE, NOT INSTRUMENT RATED.			
	<b>GAINESVILLE</b> , <b>FL</b>										
	TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE Collided with trees			L	ANDI	F OPERATION NG ROLL NG ROLL					
	PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPE FACTOR(S) WEATHER - UNFAVORABLE WIND		ND COND	1710	NS						
	SKY CONDITION			CEI	LING	AT ACCIDENT SITE					
	BROKEN VISIBILITY AT ACCIDENT SITE			PRE		TATION AT ACCIDENT S	ITE				
	5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT AC NONE		REL		E BEARING OF WIND CROSS WIND 248-292 D	EGREES					
	WIND DIRECTION-DEGREES 60			1	2	LOCITY-KNOTS					
	TYPE OF WEATHER CONDITIONS VFR				E OF ONE	FLIGHT PLAN					
	REMARKS- WND GUSTING 18K							n an			
3-1769	4/16/77 NR.PALATKA.FL TIME - 1620	BENSEN BM-8 N64613 DAMAGE-DESTROYED				NONCOMMERCIAL Pleasure/personal 1	RANSP	STUDENT, AGE 31, 73 TOTA HOURS, 25 IN TYPE, NOT INSTRUMENT RATED.			
	NAME OF AIRPORT - KAY LARKIN Departure point Palatka,Fl	INTENDED DESTINATION									
	TYPE OF ACCIDENT COLLISION WITH GROUND/WATE	R UNCONTROLLED				F OPERATION NG TRAFFIC PATTERN-	CIRCLI	NG			
	PROBABLE CAUSE(S) • PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S)										
	WEATHER - UNFAVORABLE WIND	CONDITIONS									
	SKY CONDITION CLEAR			U	NLIM	AT ACCIDENT SITE		( <b>1</b>			
	VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED)			N	ONE	TATION AT ACCIDENT S	51 TE				
	OBSTRUCTIONS TO VISION AT AC NONE WIND DIRECTION-DEGREES	CIDENT SITE		8	6	TURE-F					
	120 TYPE OF WEATHER CONDITIONS			- 1	1	FLIGHT PLAN					
	VFR			N	ONE	TERS.M/R STRUCK TAIL					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJ F	UR I S	ES M/	'N	FLIGHT PURPOSE		PILOT DATA	
3-1768	4/19/77 NF TIME - 0742	R.LAKE WALES,FL		CR- PX-	0	0	1	COMMERCIAL		COMMERCIAL, FL.INSTR., AGE 51, 4619 TOTAL HOURS 50 IN TYPE, INSTRUMENT RATED.	
			INTENDED DESTINATION								
	LAKE WALES,FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT MANEUVER TO AVOID OBSTRUCTION										
	PROBABLE CAUSE(S) PILOT IN COMMAND - DIVEKTED ATTENTION FROM OPERATION OF AIRCRAFT MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - LOAD NOT JETTISONED TERRAIN - HIGH OBSTRUCTIONS										
	KIND OF ( PILOT'S S GOGGLES TANK/HOPF ELEVATIO PROCEDURE	JRS IN CROP CONTRO CROP - FRUIT ORCHA SEAT BELT - UNKNOW - NOT USED PER-LOCATION - SID AREA BEING TREAT E TURNAROUND - ENT	N/NOT REPORTED ES			TYP GLO CRA TER SWA	PE IVE SH RA TH	DF OPERATION - SPRAYI DF CHEMICAL USED - LI S - NOT USED HELMET - AVAILABLE U IN-TYPE - LEVEL+FLAT RUN-HOW FLOWN - DOWN S	QUID SED		
3-1774	5/4/77 TIME - 2030	JACKSONVILLE,FL	BEECH C33A N318G DAMAGE-SUBSTANTIAL	РХ-				NONCOMMERCIAL BUSINESS		PRIVATE, AGE 49, 416 Total Hours, 30 in type, Instrument rated.	
	NAME OF AIRPORT - CRAIG FIELD DEPARTURE POINT INTENDED DESTINATION GAINESVILLEFL JACKSONVILLEFL TYPE OF ACCIDENT PHASE OF							F OPERATION NG ROLL			
	PROBABLE CAUSE(S) PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR REMARKS- INSTEAD OF FLAPS.										

			BRIEFS	S OF A	CLI	DEN	TS		
FILE			AIRCRAFT DATA	F	:	S M	/N	PURPOSE	PILOT DATA
	5/4/77 N TIME - 164 NAME OF AI DEPARTURE ARCADIA,F	NR.ARCADIA,FL 45 IRPORT - ARCADIA M POINT FL CCIDENT VDING	CESSNA 150 N8148S DAMAGE-SUBSTANTIAL	CR- PX-	0 0	O O PHAS LA	1 0 E 0 ND I	INSTRUCTIONAL	STUDENT, AGE 28, 13 TOTAU HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	FACTOR(S) MISCELLA PILOT IN REMARKS- f	N COMMAND - LACK O FIRST SOLO.T/D NOS	IONS - OVERLOAD FAILURE F FAMILIARITY WITH AIRC EWHEEL FIRST.	RAFT					
-1776	NAME OF AI DEPARTURE TALLAHAS TYPE OF AC	L5 IRPORT - BAY COUNT POINT SSEE,FL CCIDENT	DAMAGE-SUBSTANTIAL	CR- PX-	0	0 PHAS	O E C	BUSINESS IF OPERATION	PRIVATE, AGE 55, 700 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED.
	AIRFRAME MISCELLA AIRFRAME MISCELLA	CAUSE(S) EL - MAINTENANCE,S E - LANDING GEAR ANEOUS ACTS,CONDIT E - LANDING GEAR ANEOUS ACTS,CONDIT	ERVICING, INSPECTION IM BRAKING SYSTEM (NORMAL IONS - IMPROPERLY INSTA NORMAL RETRACTION/EXTEN IONS - BINDING TERMEDIATE POSITION DUE	SYSTEM ALLED ISION	1) 455	AAIN Semb	TEN LY	2	SONNEL)

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REMARKS- GEAR STOPPED IN INTERMEDIATE POSITION DUE INTERFERENCE WI IMPROPERLY INSTALLED PARKING BRAKE CABLE

			BRIEF	S OF ACC	IDENT	S					
FILE			AIRCRAFT DATA	F	S M/	N		PILOT DATA			
3-1413	5/6/77 TIME - (	HOLLYWOOD,FL	CURTISS WRT C-46F N355W DAMAGE-SUBSTANTIAL	CR- 0 PX- 0	0	2	COMMERCIAL	AIRLINE TRANSPORT, AGE 57, 20313 TOTAL HOURS, 9130 IN TYPE, INSTRUMENT RATED.			
	DEPARTURE POINT INTENDED DESTINATION FT LAUDERDALE,FL MIAMI,FL TYPE OF ACCIDENT PHASE OF OPERATION										
	ENGINE FAILURE OR MALFUNCTION IN FLIGHT CLIMB TO CRUISE DITCHING LEVEL OFF/TOUCHDOWN										
	PILOT PERSON POWERF MISCEL PILOT FACTOR(1 MISCEL PARTIAL EMERGENC REMARKS-	NNEL - MAINTENANCE,S PLANT - PROPELLER AN PLANT - IGNITION SYS LLANEOUS ACTS,CONDIT IN COMMAND - FAILED S) LLANEOUS ACTS,CONDIT POWER LOSS - PARTIT CY CIRCUMSTANCES - F - R ENG,L MAG EXCES	TIONS - EXCESSIVE-WEAR/ D TO FOLLOW APPROVED PR TIONS - AIRCRAFT CAME TO AL LOSS OF POWER - 1 EN TORCED LANDING OFF AIRP SIVE DROP. ATTMPTD FEAT	NADEQUAT RS PLAY DCEDURES D REST I GINE DRT ON W HER R PR	E MAI ,DIRE N WAT ATER DP,UN	NTE CTI ER	NANCE AND INSPECTION VES,ETC. ATHER DUE PRESSURE SW				
3-1017	5/7/77 TIME - (	NR.MIAMI,FL 0835	PICCARD AX-6 N75US DAMAGE-DESTROYED					COMMERCIAL, AGE 54, NSP UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.			
	DEPARTUR MIAMI, F		INTENDED DESTINATION								
	TYPE OF	ACCIDENT DED WITH WIRES/POLE					OPERATION GHT NORMAL CRUISE				
	PILOT PILOT MISCEL FACTOR(S TERRA) FIRE AFT	IN - HIGH OBSTRUCTIO FER IMPACT	ISION WITH POWER LINE								

FILE	DATE	LOCATION	AIRCRAFT DATA	IN.	JURI	ES	FLIGHT		PILOT DATA
				۶	FS	M/N	PURPOSE		
-1778		CLEARWATER,FL	CESSNA 180B N9124T DAMAGE-SUBSTANTIAL	CR-	0	01	NONCOMMERCIAL BUSINESS		PRIVATE, AGE 54, 6000 TOTAL HOURS, 2430 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE P CLEARWATE	R,FL	EXEC INTENDED DESTINATION LOCAL	-					
	TYPE OF ACC GROUND-WA	IDENT TER LOOP-SWERVE					F OPERATION NG ROLL		
	PILOT IN FACTOR(S)	COMMAND - FAILED COMMAND - IMPROPE	TO MAINTAIN DIRECTIONA ER COMPENSATION FOR WIN						
	WEATHER -	UNFAVORABLE WIND	UNDITIONS						
	SKY CONDITI						G AT ACCIDENT SIT	E	
	SCATTERED VISIBILITY	AT ACCIDENT SITE					TATION AT ACCIDE	NT SITE	
	5 OR OVER(UNLIMITED)				I	NONE			
-	OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE					MPER/ 76	ATURE-F		
		ION-DEGREES				-	LOCITY-KNOTS		
	60					14			
	VFR	THER CONDITIONS				NONE	FLIGHT PLAN		
		DEG CROSSWIND.							
			•						
-1123	5/15/77		PIPER PA-18				NONCOMMERCIAL		PRIVATE, AGE 23, 163
	TIME - 1920		N7180B DAMAGE-SUBSTANTIAL	PX-	0	0 0	PLEASURE/PERSON	AL TRANSP	TOTAL HOURS, 21 IN TYPE NOT INSTRUMENT RATED.
	NAME OF AIR	PORT - LAKELAND M		NOT INSTRONENT RATED.					
	DEPARTURE P		INTENDED DESTINATION LOCAL						ν.
	TYPE OF ACC		LOCAL		РН	ASE	OF OPERATION		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
	GROUND-WA	TER LOOP-SWERVE				LAND	NG ROLL		
	FACTOR(S)	COMMAND - FAILED	TO MAINTAIN DIRECTIONA IONS - TOUCH AND GO LAN		TROL				

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| FILE            | DATE LOCATION                                                                                                                                                                                                           | AIRCRAFT DATA                                                             | INJURIES<br>F S M/N                | FLIGHT<br>PURPOSE                  | PILOT DATA                                                                                      |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|------------------------------------|------------------------------------|-------------------------------------------------------------------------------------------------|
| 3-1122          | 5/16/77 IMMOKALEE+FL<br>TIME - 1330                                                                                                                                                                                     | NAVAL FCTY N3N-3<br>N45167<br>DAMAGE-SUBSTANTIAL                          | CR- 0 0 1 NO<br>PX- 0 0 1 PR       |                                    | AIRLINE TRANSPORT, AGE<br>34, 8315 TOTAL HOURS, 1<br>IN TYPE, INSTRUMENT<br>RATED.              |
|                 | IMMOKALEE,FL                                                                                                                                                                                                            | INTENDED DESTINATION                                                      |                                    |                                    |                                                                                                 |
|                 | TYPE OF ACCIDENT<br>COLLISION WITH GROUND/WATE                                                                                                                                                                          | RUNCONTROLLED                                                             | PHASE OF OI<br>IN FLIGH            | PERATION<br>T UNCONTROLLED DESCENT |                                                                                                 |
|                 | PROBABLE CAUSE(S)<br>MISCELLANEOUS - UNDETERMIN                                                                                                                                                                         | ED                                                                        |                                    |                                    |                                                                                                 |
| 3-1501          | 5/21/77 GALLIVER+FL<br>TIME - 1222<br>DEPARTURE POINT                                                                                                                                                                   | CESSNA 177RG<br>N18840<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION      | CR- 0 0 1 NOI<br>PX- 0 0 0 BU      |                                    | PRIVATE, AGE 25, 247<br>Total Hours, 165 in type,<br>Not instrument rated.                      |
|                 | PENSACOLA+FL<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCT<br>NOSE OVER/DOWN                                                                                                                                        | CRESTVIEW+FL<br>ION                                                       | PHASE OF OU<br>IN FLIGH<br>LANDING | T NORMAL CRUISE                    |                                                                                                 |
|                 | PROBABLE CAUSE(S)<br>POWERPLANT - LUBRICATING S<br>MISCELLANEOUS ACTS,CONDITI<br>FACTOR(S)<br>TERRAIN - WET,SOFT GROUND<br>COMPLETE POWER LOSS - COMPLE<br>EMERGENCY CIRCUMSTANCES - FO<br>REMARKS- OIL PUMP DRIVING IM | DNS - OIL STARVATION<br>TE ENGINE FAILURE/FLAM<br>DRCED LANDING OFF AIRPO | RT ON LAND                         |                                    |                                                                                                 |
| 8 <b>-</b> 1313 | 5/23/77 POMPANO BEACH.FL<br>TIME - 2140                                                                                                                                                                                 | PIPER PA-28<br>N54454<br>DAMAGE-SUBSTANTIAL                               | CR 0 0 2 NOP<br>PX 0 0 0 PLI       |                                    | COMMERCIAL, FL.INSTR.,<br>Age 34, 3337 Total Hours,<br>2000 IN Type, NOT INSTRU-<br>MENT RATED. |
|                 | DEPARTURE POINT<br>FT.LAUDERDALE.FL<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCT<br>COLLIDED WITH WIRES/POLES                                                                                                      |                                                                           | PHASE OF OF<br>IN FLIGH<br>LANDING | T CLIMB TO CRUISE                  | MENT RATED.                                                                                     |
|                 | PROBABLE CAUSE(S)<br>PERSONNEL - MAINTENANCE.SE<br>POWERPLANT - ENGINE STRUCT<br>POWERPLANT - ENGINE STRUCT<br>MISCELLANEOUS ACTS.CONDITI<br>FACTOR(S)<br>TERRAIN - OTHER                                               | URE PISTON, PISTON RIN<br>URE VALVE ASSEMBLIES<br>ONS - IMPROPER CLEARAN  | GS<br>CE-TOLERANCE                 | NCE AND INSPECTION                 |                                                                                                 |
|                 | PARTIAL POWER LOSS - PARTIAL<br>EMERGENCY CIRCUMSTANCES - FO<br>REMARKS- LND ON ROAD & HIT P                                                                                                                            |                                                                           |                                    |                                    |                                                                                                 |

| FILE   | DATE                                                                                                                                                                                         |                                                                                                                                                                                                                           | AIRCRAFT DATA                                                                                                                                                                                | F S M/N                                                                                                  | PURPOSE                                                                                        | PILOT DATA                                                                                                                                                      |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
|        |                                                                                                                                                                                              | R.∆PALACHICOLA.FL<br>2                                                                                                                                                                                                    | MOONEY M20B<br>N74534<br>DAMAGE-DESTROYED                                                                                                                                                    | CR- 0 0 1                                                                                                | NONCOMMERCIAL                                                                                  |                                                                                                                                                                 |
|        | DEPARTURE<br>SAN ANTO                                                                                                                                                                        |                                                                                                                                                                                                                           | INTENDED DESTINATION<br>GULFPORT.MS                                                                                                                                                          |                                                                                                          |                                                                                                |                                                                                                                                                                 |
|        | TYPE OF AC                                                                                                                                                                                   | CIDENT                                                                                                                                                                                                                    |                                                                                                                                                                                              |                                                                                                          | OF OPERATION                                                                                   |                                                                                                                                                                 |
|        | ENGINE F<br>DITCHING                                                                                                                                                                         | AILURE OR MALFUNC                                                                                                                                                                                                         | TION                                                                                                                                                                                         |                                                                                                          | LIGHT NORMAL CRUISE<br>Ing Level off/touchdown                                                 |                                                                                                                                                                 |
|        | PROBABLE C                                                                                                                                                                                   |                                                                                                                                                                                                                           |                                                                                                                                                                                              |                                                                                                          |                                                                                                |                                                                                                                                                                 |
|        | PILOT IN<br>MISCELLA                                                                                                                                                                         | COMMAND - BECAME                                                                                                                                                                                                          | UATE PREFLIGHT PREPARA<br>LOST/DISORIENTED<br>IONS - FUEL EXHAUSTION                                                                                                                         |                                                                                                          | ANN ING                                                                                        |                                                                                                                                                                 |
|        |                                                                                                                                                                                              |                                                                                                                                                                                                                           | IDNS - AIRCRAFT CAME TO                                                                                                                                                                      |                                                                                                          |                                                                                                |                                                                                                                                                                 |
|        | ENERGENCY                                                                                                                                                                                    | CIRCUNSTANCES - E                                                                                                                                                                                                         | TE ENGINE FAILURE/FLA                                                                                                                                                                        |                                                                                                          | -                                                                                              |                                                                                                                                                                 |
|        | REMARKS- A                                                                                                                                                                                   | CFT DITCHED APPROX                                                                                                                                                                                                        | ( 75 NM SOUTH OF APALA                                                                                                                                                                       | CHICOLA+FL IN                                                                                            | THE GULF OF MEXICO                                                                             | na se anna an tha anna an tha anna an tarta.<br>Anna an tha anna an tha anna an tarta a |
| 3-1775 | REMARKS- A                                                                                                                                                                                   | CFT DITCHED APPRO)<br>R.PANAMA CITY.FL                                                                                                                                                                                    | (75 NM SOUTH DF APALA<br>ERCO 415-C<br>N86999                                                                                                                                                | CHICOLA+FL <sup>®</sup> IN                                                                               | THE GULF OF MEXICO                                                                             | STUDENT, AGE 50, 12 TOTA<br>Hours, all in type, not                                                                                                             |
| 3-1775 | REMARKS- A<br>6/2/77 N<br>TIME - 140<br>DEPARTURE                                                                                                                                            | CFT DITCHED APPRO)<br>R.PANAMA CITY.FL<br>8<br>Point                                                                                                                                                                      | C 75 NM SOUTH OF APALA<br>ERCO 415-C<br>N86999<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION                                                                                                 | CHICOLAFE IN                                                                                             | THE GULF OF MEXICO                                                                             | STUDENT, AGE 50, 12 TOTA                                                                                                                                        |
| 3-1775 | REMARKS- A<br>6/2/77 N<br>TIME - 140<br>DEPARTURE<br>PANAMA CI                                                                                                                               | CFT DITCHED APPRO)<br>R.₽ANAMA CITY.FL<br>8<br>POINT<br>TY.FL                                                                                                                                                             | (75 NM SOUTH OF APALA<br>ERCO 415-C<br>N86999<br>DAMAGE-SUBSTANTIAL                                                                                                                          | CHICOLA,FL <sup>-</sup> IN<br>CR- 0 0 1<br>PX- 0 0 0                                                     | THE GULF OF MEXICO<br>INSTRUCTIONAL<br>SOLO                                                    | STUDENT, AGE 50, 12 TOTA<br>Hours, all in type, not                                                                                                             |
| 3–1775 | REMARKS- A<br>6/2/77 N<br>TIME - 140<br>DEPARTURE<br>PANAMA CI<br>TYPE OF AC                                                                                                                 | CFT DITCHED APPRO)<br>R.PANAMA CITY.FL<br>8<br>Point<br>Ty.FL<br>Cident<br>Ailure or Malfunci                                                                                                                             | C 75 NM SOUTH OF APALA<br>ERCO 415-C<br>N86999<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION                                                                                                 | CHICOLA+FL <sup>-</sup> IN<br>CR- 0 0 1<br>PX- 0 0 0<br>PHASE<br>IN F                                    | THE GULF OF MEXICO                                                                             | STUDENT, AGE 50, 12 TOTA<br>Hours, all in type, not                                                                                                             |
| 3-1775 | REMARKS- A<br>6/2/77 N<br>TIME - 140<br>DEPARTURE<br>PANAMA CI<br>TYPE OF AC<br>ENGINE F<br>NOSE OVE<br>PROBABLE C                                                                           | CFT DITCHED APPRO)<br>R.PANAMA CITY.FL<br>8<br>POINT<br>TY.FL<br>CIDENT<br>AILURE OR MALFUNCT<br>R/DOWN<br>AUSE(S)                                                                                                        | C 75 NM SOUTH OF APALA<br>ERCO 415-C<br>N86999<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL                                                                                        | CHICOLA,FL <sup>-</sup> IN<br>CR- 0 0 1<br>PX- 0 0 0<br>PHASE<br>IN F<br>LAND                            | THE GULF OF MEXICO<br>INSTRUCTIONAL<br>SOLO<br>OF OPERATION<br>LIGHT NORMAL CRUISE<br>ING ROLL | STUDENT, AGE 50, 12 TOTA<br>Hours, all in type, not                                                                                                             |
| 3-1775 | REMARKS- A<br>6/2/77 N<br>TIME - 140<br>DEPARTURE<br>PANAMA CI<br>TYPE OF AC<br>ENGINE F<br>NOSE OVE<br>PROBABLE C<br>PILOT IN<br>MISCELLA                                                   | CFT DITCHED APPRO)<br>R.PANAMA CITY.FL<br>8<br>PDINT<br>TY.FL<br>CIDENT<br>AILURE OR MALFUNCT<br>R/DOWN<br>AUSE(S)<br>COMMAND - INADEOU<br>NEOUS ACTS.CONDIT                                                              | (75 NM SOUTH OF APALA<br>ERCO 415-C<br>N86999<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL                                                                                         | CHICOLA,FL <sup>-</sup> IN<br>CR- 0 0 1<br>PX- 0 0 0<br>PHASE<br>IN F<br>LAND                            | THE GULF OF MEXICO<br>INSTRUCTIONAL<br>SOLO<br>OF OPERATION<br>LIGHT NORMAL CRUISE<br>ING ROLL | STUDENT, AGE 50, 12 TOTA<br>Hours, all in type, not                                                                                                             |
| 3–1775 | REMARKS- A<br>6/2/77 N<br>TIME - 140<br>DEPARTURE<br>PANAMA CI<br>TYPE OF AC<br>ENGINE F<br>NOSE OVE<br>PROBABLE C<br>PILOT IN<br>MISCELLA<br>PILOT IN<br>FACTOR(S)<br>TERRAIN<br>PARTIAL PO | CFT DITCHED APPRO)<br>R.PANAMA CITY.FL<br>8<br>PDINT<br>TY.FL<br>CIDENT<br>AILURE OR MALFUNCT<br>R/DOWN<br>AUSE(S)<br>COMMAND - INADEOU<br>NEOUS ACTS.CONDIT<br>COMMAND - SELECTE<br>- ROUGH/UNEVEN<br>WER LOSS - PARTIAL | ( 75 NM SOUTH OF APALA(<br>ERCO 415-C<br>N86999<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL<br>NATE PREFLIGHT PREPARATION<br>LOCAL<br>NONS - WATER IN FUEL<br>DUNSUITABLE TERRAIN | CHICOLA,FL <sup>-</sup> IN<br>CR- 0 0 1<br>PX- 0 0 0<br>PHASE<br>IN FI<br>LAND<br>TION AND/OR PL<br>GINE | THE GULF OF MEXICO<br>INSTRUCTIONAL<br>SOLO<br>OF OPERATION<br>LIGHT NORMAL CRUISE<br>ING ROLL | STUDENT, AGE 50, 12 TOTA<br>Hours, all in type, not                                                                                                             |
| 3-1775 | REMARKS- A<br>6/2/77 N<br>TIME - 140<br>DEPARTURE<br>PANAMA CI<br>TYPE OF AC<br>ENGINE F<br>NOSE OVE<br>PROBABLE C<br>PILOT IN<br>MISCELLA<br>PILOT IN<br>FACTOR(S)<br>TERRAIN<br>PARTIAL PO | CFT DITCHED APPRO)<br>R.PANAMA CITY.FL<br>8<br>PDINT<br>TY.FL<br>CIDENT<br>AILURE OR MALFUNCT<br>R/DOWN<br>AUSE(S)<br>COMMAND - INADEOU<br>NEOUS ACTS.CONDIT<br>COMMAND - SELECTE<br>- ROUGH/UNEVEN<br>WER LOSS - PARTIAL | ( 75 NM SOUTH OF APALA(<br>ERCO 415-C<br>N86999<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL<br>TION<br>UATE PREFLIGHT PREPARATIONS - WATER IN FUEL<br>TONS - WATER IN FUEL        | CHICOLA,FL <sup>-</sup> IN<br>CR- 0 0 1<br>PX- 0 0 0<br>PHASE<br>IN FI<br>LAND<br>TION AND/OR PL<br>GINE | THE GULF OF MEXICO<br>INSTRUCTIONAL<br>SOLO<br>OF OPERATION<br>LIGHT NORMAL CRUISE<br>ING ROLL | STUDENT, AGE 50, 12 TOTA<br>Hours, all in type, not                                                                                                             |
| 3–1775 | REMARKS- A<br>6/2/77 N<br>TIME - 140<br>DEPARTURE<br>PANAMA CI<br>TYPE OF AC<br>ENGINE F<br>NOSE OVE<br>PROBABLE C<br>PILOT IN<br>MISCELLA<br>PILOT IN<br>FACTOR(S)<br>TERRAIN<br>PARTIAL PO | CFT DITCHED APPRO)<br>R.PANAMA CITY.FL<br>8<br>PDINT<br>TY.FL<br>CIDENT<br>AILURE OR MALFUNCT<br>R/DOWN<br>AUSE(S)<br>COMMAND - INADEOU<br>NEOUS ACTS.CONDIT<br>COMMAND - SELECTE<br>- ROUGH/UNEVEN<br>WER LOSS - PARTIAL | ( 75 NM SOUTH OF APALA(<br>ERCO 415-C<br>N86999<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL<br>NATE PREFLIGHT PREPARATION<br>LOCAL<br>NONS - WATER IN FUEL<br>DUNSUITABLE TERRAIN | CHICOLA,FL <sup>-</sup> IN<br>CR- 0 0 1<br>PX- 0 0 0<br>PHASE<br>IN FI<br>LAND<br>TION AND/OR PL<br>GINE | THE GULF OF MEXICO<br>INSTRUCTIONAL<br>SOLO<br>OF OPERATION<br>LIGHT NORMAL CRUISE<br>ING ROLL | STUDENT, AGE 50, 12 TOTA<br>Hours, all in type, not                                                                                                             |

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| FILE  | DATE LOCAT                                               | ION AIRCRAFT DATA                                                           | INJURIES<br>F S M/N | FLIGHT<br>N PURPOSE                                          | PILOT DATA                                                                     |
|-------|----------------------------------------------------------|-----------------------------------------------------------------------------|---------------------|--------------------------------------------------------------|--------------------------------------------------------------------------------|
| -1500 | 6/14/77 NR.BARTOW.F<br>TIME - 1935                       | L PIPER J3<br>N98606<br>DAMAGE-SUBSTANTIAL                                  | PX- 0 0 0           | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF                    | COMMERCIAL, AGE 45, 1501<br>TOTAL HOURS, 310 IN TYPE,<br>NOT INSTRUMENT RATED. |
|       | NAME OF AIRPORT - EM<br>DEPARTURE POINT<br>MULBERRY,FL   |                                                                             |                     |                                                              |                                                                                |
|       | TYPE OF ACCIDENT<br>Engine failure or<br>Hard Landing    | MALFUNCTION                                                                 | TAKE                | OF OPERATION<br>OFF INITIAL CLIMB<br>ING LEVEL OFF/TOUCHDOWN |                                                                                |
|       | FACTOR(S)<br>TERRAIN - ROUGH/UN                          | LLANEOUS POWERPLANT FAILURE<br>Neven<br>Partial Loss of Power - 1 En        |                     | NED REASONS                                                  |                                                                                |
|       |                                                          | ICES - FORCED LANDING OFF AIRP                                              |                     |                                                              |                                                                                |
|       |                                                          |                                                                             |                     |                                                              |                                                                                |
| -1766 | 6/19/77 LAKE WALE<br>TIME - 1630                         | S.FL MAULE M5-235<br>N9071E<br>DAMAGE-SUBSTANTIAL                           | PX- 0 0 1           | NONCOMMERCIAL<br>Pleasure/personal transf                    | PRIVATE, AGE 40, 87 TOTAL<br>HOURS, 34 IN TYPE, NOT<br>INSTRUMENT RATED.       |
|       | NAME OF AIRPORT - LA<br>Departure point<br>Lake Wales+FL |                                                                             |                     |                                                              |                                                                                |
|       | TYPE OF ACCIDENT<br>GROUND-WATER LOOP-<br>GEAR COLLAPSED | _                                                                           | LAND                | OF OPERATION<br>DING ROLL<br>DING ROLL                       | ·                                                                              |
|       |                                                          | FAILED TO MAINTAIN DIRECTION                                                | AL CONTROL          |                                                              |                                                                                |
|       | FACTOR(S)<br>MISCELLANEOUS ACTS                          | +CONDITIONS - OVERLOAD FAILUR                                               | E                   |                                                              |                                                                                |
|       | •<br>•                                                   |                                                                             |                     |                                                              | $\kappa = -it$                                                                 |
| -1777 | 6/26/77 LUTZ+FL<br>TIME - 1245                           | CESSNA 150<br>N9836J<br>Damage-Substantial                                  | PX- 0 0 0           | INSTRUCTIONAL<br>SOLO                                        | STUDENT, AGE 25, 31 TOTAL<br>Hours, all in Type, not<br>Instrument rated.      |
|       | DEPARTURE POINT                                          | INTENDED DESTINATION                                                        | -                   |                                                              | INSTRUMENT RATED.                                                              |
|       | LUTZ.FL<br>TYPE OF ACCIDENT<br>COLLIDED WITH WIR         | LOCAL<br>ES/POLES                                                           |                     | OF OPERATION<br>LIGHT OTHER                                  |                                                                                |
|       | PROBABLE CAUSE(S)<br>PILOT IN COMMAND -<br>FACTOR(S)     | FAILED TO SEE AND AVOID OBJE                                                | CTS OR OBSTRUC      | TIONS                                                        |                                                                                |
|       | PILOT IN COMMAND -                                       | FAILED TO FOLLOW APPROVED PRI<br>GCONDITIONS - UNWARRANTED LOW<br>TRUCTIONS |                     | TIVES, ETC.                                                  |                                                                                |
|       |                                                          | +CONDITIONS - SIMULATED CONDI<br>TH WIRES DURING SIMULATED EME              |                     |                                                              |                                                                                |

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| FILE  | DATE                                                                | LOCATION                               | AIRCRAFT DATA                                         | INJ<br>F | UR I<br>S |      |     | FLIGHT<br>PURPOSE                         | PILOT DATA                                                                    |
|-------|---------------------------------------------------------------------|----------------------------------------|-------------------------------------------------------|----------|-----------|------|-----|-------------------------------------------|-------------------------------------------------------------------------------|
| -1767 | 6/27/77<br>TIME - 1930                                              | VERO BEACH,FL                          | PIPER PA-24<br>N5987P<br>DAMAGE-SUBSTANTIAL           | PX-      |           |      |     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 34, 1497<br>TOTAL HOURS, 28 IN TYPE,<br>NOT INSTRUMENT RATED. |
|       | DEPARTURE P<br>VERO BEAC<br>Type of ACC<br>Ground-Wa                | H,FL                                   | IRIP<br>INTENDED DESTINATION<br>LOCAL                 |          |           | LAN  | DIN | DPERATION<br>G ROLL<br>G ROLL             |                                                                               |
|       | PROBABLE CA                                                         |                                        | TO MAINTAIN DIRECTION                                 |          | PUI       |      |     |                                           |                                                                               |
|       |                                                                     |                                        |                                                       |          | E         |      |     |                                           |                                                                               |
| -1773 | 7/2/77<br>TIME - 1400                                               | NE₩ PRT RÌCHEY,FI                      | L CESSNA 172<br>N733NF<br>Damage-substantial          | PX-      |           |      |     | NONCOMMERCIAL<br>Pleasure/personal transp | PRIVATE, AGE 17, 151<br>TOTAL HOURS, 50 IN TYPE,<br>NOT INSTRUMENT RATED.     |
|       | NAME OF AIR<br>DEPARTURE P<br>DOTHAN,AL<br>TYPE OF ACC<br>GEAR COLL | IDENT                                  | ) AIRPRK<br>INTENDED DESTINATION<br>NEW PRT RICHEY,FL |          |           |      |     | OPERATION<br>G Roll                       |                                                                               |
|       | MISCELLAN<br>FACTOR(S)                                              | COMMAND - SELECTE<br>EOUS ACTS,CONDITI | ED UNSUITABLE TERRAIN<br>IONS - LANDED IN CONSTR      |          | AR        | EA.  |     |                                           |                                                                               |
|       |                                                                     |                                        | IONS - OVERLOAD FAILURE<br>TRUCTION AREA ADJACENT     |          |           |      |     |                                           |                                                                               |
| -1765 | 7/23/77<br>TIME - 1230                                              | ST.AUGUSTINE,FL                        | PIPER PA-28<br>N32172<br>DAMAGE-SUBSTANTIAL           | PX-      |           |      |     | NONCOMMERCIAL<br>Pleasure/personal transp | PRIVATE, AGE 32, 244<br>Total Hours, 108 in type<br>Not instrument rated.     |
|       | DEPARTURE P<br>ST.AUGUST<br>TYPE DF ACC                             | INE,FL<br>IDENT                        | INE<br>INTENDED DESTINATION<br>LOCAL                  |          |           |      |     | OPERATION                                 |                                                                               |
|       | WHEELS-UP                                                           |                                        |                                                       |          |           | LAN  | DIN | G LEVEL OFF/TOUCHDOWN                     |                                                                               |
|       | FACTOR(S)                                                           | COMMAND - FAILED                       | TO EXTEND LANDING GEAR                                |          | _         |      |     |                                           |                                                                               |
|       |                                                                     |                                        | ED ATTENTION FROM OPER/<br>IONS - CHECKLIST-FAILED    |          |           | IRCI | ٩۵F | 1                                         |                                                                               |
|       |                                                                     |                                        |                                                       | PAGE     | 544       |      |     |                                           |                                                                               |
|       |                                                                     |                                        |                                                       |          |           |      |     |                                           |                                                                               |

| FILE   | DATE LOCATION                                                                    | AIRCRAFT DATA                                                                                                    | INJU<br>F | RIES<br>S M/ |                               | IGHT<br>RPOS <del>E</del> '     | PILOT DATA                                                                                   |
|--------|----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|-----------|--------------|-------------------------------|---------------------------------|----------------------------------------------------------------------------------------------|
| 3-1617 | 3/14/77 NR.OCHLOCKNEE.<br>TIME - 1610                                            | GA CESSNA 182A<br>N2150G<br>DAMAGE-DESTROYED                                                                     |           |              |                               | MMERCIAL<br>URE/PERSONAL TRANSP | PRIVATE, AGE 36, 300<br>TOTAL HOURS, 200 IN TYPE<br>NOT INSTRUMENT RATED.                    |
|        | NAME OF AIRPORT - OCHLO<br>DEPARTURE POINT                                       |                                                                                                                  |           |              |                               |                                 |                                                                                              |
|        | CAMILLA.GA                                                                       | OCHLOCKNEE+GA                                                                                                    |           |              |                               |                                 |                                                                                              |
|        | TYPE OF ACCIDENT<br>OVERSHOOT<br>COLLIDED WITH TREES                             |                                                                                                                  |           | LAN          | OF OPER<br>DING LE<br>DING GO | VEL OFF/TOUCHDOWN               |                                                                                              |
|        | PILOT IN COMMAND - DE                                                            |                                                                                                                  | DUND      | ISTIN        | G WIND                        |                                 |                                                                                              |
|        | SKY CONDITION                                                                    |                                                                                                                  | (         | CEILI        | NG AT AC                      | CIDENT SITE                     |                                                                                              |
|        | CLEAR                                                                            |                                                                                                                  |           | UNL          | IMITED                        |                                 |                                                                                              |
|        | VISIBILITY AT ACCIDENT<br>5 OR OVER(UNLIMITED)                                   | SITE                                                                                                             | I         | PRECI<br>NON |                               | AT ACCIDENT SITE                |                                                                                              |
|        | OBSTRUCTIONS TO VISION                                                           | AT ACCIDENT SITE                                                                                                 | · 1       | RELAT        | IVE BEAR                      | ING OF WIND<br>58-202 DEGREES   |                                                                                              |
|        | TEMPERATURE-F                                                                    |                                                                                                                  | ۱         |              |                               | N-DEGREES                       |                                                                                              |
|        | 83<br>WIND VELOCITY-KNOTS                                                        |                                                                                                                  |           | 290<br>TYPF  |                               | ER CONDITIONS                   |                                                                                              |
|        | 8                                                                                |                                                                                                                  |           | VFR          | -                             |                                 |                                                                                              |
|        | TYPE OF FLIGHT PLAN<br>NONE                                                      |                                                                                                                  |           |              |                               |                                 |                                                                                              |
|        |                                                                                  |                                                                                                                  |           |              |                               | •                               | •<br>•                                                                                       |
| 8-1250 | 3/30/77 ATLANTA,GA<br>TIME - 0139                                                | CESSNA 207<br>N91073<br>DAMAGE-DESTROYED                                                                         |           |              | O COMME<br>D AIR T            | RCIAL<br>AXI-CARGO              | COMMERCIAL, FL.INSTR.,<br>AGE 23, 2750 TOTAL HOURS<br>UNK/NR IN TYPE, INSTRU-<br>MENT RATED. |
|        | NAME OF AIRPORT - DEKAL<br>Departure point<br>Atlanta,ga                         | B PEACHTREE<br>INTENDED DESTINATION<br>AUGUSTA.GA                                                                |           |              |                               |                                 |                                                                                              |
|        | TYPE OF ACCIDENT<br>COLLIDED WITH TREES                                          |                                                                                                                  | · •       |              | OF OPER<br>EOFF IN            | ATION<br>Itial Climb            |                                                                                              |
|        | MISCELLANEOUS ACTS,CO<br>FACTOR(S)<br>PERSONNEL - OPERATION<br>FIRE AFTER IMPACT | ADEQUATE PREFLIGHT PREPARA<br>NDITIONS - IMPROPERLY LOAG<br>AL SUPERVISORY PERSONNEL<br>GWT.CG BEYOND AFT LIMIT. | DED AIRCR | AFT-W        | EIGHT-AN                      |                                 | ICES,REGULATION                                                                              |

BRIEFS OF ACCIDENTS

|        |                                                                                                                |                                                                                                                                                                                                    | BRIEF                                                                                                                                | S OF ACCI                           |                           |                                                         |                                                                               |
|--------|----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------------------|---------------------------------------------------------|-------------------------------------------------------------------------------|
| FILE   | DATE                                                                                                           | LOCATION                                                                                                                                                                                           | AIRCRAFT DATA                                                                                                                        |                                     |                           |                                                         | PILOT DATA                                                                    |
| 3-1179 | TIME - 1                                                                                                       |                                                                                                                                                                                                    | MITSUBISHI MU-2B                                                                                                                     | CR- 0                               | 20                        | MISCELLANEOUS<br>FERRY                                  | COMMERCIAL, AGE 43, 1500<br>TOTAL HOURS, UNK/NR IN<br>TYPE, INSTRUMENT RATED. |
| ·      | ATLANT<br>TYPE OF<br>ENGINE                                                                                    |                                                                                                                                                                                                    | AUGUSTA,GA<br>CTION                                                                                                                  | ρ                                   | IN FL                     | IF OPERATION<br>IGHT NORMAL CRUISE<br>NG FINAL APPROACH |                                                                               |
|        | PILOT<br>PILOT<br>MISCEL<br>MISCEL<br>FACTOR(S                                                                 | IN COMMAND - MISMAN<br>LANEOUS ACTS,CONDI<br>LANEOUS ACTS,CONDI                                                                                                                                    | DUATE PREFLIGHT PREPARA<br>NAGEMENT OF FUEL<br>TIONS - INATTENTIVE TO<br>TIONS - FUEL EXHAUSTION                                     | FUEL SUPP                           |                           | NNING                                                   |                                                                               |
|        | COMPLETE                                                                                                       | POWER LOSS - COMP                                                                                                                                                                                  | LETE ENGINE FAILURE/FL)<br>FORCED LANDING OFF AIRF                                                                                   |                                     |                           | 5                                                       |                                                                               |
| 3-1124 | 4/3/77<br>TIME - 1                                                                                             | NR.MONRDE,GA<br>1205                                                                                                                                                                               | BEECH C24R<br>N23969<br>DAMAGE-DESTROYED                                                                                             |                                     |                           | NONCOMMERCIAL<br>Pleasure/Personal Transf               | STUDENT, AGE 56, 66 TOTA<br>HOURS, 24 IN TYPE, NOT<br>INSTRUMENT RATED.       |
|        |                                                                                                                |                                                                                                                                                                                                    |                                                                                                                                      |                                     |                           |                                                         |                                                                               |
|        | DEPARTUR<br>HILTOM<br>TYPE OF                                                                                  | AIRPORT - MONROE<br>RE POINT<br>N HEAD,SC<br>ACCIDENT                                                                                                                                              | INTENDED DESTINATION<br>ATLANTA,GA                                                                                                   |                                     |                           | F OPERATION                                             |                                                                               |
|        | DEPARTUR<br>HILTON<br>TYPE OF<br>COLLIS<br>PROBABLE<br>PILOT<br>PILOT<br>PILOT<br>FACTOR(S<br>WEATHE<br>WEATHE | RE POINT<br>ACCIDENT<br>SION WITH GROUND/WA<br>E CAUSE(S)<br>IN COMMAND - INADE(<br>IN COMMAND - ATTEM<br>IN COMMAND - CONTI<br>IN COMMAND - SPATI<br>S)<br>ER - THUNDERSTORM A<br>R - LOW CEILING | ATLANTA,GA<br>TER UNCONTROLLED<br>DUATE PREFLIGHT PREPARA<br>PTED OPERATION BEYOND F<br>WUED VFR FLIGHT INTO AC<br>AL DISORIENTATION | TION AND/<br>XPERIENCE<br>VERSE WEA | IN FL<br>OR PLA<br>/ABIL1 | IGHT UNCONTROLLED DESCEN<br>INNING<br>ITY LEVEL         | IT                                                                            |

| FILE   | DATE LOCATION                                                                                                                                   | AIRCRAFT DATA                                     | INJURIES<br>F S M/N    |                                                       | PILOT DATA                                                                            |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|------------------------|-------------------------------------------------------|---------------------------------------------------------------------------------------|
| 9-0928 | 4/14/77 ATLANTA,GA<br>TIME - 1132                                                                                                               | CESSNA 150<br>N3489V<br>DAMAGE-MINOR              | CR- 0 1 1<br>PX- 0 0 0 | INSTRUCTIONAL<br>DUAL                                 | AIRLINE TRANSPORT, AGE<br>30, 4463 TOTAL HOURS,<br>2525 IN TYPE, INSTRUMENT<br>RATED. |
|        | DEPARTURE POINT                                                                                                                                 | INTENDED DESTINATION                              |                        |                                                       |                                                                                       |
|        | ATLANTA,GA<br>TYPE OF ACCIDENT<br>BIRD STRIKE                                                                                                   | LOCAL                                             |                        | F OPERATION<br>IGHT NORMAL CRUISE                     |                                                                                       |
|        | PROBABLE CAUSE(S)<br>MISCELLANEOUS - BIRD COL<br>REMARKS- STRUCK HAWK+WINDS                                                                     |                                                   | ۲.                     |                                                       |                                                                                       |
|        |                                                                                                                                                 |                                                   |                        |                                                       |                                                                                       |
| 3-0929 | 4/18/77 JONESBORO,GA<br>TIME - 1100                                                                                                             | CESSNA 177<br>N2808X<br>DAMAGE-DESTROYED          | CR- 0 0 1<br>PX- 0 0 1 |                                                       | PRIVATE, AGE 27, 102<br>Total Hours, 13 in type,<br>Not instrument rated.             |
|        | GADSDEN, AL                                                                                                                                     |                                                   |                        |                                                       |                                                                                       |
|        | TYPE OF ACCIDENT<br>OVERSHOOT<br>COLLIDED WITH TREES                                                                                            |                                                   | LANDI                  | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG GO-AROUND |                                                                                       |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - MISJU<br>PILOT IN COMMAND - DELAY<br>FACTOR(S)<br>PERSONNEL - MISCELLANEOU<br>MISCELLANEOUS ACTS, CONDI | ED IN INITIATING GO-AROU<br>S-PERSONNEL PASSENGER |                        | 01.5                                                  |                                                                                       |
|        | REMARKS- PAX PUSHED RUDDER                                                                                                                      |                                                   |                        |                                                       |                                                                                       |
| 3-1314 | 4/27/77 DALTON.GA<br>TIME - 1815                                                                                                                | LUSCOMBE 8A<br>N1448K<br>DAMAGE-SUBSTANTIAL       |                        | NONCOMMERCIAL<br>Pleasure/personal trans              | PRIVATE, AGE 45, 144<br>P TOTAL HOURS, 4 IN. TYPE,<br>NOT INSTRUMENT RATED.           |
|        | NAME OF AIRPORT - DALTON M<br>DEPARTURE POINT<br>DALTON.GA                                                                                      | JNICIPAL                                          |                        |                                                       | NUT INSTRUMENT RATED.                                                                 |
|        | TYPE OF ACCIDENT<br>GROUND-WATER LOOP-SWERVE                                                                                                    |                                                   |                        | F OPERATION<br>FF RUN                                 |                                                                                       |
|        | PROBABLE CAUSE(S)                                                                                                                               |                                                   |                        | CONTROL                                               |                                                                                       |
|        | PILOT IN COMMAND - IMPRD                                                                                                                        | PER OPERALIUN OF BRAKES                           | AND/UK FLIGHT          | CUNTRULS                                              | •                                                                                     |

| FILE   | DATE                           | LOCATION                                       | AIRCRAFT DATA                                                           | -      |      |          |            | FLIGHT<br>PURPOSE                                                    | PILOT DATA                                                               |
|--------|--------------------------------|------------------------------------------------|-------------------------------------------------------------------------|--------|------|----------|------------|----------------------------------------------------------------------|--------------------------------------------------------------------------|
| 3-1506 | 5/3/77<br>TIME - 12            | FITZGERALD,GA<br>00                            | CESSNA 150<br>N60521<br>DAMAGE-SUBSTANTIAL                              |        |      |          |            | INSTRUCTIONAL<br>SOLO                                                | STUDENT, AGE 27, 18 TOTA<br>Hours, all in Type, not<br>Instrument rated. |
|        |                                | IRPORT - FITZGERAL<br>POINT<br>ALD.GA          | D MUNI<br>INTENDED DESTINATION<br>LOCAL                                 |        |      |          |            |                                                                      |                                                                          |
|        |                                | CCIDENT<br>WATER LOOP-SWERVE<br>D WITH DITCHES |                                                                         |        | Ρ    | TA       | KEO        | F OPERATION<br>FF RUN<br>FF RUN                                      |                                                                          |
|        |                                | N COMMAND - IMPROP                             | PER COMPENSATION FOR WIN                                                |        |      |          | s          |                                                                      |                                                                          |
|        | FACTOR(S)                      |                                                | ) TO MAINTAIN DIRECTION<br>TIONS - TOUCH AND GO LAN                     | _      | ITRO | L        |            |                                                                      |                                                                          |
| 3-1782 | 5/4/77                         | RAY CITY,GA                                    | EL TOMCAT MK5A                                                          | CR-    | 0    | 1        | 0          | COMMERCIAL                                                           | COMMERCIAL, AGE 45, 3870                                                 |
|        | TIME - 10                      | POINT                                          | N3575B<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION                    |        | 0    | 0        | 0          | AERIAL APPLICATION                                                   | TOTAL HOURS, 2170 IN<br>Type, instrument rated.                          |
|        | RAY CIT                        | Y,GA                                           | LOCAL                                                                   |        |      |          |            |                                                                      |                                                                          |
|        | TYPE OF A<br>Engine<br>Hard La | FAILURE OR MALFUNG                             | CTION                                                                   |        | Ρ    | IN       | FL         | F OPERATION<br>IGHT STARTING SWATH RU<br>NG POWER-OFF AUTOROTA       |                                                                          |
|        | PILOT I                        | N COMMAND - INADEO<br>N COMMAND - MISMAN       | DUATE PREFLIGHT PREPARAT<br>MAGEMENT OF FUEL<br>TIONS - FUEL EXHAUSTION | FION A | ND/  | OR       | PLA        | NNING                                                                |                                                                          |
|        | MISCELL<br>FACTOR(S)           | ANEOUS - EVASIVE M                             | ANEUVER TO AVOID COLLIS                                                 | SION   |      |          |            |                                                                      |                                                                          |
|        |                                |                                                | ETE ENGINE FAILURE/FLAN<br>ORCED LANDING OFF AIRPO                      |        |      |          | NE         |                                                                      |                                                                          |
|        |                                | OURS IN CROP CONTR                             | ROL - 1015                                                              |        |      |          |            | OF OPERATION - SPRAYIN                                               |                                                                          |
|        | PILOTIS                        |                                                | ing and and                                                             |        |      | GL<br>CR | OVE<br>ASH | OF CHEMICAL USED - LIQU<br>S - NOT USED<br>HELMET - AVAILABLE-NO     |                                                                          |
| in de  | TANK/HO<br>ELEVATI             | ton men berno inc.                             | NSTALLED<br>DES<br>ATED-FEET - 225<br>) TREES,LOST ROTOR RPM.           |        |      | TE       | RRA        | BAR - NOT INSTALLED<br>IN-TYPE - LEVEL,FL∆T<br>RUN-HOW ELOWN - UPWIN | D                                                                        |
|        |                                |                                                |                                                                         |        |      |          |            |                                                                      |                                                                          |

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|       |                                 |                                                                 | BRIEF                                                                                           | S 0F       | ALLI     | DEN    | S      |                                                                   |                                                                                          |
|-------|---------------------------------|-----------------------------------------------------------------|-------------------------------------------------------------------------------------------------|------------|----------|--------|--------|-------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| FILE  |                                 |                                                                 | AIRCRAFT DATA                                                                                   |            | F S      | S M/   | N      | PURPOSE                                                           | PILOT DATA                                                                               |
| -0930 | 5/13/77<br>TIME - 17            | KENNESAW.GA<br>55                                               | AERO COMDR 112A<br>N1341J<br>DAMAGE-DESTROYED                                                   | CR-<br>PX- | 0<br>0   | 0<br>0 | 2<br>0 | I NS TRUCTIONAL<br>DUAL                                           | COMMERCIAL, FL.INSTR.,<br>AGE 32, 2084 TOTAL HOURS,<br>221 IN TYPE, INSTRUMENT<br>RATED. |
|       | DEPARTURE<br>ATLANTA            | • GA                                                            | INTENDED DESTINATION                                                                            |            |          |        |        |                                                                   |                                                                                          |
|       | TYPE OF A<br>HARD LA<br>COLLIDE |                                                                 |                                                                                                 |            |          | LAN    | DIM    | ° DPERATION<br>IG LEVEL OFF∕TOUCHDOWN<br>NG GO-AROUND             |                                                                                          |
|       | DUAL ST                         | UDENT - IMPROPER L<br>UDENT - IMPROPER R<br>N COMMAND - INADEQ  | EVEL OFF<br>ECOVERY FROM BOUNCED L<br>WATE SUPERVISION OF FL                                    |            | 3        |        |        |                                                                   |                                                                                          |
|       |                                 |                                                                 | ER COMPENSATION FOR WI                                                                          | ND COM     | ND I T I | IONS   |        |                                                                   |                                                                                          |
| -1315 | 5/31/77 /<br>TIME - 09          |                                                                 | PIPER PA-25<br>N8809L<br>DAMAGE-SUBSTANTIAL                                                     |            |          |        |        | COMMERCIAL<br>AERIAL APPLICATION                                  | COMMERCIAL, AGE 44, 5040<br>Total Hours, 800 in type,<br>Not instrument rated,           |
|       | DEPARTURE                       | POINT                                                           | INTENDED DESTINATION                                                                            |            |          |        |        |                                                                   | NOT INSTRUCENT RATED                                                                     |
|       | TYPE OF A                       | CCIDENT<br>FAILURE OR MALFUNC<br>D WITH FENCE,FENC              | TION                                                                                            |            |          | ΙN     | FLI    | - DPERATION<br>GHT SWATH RUN<br>IG ROLL                           |                                                                                          |
|       | PILOT IN<br>MISCELL             | N COMMAND - INADEQU<br>N COMMAND - MISMAN<br>ANEDUS ACTS,CONDIT | UATE PREFLIGHT PREPARAT<br>AGEMENT OF FUEL<br>IONS - INATTENTIVE TO F<br>IONS - FUEL EXHAUSTION |            |          |        | L۵۲    | INING                                                             |                                                                                          |
|       |                                 |                                                                 | ETE ENGINE FAILURE/FLAN<br>ORCED LANDING OFF AIRPO                                              |            |          |        | E ·    |                                                                   |                                                                                          |
|       | KIND OF                         | DURS IN CROP CONTRU<br>CROP - OTHER                             | DL - 5000<br>WN/NDT REPORTED                                                                    |            |          | TYP    | ΕC     | IF OPERATION - SPRAYING<br>F CHEMICAL USED - LIQU<br>5 - NOT USED |                                                                                          |
|       | GOGGLES<br>COCKPIT<br>TANK/HO   |                                                                 | LED<br>RWARD OF PILOT                                                                           |            |          | CRA    | SH     | HELMET - AVAILABLE USE<br>BAR - INSTALLED<br>N-TYPE - LEVEL,FLAT  | D                                                                                        |

|        |                                                                   |                                                                                                              | BRIEF                                                                                                          | S OF A     | сси         | DENTS |                                                           |                                                                                            |
|--------|-------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|------------|-------------|-------|-----------------------------------------------------------|--------------------------------------------------------------------------------------------|
| FILE   | DATE                                                              | LOCATION                                                                                                     | AIRCRAFT DATA                                                                                                  |            | FS          | 5 M/N | PURPOSE                                                   | PILOT DATA                                                                                 |
|        |                                                                   | ATHENS, GA                                                                                                   | PIPER PA-32                                                                                                    | CR-<br>PX- | 0           | 1 0   |                                                           | ATP,FLIGHT INSTR., AGE<br>33, 8170 TOTAL HOURS, 1<br>IN TYPE, INSTRUMENT<br>RATED.         |
|        | DEPARTURE<br>ATHENS<br>TYPE OF A<br>ENGINE                        | GA<br>CCIDENT                                                                                                | INTENDED DESTINATION<br>LOCAL                                                                                  |            |             | IN F  | OF OPERATION<br>LIGHT NORMAL CRUISE<br>ING FINAL APPROACH |                                                                                            |
|        | MISCELL<br>FACTOR(S)<br>TERRAIN<br>COMPLETE (                     | EL - MAINTENANCE.S<br>ANEOUS ACTS.CONDIT<br>- HIGH OBSTRUCTIO<br>POWER LOSS - COMPL                          | ERVICING, INSPECTION IN<br>IONS - OIL EXHAUSTION-E<br>NS<br>ETE ENGINE FAILURE/FLAM<br>ORCED LANDING OFF AIRPO | ENGINE     | LUE<br>1 EN | BRICA |                                                           | AINTENANCE PERSONNEL)                                                                      |
| 3-1616 | 6/2/77<br>TIME - 01                                               | ATLANTA.GA<br>54                                                                                             | GRUM AMER AA-1A<br>N9373L<br>DAMAGE-SUBSTANTIAL                                                                | PX-        |             |       |                                                           | COMMERCIAL, AGE 39, 3000<br>RANSP TOTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | ATLANTA<br>TYPE OF A                                              | GA                                                                                                           | INTENDED DESTINATION<br>LOCAL                                                                                  |            |             |       | OF OPERATION                                              |                                                                                            |
|        | COLLIDE<br>PROBABLE<br>PILOT IN<br>MISCELL<br>PILOT IN<br>MISCELL | D WITH TREES<br>CAUSE(S)<br>COMMAND - MISMAN<br>ANEOUS ACTS,CONDIT<br>COMMAND - PHYSIC<br>ANEOUS ACTS,CONDIT | AGEMENT OF FUEL<br>IONS - FUEL STARVATION                                                                      |            |             | LAND  | ING LEVEL OFF/TOUCHDO                                     | <u>,</u><br>ММС                                                                            |
|        | EMERGENCY                                                         | CIRCUMSTANCES - F                                                                                            | ORCED LANDING OFF AIRPO<br>UEL-PLT BLOOD-ALC LVL 2                                                             | ORT ON     |             | ۹D    |                                                           |                                                                                            |

| FILE   | DATE                   | LOCATION                   | AIRCRAFT DATA                                     | -          |     |     | 5<br>1/N | FLIGHT<br>PURPOSE                                   |          | PILOT DATA                                                                        |
|--------|------------------------|----------------------------|---------------------------------------------------|------------|-----|-----|----------|-----------------------------------------------------|----------|-----------------------------------------------------------------------------------|
| 3-1779 | 6/13/77<br>TIME - 185  | VALDOSTA.GA<br>5           | PIPER PA-16<br>N5827H<br>DAMAGE-DESTROYED         | CR-<br>PX- | -   | -   | -        | NDNCOMMERCIAL<br>PLEASURE/PERSONA                   | L TRANSP | PRIVATE, AGE 47, 1350<br>TOTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | NAME OF AI             | RPORT - VALDOSTA           | MUNI<br>INTENDED DESTINATION                      |            |     |     |          |                                                     |          |                                                                                   |
|        | COCHRAN,               |                            | VALDOSTA,GA                                       |            |     |     |          |                                                     |          |                                                                                   |
|        | TYPE OF AC             | CIDENT<br>AILURE OR MALFUM |                                                   |            | P   | LA  | NDI      | F OPERATION<br>NG FINAL APPROAC<br>NG FINAL APPROAC |          |                                                                                   |
|        | PROBABLE C<br>PILOT IN |                            | QUATE PREFLIGHT PREPARA                           | TION A     | ND/ | 'OR | PLA      | NNING                                               |          |                                                                                   |
|        |                        |                            | ITIONS - WATER IN FUEL<br>D TO OBTAIN/MAINTAIN FL | YING S     | PEE | D   |          |                                                     |          |                                                                                   |
| . *    |                        |                            | TIONS - PILOT FATIGUE<br>IAL LOSS OF POWER - 1 EN | GINE       |     |     |          |                                                     |          |                                                                                   |
|        |                        |                            |                                                   |            |     |     |          |                                                     |          |                                                                                   |

| FILE   | DATE                                                           | LOCATION                                                                                                                                      | AIRCRAFT DATA                                                        | F      | S                    | M/N                                              | PURPOSE                                                                                                                                                           | PILOT DATA                                                                     |
|--------|----------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|--------|----------------------|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| 3-1504 | TIME - 17<br>DEPARTURE                                         | POINT                                                                                                                                         | EL TOMCAT MK5A<br>N9014T<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION | CR- (  | D                    | 0 1                                              |                                                                                                                                                                   | COMMERCIAL, AGE 32, 2259<br>TOTAL HOURS, 470 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        |                                                                | CCIDENT<br>ON WITH GROUND/WATE                                                                                                                | LOCAL<br>R CONTROLLED                                                |        |                      | IN F                                             | OF OPERATION<br>LIGHT STARTING SWATH R<br>ING LEVEL OFF/TOUCHDOW                                                                                                  | -                                                                              |
|        | PILOT I<br>FACTOR(S)<br>MISCELL<br>WEATHER                     | N COMMAND - IMPROPE<br>N COMMAND - IMPROPE                                                                                                    | DNS - DOWNWIND                                                       | OR PLA | NN I                 | NG                                               |                                                                                                                                                                   |                                                                                |
|        | 5 OR OV<br>OBSTRUCTI<br>NONE<br>WIND DIRE<br>45                | TION<br>Y AT ACCIDENT SITE<br>VER(UNLIMITED)<br>ONS TO VISION AT AC<br>CTION-DEGREES<br>VEATHER CONDITIONS                                    | CIDENT SITE                                                          | ·      | PR<br>TE<br>WI<br>TY | UNLI<br>ECIP<br>NONE<br>MPER<br>100<br>ND V<br>8 | ATURE-F<br>ELOCITY-KNOTS<br>F FLIGHT PLAN                                                                                                                         | E                                                                              |
|        | KIND OF<br>PILOT'S<br>Goggles<br>Cockpit<br>Tank/HC<br>Elevati | IOURS IN CROP CONTRO<br>CROP - OTHER<br>SEAT BELT - UNKNOW<br>- NOT USED<br>CRASHPAD - NOT INS<br>JPPER-LOCATION - SID<br>ON-AREA BEING TREAT | N/NOT REPORTED<br>TALLED<br>ES                                       | 2.     |                      | TYPE<br>GLOV<br>CRAS<br>CRAS<br>TERR             | OF OPERATION - SPRAYIN<br>OF CHEMICAL USED - LIQ<br>ES - USED<br>H HELMET - AVAILABLE US<br>H BAR - INSTALLED<br>AIN-TYPE - LEVEL.FLAT<br>H RUN-HOW FLOWN - CROSS | UID CHEMICAL-TOXIC                                                             |

| FILE   | DATE LOCATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                            | INJURIES FLIGHT<br>F S M/N PURPOSE                                                     | PILOT DATA                                                                   |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|----------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| 3-1780 | 7/14/77 NR.SHELL BLUFF.G/<br>TIME - 1515                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | CESSNA 150<br>N16110<br>DAMAGE-SUBSTANTIAL | CR- 0 0 1 INSTRUCTIONAL<br>PX- 0 0 0 TRAINING                                          | STUDENT, AGE 16, 39 TOTA<br>Hours, 35 IN Type, Not<br>INSTRUMENT RATED.      |
|        | DEPARTURE POINT<br>BEADFORT SC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | INTENDED DESTINATION<br>HAMPTON+SC         |                                                                                        |                                                                              |
|        | TYPE OF ACCIDENT<br>COLLIDED WITH DIRT BANK                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                            | PHASE OF OPERATION<br>LANDING ROLL                                                     |                                                                              |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - INIT<br>PILOT IN COMMAND - BECA<br>PILOT IN COMMAND - SELEC<br>FACTOR(S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | E LOST/DISORIENTED                         | WEATHER CONDITIONS                                                                     |                                                                              |
|        | WEATHER - OBSTRUCTIONS T<br>WEATHER BRIEFING - BRIEFED<br>EMERGENCY CIRCUMSTANCES -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | BY WEATHER BUREAU PERS                     |                                                                                        |                                                                              |
|        | SKY CONDITION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                            | CEILING AT ACCIDENT SITE                                                               |                                                                              |
|        | SCATTERED<br>VISIBILITY AT ACCIDENT SI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Έ                                          | UNLIMITED<br>PRECIPITATION AT ACCIDENT SITE                                            |                                                                              |
|        | 4 MILES OR LESS<br>OBSTRUCTIONS TO VISION AT<br>HAZE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | ACCIDENT SITE                              | NONE<br>TEMPERATURE-F<br>95                                                            |                                                                              |
|        | WIND DIRECTION-DEGREES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                            | WIND VELOCITY-KNOTS                                                                    |                                                                              |
|        | TYPE OF WEATHER CONDITION:<br>VFR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 5                                          | TYPE OF FLIGHT PLAN<br>VFR                                                             |                                                                              |
|        | $\label{eq:stars} \left\{ \begin{array}{ll} \left\{ {{{\boldsymbol{x}}_{i}}} \right\}_{i} = \left\{ {{{{\boldsymbol{x}}_{i}}} \right\}_{i} = \left\{ {{{{\boldsymbol{x}}}}} \right\}_{i} = \left\{ {{{{\boldsymbol{x}}}}} \right\}_{i} = \left\{ {{{{\boldsymbol{x}}}} \right\}_{i} = $ | · · · · ·                                  |                                                                                        |                                                                              |
| 3-1781 | 8/8/77 BRODKFIELD.GA<br>TIME - 2000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | BELL 47G-2<br>N6729D<br>DAMAGE-DESTROYED   | CR- 0 0 1 COMMERCIAL<br>PX- 0 0 0 AERIAL APPLICATION                                   | COMMERCIAL, AGE 27, 550<br>TOTAL HOURS, 150 IN TYPE<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE POINT<br>BROOKFIELD.GA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | INTENDED DESTINATION                       |                                                                                        |                                                                              |
|        | TYPE OF ACCIDENT<br>Collision with ground/wa                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | TER UNCONTROLLED                           | PHASE OF OPERATION<br>IN FLIGHT STARTING SWATH RU                                      | N                                                                            |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - ATTER<br>PILOT IN COMMAND - FAILE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                            |                                                                                        |                                                                              |
|        | SPECIAL DATA<br>TOTAL HOURS IN CROP CONT<br>KIND OF CROP - OTHER<br>PILOT'S SEAT BELT - FAST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                            | TED KIND OF OPERATION - SPRAYING<br>TYPE OF CHEMICAL USED - LIQU<br>GLOVES - NOT USED  |                                                                              |
|        | GOGGLES - NOT USED<br>COCKPIT CRASHPAD - NOT D<br>TANK/HOPPER-LOCATION - S                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | IDES                                       | CRASH HELMET - NOT AVAILABLE<br>CRASH BAR - NOT INSTALLED<br>TERRAIN-TYPE - LEVEL,FLAT |                                                                              |
|        | ELEVATION-AREA BEING TRE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | TIFICATED FOR AERIAL AG                    | SWATH RUN-HOW FLOWN - WIND C<br>RICULTURAL APPLICATION                                 | ALM                                                                          |

|        | DATE                                                         | LOCATION                                                                    | AIRCRAFT DATA                                                                                                        |                    |           | S M/N |                                       | PILOT DATA                                                                     |  |  |
|--------|--------------------------------------------------------------|-----------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|--------------------|-----------|-------|---------------------------------------|--------------------------------------------------------------------------------|--|--|
|        | 5/18/77 HI<br>TIME - 0930                                    |                                                                             | CEŚSNA 150<br>N18503<br>DAMAGE-SUBSTANTIAL                                                                           | CR-                | 0         | 0 1   | INSTRUCTIONAL<br>TRAINING             | STUDENT, AGE 32, 44 TOTAL<br>Hours, All in type, Not<br>Instrument rated.      |  |  |
|        | NAME OF AIRPO<br>Departure Poi<br>HILO+HI                    | ORT - GEN LYMAN                                                             |                                                                                                                      |                    |           |       |                                       |                                                                                |  |  |
|        | TYPE OF ACCID<br>COLLIDED WI                                 | DENT<br>TH BUILDING(S)                                                      | •                                                                                                                    | æ                  |           |       | DF OPERATION<br>FROM LANDING          |                                                                                |  |  |
|        |                                                              | SE(S)<br>DMMAND - MISJUDG<br>ING HIT HANGAR.                                | ED CLEARANCE                                                                                                         |                    |           |       |                                       |                                                                                |  |  |
| 3-1641 | 5/19/77 NR.L<br>TIME - 1155                                  | AHAINA,MAUI,HI                                                              | CESSNA 172M<br>N20548<br>DAMAGE-DESTROYED                                                                            |                    |           |       | NONCOMMERCIAL<br>Pleasure/personal tr | COMMERCIAL, AGE 27, 700<br>ANSP TGTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT |  |  |
|        | DEPARTURE POI<br>LAHAINA,MAUI<br>Type of Accid<br>Stall Spin | .HI<br>DENT                                                                 | INTENDED DESTINATION<br>LOCAL                                                                                        |                    | PI        |       | OF OPERATION<br>LIGHT ACROBATICS      | RATED.                                                                         |  |  |
|        | PILOT IN CO<br>MISCELLANEO<br>FACTOR(S)<br>MISCELLANEO       | DMMAND - EXERCIS<br>DMMAND - FAILED<br>DUS ACTS.CONDITI<br>DUS ACTS.CONDITI | ED POOR JUDGMENT<br>TO OBTAIN/MAINTAIN FL<br>ONS - UNWARRANTED LOW<br>ONS - AIRCRAFT CAME T<br>ITUDE ACROBATICS OFF- | FLYI<br>O RES      | NG<br>TIN | WATE  | R<br>CERTIFICATED FOR ACRO            | BATIC MANEUVERS.                                                               |  |  |
| 3-1323 | 5/24/77 NR.H<br>TIME - 1740                                  | IONOLULU+HI                                                                 | ROCKWELL 112B<br>N1285J<br>DAMAGE-DESTROYED                                                                          |                    |           |       | INSTRUCTIONAL<br>SOLO                 | PRIVATE, AGE 24, 91 TOTAL<br>Hours, 5 in type, not<br>instrument rated.        |  |  |
|        | DEPARTURE POI<br>HONOLULU.HI<br>TYPE OF ACCID                | DENT                                                                        | INTENDED DESTINATION<br>LOCAL                                                                                        | TENDED DESTINATION |           |       |                                       |                                                                                |  |  |
|        | UNDETERMINE                                                  | -                                                                           |                                                                                                                      |                    |           |       |                                       |                                                                                |  |  |
|        | PROBABLE CAUS                                                |                                                                             | ED                                                                                                                   |                    |           |       |                                       |                                                                                |  |  |
|        | PROBABLE CAUS                                                | SE(S)                                                                       | IED                                                                                                                  | PAGE               | 55.       | 4     |                                       |                                                                                |  |  |

| FILE   | DATE                                                                    | LOCATION                               | AIRCRAFT DATA                                                                                   | -              | JUR<br>F |     |      | FLIGHT<br>PURPOSE                    | PILOT DATA                                                                           |
|--------|-------------------------------------------------------------------------|----------------------------------------|-------------------------------------------------------------------------------------------------|----------------|----------|-----|------|--------------------------------------|--------------------------------------------------------------------------------------|
| 3-1798 | 8/4/77 F<br>TIME - 1015                                                 | IONOLULU+HI                            | ENSTROM F28C<br>N595H<br>Damage-SubstantIal                                                     |                |          |     |      | INSTRUCTIONAL<br>DUAL                | ATP,FLIGHT INSTR., AGE<br>29, 4160 TOTAL HOURS, 304<br>IN TYPE, INSTRUMENT<br>RATED. |
|        | NAME OF AIRF<br>Departure po<br>Honolulu+<br>Type of Acci<br>Hard Landi | I<br>DENT                              | ITL<br>NTENDED'DESTINATION<br>LOCAL                                                             |                | Р        |     |      | F OPERATION<br>NG POWER-OFF AUTOROTA | TIVE LANDING                                                                         |
|        | PILOT IN C                                                              | NT - MISJUDGED DI                      | STANCE AND ALTITUDE<br>TE SUPERVISION OF FLI<br>RUCK TAIL ROOM                                  | GHT            |          |     |      |                                      |                                                                                      |
| 3-0951 | 2/23/77 S<br>TIME - 1300                                                | 004 SPRINGS.ID                         | CESSNA 421B<br>N33800<br>Damage-Substantial                                                     |                |          |     |      | NONCOMMERCIAL<br>Corp/exec           | COMMERCIAL, AGE 31, 3181<br>Total Hours, 800 in type<br>Instrument rated.            |
|        | NAME OF AIRF<br>DEPARTURE PO<br>SODA SPRIM<br>TYPE OF ACCI              | GS.ID                                  |                                                                                                 |                | D        |     |      | F OPERATION                          |                                                                                      |
|        | ENGINE FAI                                                              | LURE OR MALFUNCTI                      | -                                                                                               |                |          | T/  | KEC  | F INITIAL CLIMB<br>FF ABORTED        |                                                                                      |
|        | PROBABLE CAU<br>POWERPLANT<br>FACTOR(S)                                 |                                        | POWERPLANT FAILURE F                                                                            | OR UN          | DET      | ERI | AINE | D REASONS                            |                                                                                      |
|        | MISCELLANE<br>PILOT IN C                                                | OUS ACTS,CONDITIO                      | - AIRPORT CONDITIONS<br>NS - RAN OFF END OF R<br>TE PREFLIGHT PREPARAT<br>LOSS OF POWER - 2 ENG | UNWAY<br>ION A | _        |     |      | NNING                                |                                                                                      |
|        |                                                                         |                                        | AT 98MPH.ABORTED TKOF                                                                           |                | 58       | 421 | ·T.R | WY LENGTH 3500FT.                    |                                                                                      |
| 1-0950 | 3/15/77 NR.<br>TIME - 0900                                              | AMERICAN FALLS.ID                      | TAYLORCRAFT BC12D<br>N44280<br>DAMAGE-SUBSTANTI∆L                                               |                |          |     |      | MISCELLANEOUS<br>HUNTING             | COMMERCIAL, AGE 50, 3000<br>Total Hours, 340 in Type.<br>Not instrument rated.       |
|        | DEPARTURE PO<br>BLACKFOOT<br>Type of Acci                               | ID<br>DENT                             | NTENDED DESTINATION<br>LOCAL                                                                    |                | P        |     |      | FOPERATION                           |                                                                                      |
|        |                                                                         | WITH GROUND/WATER                      | CONTROLLED                                                                                      |                | •        | 1   | i FL | IGHT OTHER                           |                                                                                      |
|        | PILOT IN C                                                              | OMMAND - IMPROPER<br>OMMAND - MISJUDGE | IN-FLIGHT DECISIONS<br>D DISTANCE,SPEED,AND<br>NS - FLEW INTO BLIND                             | ALTIT          | UDE      |     | ;    |                                      |                                                                                      |

| FILE   | DATE                                                                                                                              | LOCATION                                                                                                                                                         | AIRCRAFT DATA                                                                                                                                                        | F                                                         | S M/N                            | PURPOSE                  |    | PILOT DATA                                                              |
|--------|-----------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|----------------------------------|--------------------------|----|-------------------------------------------------------------------------|
| 3-1380 |                                                                                                                                   | INT                                                                                                                                                              | PIPER PA-28<br>N4388X<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL                                                                                         | CR- 0<br>PX- 0                                            | 0 2<br>0 0<br>PHASE<br>LAND      |                          | US | PRIVATE, AGE 37, 299<br>TOTAL HOURS, 5 IN TYPE<br>NOT INSTRUMENT RATED. |
|        | PARTIAL POWER                                                                                                                     | - MISCELLANEOUS<br>LOSS - PARTIAL                                                                                                                                | DOWERPLANT FAILURE<br>LOSS OF POWER - 1 EN<br>RCED LANDING OFF AIRF                                                                                                  | GINE                                                      |                                  | ED REASONS               |    |                                                                         |
| 3-0949 | DEPARTURE PO<br>SALT LAKE (<br>TYPE OF ACCI                                                                                       | DRT - BOISE AIR<br>INT<br>CITY,UT<br>DENT                                                                                                                        | INTENDED DESTINATION<br>BOISE, ID                                                                                                                                    | PX- 0                                                     | 0 0<br>PHASE                     | BUSINESS<br>OF OPERATION |    | PRIVATE, AGE 38, 172<br>TOTAL HOURS, 5 IN TYPE<br>NOT INSTRUMENT RATED. |
|        | NOSE OVER/I<br>PROBABLE CAU<br>PILOT IN CC<br>PILOT IN C<br>MISCELLANE<br>TERRAIN - F<br>FACTOR(S)<br>PILOT IN CC<br>COMPLETE POM | SE(S)<br>DMMAND - IMPROPE<br>DMMAND - MISMAN<br>DUS ACTS,CONDITI<br>DUS ACTS,CONDITI<br>ROUGH/UNEVEN<br>DMMAND - LACK OF<br>ER LOSS - COMPLI<br>RCUMSTANCES - FO | R IN-FLIGHT DECISIONS<br>GEMENT OF FUEL<br>ONS - MISCALCULATED F<br>ONS - FUEL EXHAUSTION<br>FAMILIARITY WITH AIF<br>TTE ENGINE FAILURE/FLJ<br>RCED LANDING OFF AIRF | OR PLAN<br>UEL CONS<br>J<br>CRAFT<br>MEOUT-1<br>PORT ON L | LAND<br>NING<br>UMPTIO<br>ENGINE |                          |    |                                                                         |

ETLE DATE LOCATION AIRCRAFT DATA TN. HIRTES FLIGHT PILOT DATA E S M/N PURPOSE · · · 3-0948 4/2/77 NR.TWIN FALLS.ID AERO COMDR 500B CR- 0 0 1 COMMERCIAL COMMERCIAL. FL.INSTR... TIME - 0355 N223LH PX- 0 0 0 COMMUTER AIR CARRIER AGE 33, 4963 TOTAL HOURS. DAMAGE-DESTROYED AIR TAXI-CARGO S-D 63 IN TYPE. INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP TWIN FALLS.ID RETURN BOISE.ID TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALEUNCTION IN FIIGHT NORMAL CRUISE COLLIDED WITH WIRES/POLES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS.CONDITIONS - MISCALCHLATED EVEL CONSUMPTION MISCELLANEOUS ACTS.CONDITIONS - EVEL EXHAUSTION TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - EDRCED LANDING DEE AIRPORT ON LAND REMARKS- ITINERARY-TWIN FALLS, BOISE, TWIN FALLS, POCATELLO, BOISE, TWIN FALLS. DARK NIGHT. SNOW ON GND. 3-1374 4/3/77 KINGSTON.ID CESSNA 182D CR- 0 0 1 NONCOMMERCIAL STUDENT, AGE 34, 540 N8712X TIME - 0958 PX- 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, ALL IN TYPE. DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION KINGSTON.ID SANDPOINT.ID TYPE DE ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING ROLL NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - WET, SOFT GROUND TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- LNDD ON SOFT HAY FLD. NOSE GR COLLAPSED, NOSED OVR. 3-1131 4/20/77 SANDPOINT. ID CESSNA 180 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 52, 980 TIME - 1430 N180JF PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 8 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - SANDPOINT CTY-CO DEPARTURE POINT INTENDED DESTINATION SANDPOINT, ID PAYETTE, ID TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL REMARKS- GUSTS TO 15KTS.SWERVED RT.GNDLOOPED TO RT.

| BRIEFS OF ACCIDENTS |                                     |                                                                 |                                             |                     |       |                     |        |                                       |      |                                                                           |  |  |  |  |  |
|---------------------|-------------------------------------|-----------------------------------------------------------------|---------------------------------------------|---------------------|-------|---------------------|--------|---------------------------------------|------|---------------------------------------------------------------------------|--|--|--|--|--|
| FILE                | DATE                                | LOCATION                                                        | AIRCRAFT DATA                               | -                   | 3     | 1.1 1 1 1 1         |        | FURFUSE                               |      | PILOT DATA                                                                |  |  |  |  |  |
|                     | A                                   | IR.ATHOL, ID                                                    | AERONCA 7AC<br>N1363E<br>DAMAGE-SUBSTANTIAL | CR-<br>PX-          | 0     |                     | N<br>P | ONCOMMERCIAL                          | ANSP | PRIVATE, AGE 36, 128<br>TOTAL HOURS, 16 IN TYPE<br>NOT INSTRUMENT RATED.  |  |  |  |  |  |
|                     | DEPARTURE<br>ATHOL,IC               |                                                                 | INTENDED DESTINATION                        |                     |       |                     |        |                                       |      |                                                                           |  |  |  |  |  |
|                     | TYPE OF AC<br>COLLIDED              | CCIDENT<br>WITH TREES                                           |                                             |                     |       |                     |        | OPERATION<br>GO-ARDUND                |      |                                                                           |  |  |  |  |  |
|                     |                                     | AUSE(S) - FAILED                                                | TO SEE AND AVOID OBJEC                      | CTS OR              | OB S  | TRUC                | TIC    | NS                                    |      |                                                                           |  |  |  |  |  |
|                     | PILOT IN<br>WEATHER<br>TERRAIN      | I COMMAND - INADEQU<br>- HIGH DENSITY ALT<br>- HIGH OBSTRUCTION |                                             | ION AN              | DVOF  | R PL                | ANN    | ING                                   |      |                                                                           |  |  |  |  |  |
|                     |                                     | SKY CONDITION<br>CLEAR                                          |                                             |                     |       |                     |        | CEILING AT ACCIDENT SITE<br>UNLIMITED |      |                                                                           |  |  |  |  |  |
|                     | VISIBILITY                          |                                                                 | PRI                                         |                     | IΤΔ   | TION AT ACCIDENT SI | TE     |                                       |      |                                                                           |  |  |  |  |  |
|                     |                                     | R(UNLIMITED)<br>DNS TO VISION AT AC                             | CIDENT SITE                                 |                     | TE    |                     |        | RE-F                                  |      |                                                                           |  |  |  |  |  |
|                     |                                     | CTION-DEGREES                                                   |                                             |                     |       | VD VI               | ELO    | CITY-KNOTS                            |      |                                                                           |  |  |  |  |  |
|                     |                                     | EATHER CONDITIONS                                               |                                             |                     | TY    |                     |        | LIGHT PLAN                            |      |                                                                           |  |  |  |  |  |
|                     | REMARKS- S                          | STRUCK DEAD SNAG AT                                             | TEMPTING TO MAKE 180 1                      | IN CANY             | 'ON A | ARPT                | IS     | AN EMERGENCY STRIP                    | · •  |                                                                           |  |  |  |  |  |
|                     |                                     |                                                                 |                                             |                     |       |                     |        |                                       |      | •                                                                         |  |  |  |  |  |
| 3-1379              | TIME - 150                          |                                                                 | N27206<br>DAMAGE-SUBSTANTIAL                | PX-                 |       |                     |        | ONCOMMERCIAL<br>LEASURE/PERSONAL TR   | ANSP | PRIVATE, AGE 48, 1630<br>Total Hours, 2 in type,<br>Not instrument rated. |  |  |  |  |  |
|                     |                                     | N FALLS+ID                                                      | INTENDED DESTINATION                        |                     | _     |                     | _      |                                       |      |                                                                           |  |  |  |  |  |
|                     | TYPE OF AC                          | VCE                                                             |                                             |                     | 1     | LAND                | ING    | OPERATION<br>FINAL APPROACH           |      |                                                                           |  |  |  |  |  |
|                     |                                     | WITH OBJECT                                                     |                                             |                     |       | ANU                 | 1 NG   | LEVEL OFF/TOUCHDC                     | IWN  |                                                                           |  |  |  |  |  |
| ,                   | PROBABLE C<br>WEATHER<br>WEATHER BR |                                                                 |                                             |                     |       |                     |        |                                       |      |                                                                           |  |  |  |  |  |
|                     | SKY CONDIT                          |                                                                 |                                             |                     |       |                     |        | T ACCIDENT SITE                       |      |                                                                           |  |  |  |  |  |
|                     | VISIBILITY                          | AT ACCIDENT SITE                                                |                                             |                     | PR    |                     | IΤΔ    | ΤE                                    |      |                                                                           |  |  |  |  |  |
|                     |                                     | INS TO VISION AT AC                                             | CIDENT SITE                                 | TEMPERATURE-F<br>75 |       |                     |        |                                       |      |                                                                           |  |  |  |  |  |
|                     |                                     | CTION-DEGREES                                                   |                                             |                     | WIN   |                     | €LO    | CITY-KNOTS                            |      |                                                                           |  |  |  |  |  |
|                     | -                                   | ATHER CONDITIONS                                                |                                             |                     | TY    |                     |        | LIGHT PLAN                            |      |                                                                           |  |  |  |  |  |
|                     |                                     | ACFT STRUCK FARM MA                                             | CHINERY                                     |                     |       | UNE                 |        |                                       |      |                                                                           |  |  |  |  |  |

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| FILE   | DATE                                                                                                                        | LOCATION                                                   | AIRCRAFT DATA                              | INJURIES<br>F S M/N    |                               | PILOT DATA                                                                     |
|--------|-----------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|--------------------------------------------|------------------------|-------------------------------|--------------------------------------------------------------------------------|
| 3-1130 | 5/1/77<br>TIME - 13                                                                                                         | CHALLIS.ID<br>30                                           | CESSNA 182<br>N3158Y<br>DAMAGE-SUBSTANTIAL | CR- 0 0 1<br>PX- 0 0 0 | NONCOMMERCIAL<br>PRACTICE     | COMMERCIAL, AGE 26, 1104<br>TOTAL HOURS, 656 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | NAME OF AIRPORT - FALCONBERRY<br>DEPARTURE POINT INTE<br>CHALLIS,ID RE<br>TYPE OF ACCIDENT<br>COLLIDED WITH FENCE,FENCEPOST | RRY                                                        |                                            |                        |                               |                                                                                |
|        |                                                                                                                             |                                                            |                                            |                        |                               |                                                                                |
|        |                                                                                                                             |                                                            |                                            | CREEK, ID              |                               |                                                                                |
|        |                                                                                                                             |                                                            |                                            | F OPERATION            |                               |                                                                                |
|        |                                                                                                                             | CEPOSTS                                                    | LANDI                                      | NG ROLL                |                               |                                                                                |
|        | FACTOR(S)<br>AIRPORT<br>WEATHER<br>MISCELL                                                                                  | S/AIRWAYS/FACILIT<br>- SUDDEN WINDSHI<br>ANEOUS ACTS+CONDI | IES - AIRPORT CONDITIONS                   |                        |                               |                                                                                |
|        | SKY CONDI                                                                                                                   |                                                            |                                            |                        | AT ACCIDENT SITE              |                                                                                |
|        | SCATTER                                                                                                                     |                                                            | -                                          | ÜNLIM                  | ITED<br>TATION AT ACCIDENT SI |                                                                                |
|        |                                                                                                                             | Y AT ACCIDENT SIT                                          | t                                          | NONÉ                   | TATION AT ACCIDENT SI         |                                                                                |
|        |                                                                                                                             | ONS TO VISION AT                                           | ACCIDENT SITE                              | TEMPERA<br>55          | TURE-F                        |                                                                                |
|        |                                                                                                                             | CTION-DEGREES                                              |                                            | WIND VE                | LOCITY-KNOTS                  |                                                                                |
|        |                                                                                                                             | EATHER CONDITIONS                                          |                                            |                        | FLIGHT PLAN                   |                                                                                |
|        |                                                                                                                             | PLT REPORTS BOLT                                           | MISSING AT CARB END OF 1                   |                        |                               |                                                                                |

| FILE  | DATE                                      | LOCATION                                           | AIRCRAFT DATA                               | INJURIES<br>F S M/N    | FLIGHT<br>PURPOSE                                                | PILOT DATA                                                                           |
|-------|-------------------------------------------|----------------------------------------------------|---------------------------------------------|------------------------|------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| -1606 | 5/4/77<br>TIME - 0615                     | OROFINO,ID                                         | CESSNA 182<br>N4052D<br>DAMAGE-DESTROYED    | CR- 2 0 0<br>PX- 0 0 0 | NONCOMMERCIAL<br>BUSINESS                                        | COMMERCIAL, AGE 51, 2923<br>TOTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|       | DEPARTURE F<br>OROFINO,<br>TYPE OF ACC    | [D                                                 | INTENDED DESTINATION<br>COEUR D ALENE,ID    |                        | DF OPERATION<br>.IGHT CLIMB TO CRUISE                            |                                                                                      |
|       | PROBABLE CA<br>PILOT IN<br>FACTOR(S)      |                                                    | JED VFR FLIGHT INTO ADV                     | ERSE WEATHER C         | CONDITIONS                                                       |                                                                                      |
|       | WEATHER -<br>TERRAIN -<br>WEATHER BR      | - LOW CEILING<br>- HIGH OBSTRUCTIO                 | D OF BRIEFING RECEIVED                      | ION AND/OR PLA         | NN I NG                                                          |                                                                                      |
|       | VISIBILITY<br>5 OR OVE                    | DWER SCATTERED<br>AT ACCIDENT SITE<br>R(UNLIMITED) |                                             |                        | G AT ACCIDENT SITE<br>DWN/NOT REPORTED<br>TATION AT ACCIDENT SIT | TE .                                                                                 |
|       | NONE<br>WIND DIRECT<br>260                | NS TO VISION AT A                                  | LCIDENT SITE                                | 12                     | ELOCI TY-KNOTS                                                   |                                                                                      |
|       | IFR                                       | ATHER CONDITIONS<br>TUDENT PLT WITH E              | (PIRED CERT IN L SEAT.)                     | NONE                   | FLIGHT PLAN                                                      |                                                                                      |
| -1378 | 5/28/77<br>TIME - 1000                    | CAMBRIDGE,ID                                       | CESSNA 150F<br>N7031F<br>DAMAGE-SUBSTANTIAL | CR- 0 0 1<br>PX- 0 0 0 | INSTRUCTION≜L<br>SolΩ                                            | STUDENT, AGE 45, 32 TOTA<br>Hours, all in type, not<br>Instrument rated.             |
|       | NAME OF AIRF<br>DEPARTURE PC<br>CAMBRIDGE |                                                    | INK<br>INTENDED DESTINATION<br>LOCAL        |                        |                                                                  |                                                                                      |
|       |                                           | CIDENT<br>ATER LOOP-SWERVE<br>WITH DIRT BANK       |                                             | LAND                   | DE OPERATION<br>ING ROLL<br>ING ROLL                             |                                                                                      |
|       |                                           |                                                    | ER OPERATION OF BRAKES                      | AND/OR FLIGHT          | CONTROLS                                                         |                                                                                      |

| FILE   | DATE                                                                                                                                                  | LOCATION                                                                                                                                                                                                                 | AIRCRAFT DATA                                                                                                                                                                                                                                                                                          | . IN          |                  | NIES<br>S M                                                   |                                              | FLIGHT<br>PURPOSE                                                                                            | PILOT DATA                                                                       |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------------|---------------------------------------------------------------|----------------------------------------------|--------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| 3-1377 | PROBABLE C<br>PILOT IN<br>MISCELLA<br>FACTOR(S)<br>TERRAIN                                                                                            | PDINT<br>D<br>CIDENT<br>T<br>WITH FENCE,FEN<br>AUSE(S)<br>COMMAND - MISJU<br>NEOUS ACTS,CONDI<br>- HIGH OBSTRUCTI                                                                                                        | DGED DISTANCE AND SPEED<br>TIONS - POORLY PLANNED A                                                                                                                                                                                                                                                    | PX-           | 0<br>L<br>F      | D<br>AST<br>PA<br>PHAS<br>LA                                  | O<br>ENR<br>RIS,<br>E OF<br>NDIN             | OUTE STOP                                                                                                    | COMMERCIAL, AGE 53, 2001<br>SP TOTAL HOURS, 50 IN TYPE,<br>NOT INSTRUMENT RATED. |
| -1661  | COLLIDED<br>PROBABLE C<br>PILOT IN<br>MISCELLAI<br>TERRAIN<br>FACTOR(S)<br>WEATHER<br>POWERPLAI<br>MISCELLAI<br>PILOT IN<br>COMPLETE PI<br>WEATHER BR | POINT<br>CIDENT<br>AILURE OR MALFUN<br>WITH OBJECT<br>AUSE(S)<br>COMMAND - MISMA<br>NEOUS ACTS,CONDI<br>- ROUGH/UNEVEN<br>- HIGH DENSITY A<br>NT - ENGINE STRU<br>NEOUS ACTS,CONDI<br>COMMAND - LACK<br>OWER LOSS - COMP | N8993C<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>BOISE.ID<br>CTION<br>NAGEMENT OF FUEL<br>TIONS - INATTENTIVE TO F<br>TIONS - FUEL STARVATION<br>LITITUDE<br>CTURE VALVE ASSEMBLIES<br>TIONS - LOW COMPRESSION<br>OF FAMILIARITY WITH AIRC<br>LETE ENGINE FAILURE/FLAN<br>RD OF BRIEFING RECEIVED | PX-<br>≕UEL S | 1<br>F           | AST<br>EM<br>PHAS<br>IN<br>LA                                 | O<br>ENR<br>METT<br>E OF<br>FLI<br>NDIN      | OUTE STOP                                                                                                    | PRIVATE, AGE 52, 732<br>SP TOTAL HOURS, 44 IN TYPE<br>NOT INSTRUMENT RATED.      |
|        | SKY CONDIT<br>SCATTERE<br>VISIBILITY<br>5 OR OVE<br>OBSTRUCTION<br>NONE<br>WIND DIRECT<br>120<br>TYPE OF WE<br>VFR                                    | ION<br>D<br>AT ACCIDENT SITE<br>R(UNLIMITED)<br>NS TO VISION AT<br>TION-DEGREES<br>ATHER CONDITIONS                                                                                                                      |                                                                                                                                                                                                                                                                                                        |               | C<br>P<br>T<br>W | EIL<br>14<br>REC<br>NO<br>EMP<br>81<br>IND<br>12<br>YPE<br>NO | 000<br>IPIT<br>NE<br>ERAT<br>VEL<br>OF<br>NE | AT ACCIDENT SITE<br>ATION AT ACCIDENT SITE<br>URE-F<br>OCITY-KNOTS<br>FLIGHT PLAN<br>VINE-L TANK EMPTY-SELEC | TOR ON R. END 5/31.                                                              |

| FILE  |                                                                                                            | AIRCRAFT DATA                                                                                                                     | F                  | SM               | /N               | PURPOSE                                                       | PILOT DATA                                                                |
|-------|------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|--------------------|------------------|------------------|---------------------------------------------------------------|---------------------------------------------------------------------------|
|       | 6/4/77 MARSING,ID<br>TIME - 1230                                                                           | PIPER PA-12<br>N4018H<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>HOMEDALE+ID                                                | CR- 0<br>PX- 0     | 0<br>0<br>PHAS   | 1<br>1<br>E 0    | NONCOMMERCIAL                                                 | PRIVATE, AGE 25, 615<br>TOTAL HOURS, 560 IN TYPE<br>NOT INSTRUMENT RATED. |
|       | MISCELLANEOUS ACTS,CO<br>FACTOR(S)<br>TERRAIN - HIGH OBSTRUC<br>MISCELLANEOUS ACTS,CO                      | ILED TO SEE AND AVOID OBJEC<br>NDITIONS - UNWARRANTED LOW<br>CTIONS<br>NDITIONS - AIRCRAFT CAME TO<br>F LOW ALT OVER SNAKE RIVER. | FLYING<br>D REST I | N WA             | TER              |                                                               |                                                                           |
| -1438 | 6/4/77 AMERICAN FALL<br>TIME - 1510                                                                        | N8002D<br>DAMAGE-SUBSTANTIAL                                                                                                      | CR- 0<br>PX- 0     | 0<br>1           | 1<br>2           | NONCOMMERCIAL<br>Pleasure/personal transp                     | PRIVATE, AGE 41, 248<br>TOTAL HOURS, 75 IN TYPF,<br>NOT INSTRUMENT RATED. |
|       | NAME OF AIRPORT - AMERIC<br>DEPARTURE POINT<br>AMERICAN FALLS,ID<br>TYPE OF ACCIDENT<br>STALL              | INTENDED DESTINATION<br>LOCAL                                                                                                     |                    |                  |                  | F OPER∆TION<br>IGHT CLIMB TO CRUISE                           |                                                                           |
|       | PILOT IN COMMAND - FA<br>FACTOR(S)<br>WEATHER - HIGH DENSIT                                                | PROPER OPERATION OF FLIGHT<br>ILED TO OBTAIN/MAINTAIN FLY<br>Y ALTITUDE<br>FED BY FLIGHT SERVICE PERSC                            | ING SPE            | ED               |                  |                                                               |                                                                           |
|       | SKY CONDITION<br>SCATTERED<br>VISIBILITY AT ACCIDENT 1<br>5 OR OVER(UNLIMITED)<br>OBSTRUCTIONS TO VISION / |                                                                                                                                   | ł                  | UN<br>PREC<br>NO | LIM<br>IPI<br>NE | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDENT SITE<br>TURE-F |                                                                           |

| FILE   | DATE                                   | LOCATION                                                    | AIRCRAFT DATA                                                                                  | -      | JUR<br>F |     |            | FLIGHT<br>PURPOSE                                |       | PILOT DATA                                                                      |
|--------|----------------------------------------|-------------------------------------------------------------|------------------------------------------------------------------------------------------------|--------|----------|-----|------------|--------------------------------------------------|-------|---------------------------------------------------------------------------------|
| 3-1439 | 6/5/77<br>TIME - 003                   | NAMPA,ID<br>0                                               | PIPER PA-28<br>N8410R<br>DAMAGE-SUBSTANTIAL                                                    |        |          |     |            | NONCOMMERCIAL<br>PLEASURE/PERSONAL TR            | ANSP  | NO CERTIFICATE, AGE 38, 4<br>Total Hours, all in type,<br>Not instrument rated. |
|        | NAME OF AI<br>DEPARTURE I<br>NAMPA, ID | -                                                           | I<br>INTENDED DESTINATION<br>LOCAL                                                             |        |          |     |            |                                                  |       |                                                                                 |
|        | TYPE OF ACC<br>UNDERSHOP               | CIDENT                                                      |                                                                                                |        | P        | L۸  | NDI        | F OPERATION<br>NG FINAL APPROACH<br>NG GO-AROUND |       |                                                                                 |
|        | FACTOR(S)                              | NEOUS - UNQUALIFI                                           | ED PERSON OPERATED AIR                                                                         |        | OF       | EFF | ICI        | ENCY AND JUDGMENT                                |       |                                                                                 |
|        | MISCELLA                               | NEDUS ACTS.CONDIT                                           | IONS - STOLEN OR UNAUTH<br>/D 100YDS SHORT.STANDP1                                             | IORIZE | DU       | SE  | OF         | AIRCRAFT                                         |       |                                                                                 |
| -1372  | 6/6/77<br>TIME - 1700                  | BLACKFOOT,ID<br>D                                           | HILLER ACFT UH-12E<br>N143HA                                                                   |        |          |     |            | MISCELLANEOUS<br>Police patrol                   |       | COMMERCIAL, AGE 29, 1195<br>TOTAL HOURS, 320 IN TYPE,                           |
|        | DEPARTURE (<br>BLACKFOO<br>TYPE OF AC  | T • ID                                                      | DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL                                            |        | D        |     | <b>5</b> 0 | F OPERATION /                                    |       | NOT INSTRUMENT RATED.                                                           |
| **     |                                        | AILURE OR MALFUNC                                           | T I ON                                                                                         |        | P        | ΙN  | FL         | IGHT NORMAL CRUISE<br>NG POWER-OFF AUTOROTA      | ATIVE | LANDING                                                                         |
|        | PILOT IN<br>MISCELLA                   | COMMAND - INADEQU<br>COMMAND - MISMANA<br>NEOUS ACTS,CONDIT | JATE PREFLIGHT PREPARAT<br>GEMENT OF FUEL<br>JONS - INATTENTIVE TO F<br>IONS - FUEL EXHAUSTION |        |          |     | ΡLΔ        | NN ING                                           |       |                                                                                 |
|        | COMPLETE P                             |                                                             | ETE ENGINE FAILURE/FLAM<br>DRCED LANDING OFF AIRPO                                             |        |          |     | NE         |                                                  |       |                                                                                 |
| -1375  | 6/16/77 NF<br>TIME - 190               | R.IDAHD CITY.ID                                             | CESSNA 182H<br>N2447X<br>DAMAGE-SUBSTANTIAL                                                    |        |          |     |            | NONCOMMERCIAL<br>Pleasure/personal tr            | ANSP  | PRIVATE, AGE 33, 1300<br>TOTAL HOURS, 400 IN TYPE,<br>NOT INSTRUMENT RATED.     |
|        | NAME OF AID<br>DEPARTURE D<br>BOISE.ID |                                                             |                                                                                                |        |          |     |            |                                                  |       | NOT INSTRUMENT RATED.                                                           |
|        | COLLIDED                               |                                                             |                                                                                                |        | P        | LĂ  | NDI        | F OPERATION<br>NG LEVEL OFF/TOUCHDO<br>NG ROLL   | WN    |                                                                                 |
|        | PROBABLE CA<br>PILOT IN<br>FACTOR(S)   |                                                             | ED UNSUITABLE TERRAIN                                                                          |        |          |     |            |                                                  |       |                                                                                 |
|        |                                        |                                                             | ES - AIRPART CONDITIONS<br>OR ROCK.WHL BOUND-UP B                                              |        |          |     |            |                                                  |       |                                                                                 |

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| FILE  | DATE                                           | FOCALION                                                         | AIRCRAFT DATA                                                                                   |                  |       | IES<br>S M |     | FLIGHT<br>PURPOSE                               | PILOT DATA                                                                                    |
|-------|------------------------------------------------|------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|------------------|-------|------------|-----|-------------------------------------------------|-----------------------------------------------------------------------------------------------|
| -1660 | 7/5/77<br>TIME - 100                           | GOODING,ID<br>00                                                 | HUGHES 300C<br>N7432F<br>DAMAGE-DESTROYED                                                       |                  |       |            |     | COMMERCIAL<br>ASSOC CROP CTL ACTIVITY           | COMMERCIAL, FL.INSTR.,<br>AGE 27, 3550 TOTAL HOURS<br>400 IN TYPE, NOT INSTRI-<br>MENT RATED. |
|       | DEPARTURE<br>GOODING<br>TYPE OF AC<br>COLLIDED | ID                                                               | INTENDED DESTINATION<br>LOCAL                                                                   |                  |       | HAS        | ΕO  | F OPERATION<br>FF INITIAL CLIMB                 |                                                                                               |
|       | PILOT IN<br>FACTOR(S)                          | COMMAND - INADEQU                                                | ATE PREFLIGHT PREPARA<br>TO SEE AND AVOID OBJE<br>S                                             |                  |       |            |     |                                                 |                                                                                               |
|       | REMARKS- S                                     | URVEY OF FIELD TO                                                | BE SPRAYED.STRUCK UNM                                                                           | ARKED 1          | d I R | ε.         |     | ·                                               |                                                                                               |
| -1659 | 7/9/77<br>TIME - 091                           | RIGBY↓ID<br>IO                                                   | CALLAIR A9B<br>N7704V<br>DAMAGE-SUBSTANTIAL                                                     | PX-              |       |            |     | NONCOMMERCIAL<br>PRACTICE                       | PRIVATE, AGE 20, 202<br>TOTAL HOURS, 17 IN TYPE,<br>NOT INSTRUMENT RATED.                     |
|       | DEPARTURE<br>REXBURG<br>TYPE OF AC<br>STALL    | ID                                                               | INTENDED DESTINATION<br>LOCAL                                                                   |                  | P     |            |     | F OPERATION<br>IGHT PROCEDURE TURNAROU          | ND                                                                                            |
|       | FACTOR(S)<br>PILOT IN                          | COMMAND - FAILED                                                 | TO OBTAIN/MAINTAIN FL<br>R OPERATION OF FLIGHT<br>LANCED TURN AT LOW AL                         | CONTR            |       |            |     | an<br>An an |                                                                                               |
| -1658 | 7/29/77<br>TIME - 164                          | ELK CITY,ID<br>+5                                                | CESSNA 1820<br>N182DM<br>Damage-destroyed                                                       |                  |       |            |     | NONCOMMERCIAL<br>Pleasure/personal trans        | PRIVATE, AGE 58, 381<br>P TOTAL HOURS, 261 IN TYPE<br>NOT INSTRUMENT RATED.                   |
|       | NAME OF AL<br>Type of Ac<br>Stall S            |                                                                  |                                                                                                 |                  | Ρ     | -          |     | F OPERATION<br>IGHT CLIMB TO CRUISE             |                                                                                               |
|       | PILOT IN<br>PILOT IN<br>FACTOR(S)              | I COMMAND - INADEQU<br>N COMMAND - MISJUDG<br>I COMMAND - FAILED | ATE PREFLIGHT PREPARA<br>ED DISTANCE,SPEED,ALT<br>TO OBTAIN/MAINTAIN FL<br>FAMILIARITY WITH AIR | ITUDE<br>YING SI | DR    | CLE        |     |                                                 |                                                                                               |
|       | TERRAIN                                        | - HIGH DESTRUCTION                                               | S                                                                                               |                  | LR    | OBS        | TRU | CTIONS. 38HRS FLT TIME L                        | AST 17YRS.                                                                                    |

| FILE  | DATE                                | LOCATION                          | AIRCRAFT DATA                                                      |      |        | IES<br>S M/N         | FLIGHT<br>PURPOSE                                                                                                                                                                                                                  |          | PILOT DATA                                                                                                                                                                                                                         |
|-------|-------------------------------------|-----------------------------------|--------------------------------------------------------------------|------|--------|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|       | 3/19/77<br>TIME - 201               | MORRIS, IL                        | BEECH 23<br>N2309Z<br>DAMAGE-DESTROYED                             |      |        |                      | NONCOMMERCIAL<br>PLEASURE/PERSONAL                                                                                                                                                                                                 | TRANSP   | COMMERCIAL, AGE 25, 481<br>TOTAL HOURS, 166 IN TYPE<br>INSTRUMENT RATED.                                                                                                                                                           |
|       |                                     | RPORT - MORRIS M<br>POINT<br>N•KY | UNICIPAL                                                           |      |        |                      |                                                                                                                                                                                                                                    | x        |                                                                                                                                                                                                                                    |
|       | TYPE OF AC                          | CIDENT                            | TER UNCONTROLLED                                                   |      | P      |                      | OF OPERATION<br>ING FINAL APPROACH                                                                                                                                                                                                 | 4        |                                                                                                                                                                                                                                    |
|       | FACTOR(S)                           |                                   | AL DISORIENTATION                                                  |      |        |                      |                                                                                                                                                                                                                                    |          |                                                                                                                                                                                                                                    |
| 44 A. | WEATHER<br>WEATHER BR               | - SNOW<br>IEFING - BRIEFED        | BY FLIGHT SERVICE PERSI<br>T SUBSTANTIALLY CORRECT                 |      | BY     | RADI                 | )                                                                                                                                                                                                                                  |          | •<br>• • • • • • • • • • • • • • • • • • •                                                                                                                                                                                         |
|       | SKY CONDIT<br>OVERCAST              |                                   | E                                                                  |      |        | 200                  | G AT ACCIDENT SITE                                                                                                                                                                                                                 | T SITE   |                                                                                                                                                                                                                                    |
|       | 3/4 MILE<br>DESTRUCTIO              | OR LESS<br>NS TO VISION AT        | ACCIDENT SITE                                                      |      | W      | SNOW<br>IND D        | IRECTION-DEGREES                                                                                                                                                                                                                   | 1 3110   |                                                                                                                                                                                                                                    |
|       | HAZE<br>WIND VELOC<br>6             | ITY-KNOTS                         |                                                                    |      |        | 120<br>YPE DI<br>IFR | WEATHER CONDITION                                                                                                                                                                                                                  | 1S       |                                                                                                                                                                                                                                    |
|       | TYPE DF FL<br>IFR                   |                                   |                                                                    |      |        | n an ann             | n an an an an an Anna a<br>Anna an Anna an | -        |                                                                                                                                                                                                                                    |
|       |                                     |                                   |                                                                    |      |        |                      |                                                                                                                                                                                                                                    |          |                                                                                                                                                                                                                                    |
| -0968 | TIME - 202                          | SANDWICH,IL<br>0.                 | CESSNA 150L<br>N11740<br>DAMAGE-SUBSTANTIAL                        |      | 0<br>0 | 0 1<br>0 1           | NONCOMMERCIAL<br>BUSINESS                                                                                                                                                                                                          |          | COMMERCIAL, AGE 61, 1757<br>TOTAL HOURS, 51 IN TYPE,<br>INSTRUMENT RATED.                                                                                                                                                          |
|       | DEPARTURE<br>PEORIA.I<br>TYPE OF AC | L                                 | INTENDED DESTINATION<br>GLENVIEW,IL                                |      | . 0    |                      | OF OPERATION                                                                                                                                                                                                                       |          |                                                                                                                                                                                                                                    |
|       |                                     | AILURE OR MALFUN                  |                                                                    |      |        | IN F                 | IGHT NORMAL CRUIS                                                                                                                                                                                                                  | SE       |                                                                                                                                                                                                                                    |
|       | MISCELLA                            | NT - ENGINE STRU                  | CTURE VALVE ASSEMBLIES<br>TIONS - LOW COMPRESSION<br>STEM MAGNETOS |      |        |                      |                                                                                                                                                                                                                                    |          |                                                                                                                                                                                                                                    |
|       | PERSONNE                            |                                   | TIONS - IMPROPER ALIGNM<br>SERVICING,INSPECTION I<br>D             |      |        |                      | JANCE (MAINTENANCE                                                                                                                                                                                                                 | PERSONNE | EL)                                                                                                                                                                                                                                |
|       | PARTIAL PO                          | WER LOSS - PARTI                  | TIONS - OVERLOAD FAILUR<br>AL LOSS OF POWER - 1 ENG                | GINE |        |                      |                                                                                                                                                                                                                                    | e        | and the second secon<br>The second se |
|       |                                     |                                   | FORCED LANDING OFF AIRPORT                                         |      |        |                      |                                                                                                                                                                                                                                    |          | _ ··· ·                                                                                                                                                                                                                            |

BRIEFS OF ACCIDENTS

|        |                                                                                  |                                                                                             | FS OF ACCIDENTS                       |                                                                                                                                                                   | •                                                                                   |  |  |  |  |
|--------|----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|---------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--|--|--|--|
| FILE   | DATE LOCAT                                                                       | ION AIRCRAFT DATA                                                                           | INJURIES<br>F S M/N                   |                                                                                                                                                                   | PILOT DATA                                                                          |  |  |  |  |
|        | 4/12/77 BELLE RIV<br>TIME - 1130                                                 | E,IL SNOW S28<br>N6175U<br>DAMAGE-DESTROYED                                                 | CR- 0 1 0                             |                                                                                                                                                                   | ATP,FLIGHT INSTR., AGE<br>40, 5360 TOTAL HOURS, 75<br>IN TYPE, INSTRUMENT<br>RATED. |  |  |  |  |
|        | DEPARTURE POINT<br>BELLE RIVE+IL<br>TYPE OF ACCIDENT<br>STALL MUSH               | INTENDED DESTINATION<br>LOCAL                                                               | PHASE                                 | DF OPERATION<br>LIGHT STARTING SWATH I                                                                                                                            |                                                                                     |  |  |  |  |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND -<br>FACTOR(S)<br>WEATHER - HIGH TEM       | FAILED TO OBTAIN/MAINTAIN F<br>Perature                                                     | LYING SPEED                           |                                                                                                                                                                   |                                                                                     |  |  |  |  |
|        | SKY CONDITION                                                                    |                                                                                             | CEILIN                                | G AT ACCIDENT SITE                                                                                                                                                |                                                                                     |  |  |  |  |
|        | CLEAR<br>VISIBILITY AT ACCIDE                                                    | NT SITE                                                                                     |                                       | MITED<br>ITATION AT ACCIDENT SI                                                                                                                                   | TE                                                                                  |  |  |  |  |
|        | 5 OR OVER(UNLIMITE                                                               | D)                                                                                          | NONE                                  |                                                                                                                                                                   |                                                                                     |  |  |  |  |
|        | OBSTRUCTIONS TO VISI<br>NONE                                                     | ON AT ACCIDENT SITE                                                                         | TEMPER<br>85                          | ATURE-F                                                                                                                                                           |                                                                                     |  |  |  |  |
|        | WIND DIRECTION-DEGRE                                                             | ES                                                                                          | WIND VELOCITY-KNOTS                   |                                                                                                                                                                   |                                                                                     |  |  |  |  |
|        | 190<br>TYPE OF WEATHER COND                                                      | TTIONS                                                                                      | 20<br>TYPE 0                          | F FLIGHT PLAN                                                                                                                                                     |                                                                                     |  |  |  |  |
|        | VFR                                                                              |                                                                                             | NONE                                  |                                                                                                                                                                   |                                                                                     |  |  |  |  |
|        | GOGGLES - USED<br>COCKPIT CRASHPAD -<br>TANK/HOPPER-LOCATI<br>ELEVATION-AREA BEI | IN FIELDS<br>- FASTENED-PROPERLY                                                            | TYPE<br>GLOV<br>CRAS<br>CRASI<br>TERR | OF OPERATION - FERTIL<br>OF CHEMICAL USED - DR<br>ES - NOT USED<br>H HELMET - AVAILABLE U<br>H BAR - INSTALLED<br>AIN-TYPE - LEVEL,FLAT<br>H RUN-HOW FLOWN - DOWN | Y CHEMIC∆L-NONTOXIC<br>SED                                                          |  |  |  |  |
| 8-1274 | 4/14/77 ALTON,IL<br>TIME - 1715                                                  | CESSNA 150M<br>N704KK<br>DAMAGE-SUBSTANTIA                                                  | PX-000                                | INSTRUCTIONAL<br>Solo                                                                                                                                             | STUDENT, AGE 26, 65 TOTA<br>Hours, all in type, not<br>Instrument rated.            |  |  |  |  |
|        | NAME OF AIRPORT - CI<br>DEPARTURE POINT<br>ALTON, IL                             |                                                                                             |                                       |                                                                                                                                                                   |                                                                                     |  |  |  |  |
|        | TYPE OF ACCIDENT<br>GROUND-WATER LOOP-<br>GEAR COLLAPSED                         |                                                                                             | TAKE                                  | DF OPERATION<br>OFF RUN<br>DFF ABORTED                                                                                                                            |                                                                                     |  |  |  |  |
|        | FACTOR(S)<br>AIRPORTS/AIRWAYS/F                                                  | FAILED TO MAINTAIN DIRECTIO<br>ACILITIES - AIRPORT CONDITIO<br>,CONDITIONS - OVERLOAD FAILU | NS SOFT SHOULD                        | ER S                                                                                                                                                              |                                                                                     |  |  |  |  |

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| FILE                | DATE                                                                                                    | LOCATION                                                                                                               | AIRCRAFT DATA                                                                                                                    |        | JUR]<br>= S  | ES<br>M/N  | FLIGHT<br>PURPOSE       | PILOT DATA                                                                |  |  |  |
|---------------------|---------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|--------|--------------|------------|-------------------------|---------------------------------------------------------------------------|--|--|--|
| 3-1059              | 4/30/77<br>TIME - 12                                                                                    | LANSING.IL<br>200                                                                                                      | CESSNA 150<br>N9235U<br>DAMAGE-SUBSTANTIAL                                                                                       |        |              |            | INSTRUCTIONAL<br>Solo   | STUDENT, AGE 25, 25 TOTAL<br>Hours, all in type, not<br>Instrument rated. |  |  |  |
|                     |                                                                                                         | AIRPORT - LANSING                                                                                                      |                                                                                                                                  |        |              |            |                         |                                                                           |  |  |  |
|                     | DEPARTURE                                                                                               |                                                                                                                        | INTENDED DESTINATION                                                                                                             |        |              |            |                         |                                                                           |  |  |  |
|                     | LANSING<br>TYPE OF A                                                                                    |                                                                                                                        | LOCAL                                                                                                                            |        | 0 H          | ASE        | DF OPERATION            |                                                                           |  |  |  |
|                     | HARD LA                                                                                                 |                                                                                                                        |                                                                                                                                  |        |              |            | ING LEVEL OFF/TOUCHDOW  | N                                                                         |  |  |  |
|                     | GEAR CO                                                                                                 | DLLAPSED                                                                                                               |                                                                                                                                  |        |              | LAND       | ING LEVEL OFF/TOUCHDOWN | •                                                                         |  |  |  |
|                     | PROBABLE CAUSE(S)                                                                                       |                                                                                                                        |                                                                                                                                  |        |              |            |                         |                                                                           |  |  |  |
|                     | PILOT IN COMMAND - IMPROPER LEVEL OFF<br>PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING      |                                                                                                                        |                                                                                                                                  |        |              |            |                         |                                                                           |  |  |  |
|                     |                                                                                                         |                                                                                                                        |                                                                                                                                  |        |              |            |                         |                                                                           |  |  |  |
|                     |                                                                                                         |                                                                                                                        |                                                                                                                                  | D LAN  | DING         | i          |                         |                                                                           |  |  |  |
|                     |                                                                                                         | IN COMMAND - FAILE                                                                                                     | PER RECOVERY FROM BOUNCE<br>D TO INITIATE GO-AROUND                                                                              | D LANI | DING         | i          |                         |                                                                           |  |  |  |
|                     | PILOT FACTOR(S)                                                                                         | IN COMMAND - FAILE                                                                                                     |                                                                                                                                  |        | DING         |            |                         |                                                                           |  |  |  |
| 2 1202              | PILOT<br>FACTOR(S)<br>MISCELL                                                                           | IN COMMAND - FAILE                                                                                                     | D TO INITIATE GO-AROUND<br>TIONS - OVERLOAD FAILUR                                                                               |        |              |            |                         |                                                                           |  |  |  |
| 3 <del>-</del> 1302 | PILOT<br>FACTOR(S)<br>MISCELL                                                                           | IN COMMAND - FAILE<br>ANEOUS ACTS.CONDI<br>Elgin Il                                                                    | D TO INITIATE GO-AROUND<br>TIONS - OVERLOAD FAILURI<br>CESSNA 182                                                                | CR-    | 0            | 0 1        | INSTRUCTIONAL<br>SOLO   | STUDENT, AGE 47, 56 TOTAL<br>Hours, All in Type, Not                      |  |  |  |
| 3-1302              | PILOT<br>FACTOR(S)<br>MISCELL                                                                           | IN COMMAND - FAILE<br>ANEOUS ACTS.CONDI<br>Elgin Il                                                                    | D TO INITIATE GO-AROUND<br>TIONS - OVERLOAD FAILUR                                                                               | CR-    | 0            | 0 1        | INSTRUCTIONAL<br>SOLO   | STUDENT, AGE 47, 56 TOTAL<br>Hours, all in Type, Not<br>Instrument rated, |  |  |  |
| 3-1302              | PILOT D<br>FACTOR(S)<br>MISCELL<br>5/24/77<br>TIME - OR                                                 | IN COMMAND - FAILE<br>ANEOUS ACTS.CONDI<br>Elgin Il                                                                    | D TO INITIATE GO-AROUND<br>TIONS - OVERLOAD FAILUR<br>CESSNA 182<br>N6146B<br>DAMAGE-SUBSTANTIAL                                 | CR-    | 0            | 0 1        |                         | HOURS, ALL IN TYPE, NOT                                                   |  |  |  |
| 3-1302              | PILOT<br>FACTOR(S)<br>MISCELL<br>5/24/77<br>TIME - OE<br>NAME OF A<br>DEPARTURE                         | IN COMMAND - FAILE<br>ANEOUS ACTS,CONDI<br>Elgin IL<br>330<br>Airport - Elgin Aif<br>Point                             | D TO INITIATE GO-AROUND<br>TIONS - OVERLOAD FAILUR<br>CESSNA 182<br>N61468<br>DAMAGE-SUBSTANTIAL<br>PORT<br>INTENDED DESTINATION | CR-    | 0            | 0 1        |                         | HOURS, ALL IN TYPE, NOT                                                   |  |  |  |
| 3-1302              | PILOT<br>FACTOR(S)<br>MISCELL<br>5/24/77<br>TIME - OE<br>NAME OF A<br>DEPARTURE<br>ELGIN I              | IN COMMAND - FAILE<br>ANEOUS ACTS.CONDI<br>Elgin IL<br>330<br>Nirport - Elgin Aif<br>Point<br>L                        | D TO INITIATE GO-AROUND<br>TIONS - OVERLOAD FAILUR<br>CESSNA 182<br>N61468<br>DAMAGE-SUBSTANTIAL<br>RPORT                        | CR-    | 0            | 0 1<br>0 0 | SOLO                    | HOURS, ALL IN TYPE, NOT                                                   |  |  |  |
| 3-1302              | PILOT<br>FACTOR(S)<br>MISCELL<br>5/24/77<br>TIME - OE<br>NAME OF A<br>DEPARTURE                         | ANEOUS ACTS, CONDI<br>ELGIN IL<br>BO<br>NIRPORT - ELGIN AIF<br>L<br>CCIDENT                                            | D TO INITIATE GO-AROUND<br>TIONS - OVERLOAD FAILUR<br>CESSNA 182<br>N61468<br>DAMAGE-SUBSTANTIAL<br>PORT<br>INTENDED DESTINATION | CR-    | 0<br>0<br>PH | 0 1<br>0 0 |                         | HOURS, ALL IN TYPE, NOT<br>Instrument rated.                              |  |  |  |
| 3-1302              | PILOT<br>FACTOR(S)<br>MISCELL<br>5/24/77<br>TIME - OR<br>NAME OF A<br>DEPARTURE<br>ELGIN I<br>TYPE OF A | IN COMMAND - FAILER<br>ANEOUS ACTS, CONDI<br>ELGIN IL<br>130<br>NIRPORT - ELGIN AIR<br>POINT<br>L<br>ACCIDENT<br>NDING | D TO INITIATE GO-AROUND<br>TIONS - OVERLOAD FAILUR<br>CESSNA 182<br>N61468<br>DAMAGE-SUBSTANTIAL<br>PORT<br>INTENDED DESTINATION | CR-    | 0<br>0<br>PH | 0 1<br>0 0 | SOLO<br>OF OPERATION    | HOURS, ALL IN TYPE, NOT<br>Instrument rated.                              |  |  |  |

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|       |                                        |                                                           | BRIEFS                                          | , OF A | CCID | =1115 |                                                                                                                |        |                                                                               |
|-------|----------------------------------------|-----------------------------------------------------------|-------------------------------------------------|--------|------|-------|----------------------------------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------|
| FILE  | DATE                                   | LOCATION                                                  | AIRCRAFT DATA                                   |        | F S  | M/N   | PURPOSE                                                                                                        |        | PILOT DATA                                                                    |
| -1058 | 6/18/77<br>TIME - 0845                 |                                                           |                                                 | CR-    | 0    | 1 0   | NONCOMMERCIAL<br>Pleasure/personal                                                                             |        | COMMERCIAL, AGE 50, 550<br>TOTAL HOURS, 392 IN TYPE,<br>NOT INSTRUMENT RATED. |
|       | NAME OF AIR<br>DEPARTURE P<br>COLUMBIA |                                                           | RK<br>INTENDED DESTINATION<br>WEISS AIRPORT     |        |      |       |                                                                                                                |        |                                                                               |
|       | TYPE OF ACC<br>Stall Mu                |                                                           |                                                 |        |      |       | F OPERATION<br>FF INITIAL CLIMB                                                                                |        |                                                                               |
|       | PILOT IN 0                             | COMMAND - FAILED                                          | TO OBTAIN/MAINTAIN FLY<br>R OPERATION OF FLIGHT |        |      |       |                                                                                                                |        |                                                                               |
|       | TERRAIN -                              | HIGH DENSITY ALT<br>HIGH DBSTRUCTION<br>COMMAND - INADEQU |                                                 | ION A  | NDZO | R PLA | NNING                                                                                                          |        |                                                                               |
|       | SKY CONDITI                            |                                                           |                                                 |        |      |       | AT ACCIDENT SITE                                                                                               |        |                                                                               |
|       |                                        | AT ACCIDENT SITE<br>(UNLIMITED)                           |                                                 |        | PR   |       | ITED<br>TATION AT ACCIDEN                                                                                      | SITE   |                                                                               |
|       |                                        | S TO VISION AT AC                                         | CIDENT SITE                                     |        | TE   |       | TUR E-F                                                                                                        |        |                                                                               |
|       | VFR                                    | THER CONDITIONS                                           |                                                 |        |      | PE OF | FLIGHT PLAN                                                                                                    |        |                                                                               |
|       |                                        | UINT DANK.                                                |                                                 |        |      |       |                                                                                                                |        |                                                                               |
| 1301  | 7/1/77<br>TIME - 1116                  | CHAMPAIN IL                                               | CESSNA 180<br>N4900A<br>DAMAGE-SUBSTANTIAL      |        |      |       |                                                                                                                |        | PRIVATE, AGE 33, 99 TOTAL<br>HOURS, 42 IN TYPE, NOT<br>INSTRUMENT RATED.      |
|       | DEPARTURE P                            | PORT - UNIVERSITY<br>DINT                                 | OF ILL<br>INTENDED DESTINATION<br>CHAMPAIN IL   |        |      |       |                                                                                                                |        |                                                                               |
|       | IYPE UF ALL                            | LD IL<br>IDENT<br>TER LOOP-SWERVE                         | CHAMPAIN IL                                     |        |      |       | F OPERATION<br>NG LEVEL OFF/TOU                                                                                | CHDOWN |                                                                               |
|       | PROBABLE CA                            |                                                           | R OPERATION OF BRAKES                           | AND/0  | RFL  | (GHT  | CONTROLS                                                                                                       |        |                                                                               |
|       |                                        | •                                                         |                                                 |        |      |       | and a second |        |                                                                               |
|       |                                        |                                                           |                                                 | PAGE   | 568  |       |                                                                                                                |        |                                                                               |

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|        |                                                                |                                                                                           |                                                                                                               |                                                                             |        |        |           | FLIGHT<br>PURPOSE                                                                                                                                                     | PILOT DATA                                                                    |
|--------|----------------------------------------------------------------|-------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|--------|--------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| 3-1336 | 7/2/77<br>TIME - 104<br>DEPARTURE                              | DUQUQIN.IL<br>5<br>POINT                                                                  | CESSNA 188B<br>N9246G<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION                                           | CR-<br>PX-                                                                  | 0<br>0 | 0      | 1<br>0    | COMMERCIAL<br>AERIAL APPLICATION                                                                                                                                      | COMMERCIAL, AGE 34, 1425<br>TOTAL HOURS, 400 IN TYPE<br>NOT INSTRUMENT RATED. |
|        | CARBONDA<br>TYPE OF AC<br>COLLIDED                             |                                                                                           | LITCAL                                                                                                        |                                                                             | Ρ      |        |           | F OPERATION<br>IGHT STARTING SWATH RU                                                                                                                                 | u                                                                             |
|        | PROBABLE C<br>PILOT IN                                         | AUSE(S)<br>Command - Misjug                                                               | GED CLEARANCE                                                                                                 |                                                                             |        |        |           |                                                                                                                                                                       |                                                                               |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HOP           | JRS IN CROP CONTR<br>CROP - BEANS<br>SEAT BELT - UNKNO<br>- NOT USED<br>CRASHPAD - INSTAL | WN/NOT REPORTED                                                                                               |                                                                             |        | GI     | PE<br>OVE | OF OPERATION - SPRAYING<br>OF CHEMICAL USED - LIQU<br>S - NOT USED<br>I HELMET - AVAILABLE USEI<br>BAR - INSTALLED<br>IN-TYPE - LEVEL.FLAT<br>RUN-HOW FLOWN - WIND C/ | ID CHEMICAL-TOXIC                                                             |
| -1726  | TIME - 183                                                     | D<br>RPORT - JACKSONVI                                                                    | LLE MUNI                                                                                                      | CR-<br>PX-                                                                  | 0<br>0 | 0<br>0 | 1<br>0    | NONCOMMERCIAL<br>PRACTICE                                                                                                                                             | PRIVATE, AGE 57, 600<br>TOTAL HOURS, 6 IN TYPE,<br>NOT INSTRUMENT RATED.      |
|        | DEPARTURE (<br>JACKSONV<br>TYPE OF AC(<br>UNDERSHO<br>HARD LAN | ILLE+IL<br>CIDENT<br>DT                                                                   | INTENDED DESTINATION<br>LOCAL                                                                                 | PHASE OF OPERATION<br>Landing final approach<br>Landing level off/touchdown |        |        |           | NG FINAL APPROACH                                                                                                                                                     |                                                                               |
|        | PILOT IN                                                       | COMMAND - MISJUD<br>COMMAND - IMPROP                                                      | GED DISTANCE AND ALTIT<br>ER DPERATION OF POWERPL<br>WR.DROPPED IN SHORT OF                                   | ANT 8                                                                       |        | WEP    | PLA       | NT CONTROLS                                                                                                                                                           |                                                                               |
| -1725  | 7/23/77<br>TIME - 1530                                         | BEARDSTOWN, IL<br>D                                                                       | STITS PLYBOY<br>N46834<br>DAMAGE-SUBSTANTIAL                                                                  | PX-                                                                         | 0<br>0 | 0<br>0 | 1<br>0    | NONCOMMERCIAL<br>Pleasure/personal trans                                                                                                                              | STUDENT, AGE 48, 138<br>5P TOTAL HOURS, 39 IN TYPE,<br>NOT INSTRUMENT RATED,  |
|        | DEPARTURE<br>ARENZVILI<br>TYPE OF ACC<br>ENGINE F              | RPORT - GREATER B<br>POINT<br>EFIL<br>Cident<br>Ailure or Malfunc<br>N With Ground/Wat    | EARDSTWN<br>INTENDED DESTINATION<br>ARENZVILLE.IL<br>TION                                                     |                                                                             | Γ      | T/     | KEO       | ROUTE STOP<br>STOWN,IL<br>F OPERATION<br>FF INITIAL CLIMB<br>NG LEVEL OFF/TOUCHDOWN                                                                                   |                                                                               |
|        | MISCELLA<br>MISCELLAN<br>COMPLETE PI<br>EMERGENCY (            | NT - FUEL SYSTEM<br>NEOUS ACTS+CONDIT<br>NEOUS ACTS+CONDIT<br>DWER LOSS - COMPL           | PUMPS<br>IONS - PRESSURE,NONE<br>IONS - FUEL STARVATION<br>ETE ENGINE FAILURE/FLAM<br>ORCED LANDING OFF AIRPO |                                                                             |        |        | NE        |                                                                                                                                                                       |                                                                               |

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|        | DATE LOCATION                                                                                                                                                             |                                                                                                                                                        | F S M/N                            | FLIGHT<br>PURPOSE                                        | PILOT DATA                                                               |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------------------------------------------------------|--------------------------------------------------------------------------|
| -1758  | 8/6/77 SPRINGFIELD.IL<br>TIME - 1700                                                                                                                                      | LUSCOMBE 8A                                                                                                                                            | CR- 0 0 1<br>PX- 0 0 0             | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                |                                                                          |
|        | DEPARTURE POINT                                                                                                                                                           | INTENDED DESTINATION                                                                                                                                   | LAST E                             | NROUTE STOP                                              | NOT INSTRUMENT RATED.                                                    |
|        |                                                                                                                                                                           | ST.LOUIS.MO                                                                                                                                            | DWIG                               | HT.IL                                                    |                                                                          |
|        | TYPE OF ACCIDENT<br>NOSE OVER/DOWN                                                                                                                                        |                                                                                                                                                        |                                    | DE OPERATION<br>ING LEVEL OFF/TOUCHDOWN                  |                                                                          |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - INADE<br>PILOT IN COMMAND - CONTI<br>PILOT IN COMMAND - SELEC<br>FACTOR(S)                                                        | NUED VER FLIGHT INTO ADV<br>TED UNSUITABLE TERRAIN                                                                                                     |                                    |                                                          |                                                                          |
|        | TERRAIN - WET,SOFT GROUN<br>TERRAIN - HIGH VEGETATIO<br>WEATHER - LOW CEILING<br>WEATHER - THUNDERSTORM A                                                                 | N<br>CTIVITY                                                                                                                                           |                                    |                                                          |                                                                          |
| WEA    | WEATHER BRIEFING - NO RECO<br>WEATHER FORECAST - UNKNOWN<br>EMERGENCY CIRCUMSTANCES -                                                                                     |                                                                                                                                                        |                                    |                                                          |                                                                          |
|        | SKY CONDITION<br>BROKEN                                                                                                                                                   |                                                                                                                                                        | CEILIN<br>600                      | G AT ACCIDENT SITE                                       |                                                                          |
|        | VISIBILITY AT ACCIDENT SIT<br>3 MILES OR LESS                                                                                                                             |                                                                                                                                                        | THUN                               | ITATION AT ACCIDENT SITE<br>DERSTORM                     |                                                                          |
|        | OBSTRUCTIONS TO VISION AT<br>HAZE                                                                                                                                         | ACCIDENT SITE                                                                                                                                          | IFR                                | F WEATHER CONDITIONS                                     |                                                                          |
|        | TYPE OF FLIGHT PLAN<br>NONE                                                                                                                                               |                                                                                                                                                        |                                    |                                                          |                                                                          |
|        |                                                                                                                                                                           |                                                                                                                                                        |                                    |                                                          |                                                                          |
|        |                                                                                                                                                                           |                                                                                                                                                        |                                    |                                                          |                                                                          |
| -1276  | 3/10/77 ROCHESTER,IN<br>TIME - 1640                                                                                                                                       | PIPER PA-28<br>N44798<br>DAMAGE-DESTROYED                                                                                                              | CR- 1 0 0<br>PX- 1 1 2             | NONCOMMERCIAL<br>Pleasure/personal transp                | PRIVATE, AGE 34. 90 TOTAL<br>HOURS, 83 IN TYPE, NOT<br>INSTRUMENT RATED. |
| -1276  | TIME - 1640<br>NAME OF AIRPORT - FULTON C                                                                                                                                 | DAMAGE-DESTROYED                                                                                                                                       |                                    |                                                          |                                                                          |
| -1276  | TIME - 1640<br>NAME OF AIRPORT - FULTON C<br>DEPARTURE POINT                                                                                                              | DAMAGE-DESTROYED<br>OUNTY<br>INTENDED DESTINATION                                                                                                      | LAST E                             | NROUTE STOP                                              |                                                                          |
| -1276  | TIME - 1640<br>NAME OF AIRPORT - FULTON C                                                                                                                                 | DAMAGE-DESTROYED                                                                                                                                       | LAST EA<br>ROCH<br>PHASE (         |                                                          |                                                                          |
| -1276  | TIME - 1640<br>NAME OF AIRPORT - FULTON C<br>DEPARTURE POINT<br>LOGANSPORT,IN<br>TYPE OF ACCIDENT                                                                         | DAMAGE-DESTROYED<br>OUNTY<br>INTENDED DESTINATION<br>LOGANSPORT+IN                                                                                     | LAST EI<br>ROCH<br>PHASE (<br>LAND | NROUTE STOP<br>ESTER.IN<br>DF OPERATION                  |                                                                          |
| 3-1276 | TIME - 1640<br>NAME OF AIRPORT - FULTON C<br>DEPARTURE POINT<br>LOGANSPORT.IN<br>TYPE OF ACCIDENT<br>COLLIDED WITH TREES<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - MISJU | DAMAGE-DESTROYED<br>OUNTY<br>INTENDED DESTINATION<br>LOGANSPORT.IN<br>DGED SPEED AND CLEARANCE<br>PER OPERATION OF POWERPL<br>ED OR FAILED TO USE FLAF | LAST EA<br>ROCH<br>PHASE (<br>LAND | NROUTE STOP<br>ESTER,IN<br>DF OPERATION<br>ING GO-AROUND |                                                                          |

FILE DATE LOCATION AIRCRAFT DATA IN.IURTES EL TGHT PILOT DATA E S M/N PURPOSE 3-0901 3/30/77 MIDDLETOWN. IN CESSNA 182 CR- 0 0 1 NONCOMMERCIAL PRIVATE. AGE 36. 1081 TIME - 2000 N6454F PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 357 IN TYPE. DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - PRIVATE STRIP DEPARTURE POINT INTENDED DESTINATION INDIANAPOLIS.IN MIDDLETOWN. IN TYPE DE ACCIDENT PHASE OF OPERATION COLLIDED WITH FENCE-FENCEPOSTS TAKEDEE RUN PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) TERRAIN - HIGH VEGETATION TERRAIN - ROUGH/UNEVEN REMARKS- NIGHT TAKENEE FROM A 1280 FOOT ROUGH UNIMPROVED FIELD WITH A STAND OF ALEALEA 4 TO 5 INCHES HIGH. 3-1166 5/1/77 LAFAYETTE.IN CESSNA 180H CR- 0 0 2 NONCOMMERCIAL PRIVATE. AGE 59. 153 TIME - 1102N9092M PX- 0 0 1 PRACTICE TOTAL HOURS. 107 IN TYPE. DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - PURDUE U. DEPARTURE POINT INTENDED DESTINATION BUFFALO, MN MT. AIRY,NC TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING LEVEL DEE/TOUCHDOWN GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS EACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- OTHER PILOT WAS PIC DURING IFR PORTION OF FLIGHT. 3-1207 5/8/77 INDIANAPOLIS, IN CESSNA 172 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 30, 89 TOTAL TI-1E - 0900 PX- 0 0 1 PLEASURE/PERSONAL TRANSP N8685B HOURS, 30 IN TYPE, NOT INSTRUMENT RATED. DAMAGE-SUBSTANTIAL NAME OF AIRPORT - METROPOLITAN DEPARTURE POINT INTENDED DESTINATION INDIANAPOLIS, IN GRIFFIN AP, IN TYPE DE ACCIDENT PHASE OF OPERATION COLLIDED WITH PARKED AIRCRAFT TAXI OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT REMARKS- WIFE AT CTLS. HIT CESSNA 172 N9886V, SUBSTL DMG.

|        |                                                                                                                                       | AIRCRAFT DATA                                                                                                                                                                | F                 | S                 | M/N                                            | PURPOSE                                   | PILOT DATA                                           |
|--------|---------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-------------------|------------------------------------------------|-------------------------------------------|------------------------------------------------------|
| 3-1061 | 5/8/77 SHERIDAN,IN<br>TIME - 1145<br>NAME OF AIRPORT - SHERI<br>DEPARTURE POINT                                                       | CESSNA 150H<br>N23396<br>DAMAGE-SUBSTANTIAL<br>DAN<br>INTENDED DESTINATION                                                                                                   | CR-               | 0 0               | 0 1                                            | NONCOMMERCIAL                             |                                                      |
|        | LOUISVILLE,KY<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MAL<br>GEAR COLLAPSED                                                          |                                                                                                                                                                              |                   | AND               | DF OPERATION<br>ING FINAL APPROACH<br>ING ROLL |                                           |                                                      |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IN<br>PILOT IN COMMAND - MI<br>MISCELLANEOUS ACTS.CO<br>FACTOR(S)                             |                                                                                                                                                                              |                   |                   |                                                |                                           |                                                      |
|        | COMPLETE POWER LOSS - C                                                                                                               | UUNU<br>NDITIONS - OVERLOAD FAILURE<br>OMPLETE ENGINE FAILURE/FLAM<br>- FORCED LANDING OFF AIRPC                                                                             | 1EOUT-1           |                   |                                                |                                           |                                                      |
| 3-1060 | MISCELLANEOUS ACTS.CO<br>COMPLETE POWER LOSS - C<br>EMERGENCY CIRCUMSTANCES<br>5/15/77 KENDALLVILLE<br>TIME - 1145<br>DEPARTURE POINT | NDITIONS - OVERLOAD FAILURE<br>OMPLETE ENGINE FAILURE/FLAM<br>- FORCED LANDING OFF AIRPO<br>IN LET-NP-K L-13<br>N2973<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION          | EOUT-1<br>RT ON C | L A N I           | )<br>) 1                                       | NONCOMMERCIAL<br>Pleasure/personal transf | STUDENT, AGE 29, 14 TOTA                             |
| 3–1060 | MISCELLANEOUS ACTS.CO<br>COMPLETE POWER LOSS - C<br>EMERGENCY CIRCUMSTANCES<br>5/15/77 KENDALLVILLE<br>TIME - 1145                    | NDITIONS - OVERLOAD FAILURE<br>OMPLETE ENGINE FAILURE/FLAM<br>- FORCED LANDING OFF AIRPO<br>IN LET-NP-K L-13<br>N2973<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL | EOUT-1<br>RT ON C | 0 0<br>0 1<br>PH. | 0 1<br>0 0<br>ASE<br>_AND                      | NONCOMMERCIAL                             | STUDENT, AGE 29, 14 TOTA<br>P HOURS, 11 IN TYPE, NOT |

| FILE  | DATE                                                                                                                                                                                                                                                            | LOCATION                                                                                                                        | AIRCRAFT DATA                                                                                                                                                                                  | INJU<br>F                       |                                                                                                                                                                                                                                       |          |                                                       | PILOT DATA                                                                     |  |  |  |
|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-------------------------------------------------------|--------------------------------------------------------------------------------|--|--|--|
| -1063 | 5/19/77 WE<br>TIME - 0930<br>DEPARTURE POIS                                                                                                                                                                                                                     | STFIELD,IN<br>NT                                                                                                                | PIPER PA-25<br>N7547Z<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION                                                                                                                            |                                 |                                                                                                                                                                                                                                       |          |                                                       | COMMERCIAL, AGE 30, 1059<br>Total Hours, 40 in Type,<br>Not instrument rated.  |  |  |  |
|       | TYPE OF ACCID                                                                                                                                                                                                                                                   | N<br>ENT<br>URE DR MALFUNC'                                                                                                     | LUCAL                                                                                                                                                                                          |                                 | IN                                                                                                                                                                                                                                    | FLI      | OPERATION<br>Ght Pullup From Swat<br>G Final Approach | TH RUN                                                                         |  |  |  |
|       | PILOT IN CO<br>MISCELLANED<br>FACTOR(S)<br>PILOT IN CO<br>POWERPLANT<br>MISCELLANED<br>COMPLETE POWE                                                                                                                                                            | MMAND - INADEQU<br>MMAND - MISMANA<br>US ACTS+CONDIT<br>MMAND - ATTEMPT<br>- POWERPLANT-IF<br>US ACTS+CONDIT<br>R LOSS - COMPLE | JATE PREFLIGHT PREPARA<br>IGEMENT OF FUEL<br>IONS - FUEL EXHAUSTION<br>IED OPERATION W/KNOWN (<br>ISTRUMENTS FUEL QUANT)<br>IONS - STUCK<br>ITE ENGINE FAILURE/FLAM<br>DRCED LANDING OFF AIRPO | DEFICIEN<br>ITY GAUG<br>MEDUT-1 | ICIES<br>Se<br>Engi                                                                                                                                                                                                                   | IN       |                                                       |                                                                                |  |  |  |
|       | SPECIAL DATA<br>TOTAL HOURS IN CROP CONTROL - 1000<br>KIND OF CROP - BEANS<br>PILOT'S SEAT BELT - FASTENED-PROPERLY<br>GOGGLES - NOT USED<br>COCKPIT CRASHPAD - INSTALLED<br>TANK/HOPPER-LOCATION - FORWARD OF PILOT<br>ELEVATION-AREA BEING TREATED-FEET - 640 |                                                                                                                                 |                                                                                                                                                                                                |                                 | KIND OF OPERATION - SPRAYING CROPS<br>TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC<br>GLOVES - NOT USED<br>CRASH HELMET - AVAILABLE USED<br>CRASH BAR - INSTALLED<br>TERRAIN-TYPE - LEVEL,FLAT<br>SWATH RUN-HOW FLOWN - CROSSWIND |          |                                                       |                                                                                |  |  |  |
| -1062 | 5/22/77 CE<br>TIME - 1800                                                                                                                                                                                                                                       | DAR GROVE, IN                                                                                                                   | CËSSNA 150M<br>N6034K<br>DAMAGE-SUBSTANTIAL                                                                                                                                                    | CR- (<br>PX- (                  | ) 0<br>) 0                                                                                                                                                                                                                            | 1<br>1   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA                | PRIVATE, AGE 43, 465<br>INSP TOTAL HOURS, 40 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |
|       | DEPARTURE POIN<br>CEDAR GROVE<br>TYPE OF ACCID                                                                                                                                                                                                                  | RT - MCQUEEN F/<br>NT<br>•IN<br>ENT<br>TH FENCE•FENCE                                                                           | ARM<br>INTENDED DESTINATION<br>DAYTON.OH                                                                                                                                                       |                                 |                                                                                                                                                                                                                                       |          | OPERATION<br>F RUN                                    |                                                                                |  |  |  |
|       | FACTOR(S)<br>AIRPORTS/AI                                                                                                                                                                                                                                        | MAND - SELECTE                                                                                                                  | D UNSUITABLE TERRAIN<br>S - AIRPORT CONDITIONS                                                                                                                                                 | 6 HIGH                          | VEGE.                                                                                                                                                                                                                                 | ATI      | DN                                                    |                                                                                |  |  |  |
|       | SKY CONDITION<br>BROKEN<br>VISIBILITY AT                                                                                                                                                                                                                        | ACCIDENT SITE                                                                                                                   |                                                                                                                                                                                                |                                 | 100                                                                                                                                                                                                                                   | 0        | AT ACCIDENT SITE                                      | ſE                                                                             |  |  |  |
|       | 5 OR OVER(U<br>OBSTRUCTIONS<br>HAZE                                                                                                                                                                                                                             | VLIMITED)<br>TO VISION AT A(                                                                                                    | CIDENT SITE                                                                                                                                                                                    |                                 | NON<br>TEMPI<br>82                                                                                                                                                                                                                    | E<br>RA1 | URE-F                                                 |                                                                                |  |  |  |
|       | TYPE OF WEATH<br>VFR<br>DEMARKS- 6 IN                                                                                                                                                                                                                           | ER CONDITIONS<br>CH TALL HAY FLO                                                                                                |                                                                                                                                                                                                |                                 | NO                                                                                                                                                                                                                                    |          | FLIGHT PLAN                                           |                                                                                |  |  |  |

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| FILE   |                                                                                                                                                                  | LOCATION                                           | AIRCRAFT DATA                                                                         |            |                | ES<br>5 M/                                  |                               | FLIGHT<br>PURPOSE                                                                                        |          | PILOT DATA                                                                 |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|---------------------------------------------------------------------------------------|------------|----------------|---------------------------------------------|-------------------------------|----------------------------------------------------------------------------------------------------------|----------|----------------------------------------------------------------------------|
| 3-1275 | 6/1/77 JEFF<br>TIME - 1430<br>NAME OF AIRPORT<br>DEPARTURE POINT<br>JEFFERSONVILL<br>TYPE OF ACCIDEN<br>STALL<br>COLLIDED WITH                                   | ERSONVILLE IN<br>HAPS<br>EIN<br>T<br>TREES         | PIPER PA-28<br>N3913T<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION<br>ORMOND BEACH+FL | CR-        | РН             | 0<br>IASE<br>TAK                            | 3<br>OF<br>EOF                | NONCOMMERCIAL<br>PLEASURE/PERSO<br>OPERATION<br>F INITIAL CLI<br>F INITIAL CLI                           | мв       | PRIVATE, AGE 43, 195<br>TOTAL HOURS, 103 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | PILOT IN COMM<br>PILOT IN COMM<br>FACTOR(S)                                                                                                                      | AND - IMPROPER                                     | OPERATION OF FLIGHT<br>D OBTAIN/MAINTAIN FLY<br>D ABORT TAKEOFF<br>CONDITIONS         |            |                | )                                           |                               |                                                                                                          |          |                                                                            |
|        | SKY CONDITION<br>SCATTERED<br>VISIBILITY AT A<br>5 OR OVER(UNL<br>OBSTRUCTIONS TO<br>NONE<br>WIND DIRECTION-<br>280<br>TYPE OF WEATHER<br>VFR<br>REMARKS- NARROW | IMITED)<br>VISION AT ACCI<br>DEGREES<br>CONDITIONS |                                                                                       |            | PR<br>RE<br>WI | UNL<br>ECI<br>NON<br>LAT<br>LEF<br>ND<br>16 | IMI<br>E<br>IVE<br>T Q<br>VEL | AT ACCIDENT SI<br>TED<br>ATION AT ACCID<br>BEARING OF WI<br>UARTERING HEAD<br>OCITY-KNOTS<br>FLIGHT PLAN | ENT SITE | 337 DEGREES                                                                |
| -1208  | TIME - 1230<br>NAME OF AIRPORT<br>DEPARTURE POINT<br>VALPARAISO,IN                                                                                               | I                                                  | CESSNA 172H<br>NB262L<br>DAMAGE-SUBSTANTIAL<br>IY<br>VTENDED DESTINATION<br>LOCAL     | CR-<br>PX- | 0              | 0                                           | 0                             |                                                                                                          |          | STUDENT, AGE 31, 16 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.  |
|        | TYPE OF ACCIDEN<br>GROUND-WATER<br>GEAR COLLAPSE<br>PROBABLE CAUSE(<br>PILOT IN COMM                                                                             | LOOP-SWERVE<br>D                                   | OPERATION OF BRAKES                                                                   |            |                | τακ<br>τακ                                  | EOF<br>EOF                    | OPERATION<br>F RUN<br>F RUN                                                                              |          |                                                                            |

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| BRIEFS OF ACCIDENTS |                                                                  |                                                                                                                                                                   |                                                                                                       |                  |             |                                          |                               |                                                                                                                                         |                                                                           |  |
|---------------------|------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|------------------|-------------|------------------------------------------|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|--|
| FILE                | DATE                                                             | LOCATION                                                                                                                                                          | AIRCRAFT DATA                                                                                         | IN.<br>F         |             | ES<br>M/N                                |                               | FLIGHT<br>PURPOSE                                                                                                                       | PILOT DATA                                                                |  |
| 3-1337              | 6/24/77<br>TIME - 054<br>DEPARTURE                               | 5                                                                                                                                                                 | GRUMMAN G-164A<br>N930X<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION                                 |                  |             |                                          |                               | MERCIAL<br>IAL APPLICATION                                                                                                              | COMMERCIAL, AGE 29, 910<br>TOTAL HOURS, 125 IN TYPE,<br>INSTRUMENT RATED. |  |
|                     | HEBRON,I<br>TYPE OF AC<br>STALL M                                | CIDENT                                                                                                                                                            | LOCAL                                                                                                 |                  |             |                                          | -                             | ERATION<br>PROCEDURE TURNAROU                                                                                                           | ND                                                                        |  |
|                     | PROBABLE C<br>PILOT IN                                           |                                                                                                                                                                   | TO OBTAIN/MAINTAIN FLY                                                                                | 'ING SF          | EED         |                                          |                               |                                                                                                                                         |                                                                           |  |
|                     | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HOP<br>ELEVATIO | IA<br>URS IN CROP CONTRO<br>CROP - CORN<br>SEAT BELT - FASTEN<br>- NOT USED<br>CRASHPAD - NOT IN<br>PER-LOCATION - FOR<br>N-AREA BEING TREA<br>E TURNAROUND - SEC | NED-PROPERLY<br>STALLED<br>WARD OF PILOT<br>FED-FEET - 725                                            |                  | (<br>(<br>( | TYPE<br>GLOVE<br>CRASH<br>CRASH<br>TERRA | OF C<br>S -<br>I HEL<br>I BAR | PERATION - SPRAYING<br>HEMICAL USED - LIQUI<br>NOT USED<br>MET - AVAILABLE USED<br>- INSTALLED<br>YPE - ROLLING<br>-HOW FLOWN - CROSSWI | D CHEMICAL-NONTOXIC                                                       |  |
| 3-1619              | 7/28/77<br>TIME - 093                                            | ELKHART,IN<br>O                                                                                                                                                   | BEECH BE-19<br>N1914L<br>DAMAGE-SUBSTANTIAL                                                           | CR-<br>PX-       |             |                                          |                               |                                                                                                                                         | STUDENT, AGE 38, 12 TOTAI<br>Hours, All In Type, Not<br>Instrument rated. |  |
|                     | DEPARTURE<br>ELKHART,<br>TYPE OF AC<br>UNDERSHO                  | IN<br>CIDENT                                                                                                                                                      |                                                                                                       |                  | 1           | AND                                      | NG                            | ERATION<br>FINAL APPROACH<br>LEVEL OFF/TOUCHDOWN                                                                                        |                                                                           |  |
|                     | PILOT IN<br>FACTOR(S)<br>AIRPORTS<br>PERSONNE                    | COMMAND - MISJUDO<br>COMMAND - FAILED<br>/AIRWAYS/FACILITIE                                                                                                       | GED DISTANCE AND ALTITU<br>TO INITIATE GO-AROUND<br>ES - AIRPORT CONDITIONS<br>VISORY PERSONNEL FAILU | 5 HIDD<br>JRE TO |             |                                          |                               | SAFE COND/AND OR FAI                                                                                                                    | LURE TO MARK OBSTRUCTION                                                  |  |

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| FILE   | DATE LOCATION                                                                     | AIRCRAFT DATA                                                                          |        |     | IES<br>S M |      | FLIGHT<br>PURPOSE                                             | PILOT DATA                                                                |  |  |  |
|--------|-----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|--------|-----|------------|------|---------------------------------------------------------------|---------------------------------------------------------------------------|--|--|--|
| 3-1116 | 5/5/77 DAVENPORT,IA<br>TIME - 1245                                                | BEECH E55<br>N1587w<br>DAMAGE-SUBSTANTIAL                                              |        |     |            |      | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                     | COMMERCIAL, AGE 57, 6841<br>TOTAL HOURS, 934 IN TYPE<br>INSTRUMENT RATED. |  |  |  |
|        | NAME OF AIRPORT - MUNIC<br>DEPARTURE POINT<br>Flying Cloud,MN<br>Type of Accident |                                                                                        |        | ρ   | HAS        | E 01 | FOPERATION                                                    |                                                                           |  |  |  |
|        | GEAR RETRACTED LANDING ROLL                                                       |                                                                                        |        |     |            |      |                                                               |                                                                           |  |  |  |
|        | PILOT IN COMMAND - SP<br>FACTOR(S)                                                | ADVERTENTLY RETRACTED GEAR<br>ONTANEOUS-IMPROPER ACTION<br>NDITIONS - CHECKLIST-FAILED | ) TO I | ISE |            |      |                                                               |                                                                           |  |  |  |
| 3-1097 | 5/12/77 IOWA CITY.IA<br>TIME - 2018                                               | PIPER PA-28<br>N51775<br>DAMAGE-SUBSTANTIAL                                            |        | -   | _          |      | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                     | PRIVATE, AGE 23, 68 TOTAL<br>Hours, 16 in Type, not<br>Instrument rated.  |  |  |  |
|        | DEPARTURE POINT<br>Iowa city,Ia                                                   | INTENDED DESTINATION                                                                   |        |     |            |      |                                                               |                                                                           |  |  |  |
|        | TYPE OF ACCIDENT<br>Engine failure or mal<br>Hard landing                         | FUNCTION                                                                               |        | P   | IN         | FL   | F OPERATION<br>IGHT_ NORMAL CRUISE<br>NG_ LEVEL OFF/TOUCHDOWN |                                                                           |  |  |  |
|        |                                                                                   | TRUCTURE CYLINDER ASSEMBLY<br>NDITIONS - FATIGUE FRACTURE                              |        |     | `          |      |                                                               |                                                                           |  |  |  |
|        | PILUI IN CUMMAND - IM                                                             | PROPER LEVEL OFF                                                                       |        |     |            |      |                                                               |                                                                           |  |  |  |

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|        |                                                                                                  |                                                           | BRIEFS                                                                       | S OF AC | <b>C I</b> ( | DENT                       | S                   |                                                                                                |                                                                            |                                                                           |
|--------|--------------------------------------------------------------------------------------------------|-----------------------------------------------------------|------------------------------------------------------------------------------|---------|--------------|----------------------------|---------------------|------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|---------------------------------------------------------------------------|
| FILE   | DATE                                                                                             | LOCATION                                                  | AIRCRAFT DATA                                                                |         |              | IES<br>S M/                |                     | FLIGHT<br>PURPOŚE                                                                              |                                                                            | PILOT DATA                                                                |
| 9-1448 | 5/22/77 OSKALOOSA,IA<br>TIME - 1400<br>NAME OF AIRPORT - ROTH<br>DEPARTURE POINT<br>OSKALOOSA,IA | 0<br>RPORT - ROTH<br>POINT                                | PIPER PA-28<br>N4646J<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL |         |              |                            |                     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                                                      | PRIVATE, AGE 52, 760<br>TOTAL HOURS, 646 IN TYPE,<br>NOT INSTRUMENT RATED. |                                                                           |
|        | TYPE OF ACC<br>STALL M                                                                           | CIDENT                                                    |                                                                              |         | Pł           |                            |                     | E OPERATION<br>FF INITIAL CLIMB                                                                |                                                                            |                                                                           |
|        | PILOT IN<br>FACTOR(S)                                                                            |                                                           |                                                                              | INGSP   | EEC          | D                          |                     |                                                                                                |                                                                            |                                                                           |
|        | 5 OR OVER                                                                                        | ION<br>AT ACCIDENT SIT<br>R(UNLIMITED)<br>NS TO VISION AT |                                                                              |         | PF<br>Re     | UNL<br>RECI<br>NON<br>ELAT | IM<br>PI<br>E<br>IV | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDENT SI<br>E BEARING OF WIND<br>OUARTERING HEAD WIND |                                                                            | 047 DECREES                                                               |
|        | TEMPERATUR<br>70<br>WIND VELOC<br>20<br>TYPE OF FL<br>NONE                                       | ITY-KNOTS<br>IGHT PLAN                                    |                                                                              |         | W I<br>T Y   | IND<br>270                 | DI<br>QF            | VECTION-DEGREES                                                                                |                                                                            |                                                                           |
|        | REMARKS- WI                                                                                      | ND GUSTING 35KT                                           |                                                                              |         |              |                            |                     |                                                                                                |                                                                            |                                                                           |
| -1339  | 5/25/77<br>TIME - 2000                                                                           | 0                                                         | CESSNA 206<br>N188AS<br>DAMAGE-SUBSTANTIAL                                   |         |              |                            |                     | NONCOMMERCIAL<br>Pleasure/personal tr                                                          | ANSP                                                                       | PRIVATE, AGE 33, 373<br>Total Hours, 65 in Type,<br>Not instrument rated. |
|        | NAME OF AIF<br>DEPARTURE F<br>OMAHA,NE<br>TYPE OF ACC<br>GEAR COLL                               | CIDENT                                                    | INTENDED DEŠTINATION<br>AMES,IA                                              |         |              |                            |                     | - OPERATION<br>Ig Roll                                                                         |                                                                            |                                                                           |
|        | MISCELLAN                                                                                        | - LANDING GEAR<br>NEOUS ACTS+CONDI                        | NOSEWHEEL ASSEMBLIES<br>TIONS - MATERIAL FAILURE<br>SERVICING,INSPECTION IN  |         | TE           | MAI                        | NT                  | ENANCE AND INSPECTION                                                                          |                                                                            |                                                                           |

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| FILE   | DATE                                                                                                                                              | LOCATION                                                                                        | AIRCRAFT DATA                                                                           | IN.<br>F |                   |                     | FLIGHT<br>PURPOSE                                                                 | PILOT DATA                                                                 |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|----------|-------------------|---------------------|-----------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| 3-1732 | TIME - 1850<br>DEPARTURE #                                                                                                                        | POINT                                                                                           | MORRIS CASS 111M<br>N90RM<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION                   |          |                   |                     |                                                                                   | COMMERCIAL, AGE 41, 608<br>P TOTAL HOURS, 52 IN TYPE,<br>INSTRUMENT RATED. |
|        | WINTERSE<br>TYPE OF ACC                                                                                                                           |                                                                                                 | LOCAL                                                                                   |          | рц                |                     | F OPERATION                                                                       |                                                                            |
|        |                                                                                                                                                   | FAILURE IN FLI                                                                                  | GHT                                                                                     |          |                   |                     | IGHT ACROBATICS                                                                   |                                                                            |
|        | PROBABLE CA                                                                                                                                       |                                                                                                 |                                                                                         |          |                   |                     | ·                                                                                 |                                                                            |
|        |                                                                                                                                                   |                                                                                                 | L SURFACES VERTICAL STA<br>TIONS - MATERIAL FAILUR                                      |          | R,A'              | TTACH               | IMENTS                                                                            |                                                                            |
|        | AIRFRAME                                                                                                                                          | - FLIGHT CONTRO                                                                                 | L SURFACES ELEVATOR ASS                                                                 |          | • <b>↓</b> † † /  | аснме               | NTS                                                                               |                                                                            |
|        | MISCELLA                                                                                                                                          | VEOUS ACTS,CONDI                                                                                | TIUNS - JAMMED                                                                          |          |                   |                     |                                                                                   |                                                                            |
|        |                                                                                                                                                   |                                                                                                 |                                                                                         | ORED.\   | /ERT              | STAR                | B DISPLACED LEFT OBSTRUCT                                                         | ING ELEV TRAVEL.                                                           |
|        |                                                                                                                                                   |                                                                                                 |                                                                                         | ORED.N   | /ERT              | S ΤΔ Ρ              | B DISPLACED LEFT OBSTRUCT                                                         | ING ELEV TRAVEL.                                                           |
| 3-1523 | REMARKS- VE                                                                                                                                       | ERT FIN SPAR FRA<br>LAKE MILLS.IA                                                               | CTURE SURFACE 50% DISCO                                                                 | CR-      | 0 (               | 0 1                 | NONCOMMERCIAL                                                                     |                                                                            |
| 3-1523 | REMARKS- VE<br>6/20/77<br>TIME - 0750<br>NAME OF AIF<br>DEPARTURE F                                                                               | LAKE MILLS.IA<br>D<br>RPORT - LAKE MIL                                                          | GRUM AMER AA5B<br>N74864<br>DAMAGE-SUBSTANTIAL<br>LS MUNI<br>INTENDED DESTINATION       | CR-      | 0 (               | 0 1                 | NONCOMMERCIAL                                                                     | PRIVATE, AGE 30, 75 TOTA<br>PHOURS, 10 IN TYPE, NOT                        |
| 3-1523 | REMARKS- VE<br>6/20/77<br>TIME - 0750<br>NAME OF AIF<br>DEPARTURE F<br>AMES,IA                                                                    | ERT FIN SPAR FRA<br>LAKE MILLS.IA<br>D<br>RPORT - LAKE MIL<br>POINT                             | GRUM AMER AA5B<br>N74864<br>DAMAGE-SUBSTANTIAL<br>LS MUNI                               | CR-      | 0 0               | 0 1<br>0 1          | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                                          | PRIVATE, AGE 30, 75 TOTA<br>PHOURS, 10 IN TYPE, NOT                        |
| 3-1523 | REMARKS- VE<br>6/20/77<br>TIME - 0750<br>NAME OF AIF<br>DEPARTURE F<br>AMES.IA<br>TYPE OF ACC<br>OVERSHOOT                                        | LAKE MILLS,IA<br>D<br>RPORT - LAKE MIL<br>DINT<br>CIDENT                                        | GRUM AMER AA5B<br>N74864<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LAKE MILLS,IA | CR-      | 0 (<br>0 (<br>PH) | D 1<br>D 1<br>ASE D | NONCOMMERCIAL                                                                     | PRIVATE, AGE 30, 75 TOTA<br>PHOURS, 10 IN TYPE, NOT                        |
| 3-1523 | REMARKS- VE<br>6/20/77<br>TIME - 0750<br>NAME OF AIF<br>DEPARTURE F<br>AMES.IA<br>TYPE OF ACC<br>OVERSHOOT                                        | ERT FIN SPAR FRA<br>LAKE MILLS.IA<br>D<br>RPORT - LAKE MIL<br>POINT<br>CIDENT<br>WITH FENCE,FEN | GRUM AMER AA5B<br>N74864<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LAKE MILLS,IA | CR-      | 0 (<br>0 (<br>PH) | D 1<br>D 1<br>ASE D | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS<br>F OPERATION<br>NG LEVEL OFF/TOUCHDOWN | PRIVATE, AGE 30, 75 TOTA<br>PHOURS, 10 IN TYPE, NOT                        |
| 3-1523 | REMARKS- VE<br>6/20/77<br>TIME - 0750<br>NAME OF AIF<br>DEPARTURE F<br>AMES.IA<br>TYPE OF ACC<br>OVERSHOOD<br>COLLIDED<br>PROBABLE C/<br>PILOT IN | LAKE MILLS.IA<br>CONT - LAKE MIL<br>CIDENT<br>WITH FENCE.FEN<br>AUSE(S)<br>COMMAND - MISJU      | GRUM AMER AA5B<br>N74864<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LAKE MILLS,IA | CR-      | 0 (<br>0 (<br>PH) | D 1<br>D 1<br>ASE D | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS<br>F OPERATION<br>NG LEVEL OFF/TOUCHDOWN | PRIVATE, AGE 30, 75 TOTA<br>PHOURS, 10 IN TYPE, NOT                        |

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PTIOT DATA F S M/N PURPOSE \_\_\_\_ 3-1522 6/27/77 MOULTON, IA BELLANCA 7GCAA CR- 0 0 1 NONCOMMERCIAL PRIVATE. AGE 34. 126 TIME - 1330 N8739 · PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 20 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF ATRPORT - MOULTON DEPARTURE POINT INTENDED DESTINATION MOULTON, IA OTTUMWA.TA TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH FENCE, FENCEPOSTS LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNITATED 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 TEMPERATURE-F WIND DIRECTION-DEGREES 90 220 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 10 VFR TYPE OF FLIGHT PLAN NONE

| FILE  | DATE                                                                                                              | LOCATION                                                                                        | AIRCRAFT DATA                            | IN    | JUR<br>F    | IES<br>S M/                                            | J                                                | FLIGHT<br>PURPOSE                                                                           | PILÓT DATA                                                                 |
|-------|-------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|------------------------------------------|-------|-------------|--------------------------------------------------------|--------------------------------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| -1730 | 7/3/77 BOO<br>TIME - 1630                                                                                         | /3/77 BOONE,IA<br>IME - 1630                                                                    |                                          |       |             |                                                        |                                                  | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                                                   | PRIVATE, AGE 28, 73 TOTAL<br>SP HOURS, 1 IN TYPE, NOT<br>INSTRUMENT RATED. |
|       |                                                                                                                   | IRPORT - BOONE MU                                                                               |                                          |       |             |                                                        |                                                  |                                                                                             |                                                                            |
|       | BOONE . I                                                                                                         |                                                                                                 | LOCAL                                    |       |             |                                                        |                                                  |                                                                                             |                                                                            |
|       | TYPE OF A                                                                                                         |                                                                                                 |                                          |       | P           | HASE                                                   | OF                                               | OPERATION                                                                                   |                                                                            |
|       | STALL                                                                                                             | MUSH                                                                                            |                                          |       |             | ΤΑΚ                                                    | EOFF                                             | INITIAL CLIMB                                                                               |                                                                            |
|       |                                                                                                                   | ANEOUS ACTS, CONDI                                                                              | TIONS - IMPROPERLY LOADE                 | D AIR | CRA         | FT-W                                                   | EIGH                                             | T-AND/OR C.G.                                                                               |                                                                            |
|       |                                                                                                                   | N COMMAND - LACK<br>R - HIGH DENSITY A                                                          | OF FAMILIARITY WITH AIRC                 | RAFT  |             |                                                        |                                                  |                                                                                             |                                                                            |
|       | WEATHER<br>SKY CONDI                                                                                              | R - HIGH DENSITY A                                                                              | OF FAMILIARITY WITH AIRC                 | RAFT  | с           |                                                        |                                                  | AT ACCIDENT SITE                                                                            |                                                                            |
|       | WEATHER<br>SKY CONDI<br>CLEAR<br>VISIBILIT                                                                        | R - HIGH DENSITY A<br>TION .<br>TY AT ACCIDENT SIT                                              | OF FAMILIARITY WITH AIRC                 | RAFT  |             | UNL                                                    | IMIT<br>PITA                                     |                                                                                             |                                                                            |
|       | WEATHER<br>SKY CONDI<br>CLEAR<br>VISIBILIT<br>5 OR OV                                                             | R - HIGH DENSITY A                                                                              | OF FAMILIARITY WITH AIRC<br>LTITUDE<br>E | RAFT  | P           | UNL<br>RECI<br>NON<br>ELA1                             | IMIT<br>PITA<br>E<br>IVE                         | ED                                                                                          | 23-067 DEGREES                                                             |
|       | WEATHER<br>SKY CONDI<br>CLEAR<br>VISIBILIT<br>5 OR OV<br>OBSTRUCTI<br>NONE<br>TEMPERATU                           | R - HIGH DENSITY A<br>TION<br>Y AT ACCIDENT SIT<br>ER(UNLIMITED)<br>ONS TO VISION AT            | OF FAMILIARITY WITH AIRC<br>LTITUDE<br>E | RAFT  | P           | UNL<br>RECI<br>NON<br>ELAT<br>RIG<br>IND               | IMIT<br>PITA<br>E<br>IVE<br>HT Q<br>DIRE         | ED<br>ATION AT ACCIDENT SITE<br>BEARING OF WIND                                             | 23-067 DEGREES                                                             |
|       | WEATHER<br>SKY CONDI<br>CLEAR<br>VISIBILIT<br>5 OR OV<br>OBSTRUCTI<br>NONE<br>TEMPERATU<br>100                    | R - HIGH DENSITY A<br>TION<br>Y AT ACCIDENT SIT<br>Yer(UNLIMITED)<br>IONS TO VISION AT<br>URE-F | OF FAMILIARITY WITH AIRC<br>LTITUDE<br>E | RAFT  | P<br>R<br>W | UNL<br>RECI<br>NON<br>ELAT<br>RIG<br>IND<br>230        | IMIT<br>PITA<br>E<br>IVE<br>HT Q<br>DIRE         | ED<br>NTION AT ACCIDENT SITE<br>BEARING OF WIND<br>NUARTERING HEAD WIND 02<br>CTION-DEGREES | 23-067 DEGREES                                                             |
|       | WEATHER<br>SKY CONDI<br>CLEAR<br>VISIBILIT<br>5 OR OV<br>OBSTRUCTI<br>NONE<br>TEMPERATU<br>100                    | R - HIGH DENSITY A<br>TION<br>Y AT ACCIDENT SIT<br>ER(UNLIMITED)<br>ONS TO VISION AT            | OF FAMILIARITY WITH AIRC<br>LTITUDE<br>E | RAFT  | P<br>R<br>W | UNL<br>RECI<br>NON<br>ELAT<br>RIG<br>IND<br>230        | IMIT<br>PITA<br>E<br>IVE<br>HT Q<br>DIRE<br>OF W | ED<br>TION AT ACCIDENT SITE<br>REARING OF WIND<br>DUARTERING HEAD WIND OZ                   | 23-067 DEGREES                                                             |
|       | WEATHER<br>SKY CONDI<br>CLEAR<br>VISIBILIT<br>5 OR OV<br>OBSTRUCTI<br>NONE<br>TEMPERATU<br>100<br>WIND VELC<br>17 | R - HIGH DENSITY A<br>TION<br>Y AT ACCIDENT SIT<br>Yer(UNLIMITED)<br>IONS TO VISION AT<br>URE-F | OF FAMILIARITY WITH AIRC<br>LTITUDE<br>E | RAFT  | P<br>R<br>W | UNL<br>RECI<br>NON<br>ELAT<br>RIG<br>IND<br>230<br>YPE | IMIT<br>PITA<br>E<br>IVE<br>HT Q<br>DIRE<br>OF W | ED<br>NTION AT ACCIDENT SITE<br>BEARING OF WIND<br>NUARTERING HEAD WIND 02<br>CTION-DEGREES | 23-067 DEGREES                                                             |

| FILE   | DATE                                                                                                    | LOCATION           | AIRCRAFT DATA           |       | F  | S M/I | N F     | ELIGHT<br>PURPOSE |      | PILOT DATA                                                                  |  |  |  |
|--------|---------------------------------------------------------------------------------------------------------|--------------------|-------------------------|-------|----|-------|---------|-------------------|------|-----------------------------------------------------------------------------|--|--|--|
| 3-1729 | 7/4/77<br>TIME - 1                                                                                      | OSAGE,IA<br>715    |                         | CR-   | 0  | 0     | 1 NONO  | COMMERCIAL        |      | COMMERCIAL, AGE 27, 814<br>TOTAL HOURS, 3 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |
|        |                                                                                                         |                    | INTENDED DESTINATION    |       |    |       |         |                   |      |                                                                             |  |  |  |
|        | DSAGE,                                                                                                  |                    | LOCAL                   |       |    |       |         |                   |      |                                                                             |  |  |  |
|        | TYPE OF                                                                                                 |                    |                         |       | P  |       |         | RATION            |      |                                                                             |  |  |  |
|        | COLLID                                                                                                  | ED WITH FENCE,FEN  | ICEPOSTS                |       |    | TAK   | EOFF 4  | ABORTED           |      |                                                                             |  |  |  |
|        |                                                                                                         | CAUSE(S)           |                         |       |    |       |         |                   |      |                                                                             |  |  |  |
|        |                                                                                                         |                    | TED UNSUITABLE TERRAIN  |       |    |       |         |                   |      |                                                                             |  |  |  |
|        | PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN<br>PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF |                    |                         |       |    |       |         |                   |      |                                                                             |  |  |  |
|        | FACTOR(S                                                                                                | )                  |                         |       |    |       |         |                   |      |                                                                             |  |  |  |
|        | TERRAI                                                                                                  | N - HIGH VEGETATIO | )N                      |       |    |       |         |                   |      |                                                                             |  |  |  |
|        | WEATHER                                                                                                 | R — HIGH TEMPERATU | IRE                     |       |    |       |         |                   |      |                                                                             |  |  |  |
|        |                                                                                                         |                    | BY FLIGHT SERVICE PERSC | NNEL+ | ΒY | PHO   | NÊ      |                   |      |                                                                             |  |  |  |
|        | WEATHER P                                                                                               | FORECAST - UNKNOWN | INOT REPORTED           |       |    |       |         |                   |      |                                                                             |  |  |  |
|        | SKY CONDI                                                                                               | TTION              |                         |       | r  |       |         | CCIDENT SITE      |      |                                                                             |  |  |  |
|        | SCATTE                                                                                                  |                    |                         |       | Ŭ  |       | IMITED  | Southern Still    |      |                                                                             |  |  |  |
|        | ÷ • • •                                                                                                 | TY AT ACCIDENT SIT | E                       |       | Р  |       |         | IN AT ACCIDENT    | SITE |                                                                             |  |  |  |
|        | 5 OR 0                                                                                                  | VER (UNLIMITED)    |                         |       |    | NON   | E       |                   |      |                                                                             |  |  |  |
|        | OBSTRUCT                                                                                                | IONS TO VISION AT  | ACCIDENT SITE           |       | T  | EMPER | ATURE-  | -F                |      |                                                                             |  |  |  |
|        | NONE                                                                                                    |                    |                         |       |    | 94    |         |                   |      |                                                                             |  |  |  |
|        |                                                                                                         | ECTION-DEGREES     |                         |       | W  |       | VELOCIT | FY-KNOTS          |      |                                                                             |  |  |  |
|        | 230                                                                                                     |                    |                         |       | -  | 10    |         |                   |      |                                                                             |  |  |  |
|        |                                                                                                         | WEATHER CONDITIONS |                         |       | T  |       | DF FLIG | GHT PLAN          |      |                                                                             |  |  |  |
|        | VFR                                                                                                     |                    |                         |       |    | VFR   |         |                   |      |                                                                             |  |  |  |
|        | REMARKS-                                                                                                | TKOF FM ALFALFA F  | LU.                     |       |    |       |         |                   |      |                                                                             |  |  |  |

|        |                                                                                 |                                                                                                                                                     | BRIEF                                                       | S OF ACC  | IDEN                        | TS                                |                                                                                                                                                                |                                                                                     |
|--------|---------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|-----------|-----------------------------|-----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| FILE   | DATE                                                                            | LOCATION                                                                                                                                            | AIRCRAFT DATA                                               |           | RIES<br>S M                 | 'N                                | FLIGHT<br>PURPOSE                                                                                                                                              | PILOT DATA                                                                          |
| 3-1521 | 7/4/77 F<br>TIME - 1828                                                         | RUNNELLS, IA                                                                                                                                        | ERCO 415C<br>N99259<br>DAMAGE-DESTROYED                     | CR- 0     |                             | 1                                 | NONCOMMERCIAL                                                                                                                                                  | PRIVATE, AGE 59, 334<br>TOTAL HOURS, 22 IN TYPE,<br>NOT INSTRUMENT RATED.           |
|        | DEPARTURE PO<br>RUNNELLS+1                                                      | Ā                                                                                                                                                   | U<br>INTENDED DESTINATION<br>LOCAL                          |           |                             |                                   |                                                                                                                                                                |                                                                                     |
|        | TYPE OF ACCI<br>UNDERSHOOT<br>COLLIDED V                                        |                                                                                                                                                     |                                                             | F         | LA                          | NDIN                              | OPERATION<br>G FINAL APPRDACH<br>G FINAL APPRDACH                                                                                                              |                                                                                     |
|        |                                                                                 | COMMAND - MISJUDO                                                                                                                                   | GED DISTANCE.SPEED.AND<br>TO INITIATE GO-AROUND             | ALTITUD   | Ē                           |                                   |                                                                                                                                                                |                                                                                     |
|        | WEATHER -<br>TERRAIN -                                                          | UNFAVORABLE WIND<br>HIGH OBSTRUCTION<br>FFING - UNKNOWN/N                                                                                           | 12                                                          |           |                             |                                   |                                                                                                                                                                |                                                                                     |
|        |                                                                                 | AT ACCIDENT SITE                                                                                                                                    |                                                             |           | UN<br>PREC                  | LIMI<br>IPIT                      | AT ACCIDENT SITE<br>TED<br>ATION AT ACCIDENT SITE                                                                                                              |                                                                                     |
|        | OBSTRUCTIONS<br>NONE                                                            | (UNLIMITED)<br>5 TO VISION AT AC                                                                                                                    | CIDENT SITE                                                 |           | 10                          | RAT<br>1                          | URE-F                                                                                                                                                          |                                                                                     |
|        | WIND DIRECT<br>180<br>Type of Weat                                              | IUN-DEGREES                                                                                                                                         |                                                             |           | 10                          |                                   | OCITY-KNOTS<br>Flight plan                                                                                                                                     |                                                                                     |
|        | VFR<br>FIRE AFTER 1<br>REMARKS- PO                                              |                                                                                                                                                     | RTH END OF AIRPORT-WN                                       | D GUSTIN  | NO<br>3 15                  | -                                 |                                                                                                                                                                |                                                                                     |
|        |                                                                                 |                                                                                                                                                     |                                                             |           |                             |                                   |                                                                                                                                                                |                                                                                     |
| -1731  | 7/6/77 N<br>TIME - 2030                                                         | OODBINE, IA                                                                                                                                         | PIPER PA-25<br>N8800L<br>DAMAGE-DESTROYED                   |           |                             |                                   | COMMERCIAL<br>AERIAL APPLICATION                                                                                                                               | ATP,FLIGHT INSTR., AGE<br>32, 3500 TOTAL HOURS, 17<br>IN TYPE, INSTRUMENT<br>RATED. |
|        | DEPARTURE PO<br>WOODBINE, 1                                                     | I A                                                                                                                                                 | INTENDED DESTINATION                                        |           |                             |                                   | 1.5                                                                                                                                                            | KATED.                                                                              |
|        | TYPE OF ACCI<br>COLLIDED V                                                      | IDENT<br>VITH TREES                                                                                                                                 | •                                                           | ſ         |                             |                                   | OPERATION<br>GHT PROCEDURE TURNAROUN                                                                                                                           | D                                                                                   |
|        | PROBABLE CAU<br>PILOT IN C                                                      |                                                                                                                                                     | TO SEE AND AVOID OBJE                                       | CTS OR OF | BSTR                        | эсті                              | ONS                                                                                                                                                            |                                                                                     |
|        | KIND OF CF<br>PILOT'S SE<br>GOGGLES -<br>COCKPIT CF<br>TANK/HOPPE<br>ELEVATION- | RS IN CROP CONTRO<br>ROP - CORN<br>EAT BELT - UNKNOW<br>NOT USED<br>RASHPAD - NOT INS<br>ER-LOCATION - FOR<br>-AREA BEING TREAT<br>TURNAROUND - THI | N/NOT REPORTED<br>TALLED<br>WARD OF PILOT<br>ED-FEET - 1100 |           | TY<br>GLU<br>CR<br>CR<br>TE | PE D<br>DVES<br>ASH<br>ASH<br>RAI | F OPERATION - FERTILIZIN<br>F CHEMICAL USED - LIQUID<br>- NOT USED<br>HELMET - AVAILABLE USED<br>BAR - INSTALLED<br>N-TYPE - HILLY<br>RUN-HOW FLOWN - CROSSWIN | D CHEMICAL-NONTOXIC                                                                 |

BRIEFS OF ACCIDENTS

| FILE  | DATE .                                                                                                                                                       | LOCATION                                               | AIRCRAFT DATA                                                                                                       |          | RIES<br>S M/     |            | FLIGHT<br>PURPOSE                         |                                                                              | PILOT DATA                                                                             |
|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|----------|------------------|------------|-------------------------------------------|------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| -1633 |                                                                                                                                                              | NTON+IA                                                |                                                                                                                     |          |                  |            | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 36, 248<br>Total Hours, 90 in Type,<br>Not instrument rated. |                                                                                        |
|       | NAME OF AIRPOR                                                                                                                                               |                                                        | UNI                                                                                                                 |          |                  |            |                                           |                                                                              |                                                                                        |
|       | DEPARTURE POIN<br>CLINTON,IA                                                                                                                                 | т                                                      | INTENDED DESTINATION<br>BENSON+IA                                                                                   |          |                  |            |                                           |                                                                              |                                                                                        |
|       | TYPE OF ACCIDE                                                                                                                                               | NT                                                     | DENSONVIA                                                                                                           |          | PHASE            | 0F         | OPERATION                                 |                                                                              |                                                                                        |
|       |                                                                                                                                                              | RE OR MALFUNC                                          |                                                                                                                     |          |                  |            | INITIAL CLIMB                             |                                                                              |                                                                                        |
|       | COLLISION WI                                                                                                                                                 | TH GROUND/WAT                                          | ER CONTROLLED                                                                                                       |          | LAN              | JING       | LEVEL OFF/TOU                             | CHDUWN                                                                       |                                                                                        |
|       | MISCELLANEOU<br>FACTOR(S)<br>MISCELLANEOU                                                                                                                    | ENGINE STRUC<br>S ACTS.CONDIT<br>S ACTS.CONDIT         | TURE CYLINDER ASSEMBL'<br>IONS – FATIGUE FRACTURI<br>IONS – SEPARATION IN FI                                        | IGHT     |                  |            |                                           |                                                                              |                                                                                        |
|       | EMERGENCY CIRC                                                                                                                                               | UMSTANCES - F                                          | ETE ENGINE FAILURE/FLA<br>ORCED LANDING OFF AIRPO<br>E STUDS OF #2 CYL FAIL                                         | DRT ON L | AND              |            |                                           |                                                                              |                                                                                        |
|       |                                                                                                                                                              |                                                        |                                                                                                                     |          |                  |            |                                           |                                                                              |                                                                                        |
|       |                                                                                                                                                              |                                                        |                                                                                                                     |          |                  |            |                                           |                                                                              |                                                                                        |
| -1631 | 7/15/77 BOO<br>TIME - 1400                                                                                                                                   | NE,IA                                                  | GRUMMAN G-164<br>N12LW<br>DAMAGE-DESTROYED                                                                          |          |                  |            |                                           | CTIVITY                                                                      | ATP,FLIGHT INSTR., AGE<br>38, 11400 TOTAL HOURS,<br>2000 IN TYPE, INSTRUMENT<br>RATED. |
| -1631 | TIME - 1400<br>NAME OF AIRPOR                                                                                                                                | T - BOONE                                              | N12LW<br>DAMAGE-DESTROYED                                                                                           |          |                  |            |                                           | CTIVITY                                                                      | 38, 11400 TOTAL HOURS,<br>2000 IN TYPE, INSTRUMENT                                     |
| -1631 | TIME - 1400<br>NAME OF AIRPOR<br>DEPARTURE POIN                                                                                                              | T - BOONE                                              | NI2LW<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION                                                                   |          |                  |            |                                           | CTIVITY                                                                      | 38, 11400 TOTAL HOURS,<br>2000 IN TYPE, INSTRUMENT                                     |
| -1631 | TIME - 1400<br>NAME OF AIRPOR                                                                                                                                | T – BOONE<br>T                                         | N12LW<br>DAMAGE-DESTROYED                                                                                           | PX- C    | Ō                | A C        |                                           | CTIVITY                                                                      | 38, 11400 TOTAL HOURS,<br>2000 IN TYPE, INSTRUMENT                                     |
| -1631 | TIME - 1400<br>NAME OF AIRPOR<br>DEPARTURE POIN<br>BOONE,IA<br>TYPE OF ACCIDE                                                                                | T – BOONE<br>T                                         | NI2LW<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>LOCAL                                                          | PX- C    | O                | OF         | SSOC CROP CTL A                           | C T I V I TY                                                                 | 38, 11400 TOTAL HOURS,<br>2000 IN TYPE, INSTRUMENT                                     |
| -1631 | TIME - 1400<br>NAME OF AIRPOR<br>DEPARTURE POIN<br>BOONE,IA<br>TYPE OF ACCIDE<br>COLLIDED WIT<br>PROBABLE CAUSE<br>PILOT IN COM<br>MISCELLANEOU<br>FACTOR(S) | T - BOONE<br>T<br>H WIRES/POLE<br>(S)<br>MAND - FAILED | NI2LW<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>LOCAL<br>S<br>TO SEE AND AVOID OBJEC<br>IONS - UNWARRANTED LOW | PX- C    | 0<br>PHASE<br>TN | OF<br>FLIG | OPERATION<br>GHT LOW PASS                 | CTIVITY                                                                      | 38, 11400 TOTAL HOURS,<br>2000 IN TYPE, INSTRUMENT                                     |

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|        |                                                |                                                                                                                                                                                                                                                                                                                  | BRIEFS                                                              | 5 OF                                                                     | ACCI      | [DEN                                   | TS                      |                                                                                               |                                    |                                                                           |  |
|--------|------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|--------------------------------------------------------------------------|-----------|----------------------------------------|-------------------------|-----------------------------------------------------------------------------------------------|------------------------------------|---------------------------------------------------------------------------|--|
| FILE   | DATE                                           | LOCATION                                                                                                                                                                                                                                                                                                         | AIRCRAFT DATA                                                       |                                                                          | NJUF<br>F |                                        |                         | FLIGHT<br>PURPOSE                                                                             |                                    | PILOT DATA                                                                |  |
| 3-1632 | 7/16/77<br>TIME - 212                          |                                                                                                                                                                                                                                                                                                                  | TL ACTIVITY                                                         | COMMERCIAL, AGE 30, 563<br>TOTAL HOURS, 64 IN TYPE,<br>INSTRUMENT RATED. |           |                                        |                         |                                                                                               |                                    |                                                                           |  |
|        | DEPARTURE<br>TRAYNOR                           |                                                                                                                                                                                                                                                                                                                  | INTENDED DESTINATION<br>ATLANTIC, IA                                |                                                                          |           |                                        |                         |                                                                                               |                                    |                                                                           |  |
|        | TYPE OF AC<br>ENGINE F<br>COLLIDED             |                                                                                                                                                                                                                                                                                                                  | F                                                                   | IN                                                                       | FL        | F OPERATION<br>IGHT LOW PAS<br>NG ROLL | S                       |                                                                                               |                                    |                                                                           |  |
|        | PILOT IN<br>PILOT IN<br>MISCELLA<br>PARTIAL PO | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING<br>PILOT IN COMMAND - MISMANAGEMENT OF FUEL<br>MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION<br>PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE<br>EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND |                                                                     |                                                                          |           |                                        |                         |                                                                                               |                                    |                                                                           |  |
|        | KIND OF<br>PILOT'S<br>Goggles<br>Cockpit       | ATA<br>DURS IN CROP CONT<br>CROP - GRAIN FIE<br>SEAT BELT - FAST<br>- NOT USED<br>CRASHPAD - NOT I<br>PPER-LOCATION - FU                                                                                                                                                                                         | _DS<br>ENED-PROPERLY<br>NSTALLED                                    | -                                                                        |           | TY<br>GL<br>CR<br>CF                   | PE<br>OVE<br>ASH<br>ASH | OF OPERATION<br>DF CHEMICAL U<br>S - NOT USED<br>HELMET - AVA<br>BAR - INSTAL<br>RUN-HOW FLOW | SED – LIQUID<br>ILABLE USED<br>LED | CHEMICAL-TOXIC                                                            |  |
| 3-1728 | 7/20/77<br>TIME - 19<br>Departure              | 00<br>POINT                                                                                                                                                                                                                                                                                                      | PIPER PA-28<br>N5508U<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION |                                                                          |           |                                        |                         | NDNCDMMERCIA<br>PLEASURE/PER                                                                  |                                    | PRIVATE, AGE 20, 51 TOTAL<br>HDURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |  |
|        | MAYSVIL<br>TYPE OF A<br>COLLIDE                |                                                                                                                                                                                                                                                                                                                  | NEW LIBERTY,IA                                                      |                                                                          | 1         |                                        |                         | F OPERATION<br>FF RUN                                                                         |                                    |                                                                           |  |
|        | FACTOR(S)<br>TERRAIN                           |                                                                                                                                                                                                                                                                                                                  |                                                                     |                                                                          |           |                                        |                         |                                                                                               |                                    |                                                                           |  |
|        | 7/21/77<br>• TIME - 19                         | DUBUQUE,IA<br>30                                                                                                                                                                                                                                                                                                 | CESSNA 170B<br>N2788D<br>DAMAGE-SUBSTANTIAL                         |                                                                          |           |                                        |                         | NONCOMMERCIA<br>PLEASURE/PER                                                                  |                                    | PRIVATE, AGE 56, 181<br>Total Hours, 60 in type,<br>Not instrument rated. |  |
|        | DEPARTURE<br>DUBUQUE<br>TYPE OF A              | .IA<br>CCIDENT                                                                                                                                                                                                                                                                                                   | MUNI<br>INTENDED DESTINATION<br>LOCAL                               |                                                                          | i         |                                        |                         | F OPERATION<br>FF RUN                                                                         |                                    |                                                                           |  |
|        | GEAR CO                                        | WATER LOOP-SWERVE<br>LLAPSED                                                                                                                                                                                                                                                                                     |                                                                     |                                                                          |           |                                        |                         | FF RUN                                                                                        |                                    |                                                                           |  |
|        | FACTOR(S)                                      | N COMMAND - FAILE                                                                                                                                                                                                                                                                                                | D TO MAINTAIN DIRECTION.<br>TIONS — OVERLOAD FAILUR                 |                                                                          | NTRI      | DL                                     |                         |                                                                                               |                                    |                                                                           |  |

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| FILE   | DATE                                                                                                  | LOCATION                                                                                         | AIRCRAFT DATA                                                                                  |        | = :          | S M/N      | FLIGHT<br>PURPOSE                           | PILOT DATA                                                                     |
|--------|-------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|--------|--------------|------------|---------------------------------------------|--------------------------------------------------------------------------------|
| 3-1398 | 1398 2/18/77 CALDWEL<br>TIME - 1755<br>DEPARTURE POINT<br>CALDWELL-KS                                 | POINT                                                                                            | N8751F<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION                                           |        | ò            | 0 1        | NONCOMMERCIAL                               | COMMERCIAL, AGE 22, 1125<br>TOTAL HOURS, 668 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | TYPE OF AC                                                                                            |                                                                                                  | LOCAL                                                                                          |        | PF           | ASE C      | F OPERATION                                 |                                                                                |
|        |                                                                                                       | AILURE OR MALFUNCT                                                                               | ION                                                                                            |        |              |            | IGHT PULLUP FROM SW                         | ATH RUN                                                                        |
|        | NOSE OVE                                                                                              | R/DOWN                                                                                           |                                                                                                |        |              | LAND       | NG LEVEL OFF/TOUCHD                         | DWN                                                                            |
|        |                                                                                                       |                                                                                                  |                                                                                                |        |              |            |                                             |                                                                                |
|        | EMERGENCY                                                                                             |                                                                                                  | LOSS OF POWER - 1 ENG<br>RCED LANDING OFF AIRPO                                                |        | LA           | ND         |                                             |                                                                                |
| 3-1139 | EMERGENCY<br>REMARKS- P                                                                               | CIRCUMSTANCES - FO<br>RACTICE SWATH RUNS<br>OSBORNE.KS                                           | RCED LANDING OFF AIRPO                                                                         | ORT ON | 0            | 0 1        | COMMERCIAL<br>AIR TAXI-PASSG                | COMMERCIAL, AGE 33, 2199<br>Total Hours, 220 in Type,<br>Instrument Rated.     |
| 3-1139 | EMERGENCY<br>REMARKS- P<br>4/20/77<br>TIME - 221<br>NAME OF AI                                        | CIRCUMSTANCES - FO<br>RACTICE SWATH RUNS<br>OSBORNE,KS<br>5<br>RPORT - OSBORNE,KS                | CESSNA 320C<br>N48325<br>DAMAGE-SUBSTANTIAL                                                    | ORT ON | 0            | 0 1        | COMMERCIAL<br>AIR TAXI-PASSG                | TOTAL HOURS, 220 IN TYPE                                                       |
| 3-1139 | EMERGENCY<br>REMARKS- P<br>4/20/77<br>TIME - 221<br>NAME OF AI<br>DEPARTURE                           | CIRCUMSTANCES - FO<br>RACTICE SWATH RUNS<br>OSBORNE,KS<br>5<br>RPORT - OSBORNE,KS<br>POINT       | DRCED LANDING OFF AIRPO<br>CESSNA 320C<br>N48325<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION | ORT ON | 0            | 0 1        | COMMERCIAL<br>AIR TAXI-PASSG                | TOTAL HOURS, 220 IN TYPE                                                       |
| 3-1139 | EMERGENCY<br>REMARKS- P<br>4/20/77<br>TIME - 221<br>NAME OF AI                                        | CIRCUMSTANCES - FO<br>RACTICE SWATH RUNS<br>OSBORNE.KS<br>.5<br>RPORT - OSBORNE.KS<br>POINT<br>S | CESSNA 320C<br>N48325<br>DAMAGE-SUBSTANTIAL                                                    | ORT ON | 0            | 0 1<br>0 3 | COMMERCIAL<br>AIR TAXI-PASSG<br>F OPERATION | TOTAL HOURS, 220 IN TYPE                                                       |
| 3-1139 | EMERGENCY<br>REMARKS- P<br>4/20/77<br>TIME - 221<br>NAME OF AI<br>DEPARTURE<br>SALINA,K<br>TYPE OF AC | CIRCUMSTANCES - FO<br>RACTICE SWATH RUNS<br>OSBORNE.KS<br>.5<br>RPORT - OSBORNE.KS<br>POINT<br>S | CESSNA 320C<br>N48325<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>OSBORNE+KS              | ORT ON | 0<br>0<br>PH | 0 1<br>0 3 | AIR TAXI-PASSG                              | TOTAL HOURS, 220 IN TYPE<br>INSTRUMENT RATED.                                  |

| FILE  | DATE LOCATION                                                                                                                                                                                                         | AIRCRAFT DATA                                                                 | INJURIES<br>F S M/N                                                                                 | FLIGHT<br>PURPOSE                                                                                      | PILOT DATA                                                                   |
|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
|       | 4/21/77 IOLA,KS<br>TIME - 0005                                                                                                                                                                                        |                                                                               |                                                                                                     |                                                                                                        | PRIVATE, AGE 20, 80 TOTAL<br>ANSP HOURS, 6 IN TYPE, NOT<br>INSTRUMENT RATED. |
|       | NAME OF AIRPORT - IOLA M<br>DEPARTURE POINT<br>IOLA,KS<br>TYPE OF ACCIDENT<br>STALL MUSH                                                                                                                              | UNI                                                                           | PHASE OF                                                                                            | - OPERATION<br>NG TRAFFIC PATTERN-CI                                                                   |                                                                              |
|       |                                                                                                                                                                                                                       | EMPTED OPERATION BEYOND E<br>LED TO OBTAIN/MAINTAIN FL<br>TIAL DISORIENTATION |                                                                                                     | TY LEVEL                                                                                               |                                                                              |
|       | SKY CONDITION<br>CLEAR<br>VISIBILITY AT ACCIDENT S<br>5 OR OVER(UNLIMITED)<br>OBSTRUCTIONS TO VISION A<br>NONE<br>TEMPERATURE-F<br>60<br>TYPE OF WEATHER CONDITIO<br>VFR<br>REMARKS- POSSIBLE ISOLAT                  | T ACCIDENT SITE                                                               | UNLIM<br>PRECIPI<br>NONE<br>RELATIVE<br>CALM<br>WIND VEL<br>CALM                                    | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDENT SIT<br>E BEARING OF WIND<br>LOCITY-KNOTS<br>FLIGHT PLAN | re                                                                           |
| -0972 | 4/24/77 FT LEAVENWORT<br>TIME - 1510                                                                                                                                                                                  |                                                                               |                                                                                                     |                                                                                                        | AGE 36, 550 TOTAL HOURS,<br>31 IN TYPE, NOT INSTRU-                          |
|       | FT LEAVENWORTH,KS<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALF<br>DITCHING<br>PROBABLE CAUSE(S)<br>POWERPLANT - MISCELLAN<br>PILOT IN COMMAND - IMP<br>MISCELLANEOUS ACTS,CON<br>FACTOR(S)<br>MISCELLANEOUS ACTS,CON | INTENDED DESTINATION<br>LOCAL                                                 | LANDIN<br>LANDIN<br>OR UNDETERMINED<br>OR PLANNING<br>APPROACH<br>O REST IN WATER<br>MEDUT-1 ENGINE | F OPERATION<br>NG TRAFFIC PATTERN-CI<br>NG LEVEL OFF/TOUCHOOM<br>D REASONS                             |                                                                              |

|        |                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                     | BRIEFS                                                                                                                   | S OF AC                    | CCI | DEN        | rs                                                                                                                                                                                                                                                                                  |                                                     |           |                                                                                       |  |  |  |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|----------------------------|-----|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|-----------|---------------------------------------------------------------------------------------|--|--|--|
| FILE   | DATE                                                                                                                                                                                                               | LOCATION                                                                                                                                                                                                                                                                                                                                                                            | AIRCRAFT DATA                                                                                                            |                            |     | IES<br>S M |                                                                                                                                                                                                                                                                                     | FLIGHT<br>PURPOSE                                   |           | PILOT DATA                                                                            |  |  |  |
| 3-1138 | 5/11/77<br>TIME - 181                                                                                                                                                                                              | OAKLEY,KS                                                                                                                                                                                                                                                                                                                                                                           | HILLER FH1100<br>N5073F<br>DAMAGE-SUBSTANTIAL                                                                            | CR-                        |     |            |                                                                                                                                                                                                                                                                                     | COMMERCIAL<br>AERIAL APPLICATI                      | ON A      | COMMERCIAL, FL.INSTR.,<br>GE 32, 3413 TOTAL HOURS<br>157 IN TYPE, INSTRUMENT<br>ATED. |  |  |  |
|        | DEPARTURE<br>DAKLEY•K                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                     | INTENDED DESTINATION                                                                                                     |                            |     |            |                                                                                                                                                                                                                                                                                     |                                                     | ŗ         |                                                                                       |  |  |  |
|        | TYPE OF AC<br>COLLISIO                                                                                                                                                                                             | CIDENT<br>N WITH GROUND/WATER                                                                                                                                                                                                                                                                                                                                                       | CONTROLLED                                                                                                               |                            | Ρ   | -          | -                                                                                                                                                                                                                                                                                   | F OPERATION<br>IGHT PROCEDURE T                     | URNAROUND |                                                                                       |  |  |  |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                          |                            |     |            |                                                                                                                                                                                                                                                                                     |                                                     |           |                                                                                       |  |  |  |
|        | PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS<br>FACTOR(S)<br>WEATHER - UNFAVORABLE WIND CONDITIONS<br>WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED<br>WEATHER FORECAST - UNKNOWN/NOT REPORTED |                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                          |                            |     |            |                                                                                                                                                                                                                                                                                     |                                                     |           |                                                                                       |  |  |  |
|        | SKY CONDIT                                                                                                                                                                                                         | ION                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                          |                            | с   |            |                                                                                                                                                                                                                                                                                     | AT ACCIDENT SITE                                    |           |                                                                                       |  |  |  |
|        | VISIBILITY                                                                                                                                                                                                         | AT ACCIDENT SITE<br>R(UNLIMITED)                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                          |                            | Ρ   |            | ΙΡΙ                                                                                                                                                                                                                                                                                 | TATION AT ACCIDEN                                   | TSITE     |                                                                                       |  |  |  |
|        |                                                                                                                                                                                                                    | NS TO VISION AT ACC                                                                                                                                                                                                                                                                                                                                                                 | CIDENT SITE                                                                                                              |                            | т   | EMPI<br>75 | RA                                                                                                                                                                                                                                                                                  | TURE-F                                              |           |                                                                                       |  |  |  |
|        | TYPE OF WE<br>VFR                                                                                                                                                                                                  | ATHER CONDITIONS                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                          |                            | т   | YPE<br>NOM |                                                                                                                                                                                                                                                                                     | FLIGHT PLAN                                         |           |                                                                                       |  |  |  |
|        | TOTAL HO<br>KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HOP<br>ELEVATIO<br>PROCEDUR                                                                                                                           | VFR<br>SPECIAL DATA<br>TOTAL HOURS IN CROP CONTROL - 465<br>KIND OF CROP - UNKNOWN/NOT REPORTED<br>PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED<br>GOGGLES - NOT USED<br>COCKPIT CRASHPAD - NOT INSTALLED<br>TANK/HOPPER-LOCATION - SLING LOADED<br>ELEVATION-AREA BEING TREATED-FEET - 3040<br>PROCEDURE TURNAROUND - THIRD 1/3 TURN<br>REMARKS- PILOT ENCOUNTERED UNEXPECTED INCREASE |                                                                                                                          |                            |     |            | KIND OF OPERATION - SPRAYING CROPS<br>TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC<br>GLOVES - USED<br>CRASH HELMET - AVAILABLE USED<br>CRASH BAR - NOT INSTALLED<br>TERRAIN-TYPE - ROLLING<br>SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED<br>N SURFACEWIND DURING DOWNWIND TURN |                                                     |           |                                                                                       |  |  |  |
| 3-1525 | 5/12/77<br>TIME - 170                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                     | PIPER PA-25<br>N9783P<br>DAMAGE-SUBSTANTIAL                                                                              |                            |     |            |                                                                                                                                                                                                                                                                                     | MISCELLANEOUS<br>TEST                               | ١         | PRIVATE, AGE 32, 1877<br>TOTAL HOURS, 55 IN TYPE,<br>NOT INSTRUMENT RATED.            |  |  |  |
|        | DEPARTURE<br>BENTON,K                                                                                                                                                                                              | S                                                                                                                                                                                                                                                                                                                                                                                   | INTENDED DESTINATION                                                                                                     |                            |     |            |                                                                                                                                                                                                                                                                                     |                                                     |           |                                                                                       |  |  |  |
|        | TYPE OF AC<br>ENGINE F<br>STALL M                                                                                                                                                                                  | AILURE OR MALFUNCTI                                                                                                                                                                                                                                                                                                                                                                 | ON                                                                                                                       |                            | Ρ   | TA         | (EOF                                                                                                                                                                                                                                                                                | = OPERATION<br>=F INITIAL CLIMB<br>NG FINAL APPROAC |           |                                                                                       |  |  |  |
|        | PILOT IN<br>PARTIAL PO<br>EMERGENCY                                                                                                                                                                                | NT - MISCELLANEOUS<br>COMMAND - FAILED<br>WER LOSS - PARTIAL<br>CIRCUMSTANCES - PRE                                                                                                                                                                                                                                                                                                 | POWERPLANT FAILURE F<br>TO OBTAIN/MAINTAIN FL<br>LOSS OF POWER - 1 ENG<br>CAUTIONARY LANDING OD<br>HNESS,REDUCED PWR,STA | YING SI<br>GINE<br>N AIRPO | PEE | D          | INE                                                                                                                                                                                                                                                                                 | D REASONS                                           |           |                                                                                       |  |  |  |

12.0

| FILE  | DATE LOCAT                                                                                 | TION AIRCRAFT DATA                                                                                                            | INJUR<br>F         | RIES<br>S M/N | FLIGHT<br>PURPOSE                                           | PILOT DATA                                                                        |
|-------|--------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|--------------------|---------------|-------------------------------------------------------------|-----------------------------------------------------------------------------------|
| -1400 | 5/18/77 OLATHE,KS<br>TIME - 0905<br>NAME OF AIRPORT - CI                                   | N9TJ<br>DAMAGE-SUBSTANTIA                                                                                                     | PX- 0              |               | MISCELLANEOUS<br>DEMONSTRATION                              | COMMERCIAL, AGE 33, 3002<br>TOTAL HOURS, 80 IN TYPE,<br>INSTRUMENT RATED.         |
|       | DEPARTURE POINT<br>OLATHE.KS<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR<br>COLLIDED WITH TRE | INTENDED DESTINATION<br>LOCAL<br>MALFUNCTION                                                                                  |                    | IN F          | DF OPERATION<br>LIGHT ACROBATICS<br>ING LEVEL OFF/TOUCHDOWN |                                                                                   |
|       | MISCELLANEOUS ACTS<br>COMPLETE POWER LOSS                                                  | NE STRUCTURE MASTER AND CON<br>S.CONDITIONS - MATERIAL FAILU<br>- COMPLETE ENGINE FAILURE/FI<br>NCES - FORCED LANDING DFF AIF | JRE<br>LAMEOUT-1 E | INGINE        |                                                             |                                                                                   |
| -0971 | 5/21/77 DERBY,KS<br>TIME - 1330                                                            | CESSNA 182<br>N2445R<br>DAMAGE-SUBSTANTI/                                                                                     | PX- 0              |               | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF                   | PRIVATE, AGE 45, 1300<br>P TOTAL HOURS, 1200 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|       | NAME OF AIRPORT - CO<br>DEPARTURE POINT<br>DERBY,KS                                        | DOK FIELD<br>INTENDED DESTINATION<br>WICHITA,KS                                                                               | N                  |               |                                                             |                                                                                   |
|       | COLLIDED WITH DI                                                                           | TCHES                                                                                                                         |                    |               | OF OPERATION<br>DFF ABORTED                                 |                                                                                   |
|       | MISCELLANEOUS ACTS                                                                         | - INADEQUATE PREFLIGHT PREPA<br>S,CONDITIONS - IMPROPERLY SEC<br>S,CONDITIONS - WINDSHIELD,DIF                                | CURED              |               |                                                             |                                                                                   |
|       |                                                                                            | S,CONDITIONS - RAN OFF END OF<br>TIGHTEN OIL FILLER CAP RESUU                                                                 |                    | LEAK          | DURING TAKEOFF RUN.                                         |                                                                                   |
| -1098 | 5/29/77 MAIZE,KS<br>TIME - 0945                                                            | CESSNA 150<br>N11550<br>DAMAGE-SUBSTANTIA                                                                                     | PX- 0              |               | NONCOMMERCIAL<br>Pleasure/Personal transf                   | PRIVATE, AGE 27, 197<br>7 TOTAL HOURS, 73 IN TYPE,<br>NOT INSTRUMENT RATED.       |
|       | NAME OF AIRPORT - M<br>DEPARTURE POINT<br>MAIZE+KS                                         |                                                                                                                               |                    |               |                                                             |                                                                                   |
|       | TYPE OF ACCIDENT<br>STALL MUSH                                                             | LUCAL                                                                                                                         | P                  |               | DF OPERATION<br>OFF INITIAL CLIMB                           |                                                                                   |
|       | PILOT IN COMMAND -                                                                         | - FAILED TO OBTAIN/MAINTAIN F<br>- PREMATURE LIFT-OFF<br>FACILITIES - AIRPORT CONDITIO                                        |                    |               |                                                             |                                                                                   |

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|        |                                                              |                                                                                    | BRIEF                                                                                            | S OF A | CC I | IDEN        | IS  |                                                            |                                                                                              |
|--------|--------------------------------------------------------------|------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|--------|------|-------------|-----|------------------------------------------------------------|----------------------------------------------------------------------------------------------|
| FILE   | DATE                                                         | LOCATION                                                                           | AIRCRAFT DATA                                                                                    | -      |      | LIES<br>S M |     | FLIGHT<br>PURPOSE                                          | PILOT DATA                                                                                   |
| 3-1397 |                                                              | YATES CENTER.KS                                                                    | PIPER PA-28<br>N9736W<br>DAMAGE-SUBSTANTIAL                                                      |        |      |             |     | INSTRUCTIONAL<br>DUAL                                      | COMMERCIAL, FL.INSTR.,<br>AGE 25, 704 TOTAL HOURS,<br>42 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | DEPARTURE<br>YATES CE<br>TYPE OF AC<br>UNDERSHOU             | NTER.KS<br>CIDENT                                                                  | INTENDED DESTINATION<br>LOCAL                                                                    |        | Ρ    | LA          | NDI | F OPERATION<br>Ng Final Approach<br>Ng Level Off/Touchdown |                                                                                              |
|        |                                                              | COMMAND - MISJUDG                                                                  | GED DISTANCE AND ALTIT<br>TO INITIATE GO-AROUND                                                  |        |      |             |     |                                                            |                                                                                              |
| 3-1526 | 6/5/77<br>TIME - 201                                         |                                                                                    | TAYLORCRAFT DCO-65<br>N50373<br>DAMAGE-SUBSTANTIAL                                               | PX-    |      |             |     |                                                            | PRIVATE, AGE 51, 1386<br>TOTAL HOURS, 12 IN TYPE,<br>INSTRUMENT RATED.                       |
|        | DEPARTURE<br>SALINA,K<br>TYPE OF AC                          | S                                                                                  | NE<br>INTENDED DESTINATION<br>LOCAL                                                              |        | Ρ    |             | ΕO  | F OPERATION<br>FF INITIAL CLIMB                            |                                                                                              |
|        | PROBABLE C<br>PILOT IN<br>PILOT IN<br>MISCELLA<br>PARTIAL PO | COMMAND - INADEQU<br>COMMAND - MISMANA<br>NEOUS ACTS.CONDITI<br>WER LOSS - PARTIAL | ATE PREFLIGHT PREPARA                                                                            | GINE   |      | OR          | PLA |                                                            |                                                                                              |
|        |                                                              |                                                                                    |                                                                                                  |        |      |             |     |                                                            |                                                                                              |
| -1099  | 6/12/77 N<br>TIME - 141<br>DEPARTURE                         | 5<br>POINT                                                                         | HUEY-SMITH H-1<br>NBBC<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LAWRENCE,KS              |        | -    |             | -   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                  | COMMERCIAL, AGE 56, 817<br>TOTAL HOURS, 200 IN TYPE<br>NOT INSTRUMENT RATED.                 |
|        | TYPE OF AC                                                   |                                                                                    | ION                                                                                              |        | Ρ    | IN          | FL  | F OPERATION<br>IGHT NORMAL CRUISE<br>NG FINAL APPROACH     |                                                                                              |
|        | MISCELLA<br>PILOT IN                                         | COMMAND - MISMANA<br>NEOUS ACTS,CONDITI<br>COMMAND - FAILED                        | ONS - FUEL STARVATION<br>TO SEE AND AVOID OBJEC                                                  |        | 08   | STR         | υст | IONS                                                       |                                                                                              |
|        | EMERGENCY (                                                  | CIRCUMSTANCES - PR<br>SU                                                           | LOSS OF POWER - 1 EN<br>ECAUTIONARY LANDING OF<br>SPECTED MECHANICAL DI<br>ISCOVERED FUEL SWITCH | F AIR  | NCY  |             | 110 | N.                                                         |                                                                                              |

| FILE   | DATE                                         | LOCATION            | AIRCRAFT DATA                               | -   | NJURIES<br>F S M/N |    |     | FLIGHT<br>PURPOSE                                       | PILOT DATA                                                                               |
|--------|----------------------------------------------|---------------------|---------------------------------------------|-----|--------------------|----|-----|---------------------------------------------------------|------------------------------------------------------------------------------------------|
| 3-1527 | 6/13/77 LEAVENWORTH,KS<br>TIME - 2045        |                     | PIPER PA-22<br>N2656P<br>DAMAGE-SUBSTANTIAL | PX- |                    |    |     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP               | COMMERCIAL, FL.INSTR.,<br>AGE 59, 6000 TOTAL HOURS,<br>200 IN TYPE, INSTRUMENT<br>RATED. |
|        | DEPARTURE<br>LEAVENF<br>TYPE OF A<br>UNDERSE | ORTH+KS<br>ACCIDENT | INTENDED DESTINATION<br>LOCAL               |     | ·F                 | LA | NDI | DF OPERATION<br>NG FINAL APPROACH<br>ING FINAL APPROACH |                                                                                          |
|        | PILOT D<br>FACTOR(S)<br>TERRAIM              | N COMMAND - MISJUDG |                                             |     |                    |    |     |                                                         |                                                                                          |
| 3-1524 | 6/15/77<br>TIME - 04                         |                     | PIPER PA-23<br>N54797<br>Damage-destroyed   |     |                    |    |     | NONCOMMERCIAL<br>Corp/exec                              | ATP,FLIGHT INSTR., AGE<br>35, 9529 TOTAL HOURS.<br>1315 IN TYPE, INSTRUMENT<br>RATED.    |
|        | DEPARTURE<br>MINNEAF<br>Type of A            | OLIS,KS             | INTENDED DESTINATION<br>KANSAS CITY,MO      |     | F                  |    |     | DF OPERATION<br>C STARTING ENGINE(S)                    |                                                                                          |
|        | FACTOR(S)                                    | ANEOUS - UNDETERMIN | ED<br>ONS - FIRE IN ENGINE                  |     |                    |    |     |                                                         |                                                                                          |

| FSM/NPURPOSE3-17346/16/77OLSBURG+KSCESSNA 188BCR-100COMMERCIALCOMMERCIALTIME - 2020N48090PX-000AERIAL APPLICATIONTOTAL HOUDEPARTURE POINTINTENDED DESTINATIONDCALTOTAL HOURATED.DEPARTURE POINTINTENDED DESTINATIONDCALPHASE OF OPERATIONRATED.OLIDED WITHWIRES/POLESPHASE OF OPERATIONIN FLIGHT PULLUP FROM SWATH RUNPROBABLE CAUSE(S)PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONSSPECIAL DATASPECIAL DATATOTAL HOURS IN CROP CONTROL - 600KIND OF OPERATION - SPRAYING CROPSTVPE OF CREATI ON TO COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONSSPECIAL USED - LIQUID CHEMICAL-CRASH HELMET - AVAILABLE USEDCOCKPIT CRASHPAD - NOT INSTALLEDCRASH HELMET - AVAILABLE USEDCOCKPIT CRASHPAD - NOT INSTALLEDTERRAIN-TYPE - ROLLINGELEVATION-AREA BEING TREATED-FEET - 110LEVEL+FLATSWATH RUN-HOW FLOWN - WIND CALMFIRE AFTER IMPACTPROCEDURE TURNARDUND - ENTRY TO PROCEDUR3-15286/17/77KANSAS CITY+KSCESSNA 182CR-0013-15286/17/77CANSAS CITY+KSCESSNA 182CRASH 120N83585PX-003PLEASURE/PERSONAL TRANSPAGE 34+                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                     |
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| TIME - 2020       N48090<br>DAMAGE-DESTROYED       PX-000AERIAL APPLICATION<br>TOTAL HO<br>TYPE, NO<br>RATED.         DEPARTURE POINT<br>OLSBURG,KS<br>COLLIDED WITH WIRES/POLES       INTENDED DESTINATION<br>OCAL<br>DEPARTURE POINT<br>OLSBURG,KS<br>COLLIDED WITH WIRES/POLES       PHASE OF OPERATION<br>IN FLIGHT PULLUP FROM SWATH RUN         PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS       PHASE OF OPERATION - SPRAYING CROPS<br>TYPE OF CHEMICAL USED - LIQUID CHEMICAL-<br>PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED<br>CRASH                                                                                                                                                                                                                                      | ILOT DATA                                           |
| DEPARTURE POINT INTENDED DESTINATION<br>OLSBURG,KS LUCAL PHASE OF OPERATION<br>TYPE OF ACCIDENT PHASE OF OPERATION<br>COLLIDED WITH WIRES/POLES IN FLIGHT PULLUP FROM SWATH RUN<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS<br>SPECIAL DATA<br>TOTAL HOURS IN CROP CONTROL - 600 KIND OF OPERATION - SPRAYING CROPS<br>KIND OF CROP - PASTURE<br>PILOT IN SCAT BELT - UNKNOWN/NOT REPORTED<br>CRASH HELMET - AVAILABLE USED<br>CRASH BAR - INSTALLED<br>TERRAIN-TYPE - ROLLING<br>LEVEL,FLAT<br>SWATH RUN-HOW FLOWN - WIND CALM<br>FIRE AFTER IMPACT<br>-1528 6/17/77 KANSAS CITY,KS CESSNA 182 CR-<br>O 0 1 NONCOMMERCIAL<br>MAME OF AIRPORT - KANSAS CITY,KS CESSNA 182 CR-<br>O 0 1 NONCOMMERCIAL<br>MAME OF AIRPORT - KANSAS CITY,KS CESSNA 182 CR-<br>O 0 3 PLEASURE/PERSONAL TRANSP AGE 34,<br>37 IN TY<br>RATED.<br>NAME OF AIRPORT - KANSAS CITY SUB<br>DEPARTURE POINT INTENDED DESTINATION<br>HAYS,KS KANSAS CITY,KS CESSNA 182 CR-<br>O 0 1 NONCOMMERCIAL<br>NAME OF AIRPORT - KANSAS CITY SUB<br>DEPARTURE POINT INTENDED DESTINATION<br>HAYS,KS KANSAS CITY,KS PHASE OF OPERATION<br>HAYS,KS KANSAS CITY,KS PHASE OF OPERATION<br>PROBABLE CAUSE(S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | AL, AGE 34, 950<br>URS, UNK/NR IN<br>T INSTRUMENT   |
| COLLIDED WITH WIRES/POLES IN FLIGHT PULLUP FROM SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 600 KIND OF CROP - PASTURE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED CRASH BELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - ROLLING LEVEL.FLAT SWATH RUN-HOW FLOWN - WIND CALM FIRE AFTER IMPACT -1528 6/17/77 KANSAS CITY,KS CESSNA 182 CR- 0 0 1 NONCOMMERCIAL NAME OF AIRPORT - KANSAS CITY SUB DEPARTURE POINT HARD LANDING PROBABLE CAUSE(S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                     |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS<br>SPECIAL DATA<br>TOTAL HOURS IN CROP CONTROL - 600<br>KIND OF CROP - PASTURE<br>PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED<br>CRASH HELMET - AVAILABLE USED<br>CRASH HELMET - AVAILABLE USED<br>CRASH HELMET - AVAILABLE OSED<br>CRASH HELMET - AVAILABLE OSED<br>TOTO- ARCHARCE OF OPERATION<br>HAYS.KS<br>TYPE OF ACCIDENT<br>HARD LANDING<br>PROBABLE CAUSE(S)<br>KIND OF OPERATION - SPRAYING CROPS<br>TYPE OF CHEMICAL<br>KIND OF OPERATION<br>LEVEL FLAT<br>SATH TO AVAILABLE OSED<br>COCKPIT CRASHPAD - NOT INSTALLED<br>COCKPIT CRASHPAD - NOT INSTALLED<br>COCKPIT CRASHPAD - NOT INSTALLED<br>COCKPIT CRASHPAD - NOT INSTALLED<br>TANK/HOPPER-LOCATION - ENTRY TO PROCEDUR<br>FIRE AFTER IMPACT<br>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                     |
| TOTAL HOURS IN CROP CONTROL - 600<br>KIND OF CROP - PASTURE<br>PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED<br>CRASH HELMET - AVAILABLE USED<br>CRASH HELMET - AVAILABLE USED<br>CRASH BAR - INSTALLED<br>TERRAIN-TYPE - ROLLING<br>LEVEL.FLAT<br>SWATH RUN-HOW FLOWN - WIND CALM<br>FIRE AFTER IMPACT<br>-1528 6/17/77 KANSAS CITY.KS<br>TIME - 1310<br>NAME OF AIRPORT - KANSAS CITY SUB<br>DEPARTURE POINT<br>HAYS,KS<br>TYPE OF ACCIDENT<br>HARD LANDING<br>PROBABLE CAUSE(S)<br>KIND OF OPERATION - SPRAYING CROPS<br>TYPE OF CHEMICAL USED - LIQUID CHEMICAL-<br>GOGGLES - NOT USED<br>COCKPIT CRASHPAD - NOT INSTALLED<br>COCKPIT CRASHPAD - NOT INSTALLED<br>TANK/HOPPER-LOCATION - FORWARD OF PILOT<br>ELEVATION-AREA BEING TREATED-FEET - 110<br>PROCEDURE TURNAROUND - ENTRY TO PROCEDUR<br>FIRE AFTER IMPACT<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL<br>COMMERCIAL |                                                     |
| LEVEL,FLAT<br>SWATH RUN-HOW FLOWN - WIND CALM<br>FIRE AFTER IMPACT<br>-1528 6/17/77 KANSAS CITY,KS CESSNA 182 CR- 0 0 1 NONCOMMERCIAL COMMERCI<br>TIME - 1310 N83585 PX- 0 0 3 PLEASURE/PERSONAL TRANSP AGE 34,<br>DAMAGE-SUBSTANTIAL<br>NAME OF AIRPORT - KANSAS CITY SUB<br>DEPARTURE POINT INTENDED DESTINATION<br>HAYS,KS KANSAS CITY.KS<br>TYPE OF ACCIDENT<br>HARD LANDING LEVEL OFF/TOUCHDOWN<br>PROBABLE CAUSE(S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                     |
| TIME - 1310       N8358S       PX- 0 0 3 PLEASURE/PERSONAL TRANSP AGE 34,<br>DAMAGE-SUBSTANTIAL       37 IN TY<br>37 IN TY<br>RATED.         NAME OF AIRPORT - KANSAS CITY SUB<br>DEPARTURE POINT       INTENDED DESTINATION<br>HAYS.KS       RATED.         TYPE OF ACCIDENT       KANSAS CITY.KS       PHASE OF OPERATION<br>LANDING         PROBABLE CAUSE(S)       PROBABLE CAUSE(S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                     |
| TIME - 1310     N8358S     PX- 0     0     3     PLEASURE/PERSONAL TRANSP AGE 34,<br>DAMAGE-SUBSTANTIAL       NAME OF AIRPORT - KANSAS CITY SUB     37     IN TY<br>RATED.       DEPARTURE POINT     INTENDED DESTINATION<br>HAYS,KS     KANSAS CITY,KS       TYPE OF ACCIDENT     KANSAS CITY,KS       HARD LANDING     LANDING LEVEL OFF/TOUCHDOWN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                     |
| NAME OF AIRPORT - KANSAS CITY SUB<br>DEPARTURE POINT INTENDED DESTINATION<br>HAYS+KS KANSAS CITY+KS<br>TYPE OF ACCIDENT PHASE OF OPERATION<br>HARD LANDING LEVEL OFF/TOUCHDOWN<br>PROBABLE CAUSE(S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | AL, FL.INSTR.,<br>581 TOTAL HOURS<br>PE, INSTRUMENT |
| TYPE OF ACCIDENT PHASE OF OPERATION<br>HARD LANDING LANDING LEVEL OFF/TOUCHDOWN<br>PROBABLE CAUSE(S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                     |
| PROBABLE CAUSE(S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                     |
| FACTOR (S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                     |
| WEATHER - DOWNDRAFT,UPDRAFTS<br>WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                     |
| SKY CONDITION CEILING AT ACCIDENT SITE<br>BROKEN 1500                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                     |
| VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE<br>5 OR OVER (UNLIMITED) NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                     |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND<br>NDNE RIGHT QUARTERING HEAD WIND 023-067 DEGRE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | ES                                                  |
| TEMPERATURE-FWIND DIRECTION-DEGREES80330                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                     |
| WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS<br>15<br>VFR<br>VFR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                     |
| TYPE OF FLIGHT PLAN<br>VFR<br>REMARKS- DOWNDRAFT.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                     |

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| FILE  | DATE LOCATION                                                                                                                                                                     | AIRCRAFT DATA                                   | INJURIES<br>F S P  |         | FLIGHT<br>PURPOSE                      |            | PILOT DATA                                                                              |
|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|--------------------|---------|----------------------------------------|------------|-----------------------------------------------------------------------------------------|
| -1735 | 6/24/77 NR.WICHITA,KS<br>TIME - 1230                                                                                                                                              | PIPER PA-30<br>N8695Y<br>DAMAGE-SUBSTANTIAL     | CR- 0 0<br>PX- 0 0 |         | COMMERCIAL<br>P/EXEC                   |            | AIRLINE TRANSPORT, AGE<br>31, 4505 TOTAL HOURS, 116<br>IN TYPE, INSTRUMENT<br>RATED.    |
|       | DEPARTURE POINT                                                                                                                                                                   | INTENDED DESTINATION                            |                    |         |                                        |            |                                                                                         |
|       | KANSAS CITY,KS<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNC<br>COLLIDED WITH WIRES/POLE                                                                                       |                                                 | ١I                 | FLIGHT  | PERATION<br>NORMAL CRU<br>LEVEL OFF/TO |            |                                                                                         |
|       | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - INADEQ<br>PILOT IN COMMAND - MISMAN<br>MISCELLANEOUS ACTS,CONDIT<br>FACTOR(S)<br>TERRAIN - HIGH OBSTRUCTIO<br>COMPLETE POWER LOSS - COMPL | AGEMENT OF FUEL<br>IONS - FUEL EXHAUSTION<br>NS |                    |         | IG                                     |            |                                                                                         |
|       | EMERGENCY CIRCUMSTANCES - F                                                                                                                                                       | DRCED LANDING OFF AIRPO                         | RT ON LAND         |         |                                        |            |                                                                                         |
|       |                                                                                                                                                                                   |                                                 |                    |         |                                        |            |                                                                                         |
| -1636 | 6/25/77 GARDNER,KS<br>TIME - 1145                                                                                                                                                 | CESSNA 177RG<br>N19270<br>Damage-Substantial    | CR- 0 0<br>PX- 0 0 |         | TRUCTIONAL                             |            | COMMERCIAL, FL.INSTR.,<br>AGE 41, 2923 TOTAL HOURS<br>344 IN TYPE, INSTRUMENT<br>RATED. |
|       | NAME OF AIRPORT - GARDNER M<br>DEPARTURE POINT<br>KANSAS CITY,KS                                                                                                                  | UNI<br>INTENDED DESTINATION<br>GARDNER₊KS       | DUA                |         | PERATION                               |            |                                                                                         |
|       | TYPE OF ACCIDENT<br>UNDERSHOOT<br>Collided with Airport HA                                                                                                                        | ZARD                                            | L                  | NDING   | FINAL APPROA                           |            |                                                                                         |
|       | PROBABLE CAUSE(S)<br>DUAL STUDENT - MISJUDGED<br>DUAL STUDENT - FAILED TO<br>PILOT IN COMMAND - INADEO<br>FACTOR(S)                                                               | INITIATE GO-AROUND                              | IGHT               | ζ.      |                                        |            |                                                                                         |
|       | AIRPORTS/AIRWAYS/FACILITI<br>REMARKS- COLLIDED WITH AUTO                                                                                                                          |                                                 |                    | AZ AR D |                                        |            |                                                                                         |
| -1635 | 6/26/77 MULLINVILLE∙KS<br>TIME - 1030                                                                                                                                             | CESSNA 210B<br>N9723X<br>DAMAGE-SUBSTANTIAL     |                    |         | NCOMMERCIAL<br>EASURE/PERSON           | IAL TRANSP | PRIVATE, AGE 60, 1458<br>Total Hours, 280 in Type<br>Not instrument rated.              |
|       | DEPARTURE POINT<br>Albuquerque,NM<br>Type of Accident                                                                                                                             | INTENDED DESTINATION<br>HUTCHINSON+KS           | PHA                |         | PERATION                               |            |                                                                                         |
|       | ENGINE FAILURE OR MALFUNC<br>GEAR RETRACTED                                                                                                                                       | TION                                            | I                  |         | NORMAL CR                              | JISE       |                                                                                         |
|       | PROBABLE CAUSE(S)<br>POWERPLANT - FUEL SYSTEM<br>MISCELLANEOUS ACTS,CONDIT<br>COMPLETE POWER LOSS - COMPL                                                                         | IONS - FUEL CONTAMINAT                          |                    |         | ATER IN FUEL                           |            |                                                                                         |

\_\_\_\_\_ FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA PURPOSE F S M/N CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 50, 3500 3-1634 7/17/77 DE SOTO+KS CESSNA 188 PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, ALL IN TYPE, TIME - 0605 N21691 DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - MORSE DEPARTURE POINT INTENDED DESTINATION DE SOTO,KS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 3500 KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC KIND OF CROP - CORN PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED CRASH HELMET - AVAILABLE USED GOGGLES - NOT USED CRASH BAR - INSTALLED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED ELEVATION-AREA BEING TREATED-FEET - 810 REMARKS- SELF PROPELLED OVERHEAD IRRIGATION SPRINKLING SYSTEM STOPPED ON RWY.

|       |                                                   |                                                                                                                                                                                     |                                                                                                   | S DF 4     |            |                   |     |                                                       |                                                                                         |
|-------|---------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|------------|------------|-------------------|-----|-------------------------------------------------------|-----------------------------------------------------------------------------------------|
| FILE  | DATE                                              | LOCATION                                                                                                                                                                            | AIRCRAFT DATA                                                                                     |            |            |                   |     | FLIGHT<br>PURPOSE                                     | PILOT DATA                                                                              |
| -0988 | 2/7/77<br>TIME - 10                               | COVINGTON,KY<br>057                                                                                                                                                                 | CESSNA 150M<br>N9114U<br>DAMAGE-SUBSTANTIAL                                                       | PX-        | 0          | 0 2               | )   | INSTRUCTIONAL<br>DUAL                                 | COMMERCIAL, FL.INSTR.,<br>AGE 23. 1065 TOTAL HOURS<br>502 IN TYPE, INSTRUMENT<br>RATED. |
|       | DÉPARTUR                                          |                                                                                                                                                                                     | NNATI<br>INTENDED DESTINATION<br>LOCAL                                                            |            |            |                   |     |                                                       |                                                                                         |
|       |                                                   | ACCIDENT<br>FAILURE OR MALFUNCT:<br>ED WITH SNOWBANK                                                                                                                                | [ DN                                                                                              |            | Ρ          | TAKE              | 0F  | OPERATION<br>F INITIAL CLIMB<br>G LEVEL OFF/TOUCHDOWN |                                                                                         |
|       | PILOT<br>MISCEL<br>MISCEL<br>FACTOR(S             | LANEOUS ACTS,CONDITI<br>LANEOUS ACTS,CONDITI<br>)                                                                                                                                   | DNS - ICE-CARBURETOR                                                                              | ING EDI    | JIP        | MENT-             | ۰I۲ | T CONTROLS<br>PROPER OPERATION OF/OR                  | FAILED TO USE                                                                           |
|       | TERRAI<br>COMPLETE                                | WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTI<br>TERRAIN - ROUGH/UNEVEN<br>COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLA<br>EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRF |                                                                                                   |            |            |                   |     |                                                       |                                                                                         |
|       | SKY COND<br>CLEAR                                 |                                                                                                                                                                                     |                                                                                                   |            |            | UNLI              | мI  | AT ACCIDENT SITE<br>TED<br>ATION AT ACCIDENT SITE     |                                                                                         |
|       | 5 OR 0                                            | TY AT ACCIDENT SITE<br>VER(UNLIMITED)<br>IONS TO VISION AT ACC                                                                                                                      | CIDENT SITE                                                                                       |            | т          | NONE              |     | URE-F                                                 |                                                                                         |
|       |                                                   | WEATHER CONDITIONS                                                                                                                                                                  |                                                                                                   |            |            |                   |     | FLIGHT PLAN                                           |                                                                                         |
|       |                                                   |                                                                                                                                                                                     |                                                                                                   | ·          |            |                   |     |                                                       |                                                                                         |
| -1470 | 2/20/77<br>TIME - 1                               | ELIZABETHTOWN•KY<br>645                                                                                                                                                             | AERONCA 7AC<br>N82244<br>DAMAGE-DESTROYED                                                         | CR-<br>PX- |            |                   |     |                                                       | COMMERCIAL, FL.INSTR.,<br>AGE 31, 5153 TOTAL HOURS<br>251 IN TYPE, INSTRUMENT<br>RATED. |
|       | DEPARTUR<br>ELIZABI<br>TYPE OF                    | ETHTOWN . KY                                                                                                                                                                        | INTENDED DESTINATION<br>LOCAL                                                                     |            | P          | TAKE              | OF  | OPERATION<br>F INITIAL CLIMR<br>G FINAL APPRDACH      |                                                                                         |
|       | PROBABLE<br>POWERPI<br>PILOT<br>PILOT<br>EMERGENC | IN COMMAND - IMPROPE<br>IN COMMAND - FAILED                                                                                                                                         | POWERPLANT FAILURE F<br>R IN-FLIGHT DECISIONS<br>TO OBTAIN/MAINTAIN FLY<br>RCED LANDING OFF AIRPO | OR PL      | ANN<br>Pee | ERMIN<br>ING<br>D |     |                                                       |                                                                                         |

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AIRCRAFT DATA PTIOT DATA FILE DATE 1 OC ATTON INJURIES FI IGHT E S M/N PURPOSE 3-0989 3/28/77 BRONSTON, KY CESSNA 182G CR- 0 0 1 NONCOMMERCIAL COMMERCIAL. AGE 33. 1573 TIME - 1315 N2470R PX- 0 0 1 AERIAL SURVEY TOTAL HOURS. 703 IN TYPE. DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - BOSS DEPARTURE POINT INTENDED DESTINATION I ONDON . KY BRONSTON.KY TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH DIRT BANK LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE EACTOR(S) WEATHER - DOWNDRAFT-UPDRAFTS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CELLING AT ACCIDENT SITE BROKEN 45.00 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND HEAD WIND 338-022 DEGREES NONE WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 180 25 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VER VER 3-0985 4/13/77 GLASGOW, KY PIPER PA-28 CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 60, 1200 TIME - 2010 N7165W PX- 2 1 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS. UNK/NR IN DAMAGE-DESTROYED TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - MOORE AIRFIELD DEPARTURE POINT INTENDED DESTINATION GLASGOW, KY LOCAL TYPE DE ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALEUNCTION IN FLIGHT DESCENDING COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS.CONDITIONS - FUEL EXHAUSTION FACTOR (S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT.

BRIEFS OF ACCIDENTS

|        |                                              |                                                                          | BRIEFS                                                                                               | OF 4  | CCI      | DE | ITS       |                                                                               |                                                                             |
|--------|----------------------------------------------|--------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|-------|----------|----|-----------|-------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| FILE   | DATE                                         | LOCATION                                                                 | AIRCRAFT DATA                                                                                        | IN    | JUR<br>F |    |           | FLIGHT<br>PURPOSE                                                             | PILOT DATA                                                                  |
| 3-0986 | DEPARTURE<br>PRESTON<br>TYPE OF A<br>COLLIDE | 200<br>AIRPORT - COMBS<br>E POINT<br>NBURG, KY                           | CESSNA 150<br>N7046N<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>WILLIAMSON+WV                  |       | 0        | O  | 1<br>5E 0 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS<br>OF OPERATION<br>OFF INITIAL CLIMB | PRIVATE, AGE 34, 89 TOTAL<br>5P HOURS, 20 IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | PILOT 1                                      | IN COMMAND - INADEQU                                                     | ATE PREFLIGHT PREPARAT<br>GED DISTANCE,SPEED,AND                                                     | -     |          |    | PLA       | INNING                                                                        |                                                                             |
| 3-0987 | TIME - 14                                    | LOUISVILLE, KY<br>400<br>AIRPORT - BOWMAN                                | CESSNA 172<br>N1752F<br>DAMAGE-SUBSTANTIAL                                                           |       |          |    |           | NONCOMMERCIAL<br>PRACTICE                                                     | PRIVATE, AGE 53, 75 TOTAL<br>HOURS, 6 IN TYPE, NOT<br>INSTRUMENT RATED.     |
|        | DEPARTURE<br>LAPORTE<br>TYPE OF A<br>STALL   | , IN                                                                     | INTENDED DESTINATION<br>LOUISVILLE, KY                                                               |       | P        |    |           | DF OPERATION<br>NG GO-AROUND                                                  |                                                                             |
|        | PILOT D<br>FACTOR(S<br>PILOT D               | IN COMMAND - FAILED<br>IN COMMAND - DELAYED<br>)<br>IN COMMAND - IMPROPE | TO OBTAIN/MAINTAIN FLY<br>IN INITIATING GO-AROU<br>R RECOVERY FROM BOUNCE<br>O OR FAILED TO USE FLAF | D LAN | _        |    |           |                                                                               |                                                                             |
| 3-1469 | 5/14/77<br>TIME - 14                         |                                                                          | PIPER PA-24<br>N5656P<br>DAMAGE-SUBSTANTIAL                                                          |       |          |    |           | NONCOMMERCIAL<br>Pleasure/personal trans                                      | PRIVATE, AGE 32, 176<br>P TOTAL HOURS, 20 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTUR                                     | RIVER,KY<br>ACCIDENT                                                     |                                                                                                      |       | F        |    |           | OF OPERATION<br>OFF INITIAL CLIMB                                             | NUT INSTROMENT RATED.                                                       |
|        | PILOT<br>PILOT<br>FACTOR(S<br>MISCEL         | IN COMMAND - PREMATU<br>)                                                | TO OBTAIN/MAINTAIN FLY<br>JRE LIFT-OFF<br>IONS - FAILED TO USE AL                                    |       |          |    | RL        | INWAY                                                                         |                                                                             |

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BRIEFS OF ACCIDENTS LOCATION AIRCRAFT DATA INJURIES FILE DATE FLIGHT PILOT DATA F S M/N PURPOSE 3-1468 5/31/77 LOUISVILLE,KY CR- 0 0 1 MISCELLANEOUS HUGHES 269C COMMERCIAL, AGE 36, 829 TIME - 2245 N9498F PX- 0 1 0 OTHER PUBLIC TOTAL HOURS, ALL IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION LOUISVILLE,KY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING POWER-ON LANDING ROLL OVER LANDING POWER-ON LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) TERRAIN - ROUGH/UNEVEN BELLANCA 14-19 3-1741 6/6/77 ROBINSON CREEK,KY CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 36, 399 PX- 2 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 302 IN TYPE, TIME - 1310 N1293R DAMAGE-DESTROYED INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION BLUEFIELD, WV EVANSVILLE.IN TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE IN FLIGHT IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS.CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT EACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 1000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) RAIN, THUNDERSTORM OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS NONE IFR TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- IFR FP.PLT ACCEPTED VECTORS THRU LINE OF THUNDERSTORMS.PLT ALCOHOL LVL 173MG%.

| DATE LOCATION                                                                                                        | AIRCRAFT DATA                                                                                                                                                                                                                                                                                                                                                                                                                         | F                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | PURPOSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | PILOT DATA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|----------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TIME - 1340<br>DEPARTURE POINT<br>CALHOUN,GA<br>TYPE OF ACCIDENT                                                     | AMERICAN AA-1A<br>N9257L<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>CLEVELAND, DH                                                                                                                                                                                                                                                                                                                                               | CR- 0<br>PX- 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 0 1<br>PIKEY<br>PHASE<br>LAND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | NDNCOMMERCIAL<br>PLEASURE/PERSONAL TRANS<br>NROUTE STOP<br>VILLE,KY<br>OF OPERATION<br>ING ROLL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | PRIVATE, AGE 35, 464                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| PILOT IN COMMAND - IMPF<br>PILOT IN COMMAND - BECA<br>FACTOR(S)<br>TERRAIN - ROUGH/UNEVEN<br>MISCELLANEOUS ACTS.COND | OPER IN-FLIGHT DECISIONS<br>ME LOST/DISORIENTED<br>DITIONS - OVERLOAD FAILUR                                                                                                                                                                                                                                                                                                                                                          | OR PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | NING                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | anning                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 7/14/77 VINE GROVE,KY<br>TIME - 0940                                                                                 | GRUM AMER AA-1<br>N5652L<br>DAMAGE-SHBSTANTIAL                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | COMMERCIAL, AGE 38, 263<br>P TOTAL HOURS, UNK/NR IN<br>TYPE, INSTRUMENT RATED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                                                                                                      | TIME - 1340<br>DEPARTURE POINT<br>CALHOUN,GA<br>TYPE OF ACCIDENT<br>COLLIDED WITH DIRT BAN<br>GEAR COLLAPSED<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPR<br>PILOT IN COMMAND - IMPR<br>PILOT IN COMMAND - BECA<br>FACTOR(S)<br>TERRAIN - ROUGH/UNEVEN<br>MISCELLANEOUS ACTS,COMU<br>EMERGENCY CIRCUMSTANCES -<br>REMARKS- LND IN PASTURE.<br>7/14/77 VINE GROVE,KY<br>TIME - 0940<br>NAME OF AIRPORT - VINE GR<br>DEPARTURE POINT | 7/4/77       ELLIOTVILLE,KY       AMERICAN AA-1A         TIME - 1340       DAMAGE-SUBSTANTIAL         DEPARTURE POINT       INTENDED DESTINATION         CALHOUN,GA       CLEVELAND,OH         TYPE OF ACCIDENT       COLLIDED WITH DIRT BANK         GEAR COLLAPSED       PROBABLE CAUSE(S)         PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARAT         PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS         PILOT IN COMMAND - BECAME LOST/DISORIENTED         FACTOR(S)         TERRAIN - ROUGH/UNEVEN         MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURI         EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OF         LOW ON FUEL         REMARKS- LND IN PASTURE.         7/14/77       VINE GROVE,KY         GRUM AMER AA-1         NAME OF AIRPORT - VINE GROVE         DEPARTURE POINT | 7/4/77       ELLIOTVILLE,KY       AMERICAN AA-1A       CR-0         TIME - 1340       N9257L       PX-0         DAMAGE-SUBSTANTIAL       DEPARTURE POINT       INTENDED DESTINATION         CALHOUN,GA       CLEVELAND,OH       TYPE         TYPE OF ACCIDENT       COLLIDED WITH DIRT BANK       GEAR COLLAPSED         PROBABLE CAUSE(S)       PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND.         PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLAND         PILOT IN COMMAND - BECAME LOST/DISORIENTED         FACTOR(S)         TERRAIN - ROUGH/UNEVEN         MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE         EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPOULOW ON FUEL         REMARKS- LND IN PASTURE.         7/14/77       VINE GROVE,KY         GRUM AMER AA-1       CR-1         TIME - 0940       N5652L         DAMAGE-SUBSTANTIAL         NAME OF AIRPORT - VINE GROVE         DEPARTURE POINT       INTENDED DESTINATION | 7/4/77       ELLIOTVILLE,KY       AMERICAN AA-1A       CR-0001         TIME - 1340       N9257L       PX-001         DAMAGE-SUBSTANTIAL       DEPARTURE POINT       INTENDED DESTINATION       LAST E         CALHOUN,GA       CLEVELAND,0H       PIKE         COLLIDED WITH DIRT BANK       LAND         GEAR COLLAPSED       LAND         PROBABLE CAUSE(S)       PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PL.         PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING       PLANNING         PILOT IN COMMAND - BECAME LOST/DISORIENTED       FACTOR(S)         TERRAIN - ROUGH/UNEVEN       MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE         EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING DEF AIRPORT       LOW ON FUEL         REMARKS- LND IN PASTURE.       7/14/77       VINE GROVE,KY       GRUM AMER AA-1       CR-1       1       0         NAME OF AIRPORT - VINE GROVE       NAMEGE-SUBSTANTIAL       NAMEGEAUE POINT       LAST EN | 7/4/77       ELLIOTVILLE+KY       AMERICAN AA-1A       CR-0001       NONCOMMERCIAL         TIME - 1340       N9257L       PX-001       PLEASURE/PERSONAL TRANSI         DEPARTURE POINT       INTENDED DESTINATION       LAST ENROUTE STOP         CALHOUN-GA       CLEVELAND+OH       PIKEVILLE+KY         TYPE OF ACCIDENT       CLEVELAND+OH       PIKEVILLE+KY         COLLIDED WITH       DIRT BANK       LANDING ROLL         GEAR COLLAPSED       LANDING ROLL       LANDING ROLL         PROBABLE CAUSE(S)       PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING         PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING       PILOT IN COMMAND - BECAME LOST/DISORIENTED         FACTOR(S)       TERRAIN - ROUGH/UNEVEN       MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE         EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT       LOW ON FUEL         REMARKS- LND IN PASTURE.       MAGE-SUBSTANTIAL         7/14/77       VINE GROVE+KY       GRUM AMER AA-1       CR-1       1       0       NONCOMMERCIAL         TIME - 0940       NS652L       PX-0       0       0       PLEASURE/PERSONAL TRANSIDAMAGE-SUBSTANTIAL         NAME OF AIRPORT - VINE GROVE       INTENDED DESTINATION       LAST ENROUTE STOP |

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BRIEFS OF ACCIDENTS

|        |                                                                             |                                                             | BRIEF                                                                       |        |      | DENTS                                    |                                                                                                                                                                               |                                                                                          |
|--------|-----------------------------------------------------------------------------|-------------------------------------------------------------|-----------------------------------------------------------------------------|--------|------|------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| FILE   | DATE                                                                        | LOCATION                                                    | AIRCRAFT DATA                                                               | IN     | JUR  |                                          | FLIGHT                                                                                                                                                                        | PILOT DATA                                                                               |
| 3-1109 | 4/29/77<br>TIME - 10:                                                       | NR.CROWLEY.LA<br>30                                         | PIPER PA-25<br>N47637Z<br>D'AMAGE-DESTROYED                                 |        |      |                                          | COMMERCIAL<br>AERIAL APPLICATION                                                                                                                                              | COMMERCIAL, AGE UNK/NR,<br>5000 TOTAL HOURS, UNK/NR<br>IN TYPE, NOT INSTRUMENT<br>RATED. |
|        |                                                                             |                                                             | INTENDED DESTINATION                                                        |        |      |                                          |                                                                                                                                                                               | KATED.                                                                                   |
|        | CROWLEY, I<br>TYPE OF A                                                     |                                                             | LOCAL                                                                       |        |      |                                          |                                                                                                                                                                               |                                                                                          |
|        | STALL                                                                       |                                                             |                                                                             |        | ٠    |                                          | DF OPERATION<br>LIGHT CLEANUP SWATH                                                                                                                                           |                                                                                          |
|        | PROBABLE (                                                                  | CAUSE(S)                                                    |                                                                             |        |      |                                          |                                                                                                                                                                               |                                                                                          |
|        | PILOT I                                                                     | N COMMAND - FAILE                                           | D TO OBTAIN/MAINTAIN FL                                                     | YING S | SPEE | Ð                                        |                                                                                                                                                                               |                                                                                          |
|        | SPECIAL D                                                                   | ΑΤΑ                                                         |                                                                             |        |      |                                          |                                                                                                                                                                               |                                                                                          |
|        | TOTAL HO<br>KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>ELEVATIO | DURS IN CROP CONTR<br>CROP - RICE<br>SEAT BELT - UNKNO      | JWN/NOT REPORTED<br>LLED<br>JRWARD OF PILOT<br>NTED-FEET ~ 19               |        |      | TYPE<br>GLOVE<br>CRASE<br>CRASE<br>TERRE | OF OPERATION - PRACTICE<br>OF CHEMICAL USED - LIQU<br>SS - NOT USED<br>H HELMET - AVAILABLE USE<br>H BAR - NOT INSTALLED<br>AIN-TYPE - LEVEL.FLAT<br>H RUN-HOW FLOWN - WIND C | JID CHEMICAL-NONTOXIC<br>ED                                                              |
|        | . Č.,                                                                       | and the second second                                       |                                                                             |        |      |                                          |                                                                                                                                                                               |                                                                                          |
| 1210   | ( (20 (77                                                                   |                                                             |                                                                             | 6.0    | •    |                                          | COMMERCIAL                                                                                                                                                                    | COMMEDICAL 405 07 7500                                                                   |
| -1219  | 4/30/77<br>TIME - 15                                                        |                                                             | N6653Q                                                                      |        |      |                                          |                                                                                                                                                                               | TOTAL HOURS, ALL IN TYPE,                                                                |
|        |                                                                             | IRPORT - ROUGEAU                                            | DAMAGE-DESTROYED                                                            |        | ۰.   |                                          |                                                                                                                                                                               | NOT INSTRUMENT RATED.                                                                    |
|        |                                                                             | POINT                                                       | INTENDED DESTINATION                                                        |        |      |                                          |                                                                                                                                                                               |                                                                                          |
|        | TYPE OF A                                                                   |                                                             | LUCAL                                                                       |        | P    | HASE (                                   | OF OPERATION                                                                                                                                                                  |                                                                                          |
|        |                                                                             | E FAILURE ON GROU                                           | IND                                                                         |        |      |                                          | NG ROLL                                                                                                                                                                       |                                                                                          |
|        | COLLIDE                                                                     | D WITH WIRES/POL                                            | ≣S                                                                          |        |      | LAND                                     | ING GO-AROUND                                                                                                                                                                 |                                                                                          |
|        | MISCELL                                                                     | E - LANDING GEAR<br>ANEOUS ACTS.CONDI<br>EL - PRODUCTION-DE | BRAKING SYSTEM (NORMAL<br>FIONS - BINDING<br>ESIGN-PERSONNEL POOR/II<br>INS | NADEQU | ATE  |                                          | 5N                                                                                                                                                                            |                                                                                          |
|        | FIRE AFTER                                                                  | RIMPACT                                                     |                                                                             |        | • •  |                                          |                                                                                                                                                                               |                                                                                          |
|        | REMARKS- :                                                                  | 28 HRS SINCE NEW.                                           | BRAKE VALVE MALF.                                                           |        |      |                                          |                                                                                                                                                                               |                                                                                          |
|        |                                                                             |                                                             |                                                                             |        |      |                                          |                                                                                                                                                                               |                                                                                          |

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| FILE   | DATE                                                     | LOCATION                                                                | AIRCRAFT DATA                                      | -     | -   | IES<br>SM |        | FLIGHT<br>PURPOSE                                      | PILOT DATA                                                                     |  |  |  |
|--------|----------------------------------------------------------|-------------------------------------------------------------------------|----------------------------------------------------|-------|-----|-----------|--------|--------------------------------------------------------|--------------------------------------------------------------------------------|--|--|--|
| 8-1110 | 5/22/77<br>TIME - 164                                    | FREE MASON IS.,LA<br>5                                                  | PIPER PA 28<br>N5835U<br>DAMAGE-SUBSTANTIAL        |       |     |           |        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP              | PRIVATE, AGE 32, 214<br>TOTAL HOURS, ALL IN TYPE,<br>NOT INSTRUMENT RATED.     |  |  |  |
|        | NAME OF AID<br>DEPARTURE<br>NEW ORLE                     |                                                                         | ISLAND<br>NTENDED DESTINATION<br>FREE MASON IS.,LA |       |     |           |        |                                                        |                                                                                |  |  |  |
|        | TYPE OF AC<br>UNDERSHO<br>COLLIDED                       |                                                                         |                                                    |       | Ρ   | LAI       | ND I N | OPERATION<br>G FINAL APPROACH<br>G LEVEL OFF/TOUCHDOWN |                                                                                |  |  |  |
|        | PILOT IN<br>FACTOR(S)<br>TERRAIN<br>MISCELLA<br>PILOT IN | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE |                                                    |       |     |           |        |                                                        |                                                                                |  |  |  |
| 8-1033 | 5/23/77<br>TIME - 140                                    |                                                                         | MURRAYAIR MA-1B<br>N1014Y<br>Damage-substantial    |       |     |           |        |                                                        | COMMERCIAL, AGE 26, 4300<br>Total Hours, 100 in Type,<br>Not instrument rated. |  |  |  |
|        |                                                          | LA                                                                      | VTENDED DESTINATION                                |       | Ρ   | TA        | KEOF   | OPERATION<br>F RUN<br>F RUN                            |                                                                                |  |  |  |
|        |                                                          | - LANDING GEAR TA                                                       |                                                    | ADEQU | ΔΤΕ | MA        | INTE   | NANCE AND INSPECTION                                   |                                                                                |  |  |  |

| 3-1036       5/26/77       GUEYDAN,LA       PIPER PA-18       CR-0       0       1       0       INSTRUCTIONAL       NO CERTIFICATE,         TIPE - 1828       NAME OF AIRPORT - SALTZMAN       DEMAGE-DESTRUED       PX-0       0       0       TRAINING       120       TOTAL HOURS         NAME OF AIRPORT - SALTZMAN       DEPARTURE POINT       INTENDED DESTINATION       INTENDED DESTINATION       RATED.         OFPARTURE POINT       INTENDED DESTINATION       GUEYDAN,LA       LOCAL       PHASE OF DEFRATION       RATED.         TYPE OF ACCIDENT       GROUMO-WATER LODO-SWERVE       TAKEOFF RUN       TAKEOFF RUN       RATED.         COLLIDED WITH WIRES/POLES       TAKEOFF RUN       TAKEOFF RUN       TAKEOFF RUN       RATED.         PLOT IN COMMAND - ATTERPTED DEPERATION BEYOND EXPERIENCE/ABILITY LEVEL       WEATHER - INFAVORABLE WIND CONDITIONS       CEILING AT ACCIDENT SITE       NOME         VISIBILITY AT ACCIDENT SITE       UNLIMITED       PRECIPITATION AT ACCIDENT SITE       NOME       NOME         OB OVERVIEWLMIMTEDI       TO CAMAGE-WORSTING       COLDENT SITE       NOME       NOME         OS OVERVIEWLMIMTEDI       TO CAMAGE-WORSTINATION       NOME       REATHER CONDITIONS       YEB OF WARD         Statticuture-F       WIND OLICITY-KNOTS       TYPE OF FLICHT PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | ΑΤΑ         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| DEPARTURE POINT INTENDED DESTINATION<br>GUEYDAN.LA LOCAL PHASE OF DPERATION<br>GROUND-ANTER LODP-SWERVE TAKEOFF RUN<br>COLLIDED WITH WIRES/POLES TAKEOFF RUN<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL<br>PILOT IN COMMAND - ATTEMPTEN OPERATION BEYOND EXPERIENCE/ABILITY LEVEL<br>WEATHER - INFAQUABLE WIND CONDITIONS<br>SKY CONDITION CEILING AT ACCIDENT SITE UNIN MITED<br>VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE<br>5 OR OVER(INULMITED) NONE<br>OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND<br>DESTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND<br>15<br>TEMPERATURE-F<br>89<br>WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS<br>S/27/777 NR.MORGAN CITY.LA CESSNA 180F CR- 0 0 1 COMMERCIAL<br>NONE<br>FIRE AFTER IMPACT<br>DEPARTURE POINT INTENDED DESTINATION<br>HOUMA.LA MORGAN CITY.LA CESSNA 180F CR- 0 0 1 COMMERCIAL<br>AGE 23. 2100 TO<br>140 IN TYPE, N<br>DEPARTURE POINT INTENDED DESTINATION<br>HOUMA.LA MORGAN CITY.LA CESSNA 180F CR- 0 0 1 COMMERCIAL<br>AGE 23. 2100 TO<br>1140 IN TYPE, N<br>DEPARTURE POINT INTENDED DESTINATION<br>HOUMA.LA MORGAN CITY.LA PASSEMBER<br>PROPELLER/RCTOR ACCIDENT TO PERSON<br>PROBABLE CAUSE(S)<br>PROBABLE CAUSE(S)<br>PROBABLE CAUSE(S)<br>PROBABLE CAUSE(S)<br>PROBALE CAUSE(S)<br>PROBADE CAUSE CAUSE PROVINE PASSENGER                                                                                                                                                                                                                                                                                    | S. 80 IN    |
| TYPE OF ACCIDENT PHASE OF DPERATION<br>GROUND-MATER LODP-SWERVE<br>COLLIDED WITH WIRES/POLES TAKEOFF RUN<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL<br>WEATHER - INFLADORABLE WIND CONDITIONS<br>SKY CONDITION<br>SCATTERED UNLINTED<br>VISIBILITY AT ACCIDENT SITE<br>SCATTERED TO MAINTAIN DIRECTIONAL CONTROL<br>PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL<br>WEATHER - INFLADORABLE WIND CONDITIONS<br>SKY CONDITION<br>SCATTERED UNLINTED<br>VISIBILITY AT ACCIDENT SITE<br>S COMMERCIAL FIL<br>S COMMERCIAL FIL<br>NONE<br>NONE<br>TEMPERATURE-F<br>89<br>WIND VELOCITY-KNOTS<br>15<br>TYPE OF FLICHT PLAN<br>NONE<br>FIRE AFTER IMPACT<br>-1153<br>5/27/77 NR_MORGAN CITY-LA CESSNA 180F<br>FIRE AFTER IMPACT<br>DEPARTURE POINT INTENDED DESTINATION<br>HOUMA,LA<br>PROBABLE CAUSE(S)<br>PROBABLE CAUSE(S)<br>PROBABLE CAUSE(S)<br>PROBABLE CAUSE(S)<br>PROBABLE CAUSE(S)<br>PROBABLE AMISCHARDER<br>COMMERCIAL PASSENGER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |             |
| GROUMO-WATER LODP-SWERVE TAKEOFF RUN<br>COLLIDED WITH WIRES/POLES TAKEOFF RUN<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL<br>PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL<br>WEATHER - INFAUDRABLE WIND CONDITIONS<br>SKY CONDITION<br>SKY CONDITION<br>SKY CONDITION<br>SKY CONDITION<br>SKY CONDITION<br>CEILING AT ACCIDENT SITE<br>UNLIMITED<br>UNLIMITED<br>ORSTRUCTIONS TO VISION AT ACCIDENT SITE<br>S OR OVER(INLIMITED)<br>ORSTRUCTIONS TO VISION AT ACCIDENT SITE<br>RELATIVE BEARING OF WIND<br>ORSTRUCTIONS TO VISION AT ACCIDENT SITE<br>REMPERATURE-F<br>89<br>WIND VELOCITY-KNOTS<br>15<br>TYPE OF FLIGHT PLAN<br>NONE<br>FIRE AFTER IMPACT<br>-1153<br>5/27/77 NR.MORGAN CITY.LA CESSNA 180F<br>FIRE AFTER IMPACT<br>-1153<br>5/27/77 NR.MORGAN CITY.LA CESSNA 180F<br>CR- 0 0 1 COMMERCIAL<br>TIME - 1030<br>DAMAGE-NONE<br>DEPARTURE PDINT<br>INTENDED DESTINATION<br>MORGAN CITY.LA<br>TYPE OF ACCIDENT<br>PROBALLE CAUSE(S)<br>PROBABLE CAUSE(S)<br>PROBALE CAUSE(S)<br>PROBALE CAUSE(S)<br>PROBALE CAUSE(S)<br>PROBALE CAUSE(S)<br>PROBALE CAUSE(S)<br>PROBALE CAUSE(S)<br>PROBALE CAUSE(S)<br>PROBALE CAUSE(S)<br>PROBALE AMEDIAL AMEDIA<br>TYPE OF ACCIDENT TO PERSONNEL PASSENGER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |             |
| COLLIDED WITH WIRES/POLES TAKEOFF RUN<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL<br>PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL<br>WEATHER - INFAVORABLE WIND CONDITIONS<br>SKY CONDITION CONDITIONS<br>SKY CONDITION<br>SCATTERED<br>VISIBILITY AT ACCIDENT SITE UNLIMITED<br>NONE<br>TO BASTRUCTIONS TO VISION AT ACCIDENT SITE NONE<br>NONE<br>TEMPERATURE-F WIND DIRECTION-DEGREES<br>A9<br>WIND VELOCITY-KNOTS TYPE OF HEATHER CONDITIONS<br>15<br>TYPE OF FLIGHT PLAN<br>NONE<br>FIRE AFTER IMPACT<br>-1153 5/27/77 NR.MORGAN CITY-LA CESSNA 180F CR- 0 0 1 COMMERCIAL<br>TIME - 1030 NABO91 PX- 0 1 0 AIR TAXI-PASSE AGE 23, 2100 TI<br>1140 IN TYPE, N<br>MENT RATED.<br>DEPARTURE POINT INTENDED DESTINATION<br>HOUMA:LA WORGAN CITY-LA PHASE OF OPERATION<br>PROPELLER/ROTOR ACCIDENT TO PERSON<br>PROBABLE CAUSE(S)<br>PROBABLE CAUSE(S)<br>PROBABLE CAUSE(S)<br>PROBABLE CAUSE (S)<br>PROBABLE CAUSE (S)<br>PROBABLE CAUSE (S)<br>PROBABLE CAUSE (S)<br>PROPENDENT MENT ALL PASSENGER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             |
| PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL<br>PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL<br>WEATHER - INFAQURABLE WIND CONDITIONS<br>SKY CONDITION<br>SCATTERED<br>VISIBILITY AT ACCIDENT SITE<br>S OR OVER(INLIMITED)<br>DBSTRUCTIONS TO VISION AT ACCIDENT SITE<br>NONE<br>TEMPERATURE-F<br>R9<br>WIND VELOCITY-KNOTS<br>15<br>TYPE OF FLIGHT PLAN<br>NONE<br>FIRE AFTER IMPACT<br>-1153 5/27/77 NR.MORGAN CITY.LA<br>CESSNA 180F<br>CR- 0 0 1 COMMERCIAL<br>TIME - 1030<br>DEPARTURE POINT<br>HOUMA,LA<br>TYPE OF ACCIDENT<br>DEPARTURE POINT<br>HOUMA,LA<br>TYPE OF ACCIDENT<br>PROBABLE CAUSE(S)<br>PROBABLE |             |
| PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL<br>PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL<br>WEATHER - INFAVORABLE WIND CONDITIONS<br>SKY CONDITION<br>SCATTERED<br>VISIBILITY AT ACCIDENT SITE<br>S OR DVER(INLIMITED)<br>ORSTRUCTIONS TO VISION AT ACCIDENT SITE<br>NONE<br>TEMPERATURE-F<br>R9<br>WIND VELOCITY-KNOTS<br>15<br>TYPE DF FLIGHT PLAN<br>NONE<br>FIRE AFTER IMPACT<br>-1153 5/27/77 NR.MORGAN CITY.LA<br>CESSNA 180F<br>CR- 0 0 1 COMMERCIAL<br>TIME - 1030<br>DEPARTURE POINT<br>HOUMA,LA<br>TYPE OF ACCIDENT<br>DEPARTURE POINT<br>HOUMA,LA<br>TYPE OF ACCIDENT<br>PROBABLE CAUSE(S)<br>PROBABLE |             |
| SCATTERED<br>VISIBILITY AT ACCIDENT SITE<br>5 OR OVERIUNLIMITED)<br>DBSTRUCTIONS TO VISION AT ACCIDENT SITE<br>NONE<br>RELATIVE BEARING OF WIND<br>DBSTRUCTIONS TO VISION AT ACCIDENT SITE<br>NONE<br>TEMPERATURE-F<br>89<br>WIND VELOCITY-KNOTS<br>15<br>TYPE OF FLIGHT PLAN<br>NONE<br>FIRE AFTER IMPACT<br>-1153 5/27/77 NR.MORGAN CITY.LA CESSNA 180F<br>NONE<br>FIRE AFTER IMPACT<br>DEPARTURE POINT<br>HOUMA.LA<br>TYPE OF ACCIDENT<br>PROPELLER/ROTOR ACCIDENT TO PERSON<br>PROBABLE CAUSE(S)<br>PROBABLE CAUSE(S)<br>PROBABLE CAUSE(S)<br>PROBABLE CAUSE(S)<br>PROPELLER/ROTOR ACCIDENT PACE<br>VERUINE<br>UNLIMITED<br>PROPELLER/ROTOR ACCIDENT PASSENGER<br>UNLIMITED<br>PROPELLER/ROTOR ACCIDENT PASSENGER<br>UNLIMITED<br>PROPELLER/ROTOR ACCIDENT PASSENGER<br>UNLIMITED<br>PROPELLER/ROTOR ACCIDENT PASSENGER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |             |
| SCATTERED<br>VISIBILITY AT ACCIDENT SITE<br>5 OR OVERIUNLIMITED)<br>DBSTRUCTIONS TO VISION AT ACCIDENT SITE<br>NONE<br>RELATIVE BEARING OF WIND<br>LEFT CROSS WIND 248-292 DEGREES<br>WIND VELOCITY-KNOTS<br>15<br>TYPE OF FLIGHT PLAN<br>NONE<br>FIRE AFTER IMPACT<br>-1153 5/27/77 NR.MORGAN CITY.LA<br>TIME - 1030<br>DEPARTURE POINT<br>HOUMA.LA<br>TYPE OF ACCIDENT<br>PROPELLER/ROTOR ACCIDENT TO PERSON<br>PROBABLE CAUSE(S)<br>PROBABLE CAUSE(S)<br>PROBABLE CAUSE(S)<br>PROBABLE CAUSE(S)<br>PROBABLE CAUSE(S)<br>PROBABLE CAUSE(S)<br>PROPELLER/ROTOR ACCIDENT MALE<br>VINITED<br>PROPELLER/ROTOR ACCIDENT PASSENGER<br>UNLIMITED<br>PROPELLER/ROTOR ACCIDENT PASSENGER<br>UNLIMITED<br>PROPELLER/ROTOR ACCIDENT PASSENGER<br>UNLIMITED<br>PROPELLER/ROTOR ACCIDENT PASSENGER<br>UNLIMITED<br>PROPELLER/ROTOR ACCIDENT PASSENGER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |             |
| 5 OR OVER(UNLIMITED)       NONE         DBSTRUCTIONS TO VISION AT ACCIDENT SITE       RELATIVE BEARING OF WIND         NONE       RELATIVE BEARING OF WIND         TEMPERATURE-F       280         89       280         WIND VELOCITY-KNOTS       TYPE OF WEATHER CONDITIONS         15       TYPE OF FLIGHT PLAN         NONE       VFR         FIRE AFTER IMPACT       CESSNA 180F         -1153       5/27/77         NOR.MORGAN CITY-LA       CESSNA 180F         CR-       0         NONE         FIRE AFTER IMPACT         -1153       5/27/77         SOLOTIV-LA       CESSNA 180F         CR-       0         15       0         TYPE OF FLIGHT PLAN       NAB091         NONE       PX-         TIME - 1030       NA8091         DEPARTURE POINT       INTENDED DESTINATION         HOUMA+LA       MORGAN CITY+LA         TYPE OF ACCIDENT       PHASE OF OPERATION         PROPELLER/ROTOR ACCIDENT TO PERSON       STATIC         PROBABLE CAUSE(S)       PROSONNEL         PERSONNEL - MISCELLANEOUS-PERSONNEL       PASSENGER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |             |
| DBSTRUCTIONS TO VISION AT ACCIDENT SITE<br>NONE       RELATIVE BEARING OF WIND<br>LEFT CROSS WIND 248-292 DEGREES         TEMPERATURE-F       WIND DIRECTION-DEGREES         89       Z80         WIND VELOCITY-KNOTS       TYPE OF WEATHER CONDITIONS         15       TYPE OF FLIGHT PLAN<br>NONE         FIRE AFTER IMPACT       VFR         *1153       5/27/77 NR.MORGAN CITY+LA       CESSNA 180F       CR-       0 0 1 COMMERCIAL       COMMERCIAL, FL.         *1153       5/27/77 NR.MORGAN CITY+LA       CESSNA 180F       CR-       0 0 1 COMMERCIAL       COMMERCIAL, FL.         *1153       5/27/77 NR.MORGAN CITY+LA       CESSNA 180F       CR-       0 0 1 COMMERCIAL       COMMERCIAL, FL.         *1153       5/27/77 NR.MORGAN CITY+LA       CESSNA 180F       CR-       0 0 1 COMMERCIAL       COMMERCIAL, FL.         *1153       5/27/77 NR.MORGAN CITY+LA       CESSNA 180F       CR-       0 0 1 0 AIR TAXI-PASSG       AGE 23, 2100 TC         TIME - 1030       N48091       PX-       0 1 0 AIR TAXI-PASSG       AGE 23, 2100 TC         DEPARTURE POINT       INTENDED DESTINATION       MENT RATED.       MENT RATED.         TYPE OF ACCIDENT       PHASE OF OPERATION       STATIC       IDLING ENGINE(S)         PROBABLE CAUSE(S)       PROBABLE CAUSE(S)       PASSENGER <t< td=""><td></td></t<>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |             |
| NONE<br>TEMPERATURE-F<br>89<br>WIND VELOCITY-KNOTS<br>15<br>TYPE OF FLIGHT PLAN<br>NONE<br>FIRE AFTER IMPACT<br>-1153 5/27/77 NR.MORGAN CITY.LA CESSNA 180F<br>TIME - 1030<br>DEPARTURE POINT<br>DEPARTURE POINT<br>HOUMA.LA<br>TYPE OF VEATHER CONDITIONS<br>VFR<br>CR- 0 0 1 COMMERCIAL<br>COMMERCIAL, FL.<br>CESSNA 180F<br>PX- 0 1 0 AIR TAXI-PASSG<br>1140 IN TYPE, N<br>MENT RATED.<br>DEPARTURE POINT<br>HOUMA.LA<br>TYPE OF ACCIDENT<br>PROPELLER/ROTOR ACCIDENT TO PERSON<br>PROBABLE CAUSE(S)<br>PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |             |
| TEMPERATURE-F       WIND DIRECTION-DEGREES         89       280         WIND VELOCITY-KNOTS       TYPE OF WEATHER CONDITIONS         15       VFR         TYPE DF FLIGHT PLAN       VFR         NONE       FIRE AFTER IMPACT         -1153       5/27/77 NR.MORGAN CITY.LA       CESSNA 180F       CR-       0 0 1 COMMERCIAL       COMMERCIAL, FL.         TIME - 1030       N48091       PX-       0 1 0 AIR TAXI-PASSG       AGE 23, 2100 TC         DEPARTURE POINT       INTENDED DESTINATION       MORGAN CITY.LA       MORGAN CITY.LA         TYPE OF ACCIDENT       MORGAN CITY.LA       PHASE OF OPERATION         PROPELLER/ROTOR ACCIDENT TO PERSON       STATIC IDLING ENGINE(S)         PROBABLE CAUSE(S)       PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |             |
| 89       280         15       TYPE OF FLIGHT PLAN         NONE       FIRE AFTER IMPACT         -1153       5/27/77 NR.MORGAN CITY.LA       CESSNA 180F       CR-       0       1       COMMERCIAL       COMMERCIAL, FL.         -1153       5/27/77 NR.MORGAN CITY.LA       CESSNA 180F       CR-       0       1       COMMERCIAL       COMMERCIAL, FL.         -1153       5/27/77 NR.MORGAN CITY.LA       CESSNA 180F       CR-       0       1       COMMERCIAL       COMMERCIAL, FL.         -1153       5/27/77 NR.MORGAN CITY.LA       CESSNA 180F       CR-       0       1       COMMERCIAL, FL.         TIME - 1030       NAB091       PX-       0       1       O AIR TAXI-PASSG       AGE 23, 2100 TO         DEPARTURE POINT       INTENDED DESTINATION       MORGAN CITY.LA       MENT RATED.       MENT RATED.         DEPARTURE POINT       INTENDED DESTINATION       MORGAN CITY.LA       PHASE OF OPERATION       MENT RATED.         TYPE OF ACCIDENT       PROPELLER/ROTOR ACCIDENT TO PERSON       STATIC       IDLING ENGINE(S)       PROBABLE CAUSE(S)         PERSONNEL - MISCELLANEOUS-PERSONNEL       PASSENGER       PASSENGER       IDLING ENGINE(S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |             |
| WIND VELOCITY-KNOTS<br>15<br>TYPE DF FLIGHT PLAN<br>NONE<br>FIRE AFTER IMPACT<br>-1153 5/27/77 NR.MORGAN CITY.LA CESSNA 180F CR- 0 O 1 COMMERCIAL<br>TIME - 1030 N48091 PX- 0 1 O AIR TAXI-PASSG AGE 23, 2100 TO<br>DAMAGE-NONE<br>DEPARTURE POINT INTENDED DESTINATION<br>HOUMA.LA MORGAN CITY.LA<br>TYPE OF ACCIDENT MORGAN CITY.LA<br>TYPE OF ACCIDENT TO PERSON<br>PROPELLER/ROTOR ACCIDENT TO PERSON<br>PROBABLE CAUSE(S)<br>PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |             |
| 15<br>TYPE OF FLIGHT PLAN<br>NONE<br>FIRE AFTER IMPACT<br>-1153 5/27/77 NR.MORGAN CITY.LA CESSNA 180F CR- 0 O 1 COMMERCIAL<br>TIME - 1030 N48091 PX- 0 1 O AIR TAXI-PASSG AGE 23, 2100 TO<br>DAMAGE-NONE DEPARTURE POINT INTENDED DESTINATION<br>HOUMA.LA MORGAN CITY.LA<br>TYPE OF ACCIDENT MORGAN CITY.LA<br>TYPE OF ACCIDENT TO PERSON<br>PROPELLER/ROTOR ACCIDENT TO PERSON<br>PROBABLE CAUSE(S)<br>PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |             |
| NONE<br>FIRE AFTER IMPACT<br>-1153 5/27/77 NR.MORGAN CITY.LA CESSNA 180F CR- 0 0 1 COMMERCIAL COMMERCIAL, FL.<br>TIME - 1030 NA8091 PX- 0 1 0 AIR TAXI-PASSG AGE 23, 2100 TO<br>DAMAGE-NONE 1140 IN TYPE, N<br>DEPARTURE POINT INTENDED DESTINATION<br>HOUMA.LA MORGAN CITY.LA<br>TYPE OF ACCIDENT MORGAN CITY.LA<br>TYPE OF ACCIDENT TO PERSON STATIC IDLING ENGINE(S)<br>PROBABLE CAUSE(S)<br>PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |             |
| FIRE AFTER IMPACT<br>-1153 5/27/77 NR.MORGAN CITY.LA CESSNA 180F CR- 0 0 1 COMMERCIAL COMMERCIAL, FL.<br>TIME - 1030 N48091 PX- 0 1 0 AIR TAXI-PASSG AGE 23, 2100 TO<br>DAMAGE-NONE DEPARTURE POINT INTENDED DESTINATION<br>HOUMA,LA MORGAN CITY.LA<br>TYPE OF ACCIDENT MORGAN CITY.LA<br>TYPE OF ACCIDENT TO PERSON STATIC IDLING ENGINE(S)<br>PROBABLE CAUSE(S)<br>PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |             |
| -1153 5/27/77 NR.MORGAN CITY.LA CESSNA 180F CR- 0 0 1 COMMERCIAL COMMERCIAL, FL.<br>TIME - 1030 N48091 PX- 0 1 0 AIR TAXI-PASSG AGE 23, 2100 TO<br>DAMAGE-NONE 1140 IN TYPE, N<br>MENT RATED.<br>DEPARTURE POINT INTENDED DESTINATION<br>HOUMA.LA MORGAN CITY.LA<br>TYPE OF ACCIDENT MORGAN CITY.LA<br>TYPE OF ACCIDENT TO PERSON STATIC IDLING ENGINE(S)<br>PROBABLE CAUSE(S)<br>PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |             |
| TIME - 1030     N48091     PX- 0 1 0 AIR TAXI-PASSG     AGE 23, 2100 TO       DAMAGE-NONE     1140 IN TYPE, N       DEPARTURE POINT     INTENDED DESTINATION       HOUMA,LA     MORGAN CITY,LA       TYPE OF ACCIDENT     PHASE OF OPERATION       PROPELLER/ROTOR ACCIDENT TO PERSON     STATIC IDLING ENGINE(S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |             |
| TIME - 1030     N48091     PX- 0 1 0 AIR TAXI-PASSG     AGE 23, 2100 TO       DAMAGE-NONE     1140 IN TYPE, N       DEPARTURE POINT     INTENDED DESTINATION       HOUMA,LA     MORGAN CITY,LA       TYPE OF ACCIDENT     PHASE OF OPERATION       PROPELLER/ROTOR ACCIDENT TO PERSON     STATIC IDLING ENGINE(S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |             |
| DAMAGE-NONE 1140 IN TYPE, N<br>DEPARTURE POINT INTENDED DESTINATION<br>HOUMA,LA MORGAN CITY,LA<br>TYPE OF ACCIDENT PROPELLER/ROTOR ACCIDENT TO PERSON<br>PROBABLE CAUSE(S)<br>PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |             |
| DEPARTURE POINT INTENDED DESTINATION<br>HOUMA,LA MORGAN CITY,LA PHASE OF OPERATION<br>PROPELLER/ROTOR ACCIDENT TO PERSON STATIC IDLING ENGINE(S)<br>PROBABLE CAUSE(S)<br>PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |             |
| HOUMA,LA MORGAN CITY,LA<br>TYPE OF ACCIDENT PHASE OF OPERATION<br>PROPELLER/ROTOR ACCIDENT TO PERSON STATIC IDLING ENGINE(S)<br>PROBABLE CAUSE(S)<br>PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 107 103 100 |
| TYPE OF ACCIDENT PHASE OF OPERATION<br>PROPELLER/ROTOR ACCIDENT TO PERSON STATIC IDLING ENGINE(S)<br>PROBABLE CAUSE(S)<br>PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             |
| PROPELLER/ROTOR ACCIDENT TO PERSON STATIC IDLING ENGINE(S) PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |             |
| PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |             |
| PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |             |
| REPARNST FAX FROFENET DRIEFED. DEFLANED CARELESSET.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |             |

|       |                                                                                              |                                                                                                             | FS                   | M/N                         | FLIGHT<br>PURPOSE                                             |                                                                             |
|-------|----------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|----------------------|-----------------------------|---------------------------------------------------------------|-----------------------------------------------------------------------------|
| -1562 | 5/31/77 HOUMA,LA<br>TIME - 1548                                                              |                                                                                                             | CR- 1 0<br>PX- 2 0   | 0                           | COMMERCIAL<br>AIR TAXI-PASSG                                  | COMMERCIAL, AGE 39, 4690<br>TOTAL HOURS, 90 IN TYPE,<br>INSTRUMENT RATED.   |
|       | NAME OF AIRPORT - IN<br>DEPARTURE POINT<br>HOUMA,LA<br>TYPE OF ACCIDENT<br>COLLIDED WITH OBJ | INTENDED DESTINATIO<br>RETURN                                                                               | C<br>PH/             | ULAC                        | ROUTE STOP<br>•LA<br>F OPERATION<br>NG TRAFFIC PATTERN-CIP    | RCL ING                                                                     |
|       | PILOT IN COMMAND -<br>FACTOR(S)                                                              | - CONTINUED VFR FLIGHT INTO<br>INADEQUATE PREFLIGHT PREPA                                                   |                      |                             |                                                               |                                                                             |
|       | WEATHER BRIEFING - N                                                                         | TORM ACTIVITY<br>.CONDITIONS - AIRCRAFT CAME<br>10 RECORD OF BRIEFING RECEIV<br>ORECAST SUBSTANTIALLY CORRE | . O                  | ATER                        |                                                               |                                                                             |
|       | SKY CONDITION<br>OVERCAST<br>VISIBILITY AT ACCIDE<br>3 MILES OR LESS<br>OBSTRUCTIONS TO VISI |                                                                                                             | 3<br>PRE<br>H<br>TEN | OOO<br>CIPI<br>AIL,<br>PERA | AT ACCIDENT SITE<br>TATION AT ACCIDENT SITE<br>RAIN<br>TURE-F | E                                                                           |
|       | HAZE<br>WIND DIRECTION-DEGRE<br>270<br>Type of Weather Cond<br>Below Minimums                |                                                                                                             | MIW<br>B<br>Tyt      | ۰.<br>۱                     | LOCITY-KNOTS<br>FLIGHT PLAN                                   |                                                                             |
|       |                                                                                              | MAKING APP OVER CANAL FOR                                                                                   |                      |                             | LIDED WITH BRIDGE.                                            |                                                                             |
| -1034 | 6/2/77 IOTA,LA<br>TIME - 1430                                                                | GRUMMAN G-164A<br>N7480<br>DAMAGE-SUBSTANTI                                                                 | PX- 0 0              |                             |                                                               | COMMERCIAL, AGE 36, 4000<br>TY TOTAL HOURS, 1500 IN<br>TYPE, NOT INSTRUMENT |
|       | DEPARTURE POINT<br>IOTA,LA<br>Type of Accident<br>Ground-Water Loop-                         | INTENDED DESTINATIO                                                                                         | РН                   |                             | F OPERATION<br>Ng Roll                                        | RATED.                                                                      |
|       | COLLIDED WITH DIR<br>PROBABLE CAUSE(S)                                                       |                                                                                                             | I                    |                             | NG ROLL                                                       |                                                                             |

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BRIEFS OF ACCIDENTS

|        |                                                      |                                                                                                        | BRIEFS                                                                                           | S OF A | ccı | DEN         | rs  |                                      |              |                                                                               |
|--------|------------------------------------------------------|--------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|--------|-----|-------------|-----|--------------------------------------|--------------|-------------------------------------------------------------------------------|
| FILE   | DATE                                                 | LOCATION                                                                                               | AIRCRAFT DATA                                                                                    |        |     | IES<br>S M, |     |                                      |              | PILOT DATA                                                                    |
| 3-1035 | 6/2/77<br>TIME - 0900                                | LAKE ARTHUR,LA                                                                                         | GRUMMAN G-164A<br>N7231<br>DAMAGE-SUBSTANTIAL                                                    |        |     |             |     | COMMERCIAL<br>ASSOC CROP             |              | COMMERCIAL, AGE 26, 3000<br>Total Hours, all in type<br>Not instrument rated. |
|        | DEPARTURE P<br>LAKE ARTH<br>TYPE OF ACC              | HUR+LA<br>SIDENT<br>R/ROTOR FAILURE P                                                                  | INTENDED DESTINATION<br>LOCAL<br>ROPELLER                                                        |        |     | IN          | FL  | F OPERATION<br>IGHT CLIMB<br>NG ROLL |              |                                                                               |
|        | POWERPLAN<br>MISCELLAN<br>TERRAIN -                  | NT - PROPELLER AND<br>NT - PROPELLER AND<br>DEDUS ACTS.CONDITI<br>- ROUGH/UNEVEN                       | ACLESSORIES COUNTERN<br>ACCESSORIES HYDRAULI<br>ONS - MATERIAL FAILURE<br>RCED LANDING OFF AIRPO | C PIT  | CH  |             | ROI | L MECHANISM                          |              | · · · · ·                                                                     |
| 3-1577 | TIME - 0836                                          | BATON ROUGE.LA                                                                                         | CESSNA T210F<br>N6153R<br>DAMAGE-SUBSTANTIAL                                                     |        |     |             |     |                                      |              | COMMERCIAL, AGE 58, 1576<br>Total Hours, 988 in type<br>Instrument Rated.     |
|        | DEPARTURE F<br>LAKE JACK<br>Type of ACC<br>Wheels-UP | SON+TX<br>CIDENT                                                                                       | INTENDED DESTINATION<br>BATON ROUGE.LA                                                           |        |     |             |     | F OPERATION<br>NG LEVEL O            | FF/TOUCHDOWN |                                                                               |
|        | AIRFRAME<br>SYSTEMS -<br>SYSTEMS -<br>MISCELLAN      | - LANDING GEAR N<br>- LANDING GEAR E<br>- HYDRAULIC SYSTEM<br>- HYDRAULIC SYSTEM<br>#EDUS ACTS,CONDITI |                                                                                                  | EMBLY  |     | _           |     | DJACENT TO P                         | RMY_         |                                                                               |

| FILE   | DATE                                                             | LOCATION                                                                                                                          | AIRCRAFT DATA                                                                        |         | IRIES<br>SM/N                  | FLIGHT<br>PURPOSE                                                                                      |                                                                                    | PILOT DATA                                                               |
|--------|------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------|--------------------------------|--------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|--------------------------------------------------------------------------|
| 3-1108 | 6/8/77<br>TIME - 151                                             | PINE PRAIRIE+LA<br>5                                                                                                              |                                                                                      |         |                                | COMMERCIAL<br>ASSOC CROP CTL ACTIVITY                                                                  | COMMERCIAL, AGE 46, 4733<br>TOTAL HOURS, 2030 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |                                                                          |
|        | DEPARTURE<br>PINE PRA<br>TYPE OF AC<br>NOSE OVE                  | IRIE+LA<br>CIDENT                                                                                                                 | INTENDED DESTINATION<br>LOCAL                                                        |         |                                | IF OPERATION                                                                                           |                                                                                    |                                                                          |
|        | FACTOR(S)                                                        | /AIRWAYS/FACILITI                                                                                                                 | ES - AIRPORT CONDITIONS                                                              | POORL   | Y MAIN                         | AINED RUNWAY S                                                                                         | URFACE                                                                             |                                                                          |
|        |                                                                  |                                                                                                                                   | WHEELS,TIRES,AXLES<br>IONS - MATERIAL FAILURE                                        |         |                                |                                                                                                        |                                                                                    | en<br>Maria en 1518 - L                                                  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TERRAIN-<br>SWATH RU | URS IN CROP CONTRI<br>CROP - RICE<br>SEAT BELT - UNKNO<br>- USED<br>CRASHPAD - INSTALI<br>TYPE - LEVEL+FLAT<br>N-HOW FLOWN - UNKI | N/NOT REPORTED                                                                       |         | TYPE<br>GLOVE<br>CRASE<br>TANK | OF OPERATION -<br>OF CHEMICAL US<br>S - NOT USED<br>HELMET - AVAI<br>HOPPER-LOCATIO<br>ATION-AREA BEIN | ED - DRY CHE<br>LABLE USED<br>N - FORWARD                                          | MICAL-NONTOXIC                                                           |
|        |                                                                  |                                                                                                                                   | CUMPLON 755                                                                          |         |                                | NONCOMMERCIAL                                                                                          | 14 - 1                                                                             |                                                                          |
| 3-1264 | 6/10/77<br>TIME - 173<br>DEPARTURE                               | 0                                                                                                                                 | CHAMPION 7FC<br>N9856Y<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION                 |         |                                |                                                                                                        |                                                                                    | PRIVATE, AGE 18, 265<br>TOTAL HOURS, 69 IN TYPE<br>NOT INSTRUMENT RATED. |
|        | KINDER+L<br>TYPE OF AC<br>ENGINE F                               | Δ                                                                                                                                 | LOCAL                                                                                |         | TAKE                           | DF OPERATION<br>DFF INITIAL CL<br>NG LEVEL OFF/                                                        |                                                                                    |                                                                          |
|        | MISCELLA<br>MISCELLA<br>PERSONNE                                 | NT - FUEL SYSTEM<br>NEOUS ACTS,CONDIT<br>NEOUS ACTS,CONDIT                                                                        | CARBURETOR<br>IONS - OBSTRUCTED<br>IONS - ENGINE LOADED UP<br>ERVICING,INSPECTION IN |         | E MAIN                         | FENANCE AND INS                                                                                        | PECTION                                                                            |                                                                          |
|        | PARTIAL PO                                                       | CIRCUMSTANCES - F                                                                                                                 | L LOSS OF POWER - 1 ENG<br>DRCED LANDING OFF AIRPO<br>VERY DIRTY ENG LOST PW         | RT ON L | AND                            |                                                                                                        |                                                                                    |                                                                          |

| FILE   | DATE                                                                                                                                                                                                                                                                                                                                | LOCATION                                                                                       | AIRCRAFT DATA                                                                 | F                                                                    | RIES<br>S M/ | N                                                                                                                                                                                                                                          | FLIGHT<br>PURPOSE              |                 | PILOT DATA                                                   |  |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|----------------------------------------------------------------------|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|-----------------|--------------------------------------------------------------|--|
|        | 6/11/77<br>TIME - 1400<br>DEPARTURE P<br>SULPHUR.L                                                                                                                                                                                                                                                                                  | SULPHUR,LA<br>)<br>POINT                                                                       | BOEING A75N1<br>N60885<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL | CR- C                                                                | 0            | 1 C                                                                                                                                                                                                                                        | DMMERCIAL<br>ERIAL APPLICATION | COMMER<br>Total | CIAL, AGE 30, 1037<br>HOURS, 475 IN TYPE,<br>STRUMENT RATED. |  |
|        | TYPE OF ACC<br>ENGINE FA                                                                                                                                                                                                                                                                                                            |                                                                                                | ION                                                                           | PHASE OF OPERATION<br>IN FLIGHT PROCEDURE TURNAROUND<br>LANDING ROLL |              |                                                                                                                                                                                                                                            |                                |                 |                                                              |  |
|        | MISCELLAN<br>TERRAIN -                                                                                                                                                                                                                                                                                                              | AUSE(S)<br>NT - ENGINE STRUCT<br>NEOUS ACTS.CONDITI<br>- HIGH OBSTRUCTION<br>WER LOSS - COMPLE | ,                                                                             |                                                                      |              |                                                                                                                                                                                                                                            |                                |                 |                                                              |  |
|        | EMERGENCY (                                                                                                                                                                                                                                                                                                                         |                                                                                                |                                                                               |                                                                      |              |                                                                                                                                                                                                                                            |                                |                 |                                                              |  |
|        | SPECIAL DATA<br>TOTAL HOURS IN CROP CONTROL - 400<br>KIND OF CROP - RICE<br>PILOT'S SEAT BELT - FASTENED-PROPERLY<br>GOGGLES - USED<br>COCKPIT CRASHPAD - INSTALLED<br>TANK/HOPPER-LOCATION - FORWARD OF PILOT<br>ELEVATION-AREA BEING TREATED-FEET - 20<br>PROCEDURE TURNAROUND - FIRST 1/3 TURN<br>REMARKS- NR 2 LINK ROD FAILED. |                                                                                                |                                                                               |                                                                      |              | KIND OF OPERATION - FERTILIZING (DUST)<br>TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC<br>GLOVES - NOT USED<br>CRASH HELMET - AVAILABLE USED<br>CRASH BAR - NOT INSTALLED<br>TERRAIN-TYPE - LEVEL+FLAT<br>SWATH RUN-HOW FLOWN - CROSSWIND |                                |                 |                                                              |  |
| 3-1192 | 6/11/77<br>TIME - 1700                                                                                                                                                                                                                                                                                                              | 8ASTROP.↓LA<br>)                                                                               | GRUMMAN G-164A<br>N7902<br>Damage-Substantial                                 |                                                                      |              |                                                                                                                                                                                                                                            |                                | VITY 6618 T     | SIAL, AGE UNK/NR,<br>DTAL HOURS, 1700 IN<br>NOT INSTRUMENT   |  |
|        | DEPARTURE P<br>BASTROP,L<br>TYPE OF ACC<br>GROUND-WA<br>GEAR COLL                                                                                                                                                                                                                                                                   | A<br>LIDENT<br>ATER LOOP-SWERVE                                                                | INTENDED DESTINATION<br>LOCAL                                                 |                                                                      | LAN          | DING                                                                                                                                                                                                                                       | DPERATION<br>ROLL<br>ROLL      | KATED.          |                                                              |  |
|        | MISCELLAN<br>FACTOR(S)                                                                                                                                                                                                                                                                                                              | - LANDING GEAR B<br>DEOUS ACTS.CONDITI                                                         | RAKING SYSTEM (NORMAL<br>DNS – MATERIAL FAILURE<br>DNS – OVERLOAD FAILURE     | SYSTEM                                                               | •            |                                                                                                                                                                                                                                            |                                |                 |                                                              |  |

| FILE   | DATE LOCATIO                                                                                                                                             | N AIRCRAFT DATA                                                                                                                                | INJURIES<br>F S M/N                                                                   | FLIGHT<br>PURPOSE                                                                       | PILOT DATA                                                                  |  |  |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|--|--|
| 3-1194 | 6/20/77 NR.CAMERON.LA<br>TIME - 1145<br>DEPARTURE POINT<br>WEST CAMERON 118<br>TYPE OF ACCIDENT<br>AIRFRAME FAILURE IN<br>ROLL OVER<br>PROBABLE CAUSE(S) | BOLKOW BO-105<br>N152BB<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>CAMERON+LA<br>FLIGHT                                                  | CR- 0 0 1<br>PX- 0 0 1<br>PHASE 0<br>IN FL<br>LANDI                                   | COMMERCIAL<br>AIR TAXI-PASSG<br>F OPERATION<br>IGHT CLIMB TO CRUIS<br>NG ROLL-ON/RUN-ON | COMMERCIAL, AGE 27, 3692<br>TOTAL HOURS, 137 IN TYPE<br>INSTRUMENT RATED.   |  |  |
|        | FACTOR(S)<br>MISCELLANEOUS ACTS+C<br>EMERGENCY CIRCUMSTANCE                                                                                              | IGN OBJECT DAMAGE<br>MPROPER OPERATION OF FLIGHT<br>ONDITIONS - AIRCRAFT CAME T<br>S - FORCED LANDING DFF AIRP<br>RD,SOURCE_UNDET. LARGE SHALL | CONTROLS<br>D REST IN WATER<br>ORT ON WATER                                           |                                                                                         | ε behind pilots seat.                                                       |  |  |
|        |                                                                                                                                                          | · · · · · · · · · · · · · · · · · · ·                                                                                                          |                                                                                       |                                                                                         |                                                                             |  |  |
| -1193  | 6/20/77 NEW ORLEANS<br>TIME - 1515                                                                                                                       | •LA CESSNA 180<br>N9342T<br>DAMAGE-SUBSTANTIAL                                                                                                 | PX = 0 0 1<br>PX = 0 0 1                                                              | BUSINESS                                                                                | COMMERCIAL, AGE 31. 7503<br>TOTAL HOURS, 5410 IN<br>TYPE, INSTRUMENT RATED. |  |  |
|        | NAME OF AIRPORT - LAKE<br>DEPARTURE POINT<br>NEW ORLEANS,LA<br>TYPE OF ACCIDENT<br>DRAGGED WINGTIP,POD,<br>NOSE OVER/DOWN                                | INTENDED DESTINATION<br>HARVEY.LA                                                                                                              | TAKEC                                                                                 | F DPERATION<br>FF RUN<br>FF RUN                                                         |                                                                             |  |  |
|        | WEATHER - UNFAVORABL<br>FACTOR(S)<br>WEATHER - THUNDERSTO                                                                                                |                                                                                                                                                |                                                                                       |                                                                                         |                                                                             |  |  |
|        | SKY CONDITION<br>SCATTERED<br>VISIBILITY AT ACCIDENT<br>5 OR OVER(UNLIMITED)                                                                             | SITE                                                                                                                                           | UNLIM                                                                                 | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDENT S                                        | ITE                                                                         |  |  |
|        | OBSTRUCTIONS TO VISION<br>NONE<br>TEMPERATURE-F                                                                                                          |                                                                                                                                                | RELATIVE BEARING OF WIND<br>LEFT CROSS WIND 248-292 DEGREES<br>WIND DIRECTION-DEGREES |                                                                                         |                                                                             |  |  |
|        | 87<br>WIND VELOCITY-KNOTS<br>18<br>Type of flight plan                                                                                                   |                                                                                                                                                | 240<br>TYPE OF<br>VFR                                                                 | WEATHER CONDITIONS                                                                      |                                                                             |  |  |
|        | NONE<br>REMARKS- FLOAT EQUIPPE                                                                                                                           |                                                                                                                                                |                                                                                       |                                                                                         |                                                                             |  |  |

| FILE   | DATE LOCATIO                                                                                                                      | DN AIRCRAFT DATA                                           | INJURIES<br>F S M/N                                            | FLIGHT<br>PURPOSE                                                                                                      | PILOT DATA                                                                            |
|--------|-----------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|----------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| 3-1292 | 6/27/77 NEW ORLEANS<br>TIME - 1230                                                                                                | GALA CESSNA 177<br>N29387<br>DAMAGE-DESTROYED              |                                                                | NONCOMMERCIAL<br>Pleasure/personal tran                                                                                | PRIVATE, AGE 47, 332<br>NSP TOTAL HOURS, 8 IN TYPE,<br>NOT INSTRUMENT RATED.          |
|        | NAME OF AIRPORT - LAKE<br>DEPARTURE POINT<br>NEW ORLEANS,LA<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MA<br>COLLIDED WITH RESID    | FRONT<br>INTENDED DESTINATION<br>WESTWEGD+LA               | TAKEO                                                          | DF OPERATION<br>IFF INITIAL CLIMB<br>NG FINAL APPROACH                                                                 |                                                                                       |
|        | POWERPLANT - FUEL SY<br>MISCELLANEOUS ACTS↓C<br>TERRAIN - HIGH OBSTR<br>COMPLETE POWER LOSS -                                     | COMPLETE ENGINE FAILURE/FLA<br>S - FORCED LANDING OFF AIRP | REENS<br>MEDUT-1 ENGINE                                        | ENANCE AND INSPECTION                                                                                                  |                                                                                       |
| -1291  | 6/28/77 MARKSVILLE,<br>TIME - 1830                                                                                                | LA BOEING A75<br>N53280<br>DAMAGE-SUBSTANTIAL              |                                                                | COMMERCIAL<br>ASSOC CROP CTL ACTIVIT                                                                                   | COMMERCIAL, AGE 31, 4165<br>TY TOTAL HOURS, 3505 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | NAME OF AIRPORT - MARK<br>DEPARTURE POINT<br>MARKSVILLE,LA<br>TYPE OF ACCIDENT<br>GROUND-WATER LOOP-SW<br>COLLIDED WITH DITCH     | INTENDED DESTINATION<br>LOCAL                              | LANDI                                                          | DF OPERATION<br>NG ROLL<br>NG ROLL                                                                                     |                                                                                       |
|        | FACTOR(S)<br>WEATHER - UNFAVORABL                                                                                                 | RECORD OF BRIEFING RECEIVED                                | •                                                              |                                                                                                                        |                                                                                       |
|        | SKY CONDITION<br>CLEAR<br>VISIBILITY AT ACCIDENT<br>5 OR OVER(INLIMITED)<br>OBSTRUCTIONS TO VISION<br>NONE<br>TEMPERATURE-F<br>85 |                                                            | UNLIM<br>PRECIPI<br>NOME<br>Relativ<br>Right<br>Wind Di<br>130 | AT ACCIDENT SITE<br>MITED<br>TATION AT ACCIDENT SITE<br>CEBEARING OF WIND<br>CROSS WIND 068-112 DEC<br>RECTION-DEGREES |                                                                                       |
|        | WIND VELOCITY-KNOTS<br>10<br>Type of flight plan                                                                                  |                                                            | VFR                                                            |                                                                                                                        |                                                                                       |

| FILE  | DATE LOCATION                                                                                                                                                                                                    | AIRCRAFT DATA                                                                                         | INJURIES<br>F S M/N                | FLIGHT<br>PURPOSE                                              | PILOT DATA                                                                   |
|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|------------------------------------|----------------------------------------------------------------|------------------------------------------------------------------------------|
| -1354 | 7/1/77 NATCHITOCHES,LA<br>TIME - 1945                                                                                                                                                                            | BEECH D55<br>N413S<br>DAMAGE-SUBSTANTIAL                                                              |                                    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                       | COMMERCIAL, AGE 41, 6149<br>P TOTAL HOURS, 982 IN TYPE,<br>INSTRUMENT RATED. |
|       | NAME OF AIRPORT - NATCHITOC<br>DEPARTURE POINT<br>NATCHITOCHES.LA<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNC<br>COLLIDED WITH FENCE.FENC                                                                   | INTENDED DESTINATION<br>LAFAYETTE.LA<br>TION                                                          | JENA+<br>PHASE OF<br>TAKEO         | ROUTE STOP<br>LA<br>F OPERATION<br>FF INITIAL CLIMB<br>NG ROLL |                                                                              |
|       | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - MISMAN<br>MISCELLANEOUS ACTS,CONDIT<br>TERRAIN - HIGH OBSTRUCTIO<br>FACTOR(S)<br>MISCELLANEOUS ACTS,CONDIT<br>COMPLETE POWER LOSS - COMPL<br>EMERGENCY CIRCUMSTANCES - F | AGEMENT OF FUEL<br>IONS - FUEL STARVATION<br>NS<br>IONS - MISCALCULATED FU<br>ETE ENGINE FAILURE/FLAM | UEL CONSUMPTION<br>MEDUT-2 ENGINES |                                                                |                                                                              |
| -1698 | 7/8/77 GILLIS+LA<br>TIME - 1230                                                                                                                                                                                  | CESSNA 150K<br>N8382M<br>DAMAGE-SUBSTANTIAL                                                           | PX-001                             | NONCOMMERCIAL<br>Pleasure/personal trans                       | COMMERCIAL, AGE 41, 3771<br>P TOTAL HOURS, 90 IN TYPE,<br>INSTRUMENT RATED.  |
|       | NAME OF AIRPORT - BROUSSARD<br>DEPARTURE POINT<br>GILLIS,LA<br>TYPE OF ACCIDENT<br>GEAR COLLAPSED                                                                                                                |                                                                                                       | PHASE D                            | F OPERATION<br>FF ABORTED                                      |                                                                              |
|       | PROBABLE CAUSE(S)<br>AIRPORTS/AIRWAYS/FACILITI<br>FACTOR(S)<br>PILOT IN COMMAND - INADEQ<br>MISCELLANEOUS ACTS.CONDIT<br>REMARKS- ABORTED WHEN PSGR                                                              | UATE PREFLIGHT PREPARA<br>Ions - Overload failure                                                     | TION AND/OR PLA                    | NNING                                                          |                                                                              |
| -1353 | 7/11/77 BATON ROUGE,LA<br>TIME - 1030                                                                                                                                                                            | GRUMMAN G-164B<br>N6670Q<br>DAMAGE-SUBSTANTIAL                                                        |                                    | COMMERCIAL<br>ASSOC CROP CTL ACTIVITY                          | COMMERCIAL, AGE 45, 7400<br>Total Hours, 4 in Type,<br>Not instrument rated. |
|       | NAME OF AIRPORT - RICHFIELD<br>DEPARTURE POINT<br>BATON ROUGE.LA                                                                                                                                                 |                                                                                                       |                                    |                                                                |                                                                              |
|       | TYPE OF ACCIDENT<br>COLLIDED WITH FENCE,FENC<br>NOSE OVER/DOWN                                                                                                                                                   | EPOSTS                                                                                                | LANDI                              | F OPERATION<br>NG ROLL<br>NG ROLL                              |                                                                              |
|       | PROBABLE CAUSE(S)<br>PERSONNEL - PRODUCTION-DE<br>AIRFRAME - LANDING GEAR<br>MISCELLANEOUS ACTS,CONDIT<br>REMARKS- PARKING BRAKE LOCK                                                                            | BRAKING SYSTEM (NORMAL<br>IONS - IMPROPER CLEARAN                                                     | SYSTEM)                            | N                                                              |                                                                              |

| FILE   | DATE LOCATION                                                                                                             | AIRCRAFT DATA                               | F S M/N                |                                                  | PILOT DATA                                                                            |
|--------|---------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|------------------------|--------------------------------------------------|---------------------------------------------------------------------------------------|
|        | 7/20/77 LK PROVIDENCE.<br>TIME - 1830                                                                                     | LA GRUMMAN G-164A                           | CR- 0 0 1'             | COMMERCIAL                                       | PRIVATE, AGE 35, 538<br>Y TOTAL HOURS, 207 IN TYPE,<br>NOT INSTRUMENT RATED.          |
|        | NAME OF AIRPORT - MILLIKI<br>DEPARTURE POINT<br>LK PROVIDENCE,LA<br>TYPE OF ACCIDENT<br>COLLIDED WITH CROP                | INTENDED DESTINATION<br>LOCAL               |                        | F OPERATION<br>NG GD-AROUND                      |                                                                                       |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - MISJ<br>FACTOR(S)<br>PILOT IN COMMAND - IMPR<br>REMARKS- DRAGGED WING TIP         | DPER RECOVERY FROM BOUNCE                   |                        |                                                  |                                                                                       |
|        | KLMARKS DRABBED HING TIP                                                                                                  | IN COTTON ONG LOW ALL TO                    |                        |                                                  |                                                                                       |
| 3-1575 | 7/25/77 LEESVILLE.LA<br>TIME - 1240                                                                                       | CESSNA 150L<br>N54070<br>DAMAGE-SUBSTANTIAL | CR- 0 0 1<br>PX- 0 0 0 | INSTRUCTIONAL<br>Solo                            | STUDENT, AGE 35, 18 TOTAL<br>Hours, all in type, not<br>instrument rated.             |
|        | NAME OF AIRPORT - LEESVIL<br>DEPARTURE POINT<br>LEESVILLE.LA<br>TYPE OF ACCIDENT<br>HARD LANDING<br>COLLIDED WITH DITCHES |                                             | LANDI                  | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG ROLL |                                                                                       |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPR<br>PILOT IN COMMAND - IMPR(                                                  | DPER LEVEL OFF<br>DPER RECOVERY FROM BOUNCE | D LANDING              |                                                  |                                                                                       |
| 3-1697 | 7/28/77 NR.VENICE,LA<br>TIME - 1329                                                                                       | BELL 206B<br>N2653<br>DAMAGE-SUBSTANTIAL    | CR- 0 0 1<br>PX- 0 0 0 |                                                  | ATP,FLIGHT INSTR., AGE<br>27, 3600 TOTAL HOURS,<br>1500 IN TYPE, INSTRUMENT<br>RATED. |
|        | NAME OF AIRPORT - MAIN PAS<br>DEPARTURE POINT<br>VENICE.LA<br>TYPE OF ACCIDENT<br>COLLIDED WITH FENCE.FEP                 | INTENDED DESTINATION                        |                        | F OPERATION<br>NG POWER-ON LANDING               |                                                                                       |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - MISJI                                                                             |                                             |                        |                                                  |                                                                                       |

| FILE   |                                                                                                                                     |                                                    | FS             | M/N                     | PURPOSE                                                    | PILOT DATA                                                                |
|--------|-------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|----------------|-------------------------|------------------------------------------------------------|---------------------------------------------------------------------------|
|        | 4/8/77 STONINGTON,ME<br>TIME - 1100<br>NAME OF AIRPORT - STONING<br>DEPARTURE POINT                                                 | CESSNA 182P<br>N6067F<br>DAMAGE-SUBSTANTIAL<br>TON | CR- 0<br>PX- 0 | 0 1                     | NONCOMMERCIAL                                              |                                                                           |
|        | STONINGTON,ME<br>Type of accident<br>Stall                                                                                          | MANCHESTER, NH                                     |                |                         | DE OPERATION<br>DEF INITIAL CLIMB                          |                                                                           |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAIL                                                                                        | ED TO OBTAIN/MAINTAIN FLY                          | VING SPEED     |                         |                                                            |                                                                           |
|        |                                                                                                                                     |                                                    |                |                         |                                                            |                                                                           |
| 3-0906 | 4/11/77 MACHIAS,ME<br>TIME - 1505                                                                                                   | BEECH B19<br>N24605<br>DAMAGE-SUBSTANTIAL          | CR- 0<br>PX- 0 |                         |                                                            | STUDENT, AGE 26, 34 TOTAL<br>Hours, all in Type, NOT<br>Instrument rated. |
|        | NAME OF AIRPORT - MACHIAS<br>DEPARTURE POINT<br>HOULTON,ME<br>TYPE OF ACCIDENT<br>GROUND-WATER LOOP-SWERV<br>COLLIDED WITH PARKED A | INTENDED DESTINATION<br>MACHIAS.ME                 |                | LANDI                   | DF OPERATION<br>NG ROLL<br>NG ROLL                         |                                                                           |
|        | FACTOR(S)<br>WEATHER - UNFAVORABLE W<br>WEATHER BRIEFING - NO REC                                                                   | ORD OF BRIEFING RECEIVED                           | AL CONTROL     |                         |                                                            |                                                                           |
|        | WEATHER FORECAST - UNKNOW<br>SKY CONDITION                                                                                          | N/NOT REPORTED                                     | C.E.           |                         | AT ACCIDENT SITE                                           |                                                                           |
|        | CLEAR<br>VISIBILITY AT ACCIDENT SI<br>5 OR OVER(UNLIMITED)                                                                          | TE                                                 | PR             | UNL IN<br>ECIPI<br>NONE | TATION AT ACCIDENT SIT                                     | re .                                                                      |
|        | OBSTRUCTIONS TO VISION AT<br>NONE<br>WIND DIRECTION-DEGREES<br>220                                                                  |                                                    | WI             | RIGH                    | E BEARING OF WIND<br>FOUARTERING HEAD WIND<br>LOCITY-KNOTS | 023-067 DEGREES                                                           |
|        | TYPE OF WEATHER CONDITION                                                                                                           | S                                                  |                |                         | FLIGHT PLAN                                                |                                                                           |

| FILE   | DATE                                                                                                                                                                                                                                                                                                  | LOCATION                                                                                             | AIRCRAFT DATA                                                                                                                            |                     |           | IES<br>SM/ | N  | FLIGHT<br>PURPOSE                           | PILOT DATA                                                                                    |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-----------|------------|----|---------------------------------------------|-----------------------------------------------------------------------------------------------|
| -0978  | 4/15/77<br>TIME - 0610                                                                                                                                                                                                                                                                                | PRESQUE ISLE,ME                                                                                      | PIPER PA-34<br>N33723<br>DAMAGE-SUBSTANTIAL                                                                                              |                     |           |            |    | COMMERCIAL<br>AIR TAXI-PASSG                | COMMERCIAL, FL.INSTR.,<br>AGE 27, 2242 TOTAL HOURS,<br>90 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | DEPARTURE P<br>BANGOR,ME<br>TYPE OF ACC                                                                                                                                                                                                                                                               | IDENT<br>TER LOOP-SWERVE                                                                             | AINE<br>INTENDED DESTINATION<br>PRESOUE ISLE.ME                                                                                          |                     | PI        | TAX        | I  | F OPERATION<br>FROM LANDING<br>FROM LANDING |                                                                                               |
|        | FACTOR(S)<br>PERSONNEL<br>AIRPORTS/<br>AIRPORTS/<br>MISCELLAN                                                                                                                                                                                                                                         | COMMAND - MISJUDG<br>- AIRPORT SUPERV<br>AIRWAYS/FACILITIE<br>AIRWAYS/FACILITIE<br>EDUS ACTS,CONDITI | ED SPEED<br>ISORY PERSONNEL IMPRO<br>S - AIRPORT CONDITIONS<br>S - AIRPORT CONDITIONS<br>ONS - OVERLOAD FAILUR<br>WNSLOPE & PATCH OF ICE | S ICE<br>5 OTH<br>1 | /SL<br>ER | USH        | ON | RAMP/TAXIWAY                                |                                                                                               |
| -0908  | 4/22/77<br>TIME - 1030                                                                                                                                                                                                                                                                                | RICHMOND IS.ME                                                                                       | CESSNA 150M<br>N66064<br>Damage-Substantial                                                                                              |                     |           |            |    | INSTRUCTIONAL<br>DUAL                       | COMMERCIAL, FL.INSTR.,<br>AGE 25, 1175 TOTAL HOURS,<br>400 IN TYPE, INSTRUMENT<br>RATED.      |
|        | DEPARTURE P<br>PORTLAND.<br>TYPE OF ACC<br>COLLIDED                                                                                                                                                                                                                                                   | MĒ                                                                                                   | INTENDED DESTINATION<br>LOCAL<br>POSTS                                                                                                   |                     | PI        |            |    | - OPERATION<br>Ng Final Approach            | RATED.                                                                                        |
|        | MISCELLAN<br>PILOT IN<br>FACTOR(S)<br>MISCELLAN                                                                                                                                                                                                                                                       | ENT - MISUSED OR<br>EDUS ACTS,CONDITI                                                                | FAILED TO USE FLAPS<br>ONS - PREMATURE FLAP F<br>ATE SUPERVISION OF FL<br>ONS - DOWNWIND                                                 |                     | TIO       | N          |    |                                             |                                                                                               |
| 3-1100 | 5/1/77<br>TIME - 1523                                                                                                                                                                                                                                                                                 | MONTVILLE,ME                                                                                         | PIPER PA-22<br>N3412A<br>DAMAGE-DESTROYED                                                                                                |                     |           |            |    | NONCOMMERCIAL<br>Pleasure/personal trans    | PRIVATE, AGE 31, 433<br>P TOTAL HOURS, 27 IN TYPE,<br>NOT INSTRUMENT RATED.                   |
|        | NAME OF AIRPORT - MITCHELL<br>DEPARTURE POINT INTENDED DESTINATION<br>BELFAST.ME MONTVILLE.ME<br>TYPE OF ACCIDENT . PHA                                                                                                                                                                               |                                                                                                      |                                                                                                                                          |                     |           |            |    | F OPERATION<br>NG GO-AROUND                 |                                                                                               |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING<br>PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND<br>PILOT IN COMMAND - DELAYED IN INITIATING GO-ARDUND<br>FACTOR(S)<br>MISCELLANEOUS ACTS.CONDITIONS - DOWNWIND<br>REMARKS- RWY 10 DEG UPSLOPE. |                                                                                                      |                                                                                                                                          |                     |           |            |    |                                             |                                                                                               |

| FILE           | DATE                                                                                                                                                                                                     | LOCATION                                                                                 | AIRCRAFT DATA                                                                 |      | -       | IES<br>S M/ | N   | FLIGHT<br>PURPOSE                                 | PILOT DATA                                                                |
|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|------|---------|-------------|-----|---------------------------------------------------|---------------------------------------------------------------------------|
| 8-0993         | 3/18/77<br>TIME - 194                                                                                                                                                                                    |                                                                                          | CESSNA 172<br>N75632<br>DAMAGE-DESTROYED                                      |      |         |             |     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP         | PRIVATE, AGE 38, 62 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |
|                | NAME OF A<br>DEPARTURE<br>HYDE FI                                                                                                                                                                        |                                                                                          | ID<br>INTENDED DESTINATION<br>CUMBERLAND+MD                                   |      |         |             |     |                                                   |                                                                           |
|                | TYPE OF A<br>UNDERSHI<br>COLLIDE                                                                                                                                                                         |                                                                                          |                                                                               |      | P       | LAN         | DIN | OPERATION<br>G FINAL APPROACH<br>G FINAL APPROACH |                                                                           |
|                | PILOT IN<br>PILOT IN                                                                                                                                                                                     | N COMMAND - MISJUD<br>N COMMAND - IMPROP                                                 | DGED DISTANCE AND ALTITU<br>TER COMPENSATION FOR WIN<br>TO INITIATE GO-AROUND |      | DIT     | IONS        |     |                                                   |                                                                           |
|                | FACTOR(S)<br>PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EX<br>WEATHER - DOWNDRAFT,UPDRAFTS<br>WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSC<br>WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT |                                                                                          |                                                                               |      |         |             |     | YLEVEL                                            |                                                                           |
|                | SKY CONDITION<br>OVERCAST                                                                                                                                                                                |                                                                                          |                                                                               |      |         | EILI<br>500 |     | AT ACCIDENT SITE                                  |                                                                           |
|                | VISIBILITY AT ACCIDENT SITE<br>5 OR OVER(UNLIMITED)                                                                                                                                                      |                                                                                          |                                                                               |      | Ρ       | RECI        |     | ATION AT ACCIDENT SITE                            |                                                                           |
|                | OBSTRUCTIONS TO VISION AT ACCIDENT SITE<br>NONE                                                                                                                                                          |                                                                                          |                                                                               |      | W       | IND<br>270  |     | ECTION-DEGREES                                    |                                                                           |
|                | 34                                                                                                                                                                                                       | CITY-KNOTS<br>LIGHT PLAN                                                                 |                                                                               |      | т       | YPE<br>VFR  |     | WEATHER CONDITIONS                                |                                                                           |
| <b>3-0</b> 990 | 3/19/77<br>TIME - 143                                                                                                                                                                                    | CLINTON.MD                                                                               | PITTS SI<br>N4111                                                             |      |         |             |     |                                                   | PRIVATE, AGE UNK/NR, 265<br>TOTAL HOURS, O IN TYPE,                       |
|                |                                                                                                                                                                                                          |                                                                                          | DAMAGE-SUBSTANTIAL                                                            | F A- | PA- 0 0 |             |     |                                                   | UNK/NR INSTRUMENT RATED.                                                  |
|                | DEPARTURE<br>CLINTON                                                                                                                                                                                     | IAME OF AIRPORT - HYDE FIELD<br>DEPARTURE POINT INTENDED DESTINATION<br>CLINTON,MD LOCAL |                                                                               |      |         |             |     |                                                   |                                                                           |
|                | TYPE OF ACCIDENT<br>Ground-Water Loop-Swerve<br>Nose Over/Down                                                                                                                                           |                                                                                          |                                                                               |      |         | TAX         | I ( | OPERATION<br>DTHER<br>DTHER                       |                                                                           |
|                | PROBABLE                                                                                                                                                                                                 | CAUSE(S)                                                                                 |                                                                               |      |         |             |     |                                                   |                                                                           |

| FILE    |                                                                                                                                                                                                                                    | ON AIRCRAFT DATA                                                                           |                        |                                                   | PILOT DATA                                                                    |
|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|------------------------|---------------------------------------------------|-------------------------------------------------------------------------------|
| -0992   | 3/27/77 CHURCHVILLE<br>TIME - 1300                                                                                                                                                                                                 |                                                                                            | CR- 0 0 1<br>PX- 0 0 0 |                                                   |                                                                               |
|         | NAME OF AIRPORT - ALD<br>DEPARTURE PDINT<br>CHURCHVILLE.MD                                                                                                                                                                         | IND INDUSTRIAL<br>INTENDED DESTINATION                                                     |                        |                                                   |                                                                               |
|         | TYPE OF ACCIDENT<br>NOSE OVER/DOWN                                                                                                                                                                                                 |                                                                                            | PHASE (                | DF OPERATION<br>ING ROLL                          |                                                                               |
|         | PILOT IN COMMAND - 1<br>PILOT IN COMMAND - 5                                                                                                                                                                                       | DIVERTED ATTENTION FROM OPEN<br>IMPROPER OPERATION OF BRAKE<br>SELECTED WRONG RUNWAY RELAT | S AND/OR FLIGHT        | CONTROLS                                          |                                                                               |
| ·       |                                                                                                                                                                                                                                    |                                                                                            |                        |                                                   |                                                                               |
|         | SKY CONDITION<br>CLEAR<br>VISIBILITY AT ACCIDENT                                                                                                                                                                                   |                                                                                            | PRECIPI                | S AT ACCIDENT SITE<br>MITED<br>ITATION AT ACCIDEN | T SITE                                                                        |
|         | . 5 OR OVER(UNLIMITED)<br>OBSTRUCTIONS TO VISION<br>NONE                                                                                                                                                                           |                                                                                            |                        | VE BEARING OF WIND<br>QUARTERING TAIL W           | IND 203-247 DEGREES                                                           |
| م<br>۲. | WIND DIRECTION-DEGREES                                                                                                                                                                                                             |                                                                                            | 15                     | ELOCITY-KNOTS                                     |                                                                               |
|         | TYPE OF WEATHER CONDIT<br>VER<br>REMARKS- GUSTS TO 15K1                                                                                                                                                                            |                                                                                            | NONE                   | FLIGHT PLAN                                       |                                                                               |
|         | e de la construcción de la constru<br>La construcción de la construcción d |                                                                                            |                        |                                                   |                                                                               |
| 1067    | 4/21/77 PIKESVILLE,<br>TIME - 0730                                                                                                                                                                                                 | MD ENSTROM F28A<br>N9566<br>DAMAGE-DESTROYED                                               | CR- 0 0 1<br>PX- 0 0 0 |                                                   | PRIVATE, AGE UNK/NR, 601<br>Total Hours, 445 in type<br>Not instrument rated. |
|         | DEPARTURE POINT<br>PIKESVILLE.MD                                                                                                                                                                                                   | INTENDED DESTINATION<br>BALTIMORE, MD                                                      | · · ·                  |                                                   |                                                                               |
|         | COLLIDED WITH TREES                                                                                                                                                                                                                | тарана<br>Западарана странатарана<br>Спорталарана странатара                               |                        | OF OPERATION<br>DFF VERTICAL                      |                                                                               |
|         | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - F<br>FACTOR(S)                                                                                                                                                                             | FAILED TO SEE AND AVOID ORJ                                                                | ECTS OR OBSTRUCT       | TIONS                                             |                                                                               |

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|       | DATE                                                                                  | LOCATION                                                                                                            | AIRCRAFT DATA                                                                   |            | F               | IES<br>SM              | /N            | FLIGHT<br>PURPOSE                                             | PILOT DATA                                                                              |
|-------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|------------|-----------------|------------------------|---------------|---------------------------------------------------------------|-----------------------------------------------------------------------------------------|
|       |                                                                                       | HOLLYWOOD,MD                                                                                                        | BEECH B-35                                                                      | CR-        | 0               | 1                      | 0             | NONCOMMERCIAL                                                 | COMMERCIAL, FL.INSTR.,<br>AGE 34, 4174 TOTAL HOURS<br>R67 IN TYPE, INSTRUMENT<br>RATED. |
|       | DEPARTURE<br>HOLLYWOO<br>TYPE OF AC                                                   | DD.MD<br>CCIDENT<br>FAILURE OR MALFUNG                                                                              | INTENDED DESTINATION<br>PATUXENT,MD                                             |            |                 | IN                     | FL            | F OPERATION<br>IGHT CLIMB TO CRUISE<br>NG LEVEL OFF/TOUCHDDWN | •                                                                                       |
|       | MISCELL                                                                               | ANT - FUEL SYSTEM                                                                                                   | LINES AND FITTINGS<br>FIDNS - MATERIAL FAILURE<br>FIDNS - FUEL STARVATION       | ÷          |                 |                        |               |                                                               |                                                                                         |
|       | AIRPORTS                                                                              | NEOUS ACTS+CONDIT                                                                                                   | IES - AIRPORT CONDITIONS<br>TIONS - OVERLOAD FAILURE<br>FTE ENGINE FAILURE/FLAM |            |                 | NGI                    | ٧E            |                                                               |                                                                                         |
|       | EMERGENCY                                                                             | CIRCUMSTANCES - F                                                                                                   | ORCED LANDING ON AIRPOR<br>E P/N 630658 BRKN.T/D D                              | T/SEA      |                 |                        |               |                                                               |                                                                                         |
| -1745 | EMERGENCY<br>REMARKS- F<br>5/8/77<br>TINE - 113                                       | CIRCUMSTANCES - F<br>FUEL INJECTOR LINE<br>DARLINGTON+MD<br>30                                                      | ORCED LANDING ON AIRPOR<br>P/N 630658 BRKN.T/D DY                               | CR-<br>PX- | OPE<br>0        | SH                     | DRT           | OF PWY.                                                       |                                                                                         |
| -1745 | EMERGENCY<br>REMARKS- F<br>5/8/77<br>TIME - 113<br>DEPARTURE<br>CHURCHV1              | CIRCUMSTANCES - F<br>FUEL INJECTOR LINE<br>DARLINGTON+MD<br>BO<br>POINT<br>ILLE+MD                                  | GRUM AMER AA1<br>N5748L                                                         | CR-<br>PX- | 0 P E<br>0<br>0 | SH(<br>0<br>0          | )RT<br>1<br>1 | OF PWY.<br>NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP          | TOTAL HOURS. ALL IN TYPE.                                                               |
| -1745 | EMERGENCY<br>REMARKS- F<br>5/8/77<br>TIME - 113<br>DEPARTURE<br>CHURCHY<br>TYPE OF AC | CIRCUMSTANCES - F<br>FUEL INJECTOR LINE<br>DARLINGTON+MD<br>30<br>POINT<br>ILLE+MD<br>CCIDENT<br>FAILURE OR MALFUN( | GRUM AMER AA1<br>N5748L<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL  | CR-<br>PX- | 0 P E<br>0<br>0 | SHO<br>O<br>HASO<br>IN |               | OF PWY.                                                       | TOTAL HOURS. ALL IN TYPE.                                                               |

| FILE   | DATE                   | LOCATION                               | AIRCRAFT DATA                                                    | IN     | JURI<br>F S | ES<br>M/N | FLIGHT<br>PURPOSE                           |        | PILOT DATA                                                                  |
|--------|------------------------|----------------------------------------|------------------------------------------------------------------|--------|-------------|-----------|---------------------------------------------|--------|-----------------------------------------------------------------------------|
| 5-1473 | 5/15/77<br>TIME - 113  | -                                      | AERO CMDR 200D<br>N5501M<br>DAMAGE-SUBSTANTIAL                   |        |             |           | NONCOMMERCIAL<br>PLEASURE/PERSONAL          | TRANSP | PRIVATE, AGE 54, 3000<br>Total Hours, all in Type,<br>Not instrument rated. |
|        |                        |                                        | INTENDED DESTINATION                                             |        |             |           |                                             |        |                                                                             |
|        | TYPE OF AC             | CIDENT                                 |                                                                  |        | PH          | ASE       | DF OPERATION                                |        |                                                                             |
|        |                        | AILURE OR MALFUNC<br>N WITH GROUND/WAT | -                                                                |        |             |           | LIGHT CLIMB TO CRUIS<br>ING LEVEL OFF/TOUCH |        |                                                                             |
|        |                        | NT - MISCELLANEOUS                     | S POWERPLANT FAILURE F<br>ER IN-FLIGHT DECISIONS                 |        |             |           | ED REASONS                                  | ÷      |                                                                             |
|        | FACTOR(S)              | COMPAND IN KO                          |                                                                  |        |             | 10        |                                             |        |                                                                             |
|        | EMERGENCY              |                                        | TED OPERATION W/KNOWN D<br>DRCED LANDING OFF AIRPO<br>+PWR LOSS. |        |             |           | N EQUIPMENT                                 |        |                                                                             |
| -0991  | 5/21/77<br>TIME - 140  |                                        | SCHWEIZER 1-26<br>N8668R<br>DAMAGE-SUBSTANTIAL                   | -      | -           |           | INSTRUCTIONAL<br>SOLO                       |        | STUDENT, AGE 17, 22 TOTAL<br>Hours, all in Type, not<br>Instrument rated.   |
|        | DEPARTURE              | POINT                                  | INTENDED DESTINATION                                             |        |             |           |                                             |        |                                                                             |
|        | CUMBERLA               |                                        | LOCAL                                                            |        |             |           |                                             |        |                                                                             |
|        | TYPE OF AC<br>COLLIDED | CIDENT<br>WITH TREES                   |                                                                  |        |             |           | DF OPERATION<br>Ing Final Approach          |        |                                                                             |
|        | PROBABLE C             |                                        |                                                                  |        |             |           |                                             |        |                                                                             |
|        |                        | COMMAND - IMPROP                       | ER IN-FLIGHT DECISIONS<br>GED CLEARANCE                          | OR PL  | ANNI        | NG        |                                             |        |                                                                             |
|        |                        | - DOWNDRAFT.UPDRA                      | = T S                                                            |        |             |           |                                             |        |                                                                             |
|        |                        |                                        | DRCED LANDING OFF AIRPO                                          | DRT ON | LAN         | D         |                                             |        |                                                                             |
|        | SKY CONDIT             |                                        |                                                                  |        |             |           | S AT ACCIDENT SITE                          |        |                                                                             |
|        | VISIBILITY             | AT ACCIDENT SITE<br>R(UNLIMITED)       |                                                                  |        | PR          |           | TATION AT ACCIDENT S                        | SI TE  |                                                                             |
|        | OBSTRUCTIO             | NS TO VISION AT A                      | CCIDENT SITE                                                     |        | TY          |           | WEATHER CONDITIONS                          |        |                                                                             |
|        | TYPE OF FL<br>NONE     | IGHT PLAN                              |                                                                  |        |             |           |                                             |        |                                                                             |
|        |                        |                                        |                                                                  |        |             |           |                                             |        |                                                                             |

| FILE   | DATE                                            | LOCATION                                                           | AIRCRAFT DATA                                               |        | JURIES<br>FS |                   | FLIGHT<br>PURPOSE                            | PILOT DATA                                                                  |
|--------|-------------------------------------------------|--------------------------------------------------------------------|-------------------------------------------------------------|--------|--------------|-------------------|----------------------------------------------|-----------------------------------------------------------------------------|
| 3-1306 | 5/31/77<br>TIME - 2031                          |                                                                    | CESSNA 172<br>N20480<br>DAMAGE-DESTROYED                    |        |              |                   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP    | COMMERCIAL, AGE 43, 850<br>TOTAL HOURS, UNK/NR IN<br>TYPE, INSTRUMENT RATED |
|        | DEPARTURE P<br>HAGERSTON<br>TYPE OF ACC         | IN, MD                                                             | NTENDED DESTINATION<br>HYDE FIELD,MD                        |        | РНА          | 5E 0              | F OPERATION                                  |                                                                             |
|        | COLLISION                                       | I WITH GROUND/WATER                                                | CONTROLLED                                                  |        | I            | N FL              | IGHT NORMAL CRUISE                           |                                                                             |
|        | PILOT IN<br>FACTOR(S)<br>WEATHER -<br>WEATHER - | COMMAND - CONTINUE<br>COMMAND - IMPROPER<br>- LOW CEILING<br>- FOG | D VFR FLIGHT INTO ADV<br>IN-FLIGHT DECISIONS                |        |              |                   | ONDITIONS                                    |                                                                             |
|        | WEATHER BRI                                     |                                                                    | 5<br>FLIGHT SERVICE PERSC<br>SUBSTANTIALLY CORRECT          | )NNEL, | BY PI        | 10NE              |                                              |                                                                             |
|        | SKY CONDIT                                      |                                                                    |                                                             |        |              | L I N (           | G AT ACCIDENT SITE                           |                                                                             |
| · ·    |                                                 | AT ACCIDENT SITE                                                   |                                                             |        | PRE          | CIPI              | ITATION AT ACCIDENT SITE                     |                                                                             |
|        | ZERO<br>OBSTRUCTIO<br>FOG                       | NS TO VISION AT ACC                                                | IDENT SITE                                                  |        | TYP          | RIZZ<br>E OF<br>R | WEATHER CONDITIONS                           |                                                                             |
|        | TYPE OF FLI<br>VFR                              | GHT PLAN                                                           |                                                             |        |              |                   |                                              |                                                                             |
| 3-1475 |                                                 | COLLEGE PARK.MD                                                    | CESSNA 172                                                  |        |              | _                 | NONCOMMERCIAL                                | PRIVATE, AGE 59, 1948                                                       |
|        | TIME - 1300                                     |                                                                    | N2477L<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION        | PX-    | 0 0          | 0                 | BUSINESS                                     | TOTAL HOURS, 1659 IN<br>Type, instrument rated.                             |
|        | TETERBORG                                       | ),NJ                                                               | WASHINGTON+DC                                               |        | ~            |                   |                                              |                                                                             |
|        |                                                 | AILURE OR MALFUNCTI<br>WITH DITCHES                                | ON                                                          |        | I            | NFL               | DF OPERATION<br>IIGHT DESCENDING<br>ING ROLL |                                                                             |
|        | MISCELLA<br>PILOT IN                            | T - ENGINE STRUCTU<br>NEOUS ACTS, CONDITIO                         | DRE VALVE ASSEMBLIES<br>DNS - STUCK<br>D UNSUITABLE TERRAIN |        |              |                   | •                                            |                                                                             |
|        | COMPLETE P                                      |                                                                    | E ENGINE FAILURE/FLAM                                       |        |              | INE               |                                              |                                                                             |

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|        | 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - |                                    | BRIEFS                                          | S OF ACC | 10 | DEN | TS    |                                  |                                                                               |
|--------|-----------------------------------------------------------------------------------------------------------------|------------------------------------|-------------------------------------------------|----------|----|-----|-------|----------------------------------|-------------------------------------------------------------------------------|
| FILE   |                                                                                                                 |                                    | AIRCRAFT DATA                                   | F        | 5  | SМ  | /N    | FLIGHT<br>PURPOSE                | PILOT DATA                                                                    |
|        | 7/1/77<br>TIME - 1530                                                                                           | DCEAN CITY+MD                      | CHAMPION 7KCAB<br>N7532F<br>DAMAGE-SUBSTANTIAL  | CR- 0    | )  | 0   | 1     |                                  | COMMERCIAL, AGE 25, 600<br>TDTAL HOURS, 111 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE P                                                                                                     | PORT - OCEAN CITY<br>DINT          | INTENDED DESTINATION                            |          |    |     |       |                                  |                                                                               |
|        | DCEAN CIT                                                                                                       |                                    | LOCAL                                           |          |    |     | - · • |                                  |                                                                               |
|        | TYPE OF ACC<br>UNDERSHOO                                                                                        |                                    |                                                 |          |    |     |       | F OPERATION<br>NG FINAL APPROACH |                                                                               |
|        |                                                                                                                 | WITH DITCHES                       |                                                 |          |    |     | -     | NG ROLL                          |                                                                               |
|        | PROBABLE CA<br>PILOT IN                                                                                         |                                    | ED DISTANCE, SPEED, AND                         | ALTITUD  | θE |     |       |                                  |                                                                               |
|        | FACTOR(S)                                                                                                       |                                    |                                                 |          |    |     |       |                                  |                                                                               |
|        |                                                                                                                 | WET,SOFT GROUND<br>NNER TOW FLIGHT |                                                 |          |    |     |       |                                  |                                                                               |
|        |                                                                                                                 |                                    |                                                 |          |    |     |       |                                  | 、                                                                             |
| 3-1471 |                                                                                                                 | FREDERICK.MD                       | RYAN ST-A<br>N17364                             |          |    |     |       |                                  | PRIVATE, AGE 27, 882                                                          |
|        | TIME - 1900                                                                                                     |                                    | DAMAGE-SUBSTANTIAL                              | PX- 0    | ,  | 0   | 1     | PLEASURE/PERSUNAL TRANSP         | TOTAL HOURS, 12 IN TYPE,<br>NOT INSTRUMENT RATED.                             |
|        | NAME OF AIR                                                                                                     | PORT - FREDERICK                   |                                                 |          |    |     |       |                                  |                                                                               |
|        | DEPARTURE P<br>FREDËRICK                                                                                        |                                    | INTENDED DESTINATION                            |          |    |     |       |                                  |                                                                               |
|        | TYPE OF ACC                                                                                                     | • •                                |                                                 |          | P۴ | HAS | εo    | F OPERATION                      |                                                                               |
|        |                                                                                                                 | TER LOOP-SWERVE                    |                                                 |          |    |     |       | NG LEVEL DEFTTOUCHDOWN           |                                                                               |
|        | NOSE OVER                                                                                                       | ZDAWN                              |                                                 |          |    | LA  | NDI   | NG ROLL                          |                                                                               |
|        |                                                                                                                 | COMMAND - IMPROPE                  | R OPERATION OF BRAKES<br>R COMPENSATION FOR WIN |          |    |     |       | CONTROLS                         |                                                                               |
|        | FACTOR(S)                                                                                                       | UNFAVORABLE WIND                   |                                                 | COMPT    |    | 101 | 3     |                                  |                                                                               |
|        | SKY CONDITI                                                                                                     | ON                                 |                                                 |          | CE | EIL | ING   | AT ACCIDENT SITE                 |                                                                               |
|        | SCATTERED                                                                                                       |                                    |                                                 |          |    |     |       | I TED                            | •                                                                             |
|        |                                                                                                                 | AT ACCIDENT SITE (UNLIMITED)       |                                                 |          |    | ND  | -     | TATION AT ACCIDENT SITE          |                                                                               |
|        |                                                                                                                 | S TO VISION AT AC                  | CIDENT SITE                                     |          |    |     | OF    | WEATHER CONDITIONS               |                                                                               |
|        | TYPE OF FLI<br>NONE                                                                                             | GHT PLAN                           |                                                 |          |    |     |       |                                  |                                                                               |
|        | REMARKS- VA                                                                                                     | RIABLE GUSTING TO                  | 15K.                                            |          |    |     |       |                                  |                                                                               |

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| FILE   | DATE                     | LOCATION                             | AIRCRAFT DATA                                                          | IN.<br>F   |        | IES<br>S M, |        | FLIGHT<br>PURPOSE                           | PILOT DATA                                                                |
|--------|--------------------------|--------------------------------------|------------------------------------------------------------------------|------------|--------|-------------|--------|---------------------------------------------|---------------------------------------------------------------------------|
| 8-1474 | 7/7/77<br>TIME - 0915    | 5                                    | N85226<br>DAMAGE-SUBSTANTIAL                                           | CR-<br>PX- | 0<br>0 | 0<br>0      | 1<br>1 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP   | PRIVATE, AGE 36, 220<br>TOTAL HOURS, 5 IN TYPE.<br>INSTRUMENT RATED.      |
|        | DEPARTURE F              | -                                    | INTENDED DESTINATION                                                   |            |        |             |        |                                             |                                                                           |
|        | ANNAPOLI:<br>Type of act |                                      | CLIFTON.MD                                                             |            | D      | HASE        | 0.6    | OPERATION                                   |                                                                           |
|        |                          | AILURE OR MALFUNCT                   | ION                                                                    |            | •      |             |        | GHT NORMAL CRUISE                           |                                                                           |
|        | COLLIDED                 | WITH WIRES/POLES                     |                                                                        |            |        | LA          | DIN    | IG FINAL APPROACH                           |                                                                           |
|        | PROBABLE C               | AUSE(S)                              |                                                                        |            |        |             |        |                                             |                                                                           |
|        | PILOT IN                 | COMMAND - INADEQU                    | ATE PREFLIGHT PREPARAT                                                 | ION AN     | ND/    | OR I        | LVI    | INING                                       |                                                                           |
|        |                          | COMMAND - MISMANA                    | ONS - FUEL EXHAUSTION                                                  |            |        |             |        |                                             |                                                                           |
|        | FACTOR(S)                | COS ACTSCONDITI                      |                                                                        |            |        |             |        |                                             |                                                                           |
|        |                          | - HIGH OBSTRUCTION                   | -                                                                      |            | _      |             |        |                                             |                                                                           |
|        | EMERGENCY                | CIRCUMSTANCES - FO                   | TE ENGINE FAILURE/FLAM<br>DRCED LANDING OFF AIRPO<br>HRS SECOND IN CMD |            |        |             | iE.    |                                             |                                                                           |
|        |                          |                                      |                                                                        |            |        |             |        |                                             |                                                                           |
| -1744  | 7/17/77<br>TIME - 151    | STEVENSVILLE, MD                     | CESSNA 172C<br>N2029Y<br>DAMAGE-SUBSTANTIAL                            | PX-        |        |             |        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP   | PRIVATE, AGE 49, 220<br>Total Hours, 159 In type<br>Not Instrument rated. |
|        | DEPARTURE                | RPORT - KENTMOOR<br>POINT<br>ILLE∙MD | INTENDED DESTINATION<br>GAITHERSBURG+MD                                |            |        |             |        |                                             |                                                                           |
|        | TYPE OF AC               |                                      |                                                                        |            | Ρ      |             |        | OPERATION<br>F ABORTED                      |                                                                           |
|        | PROBABLE C               | AUSE(S)                              |                                                                        |            |        |             |        |                                             |                                                                           |
|        |                          |                                      | ATE PREFLIGHT PREPARAT<br>ACTION IN ABORTING TA                        |            | ۱D/    | OR F        | LAM    | INING                                       |                                                                           |
|        | FACTOR(S)                |                                      |                                                                        |            |        |             |        |                                             |                                                                           |
|        |                          | - HIGH DENSITY ALT                   |                                                                        |            |        |             |        |                                             |                                                                           |
|        |                          |                                      | ONS - RAN OFF END OF R<br>O OF BRIEFING RECEIVED                       | UNWAY      |        |             | ,      |                                             |                                                                           |
|        | SKY CONDIT               |                                      |                                                                        |            | r      | E T I 1     | NG     | AT ACCIDENT SITE                            |                                                                           |
|        | CLEAR                    | 1011                                 | -                                                                      |            | C      |             |        | TED                                         |                                                                           |
|        |                          | AT ACCIDENT SITE                     |                                                                        |            | Ρ      |             |        | TATION AT ACCIDENT SITE                     |                                                                           |
|        |                          | R(UNLIMITED)                         |                                                                        |            |        | NOM         | -      |                                             |                                                                           |
|        | OBSTRUCTIO<br>NONE       | NS TO VISION AT AC                   | CIDENT SITE                                                            |            | R      |             |        | BEARING OF WIND<br>QUARTERING HEAD WIND 023 | -067 DEGREES                                                              |
|        | TEMPERATUR               | E-F                                  |                                                                        |            | W      | IND         | DIF    | ECTION-DEGREES                              | -o. stoneto                                                               |
|        | 95<br>WIND VELOC         | ITY-KNOTS                            |                                                                        |            | т      |             | OF     | WEATHER CONDITIONS                          |                                                                           |
|        |                          |                                      |                                                                        |            |        | VFF         |        |                                             |                                                                           |
|        | TYPE OF FL<br>NONE       | IGHT PLAN                            |                                                                        |            |        |             |        |                                             |                                                                           |
|        | REMARKS- H               | IT POLE SUPPORTING                   | SIGN.                                                                  |            |        |             |        |                                             |                                                                           |

|        |                                                                                                                                                                                                            | AIRCRAFT DATA                                                                                        | F S M/N                                                         | PURPOSE                                                            | PILOT DATA                                                               |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|--------------------------------------------------------------------|--------------------------------------------------------------------------|
|        | 7/27/77 ESSEX.MD<br>TIME - 1800                                                                                                                                                                            |                                                                                                      | CR- 0 0 1<br>PX- 0 0 0                                          | INSTRUCTIONAL<br>Solo                                              | STUDENT, AGE 33, 32 TOTAL<br>Hours, 23 in Type, Not<br>Instrument Rated. |
|        | NAME OF AIRPORT - ESSEX                                                                                                                                                                                    | SKYPARK                                                                                              |                                                                 |                                                                    | Ing Konent Kereb.                                                        |
|        | DEPARTURE POINT<br>BALTIMORE.MD                                                                                                                                                                            | INTENDED DESTINATION                                                                                 |                                                                 |                                                                    |                                                                          |
|        | TYPE OF ACCIDENT                                                                                                                                                                                           | Eddal                                                                                                | PHASE O                                                         |                                                                    |                                                                          |
|        | OVERSHOOT<br>Collided with Runway                                                                                                                                                                          | OR APPROACH LIGHTS                                                                                   |                                                                 | NG LEVEL OFF/TOUCHDOWN<br>NG ROLL                                  |                                                                          |
|        | PROBABLE CAUSE(S)                                                                                                                                                                                          |                                                                                                      |                                                                 |                                                                    |                                                                          |
|        |                                                                                                                                                                                                            | SJUDGED DISTANCE AND SPEED<br>PROPER COMPENSATION FOR WI                                             |                                                                 |                                                                    |                                                                          |
|        | PILOT IN COMMAND - FAI                                                                                                                                                                                     | ILED TO INITIATE GO-AROUND                                                                           |                                                                 |                                                                    |                                                                          |
|        |                                                                                                                                                                                                            | ILED TO MAINTAIN DIRECTION<br>ON GRASS-HIT VASI SYSTEM.                                              | AL CONTROL                                                      |                                                                    |                                                                          |
|        | REMARKS 170 EUROPK HILE                                                                                                                                                                                    | UN UNASSENTE VASI SISTENE                                                                            |                                                                 |                                                                    |                                                                          |
| 2 0070 |                                                                                                                                                                                                            |                                                                                                      |                                                                 |                                                                    |                                                                          |
| 3-0979 | 1/6/77 BEVERLY,MA                                                                                                                                                                                          | N15963                                                                                               |                                                                 | NONCOMMERCIAL<br>Practice                                          | TOTAL HOURS, 163 IN TYPE,                                                |
|        | TIME - 1335                                                                                                                                                                                                |                                                                                                      | PA- 0 0 0                                                       |                                                                    |                                                                          |
|        | NAME OF AIRPORT - JOHN M                                                                                                                                                                                   | DAMAGE-SUBSTANTIAL<br>MOUNTAIN                                                                       | P, - 0 0 0                                                      |                                                                    | NOT INSTRUMENT RATED.                                                    |
|        | NAME OF AIRPORT - JOHN P<br>Departure point                                                                                                                                                                | DAMAGE-SUBSTANTIAL<br>MOUNTAIN<br>INTENDED DESTINATION                                               | PA- 0 0 0                                                       |                                                                    |                                                                          |
|        | NAME OF AIRPORT - JOHN M<br>Departure point<br>Beverly.ma                                                                                                                                                  | DAMAGE-SUBSTANTIAL<br>MOUNTAIN                                                                       | •                                                               |                                                                    |                                                                          |
|        | NAME OF AIRPORT - JOHN P<br>Departure point                                                                                                                                                                | DAMAGE-SUBSTANTIAL<br>MOUNTAIN<br>INTENDED DESTINATION                                               | PHASE O                                                         | F OPERATION<br>Ng final approach                                   |                                                                          |
|        | NAME OF AIRPORT - JOHN N<br>Departure point<br>Beverly.ma<br>Type of accident                                                                                                                              | DAMAGE-SUBSTANTIAL<br>MOUNTAIN<br>INTENDED DESTINATION<br>LOCAL                                      | PHASE O<br>LANDI                                                | F OPERATION                                                        |                                                                          |
|        | NAME OF AIRPORT - JOHN M<br>DEPARTURE POINT<br>BEVERLY,MA<br>TYPE OF ACCIDENT<br>UNDERSHOOT<br>COLLIDED WITH SNOWBAN<br>PROBABLE CAUSE(S)                                                                  | DAMAGE-SUBSTANTIAL<br>MOUNTAIN<br>INTENDED DESTINATION<br>LOCAL                                      | PHASE O<br>LANDI<br>LANDI                                       | F OPERATION<br>NG FINAL APPROACH<br>NG LEVEL OFF/TOUCHDOWN         | NOT INSTRUMENT RATED.                                                    |
|        | NAME OF AIRPORT - JOHN )<br>DEPARTURE POINT<br>BEVERLY,MA<br>TYPE OF ACCIDENT<br>UNDERSHOOT<br>COLLIDED WITH SNOWBAN<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FA<br>FACTOR(S)                            | DAMAGE-SUBSTANTIAL<br>MOUNTAIN<br>INTENDED DESTINATION<br>LOCAL<br>NK<br>ILED TO SEE AND AVOID OBJEC | PHASE O<br>LANDI<br>LANDI<br>CTS OR OBSTRUCT                    | F OPERATION<br>Ng Final Approach<br>Ng Level Off/Touchdown<br>Ions |                                                                          |
|        | NAME OF AIRPORT - JOHN P<br>DEPARTURE POINT<br>BEVERLY,MA<br>TYPE OF ACCIDENT<br>UNDERSHOOT<br>COLLIDED WITH SNOWBAN<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAL<br>FACTOR(S)<br>PERSONNEL - AIRPORT SU | DAMAGE-SUBSTANTIAL<br>MOUNTAIN<br>INTENDED DESTINATION<br>LOCAL                                      | PHASE O<br>LANDI<br>LANDI<br>CTS OR OBSTRUCT<br>DPER/INADEQUATE | F OPERATION<br>Ng Final Approach<br>Ng Level Off/Touchdown<br>Ions | NOT INSTRUMENT RATED.                                                    |

| FILE   | DATE                   | LOCATION          | AIRCRAFT DATA                              |          | RIES<br>S M/N |       | FLIGHT<br>PURPOSE                   | PILOT DATA                                                              |
|--------|------------------------|-------------------|--------------------------------------------|----------|---------------|-------|-------------------------------------|-------------------------------------------------------------------------|
| 3-1452 | 3/13/77<br>TIME - 1155 | BOSTON,MA         | CESSNA 182<br>N42264<br>DAMAGE-SUBSTANTIAL |          |               |       | COMMERCIAL<br>ASURE/PERSONAL TRANSP | COMMERCIAL, AGE 35, 280<br>TOTAL HOURS, 9 IN TYPE.<br>INSTRUMENT RATED. |
|        |                        | PORT - LOGAN      |                                            |          |               |       |                                     |                                                                         |
|        | DEPARTURE A            |                   | INTENDED DESTINATION<br>PROVIDENCE+RI      |          |               |       |                                     |                                                                         |
|        | TYPE OF ACC            |                   | FROVIDENCEARI                              |          | PHASE C       | E OP  | ERATION                             |                                                                         |
|        | OVERSHOOT              |                   |                                            |          |               |       | LEVEL OFF/TOUCHDOWN                 |                                                                         |
|        | GEAR COLL              | APSED             |                                            |          | LANDI         | NG I  | ROLL                                |                                                                         |
|        | PROBABLE CA            | USE(S)            |                                            |          |               |       |                                     |                                                                         |
|        |                        |                   | PTED OPERATION W/KNOWN D                   |          |               |       |                                     |                                                                         |
|        |                        |                   | TED WRONG RUNWAY RELATIV                   | E TO EX  | ISTING        | WIND  |                                     |                                                                         |
|        | FACTOR(S)              | CUMMAND - MISJUL  | DGED DISTANCE AND SPEED                    |          |               |       |                                     |                                                                         |
|        |                        |                   | TEM GENERATORS/ALTERNAT                    | 2 8 0 1  |               |       |                                     |                                                                         |
|        |                        |                   | TIONS - DOWNWIND                           | 0.03     |               |       |                                     |                                                                         |
|        |                        |                   | IES - AIRPORT CONDITIONS                   | WET R    | UNWAY         |       |                                     |                                                                         |
|        |                        |                   | TIONS - OVERLOAD FAILURE                   | -        |               |       |                                     |                                                                         |
|        |                        | - LOW CEILING     | · · · · · · · · · · · · · · · · · · ·      |          |               |       |                                     |                                                                         |
|        |                        |                   | BY FLIGHT SERVICE PERS                     | JNNEL, B | Y PHONE       |       |                                     |                                                                         |
|        |                        | ECAST - UNKNOWN   | YNOT REPORTED<br>PRECAUTIONARY LANDING ON  |          | <b>-</b>      |       |                                     |                                                                         |
|        | EMERGENUT              |                   | SUSPECTED MECHANICAL DIS                   |          |               |       |                                     |                                                                         |
|        | SKY CONDITI            | <b>ON</b>         |                                            |          |               | AT    | ACCIDENT SITE                       |                                                                         |
|        |                        | NOT REPORTED      |                                            |          | 650           |       |                                     |                                                                         |
|        | VISIBILITY             | AT ACCIDENT SITE  |                                            |          | PRECIPI       | TATIC | ON AT ACCIDENT SITE                 |                                                                         |
|        | 2 MILES (              |                   |                                            |          | NONE          |       |                                     |                                                                         |
|        |                        | IS TO VISION AT A | ACCIDENT SITE                              |          |               | -     | ARING OF WIND                       |                                                                         |
|        | FOG                    | ION-DEGREES       |                                            |          |               |       | 158-202 DEGREES<br>TY-KNOTS         |                                                                         |
|        | 135                    | ION-DEGREES       |                                            |          | 15 VE         | LOCI  | IT-NUUIS /                          |                                                                         |
|        |                        | THER CONDITIONS   |                                            |          |               | ELT   | GHT PLAN                            |                                                                         |
|        |                        |                   |                                            |          |               |       |                                     |                                                                         |

BRIEFS OF ACCIDENTS FLIGHT FILE DATE LOCATION AIRCRAFT DATA INJURIES PILOT DATA F S M/N PURPOSE 3-0910 4/10/77 PLYMOUTH, MA PIPER PA-24 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 33, 2306 TIME - 1730 N5855P PX- 0 0 3 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 6 IN TYPE, DAMAGE-SUBSTANTIAL INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION NANTUCKET.MA NEWBURYPORT + MA TYPE OF ACCIDENT PHASE DE OPERATION IN FLIGHT NORMAL CRUISE ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEDUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- SELECTED EMPTY TANK.HIT UTILITY POLE. 3-1451 4/11/77 TURNER FALLS, MA CESSNA 150 CR- 0 0 2 INSTRUCTIONAL COMMERCIAL, FL.INSTR., TIME - 1630 N51343 PX- 0 0 0 DUAL AGE 25, 958 TOTAL HOURS, DAMAGE-SUBSTANTIAL 185 IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - TURNER FALLS DEPARTURE POINT INTENDED DESTINATION TURNER FALLS.MA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES NONE 170 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 20 VFR TYPE OF FLIGHT PLAN NONE REMARKS- IP UN CK HI SINK RATE.

| FILE   | DATE                                | LOCATION                               | AIRCRAFT DATA                                                                            | INJURIES<br>F S M  |                  | LIGHT<br>URPOSE                               | PILOT DATA                                                                |
|--------|-------------------------------------|----------------------------------------|------------------------------------------------------------------------------------------|--------------------|------------------|-----------------------------------------------|---------------------------------------------------------------------------|
| 3-0909 | 4/23/77<br>TIME - 093               | MARLBORD, MA                           | CESSNA 172<br>N79879<br>DAMAGE-SUBSTANTIAL                                               |                    | 1 NONC           | OMMERCI∆L<br>NESS                             | COMMERCIAL, AGE 42, 2025<br>TOTAL HOURS, 288 IN TYPE<br>INSTRUMENT RATED. |
|        | DEPARTURE<br>Marlbord<br>Type of AC | MA                                     | INTENDED DESTINATION<br>BELMAR.NJ                                                        |                    | OF OPE           |                                               | JACHKONENA KETED.                                                         |
|        | PROBABLE C<br>PILOT IN<br>FACTOR(S) | COMMAND - DELAYED                      | ) ACTION IN ABORTING TA                                                                  | KEOFF              | EDFF A           | BORTED                                        |                                                                           |
| -1066  | 5/20/77                             | PLYMOUTH,MA                            | PIPER PA-30                                                                              | CR- 0 1            | 0 MISC           | ELLANEOUS                                     | COMMERCIAL, AGE 53, 2000                                                  |
|        | TIME - 134                          |                                        | N8661Y<br>DAMAGE-SUBSTANTIAL                                                             | PX- 0 0            | 0 FERR           | Y                                             | TOTAL HOURS, 50 IN TYPE,<br>NOT INSTRUMENT RATED.                         |
|        | DEPARTURE<br>NORWOOD+               | 14                                     | INTENDED DESTINATION<br>PLYMOUTH, MA                                                     |                    |                  |                                               |                                                                           |
|        | COLLISIO                            | CIDENT<br>N WITH GROUND/WATE           | R UNCONTRALLED                                                                           |                    | OF DPE<br>DING G | RATION<br>O-AROUND                            |                                                                           |
|        | SYSTEMS ·<br>MISCELLA               | - MAINTENANCE.SE<br>- FLIGHT CONTROL S | RVICING, INSPECTION IN<br>YSTEMS WING FLAP CONT<br>ONS - ASYMETRICAL FLAP<br>T LOST CTL. | ROL SYSTEM M       |                  |                                               |                                                                           |
| 3-1239 | 5/21/77<br>TIME - 093               | GARDNER,MA<br>D                        | CASSUTT 3<br>N164<br>DAMAGE-SUBSTANTIAL                                                  | CR- 0 0<br>PX- 0 0 |                  | ELLANEOUS<br>RIMENTATION                      | COMMERCIAL, AGE 56, 2802<br>Total Hours, 2 in type,<br>Instrument rated.  |
|        | NAME OF AI<br>DEPARTURE<br>GARDNER  |                                        | INT<br>INTENDED DESTINATION<br>LOCAL                                                     |                    |                  |                                               |                                                                           |
|        | TYPE OF AC<br>ENGINE F<br>DITCHING  | CIDENT<br>AILURE OR MALFUNCT           | _                                                                                        | IN                 |                  | RATION<br>NORMAL CRUISE<br>EVEL OFF/TOUCHDOWN |                                                                           |
|        | POWERPLAT                           | L - PRODUCTION-DES                     | IGN-PERSONNEL POOR/IN<br>DLS THROITLE-POWER LEV<br>DNS - DISCONNECTED                    |                    |                  |                                               |                                                                           |
|        | MISCELLA<br>PARTIAL PO              | FR LOSS - PARTIAL                      | ONS - AIRCRAFT CAME TO<br>LOSS OF POWER - 1 ENG<br>DRCED LANDING OFF AIRPO               | INE                | ER               |                                               |                                                                           |

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|        |                                                         |                                          | BRIEF                                          | S OF ACC       | IDEM        | ITS           |                                   |                                                                                               |
|--------|---------------------------------------------------------|------------------------------------------|------------------------------------------------|----------------|-------------|---------------|-----------------------------------|-----------------------------------------------------------------------------------------------|
| FILE   | DATE                                                    | LOCATION                                 | AIRCRAFT DATA                                  | INJU<br>F      | RIES<br>S № |               | FLIGHT<br>PURPOSE                 | PILOT DATA                                                                                    |
| 3-1238 | 5/22/77<br>TIME - 1510                                  | HAVERHILL,MA                             | CESSNA 150<br>N714SS<br>DAMAGE-SUBSTANTIAL     | CR- 0<br>PX- 0 |             |               | INSTRUCTIONAL<br>SOLO             | STUDENT, AGE 28, 106<br>Total Hours, All In Type,<br>Not instrument rated.                    |
|        | NAME OF AIR<br>DEPARTURE PI<br>PORTSMOUT<br>TYPE OF ACC | H.NH                                     | INTENDED DESTINATION                           | · ·            | рнас        | ΕO            | FOPERATION                        |                                                                                               |
|        | HARD LAND<br>NOSE OVER                                  | ING                                      |                                                |                | LÆ          | NDI           | NG LEVEL OFF/TOUCHDOW<br>NG OTHER | N                                                                                             |
|        |                                                         |                                          | TOR INADEQUATE SUPERN<br>R LEVEL OFF           | VISION O       | F FL        | IGH           | T                                 |                                                                                               |
|        |                                                         | COMMAND - BECAME U<br>UDENT PLT FLEW SOU |                                                | ₩Δ. FIRS       | тт          | ME            | IN ACFT, ACFT DIFFEREN            | T FM OTHER ACFT FLOWN                                                                         |
| 3-0980 | 6/7/77<br>TIME - 1315                                   | H∆VERHILL,M∆                             | BELLANCA 8KCAB<br>N86770<br>Damage-Substantial |                |             |               | NONCOMMERCIAL<br>PRACTICE         | COMMERCIAL, FL.INSTR.,<br>Age 63, 30000 TOTAL<br>Hours, 225 in Type, Not<br>Instrument rated. |
|        | DEPARTURE P<br>HAVERHILL                                | γMΔ                                      | NTENDED DESTINATION                            |                |             |               |                                   |                                                                                               |
|        | COLLISION                                               | WITH GROUND/WATE                         | CONTROLLED                                     | I              |             |               | F OPERATION<br>IGHT ACROBATICS    |                                                                                               |
|        |                                                         | COMMAND - EXERCISE                       | ED POOR JUDGMENT<br>ED ALTITUDE AND CLEARA     | ANCE           |             |               | •                                 |                                                                                               |
|        |                                                         | LOW CEILING<br>RAIN                      |                                                |                |             |               |                                   |                                                                                               |
|        |                                                         | DN<br>OT REPORTED<br>AT ACCIDENT SITE    |                                                |                | 60          | 0             | AT ACCIDENT SITE                  | =                                                                                             |
|        | 5 OR OVER                                               | (UNLIMITED)<br>S TO VISION AT ACC        | IDENT SITE                                     | -              | DR          | I Z Z<br>ER A |                                   |                                                                                               |
|        | WIND DIRECT                                             |                                          |                                                |                | 6           |               | LOCITY-KNOTS                      |                                                                                               |
|        | TYPE OF WEA<br>VFR                                      | THER CONDITIONS                          |                                                |                |             | OF<br>INE     | FLIGHT PLAN                       |                                                                                               |

| FILE  | DATE LOCATIO                                                                                             | DN AIRCRAFT DATA                                                                                                  |        | JURIE:<br>FS |       | FLIGHT<br>PURPOSE                      | PILOT DATA                                                                                      |
|-------|----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|--------|--------------|-------|----------------------------------------|-------------------------------------------------------------------------------------------------|
| -1237 | 6/13/77 NANTUCKET,<br>TIME - 0140                                                                        | MA CESSNA 172K<br>N79005<br>DAMAGE-DESTROYED                                                                      |        |              |       | NONCOMMERCIAL<br>Pleasure/personal tra | AIRLINE TRANSPORT, AGE<br>NSP 31, 5506 TOTAL HOURS,<br>UNK/NR IN TYPE, NOT<br>INSTRUMENT RATED. |
|       | NAME OF AIRPORT - NEMO<br>DEPARTURE POINT<br>NANTUCKET.MA<br>TYPE OF ACCIDENT<br>COLLISION WITH GROUP    | DRIAL<br>INTENDED DESTINATION<br>LOCAL<br>ND/WATER UNCONTROLLED                                                   |        |              |       | F OPERATION<br>FF OTHER                |                                                                                                 |
|       | FACTOR(S)<br>PILOT IN COMMAND - 6<br>MISCELLANEOUS ACTS,<br>MISCELLANEOUS ACTS,<br>MISSING AIRCRAFT - LA | CONDITIONS - ALCOHOLIC IMPAI<br>CONDITIONS - AIRCRAFT CAME T                                                      | O REST | IN W.        | A TER |                                        | ED.RECOVERED 6/21/77.                                                                           |
| -1280 | 6/15/77 NEW BEDFORT<br>TIME - 1002                                                                       | D.MA ERCO 415C<br>N3762H                                                                                          |        |              |       | MISCELLANEOUS<br>TEST                  | PRIVATE, AGE 56, 1011<br>Total Hours, 276 in Type,                                              |
|       | NAME OF AIRPORT - NEW<br>DEPARTURE POINT<br>NEW BEDFORD.MA                                               | DAMAGE-DESTROYED                                                                                                  |        | 1 0          | C.    |                                        | NOT INSTRUMENT RATED.                                                                           |
|       | TYPE OF ACCIDENT<br>AIRFRAME FAILURE I                                                                   | NFLIGHT                                                                                                           |        |              |       | F OPERATION<br>IGHT OTHER              |                                                                                                 |
|       | SYSTEMS - FLIGHT CO<br>MISCELLANEOUS ACTS.                                                               | ANCE-SERVICING,INSPECTION I<br>NTROL SYSTEMS OTHER<br>CONDITIONS - FATIGUE FRACTUR<br>MEMBER OF THE T-CONTROL YOK | E      |              |       |                                        | NT & FATIGUE.                                                                                   |
| -1622 | 6/20/77 AMHERST,MA<br>TIME - 0650                                                                        | PIPER PA-25<br>N6063Z<br>DAMAGE-DESTROYED                                                                         | -      |              | -     | COMMERCIAL<br>ASSOC CROP CTL ACTIVI    | COMMERCIAL, FL.INSTR<br>TY AGE 28. UNK/NR TOTAL<br>HOURS. UNK/NR IN TYPE,<br>INSTRUMENT RATED.  |
|       | DEPARTURE POINT<br>TURNER FALLS,MA<br>Type of accident<br>Collided with tree:                            | INTENDED DESTINATION<br>TURNER FALLS+MA                                                                           |        |              |       | DE OPERATION<br>Ight en route to relà  |                                                                                                 |
|       |                                                                                                          | FAILED TO SEE AND AVOID OBJE<br>CONDITIONS - UNWARRANTED LOW                                                      |        |              | RUC   | IONS                                   |                                                                                                 |

|        | DATE                                                                                                                                                                                 | LOCATION                                                                                                                                                                                                              | AIRCRAFT DATA                                                                                                                                               |                                          | F                  | SM                                     | /N     |                                                           |           | PILOT DATA                                                                |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|--------------------|----------------------------------------|--------|-----------------------------------------------------------|-----------|---------------------------------------------------------------------------|
| 3-0936 | 4/11/77<br>TIME - 195                                                                                                                                                                | EAST TAWAS,MI<br>5                                                                                                                                                                                                    | AMER AVCO AA1<br>N5706L<br>DAMAGE-DESTROYED                                                                                                                 | CR-                                      | 0                  | 1                                      | 0      | NONCOMMERCIAL<br>PLEASURE/PERSONAL                        | TRANSP    | PRIVATE, AGE 24, 520<br>Total Hours, 74 in Type,<br>Not instrument rated. |
|        |                                                                                                                                                                                      | RPORT - IOSCO COUM                                                                                                                                                                                                    |                                                                                                                                                             |                                          |                    |                                        |        |                                                           |           |                                                                           |
|        | DEPARTURE<br>EAST TAW                                                                                                                                                                |                                                                                                                                                                                                                       | INTENDED DESTINATION                                                                                                                                        |                                          |                    |                                        |        |                                                           |           |                                                                           |
|        | TYPE OF AC                                                                                                                                                                           |                                                                                                                                                                                                                       | LUCAL                                                                                                                                                       |                                          | · P                | PHAS                                   | F DI   | - OPERATION                                               |           |                                                                           |
|        |                                                                                                                                                                                      | AILURE OR MALFUNCT                                                                                                                                                                                                    | ION                                                                                                                                                         |                                          |                    | LA                                     | NDI N  | NG TRAFFIC PATTER                                         | N-CIRCLI  | NG                                                                        |
|        | PROBABLE C                                                                                                                                                                           | AUSE(S)                                                                                                                                                                                                               |                                                                                                                                                             |                                          |                    |                                        |        |                                                           |           |                                                                           |
|        |                                                                                                                                                                                      |                                                                                                                                                                                                                       | JATE PREFLIGHT PREPARAT                                                                                                                                     | ION A                                    | ND/                | OR'                                    | PLAM   | NING                                                      |           |                                                                           |
|        |                                                                                                                                                                                      | COMMAND - MISMAN                                                                                                                                                                                                      |                                                                                                                                                             |                                          |                    |                                        |        |                                                           |           |                                                                           |
|        | FACTOR(S)                                                                                                                                                                            | NEUUS ALIS+CUNDIII                                                                                                                                                                                                    | IONS - FUEL EXHAUSTION                                                                                                                                      |                                          |                    |                                        |        |                                                           |           |                                                                           |
|        |                                                                                                                                                                                      | COMMAND - ATTEMPT                                                                                                                                                                                                     | ED OPERATION W/KNOWN (                                                                                                                                      | DEFICI                                   | ENC                | IES                                    | IN     | EQUIPMENT                                                 |           |                                                                           |
|        |                                                                                                                                                                                      | NT - FUEL SYSTEM                                                                                                                                                                                                      |                                                                                                                                                             |                                          |                    |                                        |        |                                                           |           |                                                                           |
|        |                                                                                                                                                                                      | NEDUS ACTS.CONDITI                                                                                                                                                                                                    |                                                                                                                                                             |                                          |                    |                                        |        |                                                           |           |                                                                           |
|        |                                                                                                                                                                                      |                                                                                                                                                                                                                       |                                                                                                                                                             |                                          |                    |                                        |        |                                                           |           |                                                                           |
|        |                                                                                                                                                                                      |                                                                                                                                                                                                                       | IONS - OVERLOAD FAILUR                                                                                                                                      | -                                        |                    |                                        |        |                                                           |           |                                                                           |
|        | TERRAIN                                                                                                                                                                              | - SANDY                                                                                                                                                                                                               | •                                                                                                                                                           |                                          | 1 F                |                                        | NF     |                                                           |           |                                                                           |
|        | TERRAIN<br>COMPLETE P                                                                                                                                                                | - SANDY<br>OWER LOSS - COMPLE                                                                                                                                                                                         | IONS - OVERLOAD FAILUR<br>ETE ENGINE FAILURE/FLAN<br>DRCED LANDING OFF AIRPO                                                                                | EOUT-                                    |                    |                                        | NE     |                                                           |           |                                                                           |
|        | TERRAIN<br>COMPLETE P<br>EMERGENCY                                                                                                                                                   | - SANDY<br>OWER LOSS - COMPLE<br>CIRCUMSTANCES - FO                                                                                                                                                                   | TE ENGINE FAILURE/FLAM                                                                                                                                      | AEOUT-                                   | LA                 | ND                                     |        | NOT CAUSE ENG TO G                                        | DUIT, JUS | T REDUCE PWR.                                                             |
|        | TERRAIN<br>COMPLETE P<br>EMERGENCY                                                                                                                                                   | - SANDY<br>OWER LOSS - COMPLE<br>CIRCUMSTANCES - FO                                                                                                                                                                   | ETE ENGINE FAILURE/FLAN<br>DRCED LANDING OFF AIRPO                                                                                                          | AEOUT-                                   | LA                 | ND                                     |        | NOT CAUSE ENG TO G                                        | DUT , JUS | T REDUCE PWR.                                                             |
| 3-0902 | TERRAIN<br>COMPLETE P<br>EMERGENCY<br>REMARKS- F                                                                                                                                     | - SANDY<br>OWER LOSS - COMPLE<br>CIRCUMSTANCES - FO                                                                                                                                                                   | ETE ENGINE FAILURE/FLAN<br>DRCED LANDING OFF AIRPO                                                                                                          | MEOUT-<br>DRT ON<br>DF VAL               | LA<br>UE           | ND<br>WOU                              | LD P   |                                                           | SUL +TIUG | T REDUCE PWR.<br>Student, Age 31, 15 Tota                                 |
| 3-0902 | TERRAIN<br>COMPLETE P<br>EMERGENCY<br>REMARKS- F                                                                                                                                     | - SANDY<br>OWER LOSS - COMPLE<br>CIRCUMSTANCES - FO<br>UEL SEL VALUE #X67<br>BIRCH RUN,MI                                                                                                                             | TE ENGINE FAILURE/FLAD<br>DRCED LANDING OFF AIRPO<br>70401 STUCK. POSITION (<br>STINSON 108-3<br>N6876M                                                     | MEDUT-<br>DRT ON<br>DF VAL               |                    |                                        | LD 7   |                                                           | JUIT, JUS | STUDENT, AGE 31, 15 TOTA<br>Hours, 8 in type, not                         |
| 3-0902 | TERRAIN<br>COMPLETE P<br>EMERGENCY<br>REMARKS- F<br>4/26/77<br>TIME - 2000                                                                                                           | - SANDY<br>OWER LOSS - COMPLE<br>CIRCUMSTANCES - FO<br>UEL SEL VALUE #X6<br>BIRCH RUN,MI<br>6                                                                                                                         | ETE ENGINE FAILURE/FLAD<br>DRCED LANDING OFF AIRPO<br>70401 STUCK. POSITION O<br>STINSON 108-3<br>N6876M<br>DAMAGE-SUBSTANTIAL                              | MEDUT-<br>DRT ON<br>DF VAL               |                    |                                        | LD 7   | INSTRUCTIONAL                                             | DUIT, JUS | STUDENT, AGE 31, 15 TOTA                                                  |
| 3-0902 | TERRAIN<br>COMPLETE P<br>EMERGENCY I<br>REMARKS- F<br>4/26/77<br>TIME - 2000<br>NAME OF AII                                                                                          | - SANDY<br>OWER LOSS - COMPLE<br>CIRCUMSTANCES - FO<br>UEL SEL VALUE #X67<br>BIRCH RUN,MI<br>6<br>RPDRT - MUEHLENBEC                                                                                                  | ETE ENGINE FAILURE/FLAM<br>RCED LANDING OFF AIRPO<br>70401 STUCK. POSITION O<br>STINSON 108-3<br>N6876M<br>DAMAGE-SUBSTANTIAL                               | MEDUT-<br>DRT ON<br>DF VAL               |                    |                                        | LD 7   | INSTRUCTIONAL                                             | 2UL ,TIU  | STUDENT, AGE 31, 15 TOTA<br>Hours, 8 in type, not                         |
| 3-0902 | TERRAIN<br>COMPLETE P<br>EMERGENCY I<br>REMARKS- F<br>4/26/77<br>TIME - 2000<br>NAME OF AII<br>DEPARTURE                                                                             | - SANDY<br>OWER LOSS - COMPLE<br>CIRCUMSTANCES - FO<br>UEL SEL VALUE #X67<br>BIRCH RUN,MI<br>6<br>RPDRT - MUEHLENBEC<br>POINT                                                                                         | ETE ENGINE FAILURE/FLAD<br>DRCED LANDING OFF AIRPO<br>70401 STUCK. POSITION (<br>STINSON 108-3<br>N6876M<br>DAMAGE-SUBSTANTIAL<br>K<br>INTENDED DESTINATION | MEDUT-<br>DRT ON<br>DF VAL               |                    |                                        | LD 7   | INSTRUCTIONAL                                             | 2UL ,TIU  | STUDENT, AGE 31, 15 TOTA<br>Hours, 8 in type, not                         |
| 3-0902 | TERRAIN<br>COMPLETE P<br>EMERGENCY I<br>REMARKS- F<br>4/26/77<br>TIME - 2000<br>NAME OF AII                                                                                          | - SANDY<br>OWER LOSS - COMPLE<br>CIRCUMSTANCES - FO<br>UEL SEL VALUE #X67<br>BIRCH RUN,MI<br>6<br>RPDRT - MUEHLENBEC<br>POINT<br>N,MI                                                                                 | ETE ENGINE FAILURE/FLAM<br>RCED LANDING OFF AIRPO<br>70401 STUCK. POSITION O<br>STINSON 108-3<br>N6876M<br>DAMAGE-SUBSTANTIAL                               | MEDUT-<br>DRT ON<br>DF VAL               |                    | ND<br>WDU<br>0<br>0                    | 1<br>0 | INSTRUCTIONAL                                             | )UTT, JUS | STUDENT, AGE 31, 15 TOTA<br>Hours, 8 in type, not                         |
| 3-0902 | TERRAIN<br>COMPLETE P<br>EMERGENCY I<br>REMARKS – F<br>4/26/77<br>TIME – 2000<br>NAME OF AII<br>DEPARTURE<br>BIRCH RUI<br>TYPE OF AC<br>HARD LANI                                    | - SANDY<br>OWER LOSS - COMPLE<br>CIRCUMSTANCES - FO<br>UEL SEL VALUE #X67<br>BIRCH RUN,MI<br>6<br>RPDRT - MUEHLENBEO<br>POINT<br>N,MI<br>CIDENT<br>DING                                                               | ETE ENGINE FAILURE/FLAD<br>DRCED LANDING OFF AIRPO<br>70401 STUCK. POSITION (<br>STINSON 108-3<br>N6876M<br>DAMAGE-SUBSTANTIAL<br>K<br>INTENDED DESTINATION | MEDUT-<br>DRT ON<br>DF VAL               |                    | ND<br>WOU<br>0<br>0<br>PHAS<br>LA      |        | INSTRUCTIONAL<br>SOLO<br>= OPERATION<br>NG LEVEL OFF/TOUC |           | STUDENT, AGE 31, 15 TOTAN<br>Hours, 8 in type, Not                        |
| 3-0902 | TERRAIN<br>COMPLETE P<br>EMERGENCY I<br>REMARKS- F<br>4/26/77<br>TIME - 2000<br>NAME OF AII<br>DEPARTURE<br>BIRCH RUI<br>TYPE OF AC                                                  | - SANDY<br>OWER LOSS - COMPLE<br>CIRCUMSTANCES - FO<br>UEL SEL VALUE #X67<br>BIRCH RUN,MI<br>6<br>RPDRT - MUEHLENBEO<br>POINT<br>N,MI<br>CIDENT<br>DING                                                               | ETE ENGINE FAILURE/FLAD<br>DRCED LANDING OFF AIRPO<br>70401 STUCK. POSITION (<br>STINSON 108-3<br>N6876M<br>DAMAGE-SUBSTANTIAL<br>K<br>INTENDED DESTINATION | MEDUT-<br>DRT ON<br>DF VAL               |                    | ND<br>WOU<br>0<br>0<br>PHAS<br>LA      |        | INSTRUCTIONAL<br>SOLO<br>= OPERATION                      |           | STUDENT, AGE 31, 15 TOTA<br>Hours, 8 In Type, Not                         |
| 3-0902 | TERRAIN<br>COMPLETE P<br>EMERGENCY I<br>REMARKS – F<br>4/26/77<br>TIME – 2000<br>NAME OF AII<br>DEPARTURE<br>BIRCH RUI<br>TYPE OF AC<br>HARD LANI                                    | - SANDY<br>OWER LOSS - COMPLE<br>CIRCUMSTANCES - FO<br>UEL SEL VALUE #X67<br>BIRCH RUN,MI<br>6<br>RPDRT - MUEHLENBEO<br>POINT<br>N,MI<br>CIDENT<br>DING<br>R/DOWN                                                     | ETE ENGINE FAILURE/FLAD<br>DRCED LANDING OFF AIRPO<br>70401 STUCK. POSITION (<br>STINSON 108-3<br>N6876M<br>DAMAGE-SUBSTANTIAL<br>K<br>INTENDED DESTINATION | MEDUT-<br>DRT ON<br>DF VAL               |                    | ND<br>WOU<br>0<br>0<br>PHAS<br>LA      |        | INSTRUCTIONAL<br>SOLO<br>= OPERATION<br>NG LEVEL OFF/TOUC |           | STUDENT, AGE 31, 15 TOTA<br>Hours, 8 In Type, Not                         |
| 3-0902 | TERRAIN<br>COMPLETE P<br>EMERGENCY I<br>REMARKS – F<br>4/26/77<br>TIME – 2000<br>NAME OF AII<br>DEPARTURE<br>BIRCH RUI<br>TYPE OF AC<br>HARD LANI<br>NOSE OVE<br>PROBABLE C          | - SANDY<br>OWER LOSS - COMPLE<br>CIRCUMSTANCES - FO<br>UEL SEL VALUE #X67<br>BIRCH RUN,MI<br>6<br>RPDRT - MUEHLENBEO<br>POINT<br>N,MI<br>CIDENT<br>DING<br>R/DOWN<br>AUSE(S)                                          | ETE ENGINE FAILURE/FLAD<br>DRCED LANDING OFF AIRPO<br>70401 STUCK. POSITION (<br>STINSON 108-3<br>N6876M<br>DAMAGE-SUBSTANTIAL<br>K<br>INTENDED DESTINATION | MEDUT-<br>DRT ON<br>DF VAL               |                    | ND<br>WOU<br>0<br>0<br>PHAS<br>LA      |        | INSTRUCTIONAL<br>SOLO<br>= OPERATION<br>NG LEVEL OFF/TOUC |           | STUDENT, AGE 31, 15 TOTA<br>Hours, 8 In Type, Not                         |
| 3-0902 | TERRAIN<br>COMPLETE P<br>EMERGENCY I<br>REMARKS- F<br>4/26/77<br>TIME - 2000<br>NAME OF AIN<br>DEPARTURE<br>BIRCH RUC<br>HARD LANN<br>NOSE OVE<br>PROBABLE C<br>PILOT IN<br>PILOT IN | - SANDY<br>OWER LOSS - COMPLE<br>CIRCUMSTANCES - FO<br>UEL SEL VALUE #X67<br>BIRCH RUN,MI<br>6<br>RPDRT - MUEHLENBEO<br>POINT<br>N,MI<br>CIDENT<br>DING<br>R/DOWN<br>AUSE(S)<br>COMMAND - FAILED<br>COMMAND - IMPROPE | TO INITIATE GO-AROUND                                                                                                                                       | 4EOUT-<br>DRT ON<br>DF VAL<br>CR-<br>PX- | LA<br>UE<br>O<br>O | ND<br>WOU<br>O<br>O<br>O<br>HAS<br>LAI |        | INSTRUCTIONAL<br>SOLO<br>= OPERATION<br>NG LEVEL OFF/TOUC |           | STUDENT, AGE 31, 15 TOTA<br>Hours, 8 In Type, Not                         |

|       | DATE                                                                                                                                               | LOCATION                                                                                                                                                                                      |                                                                                                                                                                                     |              | JUR<br>F                | SM                   | /N            | FLIGHT<br>PURPOSE                                                         | PILOT DATA                                                                            |
|-------|----------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-------------------------|----------------------|---------------|---------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|       | 4/28/77<br>TIME - 08                                                                                                                               | GRAND RAPIDS,MI                                                                                                                                                                               | PIPER PA-31<br>N7404L<br>DAMAGE-SUBSTANTIAL                                                                                                                                         | CR-          |                         | 0                    | 2             | COMMERCIAL<br>AIR TAXI-PASSG                                              | AIRLINE TRANSPORT, AGE<br>33, 5895 TOTAL HOURS,<br>1415 IN TYPE, INSTRUMENT<br>RATED. |
|       | DEPARTURE                                                                                                                                          | ACCIDENT                                                                                                                                                                                      | IT'L<br>INTENDED DESTINATION<br>PONTIAC+MI                                                                                                                                          |              | Ρ                       |                      |               | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN                                     |                                                                                       |
|       | MISCELL<br>MISCELL                                                                                                                                 | ME - LANDING GEAR                                                                                                                                                                             |                                                                                                                                                                                     |              | ASS                     | ЕМВ                  | LY            |                                                                           |                                                                                       |
| -1210 | 6/3/77<br>TIME - 13                                                                                                                                | TROY•MI<br>330                                                                                                                                                                                | CESSNA 150<br>N704HP<br>DAMAGE-SUBSTANTIAL                                                                                                                                          |              |                         |                      |               | INSTRUCTIONAL<br>SOLO                                                     | STUDENT, AGE 23, 12 TOT∆I<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT R∆TED.             |
|       | DEPARTURE                                                                                                                                          |                                                                                                                                                                                               | ITIVE<br>INTENDED DESTINATION                                                                                                                                                       |              |                         |                      |               |                                                                           |                                                                                       |
|       | TROY+MI<br>TYPE OF A<br>HARD LA<br>GEAR CO                                                                                                         | CCIDENT                                                                                                                                                                                       | LOCAL                                                                                                                                                                               |              | Ρ                       | LA                   | NDI           | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG ROLL                          |                                                                                       |
|       | PROBABLE<br>PILOT                                                                                                                                  | CAUSE(S)<br>IN COMMAND - IMPROPI                                                                                                                                                              |                                                                                                                                                                                     |              |                         | -                    |               |                                                                           |                                                                                       |
|       | PILOT D<br>FACTOR(S)<br>MISCEL                                                                                                                     | ANEOUS ACTS+CONDIT                                                                                                                                                                            | R RECOVERY FROM BOUNCE<br>R OPERATION OF BRAKES<br>IONS - OVERLOAD FAILURE<br>S - AIRPORT CONDITIONS                                                                                | AND/C        | IRF                     | LIG                  |               |                                                                           |                                                                                       |
| -1211 | PILOT D<br>FACTOR(S)<br>MISCEL                                                                                                                     | IN COMMAND - IMPROP<br>ANEOUS ACTS,CONDIT<br>IS/AIRWAYS/FACILITI<br>JACKSON,MI                                                                                                                | R OPERATION OF BRAKES<br>IONS - OVERLOAD FAILURE<br>IS - AIRPORT CONDITIONS<br>CESSNA 172<br>N1191U                                                                                 | AND/O<br>SOF | IR F<br>TS<br>0         | L I G<br>HOU         | LDE<br>1      | NONCOMMERCIAL                                                             | PRIVATE, AGE 34, 177<br>Total Hours, 36 In Type,<br>Not instrument rated.             |
| -1211 | PILOT<br>FACTOR(S)<br>MISCELL<br>AIRPORT<br>6/10/77<br>TIME - 12<br>DEPARTURE<br>JACKSON<br>TYPE OF A                                              | IN COMMAND - IMPROP<br>ANEOUS ACTS,CONDIT<br>IS/AIRWAYS/FACILITI<br>JACKSON,MI<br>230<br>POINT<br>4MI                                                                                         | R OPERATION OF BRAKES<br>IONS - OVERLOAD FAILURE<br>IS - AIRPORT CONDITIONS<br>CESSNA 172                                                                                           | AND/O<br>SOF | IR F<br>TS<br>0         |                      | LDE<br>1<br>1 | NONCOMMERCIAL                                                             |                                                                                       |
| -1211 | PILOT<br>FACTOR(S)<br>MISCELL<br>AIRPORT<br>6/10/77<br>TIME - 12<br>DEPARTURE<br>JACKSON<br>TYPE OF A<br>COLLIDE<br>PROBABLE<br>PILOT I<br>TERRAIN | IN COMMAND - IMPROP<br>ANEOUS ACTS,CONDIT<br>IS/AIRWAYS/FACILITI<br>JACKSON,MI<br>230<br>E POINT<br>I,MI<br>ACCIDENT<br>ED WITH TREES<br>CAUSE(S)<br>IN COMMAND - SELECTI<br>I - ROUGH/UNEVEN | R OPERATION OF BRAKES<br>IONS - OVERLOAD FAILURE<br>IS - AIRPORT CONDITIONS<br>CESSNA 172<br>N1191U<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL<br>ED UNSUITABLE TERRAIN | AND/O<br>SOF | IR F<br>TS<br>0         |                      | LDE<br>1<br>1 | RS<br>NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP<br>F OPERATION            | TOTAL HOURS. 36 IN TYPE,                                                              |
| -1211 | PILOT<br>FACTOR(S)<br>MISCELL<br>AIRPORT<br>6/10/77<br>TIME - 12<br>DEPARTURE<br>JACKSON<br>TYPE OF A<br>COLLIDE<br>PROBABLE<br>PILOT I<br>TERRAIN | IN COMMAND - IMPROP<br>ANEOUS ACTS,CONDIT<br>IS/AIRWAYS/FACILITI<br>JACKSON,MI<br>230<br>E POINT<br>I,MI<br>ACCIDENT<br>ED WITH TREES<br>CAUSE(S)<br>IN COMMAND - SELECT                      | R OPERATION OF BRAKES<br>IONS - OVERLOAD FAILURE<br>IS - AIRPORT CONDITIONS<br>CESSNA 172<br>N1191U<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL<br>ED UNSUITABLE TERRAIN | AND/O<br>SOF | IR F<br>TS<br>0         |                      | LDE<br>1<br>1 | RS<br>NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP<br>F OPERATION<br>NG ROLL | TOTAL HOURS. 36 IN TYPE,                                                              |
| -1211 | PILOT<br>FACTOR(S)<br>MISCELL<br>AIRPORT<br>6/10/77<br>TIME - 12<br>DEPARTURE<br>JACKSON<br>TYPE OF A<br>COLLIDE<br>PROBABLE<br>PILOT I<br>TERRAIN | IN COMMAND - IMPROP<br>ANEOUS ACTS,CONDIT<br>IS/AIRWAYS/FACILITI<br>JACKSON,MI<br>230<br>E POINT<br>I,MI<br>ACCIDENT<br>ED WITH TREES<br>CAUSE(S)<br>IN COMMAND - SELECTI<br>I - ROUGH/UNEVEN | R OPERATION OF BRAKES<br>IONS - OVERLOAD FAILURE<br>IS - AIRPORT CONDITIONS<br>CESSNA 172<br>N1191U<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL<br>ED UNSUITABLE TERRAIN | AND/O<br>SOF | RF<br>TS<br>0<br>0<br>P | LIG<br>HOU<br>0<br>0 | LDE<br>1<br>1 | RS<br>NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP<br>F OPERATION<br>NG ROLL | TOTAL HOURS, 36 IN TYPE,<br>NOT INSTRUMENT RATED.                                     |

| FILE  | DATE LOCATIO                                                            | ON AIRCRAFT DATA                                                                          |            |    | RIE:                       | 5<br>4/N                            | FLIGHT<br>PURPOSE                                                                                                                                                      | PILOT DATA                                                                    |
|-------|-------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|------------|----|----------------------------|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| -1212 | 6/23/77 ANN ARBOR.<br>TIME - 1300                                       | MI CESSNA 150<br>N66590<br>DAMAGE-SUBSTANTI                                               | CR-<br>PX- | 0  | 0                          | 1                                   | INSTRUCTIONAL<br>Solo                                                                                                                                                  | STUDENT, AGE 37, 46 TOTA<br>Hours, all in Type, Not<br>Instrument rated.      |
|       | NAME OF AIRPORT - ANN<br>Departure point<br>Ann Arbor,MI                | -                                                                                         |            |    |                            |                                     |                                                                                                                                                                        |                                                                               |
|       | TYPE OF ACCIDENT<br>GROUND-WATER LOOP-SI<br>COLLIDED WITH DIRT          | WERVE                                                                                     |            | F  | T                          | KEC                                 | DF OPERATION<br>DFF RUN<br>DFF ABORTED                                                                                                                                 |                                                                               |
|       | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - 1<br>FACTOR(S)                  | IMPROPER OPERATION OF BRAKE                                                               | S AND/O    | RF | ·L10                       | Эн т                                | CONTROLS                                                                                                                                                               |                                                                               |
|       | AIRPORTS/AIRWAYS/FA                                                     | CONDITIONS - TOUCH AND GO N<br>CILITIES - AIRPORT CONDITIO<br>RESSION OFF SIDE OF RUNWAY. | ONS OTH    | ER |                            |                                     |                                                                                                                                                                        |                                                                               |
| -1277 | 6/24/77 GRAND RAPI<br>TIME - 1030                                       | DS+MI CESSNA 188B<br>N9073R<br>DAMAGE-DESTROYED                                           |            |    |                            |                                     | COMMERCIAL<br>AERIAL APPLICATION                                                                                                                                       | COMMERCIAL, FL.INSTR.,<br>Age 22, 1775 Total Hours<br>650 in Type, instrument |
|       | DEPARTURE POINT<br>CONKLIN.MI<br>TYPE OF ACCIDENT<br>COLLIDED WITH WIRE | INTENDED DESTINATION<br>GRAND RAPIDS+MI<br>S/POLES                                        | ł          | Ρ  |                            |                                     | DF OPERATION<br>LIGHT PULLUP FROM SWATH                                                                                                                                | RATED.                                                                        |
|       | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - F                               | FAILED TO SEE AND AVOID OB.                                                               | JECTS OR   | 08 | STF                        | RUCI                                | TIONS                                                                                                                                                                  |                                                                               |
|       | ELEVATION-AREA BEIN                                                     | R<br>FASTENED-PROPERLY                                                                    |            |    | TN<br>GI<br>CF<br>CF<br>TI | (PE<br>LOVI<br>RASH<br>RASI<br>ERR/ | OF OPERATION - SPRAYING<br>OF CHEMICAL USED - LIOU<br>ES - NOT USED<br>HELMET - AVAILABLE USE<br>BAR - NOT INSTALLED<br>IN-TYPE - LEVEL,FLAT<br>RUN-HOW FLOWN - UPWING | ID CHEMICAL-TOXIC                                                             |
| -1209 | 6/25/77 IONIA,MI<br>TIME - 1710                                         | SCHEMP CIRRUS<br>N111JT<br>DAMAGE-SUBSTANTI/                                              | PX-        |    |                            |                                     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAN                                                                                                                                | PRIVATE, AGE 35, 480<br>ISP TOTAL HOURS, 46 IN TYPE,<br>NOT INSTRUMENT RATED. |
|       | DEPARTURE POINT<br>IONIA,MI<br>TYPE OF ACCIDENT<br>COLLIDED WITH OBJEC  | INTENDED DESTINATION<br>LOCAL                                                             | N          | P  |                            |                                     | DF OPERATION<br>NG ROLL                                                                                                                                                |                                                                               |
|       | PROBABLE CAUSE(S)<br>TERRAIN - HIDDEN OB<br>REMARKS- SINGLE WHEEL       |                                                                                           |            |    |                            |                                     |                                                                                                                                                                        |                                                                               |

| FILE   | DATE                                             | LOCATION                                              | AIRCRAFT DATA                                    |   |    | SM                     | /N                               | FLIGHT<br>PURPOSE |      | PILOT DATA |
|--------|--------------------------------------------------|-------------------------------------------------------|--------------------------------------------------|---|----|------------------------|----------------------------------|-------------------|------|------------|
| 3-1338 | 7/3/77<br>TIME - 172                             |                                                       | SCHWEIZER SGS2-3<br>N65879<br>DAMAGE-SUBSTANTIAL |   |    | 0                      | 1 N                              | ONCOMMERCIAL      |      |            |
|        | NAME OF AI                                       | RPORT - SUGAR LOA                                     | IF .                                             |   |    |                        |                                  |                   |      |            |
|        | DEPARTURE I                                      | POINT                                                 | INTENDED DESTINATION                             |   |    |                        |                                  |                   |      |            |
|        | CEDAR, MI                                        |                                                       | LOCAL                                            |   |    |                        |                                  |                   |      |            |
|        | TYPE OF AC                                       | CIDENT                                                |                                                  |   | P  | HAS                    | E OF                             | OPERATION         |      |            |
|        | UNDERSHO                                         | от                                                    |                                                  |   |    |                        |                                  | FINAL APPROACH    |      |            |
|        | COLLIDED                                         | WITH TREES                                            |                                                  |   |    | LA                     | NDING                            | FINAL APPROACH    |      |            |
|        | FACTOR(S)<br>MISCELLA<br>WEATHER<br>WEATHER BR   | COMMAND - MISJUC                                      | -                                                |   | сн |                        |                                  |                   |      |            |
|        |                                                  | ION                                                   |                                                  | • | C  | EIL                    | ING A                            | T ACCIDENT SITE   |      |            |
|        | SKY CONDIT                                       |                                                       |                                                  |   |    |                        | 00                               |                   |      |            |
|        | SKY CONDIT                                       |                                                       |                                                  |   |    | 28                     | 00                               |                   |      |            |
|        | OVERCAST                                         | AT ACCIDENT SITE                                      |                                                  |   | P  |                        |                                  | TION AT ACCIDENT  | SITE |            |
|        | OVERCAST<br>VISIBILITY                           |                                                       |                                                  |   |    | REC                    | IPITA<br>NE                      |                   | SITE |            |
|        | OVERCAST<br>VISIBILITY<br>5 OR OVE               | AT ACCIDENT SITE                                      |                                                  |   | ۴  | REC<br>NO<br>IND<br>23 | IPITA<br>NE<br>DIRE<br>O         | CTION-DEGREES     | -    |            |
|        | OVERCAST<br>VISIBILITY<br>5 OR OVE<br>OBSTRUCTIO | AT ACCIDENT SITE<br>R(UNLIMITED)<br>NS TO VISION AT A |                                                  |   | ۴  | REC<br>NO<br>IND<br>23 | IPITA<br>NE<br>DIRE<br>O<br>OF W |                   | -    |            |

|       | <br>DATE                                | LOCATION                                       | AIRCRAFT DATA                                                           | <br>INJU |                     |       | FI IGHT                              | PILOT DATA                                                                  |
|-------|-----------------------------------------|------------------------------------------------|-------------------------------------------------------------------------|----------|---------------------|-------|--------------------------------------|-----------------------------------------------------------------------------|
| FILE  |                                         |                                                |                                                                         | F        | S M/                | N     | PURPOSE                              | FILOT DATA                                                                  |
|       |                                         | ROCHESTER,MN                                   | MITSUBISHI MU-2B<br>N8540<br>DAMAGE-DESTROYED                           | CR- 1    | 0                   | 0 11  |                                      | COMMERCIAL, AGE 50, 8000<br>Total Hours, 4000 IN<br>Type, instrument rated. |
|       | DEPARTURE PO                            |                                                | INTENDED DESTINATION                                                    |          |                     |       |                                      | -<br>-                                                                      |
|       | ROCHESTER<br>TYPE OF ACCI<br>ENGINE FAI |                                                | LINCOLN.NE                                                              |          |                     | -     | DPERATION<br>INITIAL CLIMB           |                                                                             |
|       | STALL SPI                               | [N                                             |                                                                         |          | ΤΔΚ                 | EOFF  | INITIAL CLIMB                        |                                                                             |
|       | PILOT IN (                              | <pre>F - MISCELLANEOUS COMMAND - IMPROPE</pre> | ; POWERPLANT FAILURE<br>FR OPERATION OF FLIGHT<br>TO OBTAIN/MAINTAIN FL | CONTROL  | S                   | NED F | REASONS                              |                                                                             |
|       |                                         | LOW CEILING                                    | ) OR FAILED TO USE FLA                                                  | PS       |                     |       |                                      |                                                                             |
|       | COMPLETE POW                            | VER LOSS - COMPLE                              | TE ENGINE FAILURE/FLA                                                   |          |                     |       |                                      |                                                                             |
|       |                                         |                                                | SY FLIGHT SERVICE PERS<br>SUBSTANTIALLY CORRECT                         |          | T PHU               | VE    |                                      |                                                                             |
|       | SKY CONDITIO                            | )N                                             |                                                                         |          |                     | NG A  | T ACCIDENT SITE                      |                                                                             |
|       | OVERCAST<br>VISIBILITY 4<br>1/2 MILE 0  | AT ACCIDENT SITE                               |                                                                         |          | 300<br>PRECI<br>SNO | -     | TION AT ACCIDENT SIT                 | E                                                                           |
|       |                                         | S TO VISION AT AC                              | CIDENT SITE                                                             |          | TEMPE<br>3          | RATU  | RE-F                                 |                                                                             |
|       | WIND DIRECTI                            |                                                |                                                                         |          |                     | VELOO | CITY-KNOTS                           |                                                                             |
|       |                                         | THER CONDITIONS                                |                                                                         |          | TYPE<br>IFR         |       | LIGHT PLAN                           |                                                                             |
|       | REMARKS- FLA                            | APS FULL DOWN.                                 |                                                                         | •        |                     |       |                                      |                                                                             |
|       |                                         |                                                |                                                                         |          |                     |       |                                      |                                                                             |
| -1405 | 2/22/77 C<br>TIME - 0915                | DULUTH,MN                                      | .PIPER PA-32<br>N7710J<br>DAMAGE-SUBSTANTIAL                            | PX- 0    |                     |       | DNCOMMERCIAL<br>Ractice              | PRIVATE, AGE 56, 253<br>Total Hours, 52 in type,<br>Not instrument rated.   |
|       | NAME OF AIRP                            | PORT - DULUTH INT                              | L<br>INTENDED DESTINATION                                               |          |                     |       |                                      |                                                                             |
|       | DULUTH, MN                              | 5_101                                          | LOCAL                                                                   |          |                     |       |                                      |                                                                             |
|       | TYPE OF ACCI                            |                                                |                                                                         |          |                     |       | DPERATION                            |                                                                             |
|       |                                         | LURE OR MALFUNCT                               |                                                                         |          |                     |       | INITIAL CLIMB<br>LEVEL OFF/TQUCHDOWI | N                                                                           |
|       | PILOT IN C                              | COMMAND - INADEOU<br>COMMAND - MISMANA         | NATE PREFLIGHT PREPARA<br>AGEMENT OF FUEL<br>ONS - FUEL STARVATION      |          | /OR P               | LANN  | ING                                  |                                                                             |
|       | FACTOR (S)                              |                                                |                                                                         |          |                     |       |                                      |                                                                             |

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| , TCC | DATE                                                                                                                           | LOCATION                                                                                                                                                           | AIRCRAFT DATA                                                                 |          |                                                     |                                    | FLIGHT<br>PURPOSE                                                  | PILOT DATA                                                                       |
|-------|--------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|----------|-----------------------------------------------------|------------------------------------|--------------------------------------------------------------------|----------------------------------------------------------------------------------|
| -1404 | 4/3/77<br>TIME - 20                                                                                                            | BARRETT.MN<br>040                                                                                                                                                  |                                                                               | PX-      |                                                     |                                    | NONCOMMERCIAL<br>Pleasure/personal tran                            | COMMERCIAL, AGE 36, 3542<br>SP TOTAL HOURS, 620 IN TYPE<br>NOT INSTRUMENT RATED. |
|       |                                                                                                                                |                                                                                                                                                                    | INTENDED DESTINATION                                                          |          |                                                     |                                    |                                                                    |                                                                                  |
|       | BENSON                                                                                                                         |                                                                                                                                                                    | ELBOW LAKE, MN                                                                |          | DUAG                                                |                                    | ODED ATTON                                                         |                                                                                  |
|       | TYPE OF A                                                                                                                      |                                                                                                                                                                    |                                                                               |          |                                                     |                                    | OPERATION                                                          |                                                                                  |
|       | CULLIS                                                                                                                         | ION WITH GROUND/WAT                                                                                                                                                | EK CONTROLLED                                                                 |          | IN                                                  | +L1                                | GHT NORMAL CRUISE                                                  |                                                                                  |
|       | PROBABLE                                                                                                                       | CAUSE(S)                                                                                                                                                           |                                                                               |          |                                                     |                                    |                                                                    |                                                                                  |
|       |                                                                                                                                |                                                                                                                                                                    | UED VER FLIGHT INTO AD                                                        |          |                                                     | n d                                | NOTTIONS                                                           |                                                                                  |
|       |                                                                                                                                |                                                                                                                                                                    | PER IN-FLIGHT DECISIONS                                                       |          |                                                     | ( CO)                              |                                                                    |                                                                                  |
|       | FACTOR(S                                                                                                                       |                                                                                                                                                                    |                                                                               | , on tea |                                                     |                                    |                                                                    |                                                                                  |
|       |                                                                                                                                |                                                                                                                                                                    |                                                                               |          |                                                     |                                    |                                                                    |                                                                                  |
|       | WEATHER                                                                                                                        | R - LOW CEILING<br>R - SNOW                                                                                                                                        | DUATE PREFLIGHT PREPARA                                                       | TION AN  | DTOR                                                | PLAN                               | NING                                                               |                                                                                  |
|       | WEATHER<br>WEATHER<br>WEATHER                                                                                                  | R - LOW CEILING<br>R - SNOW<br>R - ICING CONDITION                                                                                                                 | JUATE PREFLIGHT PREPARA<br>JS-INCLUDES SLEET.FREEZ<br>RD OF BRIEFING RECEIVED | ING RAII |                                                     |                                    | NING                                                               |                                                                                  |
|       | WEATHER<br>WEATHER<br>WEATHER                                                                                                  | R - LOW CEILING<br>R - SNOW<br>R - ICING CONDITION<br>BRIEFING - NO RECOP                                                                                          | S-INCLUDES SLEET.FREEZ                                                        | ING RAII | N,ETC                                               |                                    | NING<br>AT ACCIDENT SITE                                           |                                                                                  |
|       | WEATHER<br>WEATHER<br>WEATHER<br>SKY COND                                                                                      | R - LOW CEILING<br>R - SNOW<br>R - ICING CONDITION<br>BRIEFING - NO RECOF<br>ITION<br>ST                                                                           | US-INCLUDES SLEET→FREEZ<br>ND OF BRIEFING RECEIVED                            | ING RAII | CEIL<br>O                                           | Ing                                | AT ACCIDENT SITE                                                   |                                                                                  |
|       | WEATHER<br>WEATHER<br>WEATHER<br>WEATHER<br>SKY COND<br>OVERCAS<br>VISIBILI                                                    | R - LOW CEILING<br>R - SNOW<br>R - ICING CONDITION<br>BRIEFING - NO RECOF<br>ITION                                                                                 | US-INCLUDES SLEET→FREEZ<br>ND OF BRIEFING RECEIVED                            | ING RAII | N,ETC<br>CEIL<br>O<br>PREC                          | Ing<br>Ipit                        |                                                                    |                                                                                  |
|       | WEATHER<br>WEATHER<br>WEATHER<br>WEATHER<br>SKY COND<br>OVERCAS<br>VISIBILI<br>ZERO                                            | R - LOW CEILING<br>R - SNOW<br>R - ICING CONDITION<br>BRIEFING - NO RECOF<br>ITION<br>ST<br>IY AT ACCIDENT SITE                                                    | NS-INCLUDES SLEET.FREEZ<br>ND OF BRIEFING RECEIVED                            | ING RAII | CEIL<br>O<br>PREC<br>SNO                            | ING<br>IPIT                        | AT ACCIDENT SITE<br>ATION AT ACCIDENT SITE                         |                                                                                  |
|       | WEATHER<br>WEATHER<br>WEATHER<br>WEATHER<br>SKY COND<br>OVERCAS<br>VISIBILI<br>ZERO<br>OBSTRUCT                                | R - LOW CEILING<br>R - SNOW<br>R - ICING CONDITION<br>BRIEFING - NO RECOF<br>ITION<br>ST<br>TY AT ACCIDENT SITE<br>IONS TO VISION AT 4                             | NS-INCLUDES SLEET.FREEZ<br>ND OF BRIEFING RECEIVED                            | ING RAII | CEIL<br>O<br>PREC<br>SNO<br>TEMPI                   | ING<br>IPIT<br>)w<br>Erati         | AT ACCIDENT SITE                                                   |                                                                                  |
|       | WEATHER<br>WEATHER<br>WEATHER<br>SKY COND<br>OVERCAS<br>VISIBILI<br>ZERO<br>OBSTRUCT<br>BLOWING                                | R - LOW CEILING<br>R - SNOW<br>R - ICING CONDITION<br>BRIEFING - NO RECOF<br>ITION<br>ST<br>TY AT ACCIDENT SITE<br>IONS TO VISION AT 4<br>S SNOW                   | NS-INCLUDES SLEET.FREEZ<br>ND OF BRIEFING RECEIVED                            | ING RAII | CEIL<br>O<br>PREC<br>SNO<br>TEMPI<br>34             | ING<br>IPIT<br>JW<br>ERATI         | AT ACCIDENT SITE<br>ATION AT ACCIDENT SITE<br>URE-F                |                                                                                  |
|       | WEATHER<br>WEATHER<br>WEATHER<br>WEATHER<br>OVERCAS<br>VISIBILI<br>ZERO<br>OBSTRUCT<br>BLOWING<br>WIND DIRE                    | R - LOW CEILING<br>R - SNOW<br>R - ICING CONDITION<br>BRIEFING - NO RECOF<br>ITION<br>ST<br>TY AT ACCIDENT SITE<br>IONS TO VISION AT 4                             | NS-INCLUDES SLEET.FREEZ<br>ND OF BRIEFING RECEIVED                            | ING RAII | CEIL<br>O<br>PREC<br>SNI<br>TEMP<br>34<br>WIND      | ING<br>IPIT<br>JW<br>ERATI         | AT ACCIDENT SITE<br>ATION AT ACCIDENT SITE                         |                                                                                  |
|       | WEATHER<br>WEATHER<br>WEATHER<br>WEATHER<br>SKY COND<br>OVERCAS<br>VISIBILI<br>ZERO<br>OBSTRUCT<br>BLOWING<br>WIND DIRE<br>180 | R - LOW CEILING<br>R - SNOW<br>R - ICING CONDITION<br>BRIEFING - NO RECOP<br>ITION<br>ST<br>IY AT ACCIDENT SITE<br>IONS TO VISION AT A<br>S SNOW<br>ECTION-DEGREES | NS-INCLUDES SLEET.FREEZ<br>ND OF BRIEFING RECEIVED                            | ING RAII | CEIL<br>O<br>PREC<br>SN(<br>TEMP<br>34<br>WIND<br>5 | ING<br>IPIT<br>JW<br>ERATI<br>VELI | AT ∆CCIDENT SITE<br>ATION AT ACCIDENT SITE<br>URE-F<br>OCITY-KN∩TS |                                                                                  |
|       | WEATHER<br>WEATHER<br>WEATHER<br>WEATHER<br>SKY COND<br>OVERCAS<br>VISIBILI<br>ZERO<br>OBSTRUCT<br>BLOWING<br>WIND DIRE<br>180 | R - LOW CEILING<br>R - SNOW<br>R - ICING CONDITION<br>BRIEFING - NO RECOF<br>ITION<br>ST<br>TY AT ACCIDENT SITE<br>IONS TO VISION AT 4<br>S SNOW                   | NS-INCLUDES SLEET.FREEZ<br>ND OF BRIEFING RECEIVED                            | ING RAII | CEIL<br>O<br>PREC<br>SN(<br>TEMP<br>34<br>WIND<br>5 | ING<br>IPIT<br>DW<br>ERATI<br>VELI | AT ACCIDENT SITE<br>ATION AT ACCIDENT SITE<br>URE-F                |                                                                                  |

| FILE   | DATE                   | LOCATION                    | AIRCRAFT DATA                 |              | JUR  |       |    | FLIGHT                   |        | PILOT DATA                                          |
|--------|------------------------|-----------------------------|-------------------------------|--------------|------|-------|----|--------------------------|--------|-----------------------------------------------------|
| 3-1403 | 4/7/77<br>TIME - 124   | CAMBRIDGE,MN<br>5           | CESSNA 172<br>N3060U          | CR-          | 0    |       | 1  | PURPOSE<br>NONCOMMERCIAL |        | COMMERCIAL, AGE 31, 287<br>Total Hours, 63 in Type, |
|        | 1100 - 124             | .,                          | DAMAGE-SUBSTANTIAL            | F A          | U    | 0     | 0  | F LEASUNE/ FENSUNAL      | INANSP | INSTRUMENT RATED.                                   |
|        |                        | RPORT - PRIVATE ST          |                               |              |      |       |    |                          |        |                                                     |
|        | DEPARTURE<br>CAMBRIDG  |                             | INTENDED DESTINATION<br>LOCAL |              |      |       |    |                          |        |                                                     |
|        | TYPE OF AC             |                             | EUÇRE                         |              | Р    | HASE  | 0  | - OPERATION              |        |                                                     |
|        | NOSE OVE               |                             |                               |              |      |       |    | TO TAKEOFF               |        |                                                     |
|        | PROBABLE C             | AUSE(S)                     |                               |              |      |       |    |                          |        |                                                     |
|        | PILOT IN<br>MISCELLA   |                             | ER OPERATION OF BRAKES        | AND/0        | DR F | LIGH  | т  | CONTROLS                 |        |                                                     |
|        | FACTOR(S)<br>WEATHER   | - UNFAVORABLE WINC          | CONDITIONS                    |              |      |       |    |                          |        |                                                     |
|        | SKY CONDIT             | ION                         |                               |              | С    | EILI  | NG | AT ACCIDENT SITE         |        |                                                     |
|        | CLEAR                  |                             |                               |              |      |       |    | ITED                     |        |                                                     |
|        |                        | AT ACCIDENT SITE            |                               |              | P    |       |    | TATION AT ACCIDENT       | SITE   |                                                     |
|        |                        | R(UNLIMITED)                | CIDENT CITE                   |              |      | NON   | -  |                          |        |                                                     |
|        | BLOWING                | INS TO VISION AT AC<br>DUST | CIDENT SITE                   |              | W    | 330   |    | ECTION-DEGREES           |        |                                                     |
|        | WIND VELOC             | ITY-KNOTS                   |                               |              | т    | YPE ( | OF | WEATHER CONDITIONS       | 5      |                                                     |
|        | 17                     |                             |                               |              |      | VFR   |    |                          |        |                                                     |
|        | TYPE OF FL<br>NONE     | IGHT PLAN                   |                               |              |      |       |    |                          |        |                                                     |
|        | REMARKS- G             | USTING TO 30K.HELD          | COPTER LND NEARBY.            |              |      |       |    |                          |        |                                                     |
|        |                        |                             |                               |              |      |       |    |                          |        |                                                     |
| 3-0973 | 4/9/77<br>TIME - 160   | LAKE ELMO+MN                | MOONEY M20-F<br>N9378V        |              |      |       |    | INSTRUCTIONAL<br>DUAL    |        | COMMERCIAL, FL.INSTR.,<br>AGE 40, 1650 TOTAL HOURS  |
|        |                        |                             | DAMAGE-SUBSTANTIAL            |              |      |       |    |                          |        | 425 IN TYPE, INSTRUMENT                             |
|        | NAME OF AI             | RPORT - LAKE ELMO           |                               | •            |      |       |    |                          |        | RATED.                                              |
|        | DEPARTURE              | POINT                       | INTENDED DESTINATION          |              |      |       |    |                          |        |                                                     |
|        |                        | INT PAUL+MN                 | LOCAL                         |              |      |       | -  |                          |        |                                                     |
|        | TYPE OF AC<br>UNDERSHO |                             |                               |              | P    |       |    | FOPERATION               |        |                                                     |
|        | GEAR COL               |                             |                               |              |      |       |    | G LEVEL OFF/TOUCI        | HDOWN  |                                                     |
|        | PROBABLE C             | AUSE(S)                     |                               |              |      |       |    |                          |        |                                                     |
|        |                        |                             | ISTANCE AND ALTITUDE          |              |      |       |    |                          |        |                                                     |
|        |                        |                             |                               |              |      |       |    |                          |        |                                                     |
|        | PILOT IN               |                             | ATE SUPERVISION OF FLI        | (GHT         |      |       |    |                          |        |                                                     |
|        | PILOT IN<br>FACTOR(S)  |                             | ATE SUPERVISION OF FLI        | (GH <b>T</b> |      |       |    |                          |        |                                                     |

| FILE   | DATE                                | LOCATION                             | AIRCRAFT DATA                                                                | INJ    | UR  | IES  |     | FLIGHT                                   | PILOT DATA                                                                     |
|--------|-------------------------------------|--------------------------------------|------------------------------------------------------------------------------|--------|-----|------|-----|------------------------------------------|--------------------------------------------------------------------------------|
|        |                                     |                                      |                                                                              |        |     | S M. |     | PURPOSE                                  |                                                                                |
| -0974  | TIME - 124                          |                                      | STINSON SR-8C<br>N52875<br>DAMAGE-SUBSTANTIAL                                |        |     |      |     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS | PRIVATE, AGE 42, 426<br>SP TOTAL HOURS, 110 IN TYPE<br>NOT INSTRUMENT RATED.   |
|        | DEPARTURE<br>DULUTH,M               | N                                    | INGINIA<br>INTENDED DESTINATION<br>EVELETH+MN                                |        |     |      | _   | ·                                        |                                                                                |
|        | TYPE OF AC<br>NOSE OVE              |                                      |                                                                              |        | PI  | -    |     | F OPERATION<br>NG ROLL                   |                                                                                |
|        | AIRFRAME                            | L - MAINTENANCE,S<br>- LANDING GEAR  | ERVICING, INSPECTION IM<br>WHEELS, TIRES, AXLES<br>IONS - FATIGUE FRACTURE   |        | . M | AIN  | TEN | ANCE (OWNER PERSONNEL)                   |                                                                                |
| 8-1140 | 4/17/77<br>TIME - 163               |                                      | SCHWEIZER SGU2<br>N2717Z<br>DAMAGE-SUBSTANTIAL                               |        |     |      |     | NONCOMMERCIAL<br>Pleasure/personal trans | PRIVATE, AGE 52, 139<br>SP TOTAL HOURS, 4 IN TYPE,<br>NOT INSTRUMENT RATED.    |
|        | NAME OF AI<br>DEPARTURE<br>CLOQUET. |                                      |                                                                              |        |     |      |     |                                          |                                                                                |
|        | TYPE OF AC<br>COLLISIO              | CIDENT<br>N WITH GROUND/WAT          | ER UNCONTROLLED                                                              |        |     |      |     | F OPERATION<br>FF INITIAL CLIMB          |                                                                                |
|        | PILOT IN                            | COMMAND - IMPROP<br>COMMAND - ATTEMP | ER OPERATION OF FLIGHT<br>TED OPERATION BEYOND EX<br>ERIES OF PITCH OSCILLAT | PERIEN | CE. | /AB  |     | TY LEVEL<br>W. GLIDER RELEASED AND       | CRASHED INTO GROUND                                                            |
| -1736  | 4/17/77<br>TIME - 180               |                                      | LET-NP-K L-13<br>N99953<br>DAMAGE-SUBSTANTIAL                                | PX-    | 0   | 0    | 1   | MISCELLANEOUS<br>TOWING GLIDERS          | COMMERCIAL, FL.INSTR.,<br>AGE 21, 1101 TOTAL HOUR:<br>115 IN TYPE, NOT INSTRU- |
|        | NAME OF AI<br>DEPARTURE<br>WARREN.M |                                      | INTENDED DESTINATION                                                         |        |     |      |     |                                          | MENT RATED.                                                                    |
|        | TYPE OF AC<br>MISCELLA              | CIDENT                               |                                                                              |        | Pł  |      |     | F OPERATION<br>FF ABORTED                |                                                                                |
|        |                                     | COMMAND - FAILED                     | TO FOLLOW APPROVED PRO<br>CA 7KCAB+N53955+WHICH A                            |        |     |      |     |                                          |                                                                                |

BRIEFS OF ACCIDENTS \_\_\_\_\_ LOCATION AIRCRAFT DATA TN HIRTES FITCHT PTIOT DATA FILE DATE PURPOSE E S M/N HILLER ACFT UH-12E CR- 0 1 0 COMMERCIAL COMMERCIAL, AGE 38, 3179 3-1340 5/2/77 NR.BIG LAKE.MN N155HA PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 25 IN TYPE, TIME - 0700 DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION BIG LAKE MN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLUTED WITH WIRES/POLES IN PLIGHT PULLUP FROM SWATH RUN PROBABLE CAUSE(S) PTLOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS SPECTAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF OPERATION - DEFOLIATION (LIQUID) TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC KIND OF CROP - POTATOES PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES TERRAIN-TYPE - LEVEL, FLAT FLEVATION-AREA BEING TREATED-FEET - 950 SWATH RUN-HOW FLOWN - WIND CALM CR- 0 0 1 NONCOMMERCIAL STUDENT, AGE 19, 42 TOTAL 3-1401 5/14/77 MANKATO, MN BELL 47G PX- 0 0 0 PRACTICE HOURS, ALL IN TYPE, NOT TIME - 1415 N5163B DAMAGE-SUBSTANTIAL INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION MANKATO, MN EDEN PRAIRIE.MN PHASE OF OPERATION TYPE OF ACCIDENT LANDING POWER-ON LANDING ROLL OVER PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 6000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F 83 NONE WIND VELOCITY-KNOTS WIND DIRECTION-DEGREES 190 14 TYPE OF FLIGHT PLAN TYPE OF WEATHER CONDITIONS VFR VER

| FILE   | DATE LOCATION                                                                                                                                                                                                                                                 | AIRCRAFT DATA                                                                                                                                               | F S M/I                                          | FLIGHT<br>PURPOSE                                                                       | PILOT DATA                                                                           |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|-----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| 3–1530 | 5/20/77 WHITE BEAR LK<br>TIME - 2055                                                                                                                                                                                                                          |                                                                                                                                                             | CR- 1 0                                          | NONCOMMERCIAL                                                                           | PRIVATE, AGE 27, 400<br>JSP TOTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | DEPARTURE POINT                                                                                                                                                                                                                                               |                                                                                                                                                             |                                                  |                                                                                         |                                                                                      |
|        | MINNEAPOLIS,MN<br>TYPE OF ACCIDENT                                                                                                                                                                                                                            | LOCAL                                                                                                                                                       | DHASE                                            | OF OPERATION                                                                            |                                                                                      |
|        | AIRFRAME FAILURE IN F                                                                                                                                                                                                                                         | LIGHT                                                                                                                                                       |                                                  | LIGHT ACROBATICS                                                                        |                                                                                      |
|        | PROBABLE CAUSE(S)                                                                                                                                                                                                                                             | EEDED DESIGNED STRESS LIM                                                                                                                                   |                                                  | <b>:т</b>                                                                               |                                                                                      |
|        | FACTOR(S)                                                                                                                                                                                                                                                     | EEDED DESIGNED STRESS EIN.                                                                                                                                  | ITS OF AIRCRA                                    | •                                                                                       |                                                                                      |
|        |                                                                                                                                                                                                                                                               | DITIONS - OVERLOAD FAILUR<br>DITIONS - SEPARATION IN FI                                                                                                     |                                                  |                                                                                         |                                                                                      |
| 21602  | 6/4/77 ISLE,MN                                                                                                                                                                                                                                                |                                                                                                                                                             |                                                  |                                                                                         | ND CERTIFICATE, AGE 55                                                               |
| 5-1402 | TIME - 1545                                                                                                                                                                                                                                                   | N47500                                                                                                                                                      | PX- 0 0                                          | L PRACTICE                                                                              | 626 TOTAL HOURS, 108 I                                                               |
| 5-1402 |                                                                                                                                                                                                                                                               | N47500<br>DAMAGE-SUBSTANTIAL                                                                                                                                | PX- 0 0                                          | I PRACTICE                                                                              | 626 TOTAL HOURS, 108 I<br>TYPE, NOT INSTRUMENT<br>RATED.                             |
| 5-1402 | TIME - 1545<br>NAME OF AIRPORT - ISLE M                                                                                                                                                                                                                       | N47500<br>DAMAGE-SUBSTANTIAL<br>UNI                                                                                                                         | PX- 0 0                                          | I PRACTICE                                                                              | 626 TOTAL HOURS, IOR I<br>Type, not instrument                                       |
| 5-1402 | TIME - 1545<br>NAME OF AIRPORT - ISLE M<br>DEPARTURE POINT                                                                                                                                                                                                    | N47500<br>DAMAGE-SUBSTANTIAL<br>UNI<br>INTENDED DESTINATION                                                                                                 | PX- 0 0                                          | I PRACTICE                                                                              | 626 TOTAL HOURS, IOR I<br>Type, not instrument                                       |
| 5-1402 | TIME - 1545<br>NAME OF AIRPORT - ISLE M<br>DEPARTURE POINT<br>ISLE,MN                                                                                                                                                                                         | N47500<br>DAMAGE-SUBSTANTIAL<br>UNI                                                                                                                         | PX- 0 0                                          | OF OPERATION                                                                            | 626 TOTAL HOURS, IOR I<br>Type, not instrument                                       |
| 5-1402 | TIME - 1545<br>NAME OF AIRPORT - ISLE M<br>DEPARTURE POINT                                                                                                                                                                                                    | N47500<br>DAMAGE-SUBSTANTIAL<br>UNI<br>INTENDED DESTINATION<br>LOCAL                                                                                        | PX- 0 0<br>PHASE                                 | L PRACTICE                                                                              | 626 TOTAL HOURS, IOR I<br>Type, not instrument                                       |
| 3-1+02 | TIME - 1545<br>NAME OF AIRPORT - ISLE M<br>DEPARTURE POINT<br>ISLE,MN<br>TYPE OF ACCIDENT                                                                                                                                                                     | N47500<br>DAMAGE-SUBSTANTIAL<br>UNI<br>INTENDED DESTINATION<br>LOCAL<br>UNCTION                                                                             | PX- 0 0<br>PHASE<br>TAK                          | OF OPERATION                                                                            | 626 TOTAL HOURS, IOR I<br>Type, not instrument<br>rated.                             |
| 5-1402 | TIME - 1545<br>NAME OF AIRPORT - ISLE M<br>DEPARTURE POINT<br>ISLE,MN<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALF<br>COLLISION WITH GROUND/<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - INA<br>MISCELLANEOUS ACTS,CON<br>FACTOR(S)                           | N47500<br>DAMAGE-SUBSTANTIAL<br>UNI<br>INTENDED DESTINATION<br>LOCAL<br>UNCTION<br>WATER CONTROLLED<br>DEQUATE PREFLIGHT PREPARA<br>DITIONS - WATER IN FUEL | PX- 0 0<br>PHASE<br>TAK<br>LANI                  | OF OPERATION<br>OF INITIAL CLIMB<br>ING LEVEL OFF/TOUCHDOWN                             | 626 TOTAL HOURS, IOR I<br>Type, not instrument<br>rated.                             |
| 5-1402 | TIME - 1545<br>NAME OF AIRPORT - ISLE M<br>DEPARTURE POINT<br>ISLE,MN<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALF<br>COLLISION WITH GROUND/<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - INA<br>MISCELLANEOUS ACTS,CON<br>FACTOR(S)<br>TERRAIN - WET,SOFT GRO | N47500<br>DAMAGE-SUBSTANTIAL<br>UNI<br>INTENDED DESTINATION<br>LOCAL<br>UNCTION<br>WATER CONTROLLED<br>DEQUATE PREFLIGHT PREPARA<br>DITIONS - WATER IN FUEL | PX- 0 0<br>PHASE<br>TAK<br>LANI<br>TION AND/OR P | L PRACTICE<br>OF OPERATION<br>EOFF INITIAL CLIMB<br>DING LEVEL OFF/TOUCHDOWN<br>_ANNING | 626 TOTAL HOURS, IOR I<br>Type, not instrument<br>rated.                             |

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|        | e de la composición de la comp |                                                                                                                 |                                                                                                              |       |                  |                       |                                                                                                                         |                     |                                                                              |
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|        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | · · · ·                                                                                                         | BRIEFS                                                                                                       | OF AC | CIDE             | NTS                   |                                                                                                                         |                     |                                                                              |
| FILE   | DATE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | LOCATION                                                                                                        | AIRCRAFT DATA                                                                                                |       | UR I E<br>S      |                       | FLIGHT<br>PURPOSE                                                                                                       |                     | PILOT DATA                                                                   |
| 3-1638 | 6/10/77<br>TIME - 151<br>DEPARTURE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                 | PIPER PA-25<br>N8784L<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION                                          |       |                  |                       | COMMERCIAL<br>ASSOC CROP CTL AG                                                                                         |                     | COMMERCIAL, AGE 33, 728<br>Total Hours, 49 in Type,<br>Not instrument rated. |
|        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | CIDENT<br>AILURE OR MALFUNC<br>WITH CROP                                                                        | LOCAL                                                                                                        |       | 1                | IN FL                 | F OPERATION<br>IGHT EN ROUTE TO<br>NG LEVEL DFF/TOU                                                                     |                     | NG AREA                                                                      |
|        | MISCELLA<br>MISCELLA<br>COMPLETE PI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | NT - FUEL SYSTEM<br>NEOUS ACTS,CONDIT<br>NEOUS ACTS,CONDIT<br>DWER LOSS - COMPLI                                | TANKS<br>IONS - LEAK/LEAKAGE<br>IONS - FUEL EXHAUSTION<br>ETE ENGINE FAILURE/FLAM<br>DRCED LANDING OFF AIRPO |       |                  |                       |                                                                                                                         |                     |                                                                              |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HOP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | JRS IN CROP CONTRI<br>CROP — PASTURE<br>SEAT BELT — FASTEI<br>– USED<br>CRASHPAD — INSTALI<br>PER-LOCATION — FO | NED-PROPERLY<br>LED                                                                                          |       | ר<br>0<br>0<br>י | TYPE<br>LOVE<br>CRASH | OF OPERATION - SPI<br>OF CHEMICAL USED<br>S - NOT USED<br>H HELMET - AVAILAB<br>BAR - NOT INSTALI<br>NIN-TYPE - ROLLING | - LIQUID<br>LE USED |                                                                              |
|        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                 |                                                                                                              | •     |                  |                       |                                                                                                                         |                     |                                                                              |
| 3-1529 | 6/22/77<br>TIME - 151                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | APPLE VALLEY,MN<br>5                                                                                            | LUSCOMBE 8E<br>N1574K<br>DAMAGE-SUBSTANTIAL                                                                  |       |                  |                       | NONCOMMERCIAL<br>PLEASURE/PERSONA                                                                                       |                     | PRIVATE, AGE 35, 149<br>TOTAL HOURS, 38 IN TYPE<br>NOT INSTRUMENT RATED.     |
|        | DEPARTURE<br>APPLE VA<br>TYPE OF AC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | LLEY, MN                                                                                                        | INTENDED DESTINATION<br>EDEN PRAIRIE,MN                                                                      |       |                  |                       | OF OPERATION<br>OFF ABORTED                                                                                             |                     |                                                                              |
|        | PILOT IN<br>FACTOR(S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | COMMAND - PREMATE<br>COMMAND - DELAYE                                                                           | JRE LIFT-OFF<br>D ACTION IN ABORTING TA<br>ES - AIRPORT CONDITIONS                                           |       | RUN              | WAY                   |                                                                                                                         |                     |                                                                              |

| FILE           | DATE                                                                        | LOCATION                                                                               | AIRCRAFT DATA                                                                                         |              | IJUR<br>F |      |      | FLIGHT<br>PURPOSE                                     | PILOT DATA                                                                |
|----------------|-----------------------------------------------------------------------------|----------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|--------------|-----------|------|------|-------------------------------------------------------|---------------------------------------------------------------------------|
| 3-1637         | 6/27/77<br>TIME - 1205                                                      | WINONA,MN<br>5                                                                         | PIPER PA-24<br>N7058P<br>DAMAGE-SUBSTANTIAL                                                           | -            | -         | -    | _    | NONCOMMERCIAL<br>BUSINESS                             | PRIVATE, AGE 31, 304<br>TOTAL HOURS, 200 IN TYPE<br>NOT INSTRUMENT RATED. |
|                | NAME OF AIR<br>DEPARTURE F<br>GRIFFITH,<br>Type of Acc<br>Gear Retr         | , IN<br>CIDENT                                                                         | NI<br>INTENDED DESTINATION<br>WINONA,MN                                                               |              | P         |      |      | F OPERATION<br>Ng Roll                                |                                                                           |
|                | PROBABLE CA<br>PERSONNEL<br>AIRFRAME<br>MISCELLAI<br>FACTOR(S)<br>MISCELLAI | AUSE(S)<br>– MAINTENANCE.S<br>– LANDING GEAR<br>NEOUS ACTS.CONDIT<br>NEOUS ACTS.CONDIT | GEAR LOCKING MECHANISM<br>IONS - EXCESSIVE-WEAR/I<br>IONS - ELECTRICAL FAIL                           | PLAY<br>URE  |           | IN   | ISPE | CTION OF AIRCRAFT (MAINT<br>ROPERLY ADJUSTED DRAG LI  |                                                                           |
| <b>3-</b> 0931 | 5/6/77<br>TIME - 0800                                                       | WALLS.MS<br>D                                                                          | CESSNA 140<br>N2301V                                                                                  |              |           |      |      | NONCOMMERCIAL<br>Pleasure/personal trans              | STUDENT, AGE 30, 56 TOT<br>P HOURS, 1 IN TYPE, NOT                        |
|                | DEPARTURE F<br>South Hav<br>Type of Acc<br>Dragged 1                        | VEN #MS                                                                                | INTENDED DESTINATION<br>LOCAL                                                                         |              | Ρ         | LA   | NDI  | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG GO-AROUND | INSTRUMENT RATED.                                                         |
|                | FACTOR(S)<br>PILOT IN<br>PILOT IN                                           | COMMAND - FAILED<br>COMMAND - LACK O<br>COMMAND - DELAYE                               | TO MAINTAIN DIRECTION<br>F FAMILIARITY WITH AIR<br>D IN INITIATING GO-AROU<br>IONS - TOUCH AND GD LAU | CRAFT<br>JND | TRO       | IL . |      |                                                       |                                                                           |
| 3-0932         | 5/13/77<br>TIME - 1700                                                      | TUTWILER.MS<br>D                                                                       | CESSNA A188B<br>N21654<br>DAMAGE-DESTROYED                                                            |              |           |      |      | MISCELLANEOUS<br>TEST                                 | COMMERCIAL, AGE 47, 650<br>Total Hours, 200 in typ<br>Instrument rated.   |
| . •            | NAME OF AIF<br>DEPARTURE (<br>TUTWILER<br>TYPE OF ACC<br>STALL SF           | MS<br>CIDENT                                                                           |                                                                                                       |              | ŧ         |      |      | F OPERATION<br>IGHT ACROBATICS                        |                                                                           |
|                | PROBABLE CA<br>PILOT IN<br>FIRE AFTER                                       | COMMAND - FAILED                                                                       | TO OBTAIN/MAINTAIN FL                                                                                 | YING S       | SPEE      | D    |      |                                                       |                                                                           |

| FILE  | DATE                                            | LOCATION                                                                                                | AIRCRAFT DATA                                                                |          |        | IES<br>S M/              |                        |                                                     |                                        | PILOT DATA                                                                                    |
|-------|-------------------------------------------------|---------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|----------|--------|--------------------------|------------------------|-----------------------------------------------------|----------------------------------------|-----------------------------------------------------------------------------------------------|
| -1316 |                                                 | PUGH CITY,MS<br>5<br>RPORT - DUSTER                                                                     | N48646<br>DAMAGE-DESTROYED                                                   | PX-      | 0<br>0 | 0<br>0                   | 1<br>0                 | COMMERCIAL<br>ASSOC CROP                            | CTL ACTIVITY                           | COMMERCIAL, AGE 26, 985<br>Total Hours, 60 in type,<br>Not instrument rated.                  |
|       | DEPARTURE<br>GREEDWOO<br>Type of AC<br>Engine F | POINT<br>DO+MS<br>CCIDENT<br>FAILURE OR MALEU                                                           | INTENDED DESTINATION<br>PUGH CITY.MS                                         | J        | P      | LAN                      | ÐĪN                    | OPERATION<br>G FINAL A                              | PPROACH                                |                                                                                               |
|       | NOSE OVE                                        | RIDOWN                                                                                                  |                                                                              |          |        | LAN                      | DIN                    | G LEVEL C                                           | DFF/TOUCHDOWN                          |                                                                                               |
|       | POWERPL/<br>MISCELL/<br>F∆CTOR(S)               | L - MAINTENANCE<br>ANT - ENGINE CON                                                                     | •SERVICING•INSPECTION<br>MTROLS THROTTLE-POWER I<br>MITIONS - MISSING        |          |        |                          |                        | NCE (MAINI                                          | FENANCE PERSONN                        | EL)                                                                                           |
| -     | EMERGENCY                                       | CIRCUMSTANCES -                                                                                         | - FORCED LANDING ON AIRI<br>M THROTTLE ARM ASSEMBLY                          |          | PLA    | NEE                      | ASE                    | /HELIPT.                                            | •                                      |                                                                                               |
|       |                                                 |                                                                                                         |                                                                              |          |        |                          |                        |                                                     |                                        |                                                                                               |
| 1784  | 7/14/77<br>TIME - 133                           | WINTERVILLE+MS<br>80                                                                                    | CESSNA A188<br>N21808<br>DAMAGE-SUBSTANTIA                                   | PX-      |        |                          |                        | COMMERCIAL<br>ASSOC CROP                            |                                        | COMMERCIAL, FL.INSTR.,<br>AGE 45, 12000 TOTAL<br>Hours, 278 IN Type, Not<br>Instrument rated. |
|       |                                                 | RPORT - WINTERS                                                                                         |                                                                              |          |        |                          |                        |                                                     |                                        | INSTRUMENT RATEU.                                                                             |
|       | DEPARTURE                                       |                                                                                                         | INTENDED DESTINATION                                                         | <b>1</b> |        |                          |                        |                                                     |                                        |                                                                                               |
|       | TYPE OF A                                       | CIDENT                                                                                                  | LOCAL -                                                                      |          | Ρ      | HASE                     | OF                     | OPERATION                                           | 4                                      |                                                                                               |
|       |                                                 | AILURE OR MALFU<br>WITH DITCHES                                                                         | NCTION                                                                       | · .      |        |                          |                        | F INITIAL<br>G ROLL                                 | . CLIMB                                |                                                                                               |
|       | POWERPL                                         | EL - MAINTENANCE<br>ANT - ENGINE CON                                                                    | •SERVICING•INSPECTION<br>ITROLS THROTTLE-POWER I<br>ITIONS - DISCONNECTED    |          |        |                          |                        | NANCE AND                                           | INSPECTION                             |                                                                                               |
|       | PARTIAL PO                                      | IWER LOSS - PART                                                                                        | ITIONS - RAN OFF END OF<br>IAL LOSS OF POWER - 1 1<br>FORCED LANDING ON AIRF | ENGINE   |        | NE B                     | ≜SE                    | /HELIPT.                                            | ······································ |                                                                                               |
|       | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT        | NURS IN CROP CON<br>CROP - COTTON<br>SEAT BELT - FAS<br>- NOT USED<br>CRASHPAD - INST<br>PER-LOCATION - |                                                                              | DRTED    |        | TYP<br>GLC<br>CRA<br>CRA | E 0<br>VES<br>SH<br>SH | F CHEMICAL<br>- NOT USE<br>HELMET - A<br>BAR - INST | VAILABLE USED                          | CHEMICAL-TOXIC                                                                                |

| FILE   | DATE                                                                                                                        | LOCATION                                                                                                                                                                                               | AIRCRAFT DATA                                                                                                                                                                                 | FS                                                                        | M/N                                                  | PURPOSE                                                                                                                  | PILOI DATA                                                                     |
|--------|-----------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| 3-1783 |                                                                                                                             | TCHULA.MS                                                                                                                                                                                              | GRUMMAN G164B                                                                                                                                                                                 | PX- 0 (                                                                   | 1                                                    | COMMERCIAL                                                                                                               | COMMERCIAL, AGE 34, 5074<br>TOTAL HOURS, 173 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | NAME OF A                                                                                                                   | IRPORT - SOUTHLAN                                                                                                                                                                                      |                                                                                                                                                                                               |                                                                           |                                                      | . '                                                                                                                      |                                                                                |
|        |                                                                                                                             |                                                                                                                                                                                                        | INTENDED DESTINATION                                                                                                                                                                          |                                                                           |                                                      |                                                                                                                          |                                                                                |
|        |                                                                                                                             | MS                                                                                                                                                                                                     |                                                                                                                                                                                               |                                                                           |                                                      |                                                                                                                          |                                                                                |
|        | TYPE OF A                                                                                                                   | CCIDENT                                                                                                                                                                                                |                                                                                                                                                                                               | РНА                                                                       | SE O                                                 | - OPERATION                                                                                                              |                                                                                |
|        | ENGINE                                                                                                                      | FAILURE DR MALFUN                                                                                                                                                                                      | NCTION                                                                                                                                                                                        | 1                                                                         | N FL                                                 | IGHT SWATH RUN                                                                                                           |                                                                                |
|        | COLLISI                                                                                                                     | ON WITH GROUND/WA                                                                                                                                                                                      | TER CONTROLLED                                                                                                                                                                                | I                                                                         | N FL                                                 | IGHT RETURN TO STRIP                                                                                                     |                                                                                |
|        |                                                                                                                             |                                                                                                                                                                                                        | SERVICING.INSPECTION I                                                                                                                                                                        |                                                                           | AINT                                                 | ENANCE AND INSPECTION                                                                                                    |                                                                                |
|        | POWERPL<br>MISCELL<br>MISCELL<br>PARTIAL P                                                                                  | ANT - ENGINE STRU<br>ANEOUS ACTS,CONDI<br>ANEOUS ACTS,CONDI<br>OWER LOSS - PARTI                                                                                                                       | ICTURE CYLINDER ASSEMBL<br>ITIONS - LOW COMPRESSION<br>ITIONS - DISREGARD OF GO<br>IAL LOSS OF POWER - 1 EN                                                                                   | Y<br>DD OPERATIN<br>GINE                                                  | G PR                                                 |                                                                                                                          |                                                                                |
|        | POWERPL<br>MISCELL<br>MISCELL<br>PARTIAL P<br>EMERGENCY<br>SPECIAL D                                                        | ANT - ENGINE STRU<br>ANEDUS ACTS,CONDI<br>ANEDUS ACTS,CONDI<br>OWER LOSS - PARTI<br>CIRCUMSTANCES -<br>ATA                                                                                             | ICTURE CYLINDER ASSEMBL<br>ITIONS - LOW COMPRESSION<br>ITIONS - DISREGARD OF GO<br>IAL LOSS OF POWER - 1 EN<br>FORCED LANDING OFF AIRP                                                        | Y<br>DD OPERATIN<br>GINE<br>DRT ON LAND                                   | G PR                                                 | ACTICE                                                                                                                   | C. C. D. O. S.                                                                 |
|        | POWERPL<br>MISCELL<br>MISCELL<br>PARTIAL P<br>EMERGENCY<br>SPECIAL D<br>TOTAL H                                             | ANT - ENGINE STRU<br>ANEQUS ACTS,CONDI<br>ANEQUS ACTS,CONDI<br>OWER LOSS - PARTI<br>CIRCUMSTANCES -<br>ATA<br>IQURS IN CROP CONT                                                                       | ICTURE CYLINDER ASSEMBL<br>ITIONS - LOW COMPRESSION<br>ITIONS - DISREGARD OF GO<br>IAL LOSS OF POWER - 1 EN                                                                                   | Y<br>DD OPERATIN<br>GINE<br>DRT ON LAND<br>TED K                          | G PR                                                 | ACTICE<br>DF OPERATION - SPRAYIN                                                                                         |                                                                                |
|        | POWERPL<br>MISCELL<br>MISCELL<br>PARTIAL P<br>EMERGENCY<br>SPECIAL D<br>TOTAL H<br>KIND OF                                  | ANT - ENGINE STRU<br>ANEOUS ACTS,CONDI<br>OWER LOSS - PARTI<br>CIRCUMSTANCES -<br>ATA<br>DURS IN CROP CONT<br>CROP - COTTON                                                                            | ICTURE CYLINDER ASSEMBL<br>ITIONS - LOW COMPRESSION<br>ITIONS - DISREGARD OF GO<br>IAL LOSS OF POWER - I EN<br>FORCED LANDING OFF AIRP                                                        | Y<br>DD OPERATIN<br>GINE<br>DRT ON LAND<br>TED K<br>TED K                 | G PR                                                 | ACTICE<br>DF OPERATION - SPRAYIN<br>DF CHEMICAL USED - LIO                                                               |                                                                                |
|        | POWERPL<br>MISCELL<br>PARTIAL P<br>EMERGENCY<br>SPECIAL D<br>TOTAL H<br>KIND OF<br>PILOT'S                                  | ANT - ENGINE STRU<br>ANEOUS ACTS,CONDI<br>OWER LOSS - PARTI<br>CIRCUMSTANCES -<br>ATA<br>CURS IN CROP CONT<br>CROP - COTTON<br>SEAT BELT - FAST                                                        | ICTURE CYLINDER ASSEMBL<br>ITIONS - LOW COMPRESSION<br>ITIONS - DISREGARD OF GO<br>IAL LOSS OF POWER - I EN<br>FORCED LANDING OFF AIRP                                                        | Y<br>GINE<br>GINE<br>DRT ON LAND<br>TED K<br>TED K<br>G                   | G PR<br>IND<br>YPE I<br>LOVE                         | ACTICE<br>DF OPERATION - SPRAYIN<br>DF CHEMICAL USED - LIOU<br>S - NOT USED                                              | JID CHEMICAL-TOXIC                                                             |
|        | POWERPL<br>MISCELL<br>PARTIAL P<br>EMERGENCY<br>SPECIAL D<br>TOTAL H<br>KIND OF<br>PILOT'S<br>GOGGLES                       | ANT - ENGINE STRU<br>ANEOUS ACTS,CONDI<br>OWER LOSS - PARTI<br>CIRCUMSTANCES -<br>ATA<br>DURS IN CROP CONT<br>CROP - COTTON                                                                            | JCTURE CYLINDER ASSEMBL<br>ITIONS - LOW COMPRESSION<br>TIONS - DISREGARD OF GO<br>IAL LOSS OF POWER - I EN<br>FORCED LANDING OFF AIRP<br>IROL - UNKNOWN/NOT REPOR                             | Y<br>DD DPERATIN<br>GINE<br>JRT ON LAND<br>TED K<br>G<br>C<br>C           | G PR<br>IND<br>YPE I<br>LOVE<br>RASH                 | ACTICE<br>DF OPERATION - SPRAYIN<br>DF CHEMICAL USED - LIO                                                               | JID CHEMICAL-TOXIC                                                             |
|        | POWERPL<br>MISCELL<br>PARTIAL P<br>EMERGENCY<br>SPECIAL D<br>TOTAL H<br>KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT            | ANT - ENGINE STRU<br>ANEQUS ACTS,CONDI<br>OWER LOSS - PARTI<br>CIRCUMSTANCES -<br>ATA<br>HOURS IN CROP CONT<br>CROP - COTTON<br>SEAT BELT - FAST<br>- NOT USED<br>CRASHPAD - INSTA                     | ICTURE CYLINDER ASSEMBL<br>ITIONS - LOW COMPRESSION<br>ITIONS - DISREGARD OF GO<br>IAL LOSS OF POWER - I EN<br>FORCED LANDING OFF AIRP<br>IROL - UNKNOWN/NOT REPOR<br>IENED-PROPERLY<br>ALLED | Y<br>DD DPERATIN<br>GINE<br>DRT DN LAND<br>TED K<br>T<br>G<br>C<br>C<br>C | G PR<br>IND<br>YPE I<br>LOVE<br>RASH<br>RASH         | ACTICE<br>DF OPERATION - SPRAYIN<br>DF CHEMICAL USED - LION<br>S - NOT USED<br>HELMET - AVAILABLE USH<br>RAR - INSTALLED | JID CHEMICAL-TOXIC                                                             |
|        | POWERPL<br>MISCELL<br>PARTIAL P<br>EMERGENCY<br>SPECIAL D<br>TOTAL H<br>KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO | ANT - ENGINE STRU<br>ANEOUS ACTS,CONDI<br>OWER LOSS - PARTI<br>CIRCUMSTANCES -<br>ATA<br>DURS IN CROP CONT<br>CROP - COTTON<br>SEAT BELT - FAST<br>- NOT USED<br>CRASHPAD - INSTA<br>PPER-LOCATION - F | JCTURE CYLINDER ASSEMBL<br>ITIONS - LOW COMPRESSION<br>TIONS - DISREGARD OF GO<br>IAL LOSS OF POWER - I EN<br>FORCED LANDING OFF AIRP<br>IROL - UNKNOWN/NOT REPOR                             | Y<br>GINE<br>GINE<br>DRT ON LAND<br>TED K<br>G<br>C<br>C<br>T<br>T        | G PR<br>IND<br>YPE I<br>LOVE<br>RASH<br>RASH<br>ERRA | ACTICE<br>DF OPERATION - SPRAYIN<br>DF CHEMICAL USED - LION<br>S - NOT USED<br>HELMET - AVAILABLE USH<br>RAR - INSTALLED | JID CHÉMICAL-TOXIC                                                             |

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| FILE   | DATE LOCATION                                                          |                                                                                                                                       | AIRCRAFT DATA                                                                                                                                                              | F                   | F S M/N PURPOŚE         |                                                    | PURPOŚE                                                                                  | PILOT DATA                                                                 |
|--------|------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-------------------------|----------------------------------------------------|------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| 3-0939 | TIME - 14<br>DEPARTURE<br>JOPLIN.<br>TYPE OF A                         | 40                                                                                                                                    | N995OR<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>BIRMINGHAM+AL                                                                                                        | CR- 2<br>PX- 4      | 2<br>4<br>PH            | 0 0<br>0 0                                         | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF<br>DF OPERATION<br>.IGHT DESCENDING            | COMMERCIAL, AGE 40, 3501<br>TOTAL HOURS, 8 IN TYPE,<br>INSTRUMENT RATED.   |
|        | PILOT IN<br>MISCELLA<br>FACTOR(S)<br>MISCELLA<br>WEATHER<br>WEATHER BI | N COMMAND - INADEQU<br>N COMMAND - IMPROPE<br>ANEOUS ACTS,CONDITI<br>ANEOUS ACTS,CONDITI<br>- ICING CONDITIONS<br>RIEFING - BRIEFED E | ATE PREFLIGHT PREPARA<br>R IN-FLIGHT DECISIONS<br>ONS - AIRFRAME ICE<br>ONS - IMPROPERLY LOAD<br>-INCLUDES SLEET,FREEZI<br>Y FLIGHT SERVICE PERSI<br>SUBSTANTIALLY CORRECT | OR PLAN<br>ED AIRCH | NN II<br>RAF            | NG<br>TWE:<br>TC .                                 | IGHT-AND/OR C.G.                                                                         |                                                                            |
|        | 2 MILES<br>DBSTRUCTIO<br>FOG<br>WIND DIREO<br>350<br>TYPE OF WE<br>IFR | T<br>Y AT ACCIDENT SITE<br>OR LESS<br>DNS TO VISION AT AC<br>CTION-DEGREES<br>EATHER CONDITIONS                                       | CIDENT SITE<br>GWT.UN MAINTAIN FLT                                                                                                                                         |                     | PRI<br>TEI<br>WII<br>TY | 400<br>ECIPI<br>RAIN<br>MPER/<br>34<br>ND VI<br>14 | G AT ACCIDENT SITE<br>TATION AT ACCIDENT SITE<br>NTURE-F<br>ELOCITY-KNOTS<br>FLIGHT PLAN | ••                                                                         |
|        |                                                                        | LEES SUMMIT.MO                                                                                                                        | BEECH M23<br>N23430<br>DAMAGE-SUBSTANTIAL                                                                                                                                  | CR- (<br>PX- )      | 0<br>0                  | 0 1<br>0 0                                         | NONCOMMERCIAL<br>Pleasure/personal transf                                                | PRIVATE, AGE 44, 324<br>7 Total Hours, 24 In Type<br>NGT INSTRUMENT RATED, |

đ 10 ADJECK OF ACCTOCUTS

| FILE   |                                                                                                                                                                                    | AIRCRAFT DATA                                                                       | - F        | = _ 5   | M/N                         | PURPOSE                                                                                | PILOT DATA                                                                |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------------|---------|-----------------------------|----------------------------------------------------------------------------------------|---------------------------------------------------------------------------|
| 8-1141 | 4/29/77 FENTON,MO<br>TIME - 1420                                                                                                                                                   | CESSNA 210B                                                                         | CR-        | 0       | 0 1                         | NONCOMMERCIAL                                                                          |                                                                           |
|        | NAME OF AIRPORT - WEISS<br>DEPARTURE POINT<br>MARBLE FALLS. TX<br>TYPE OF ACCIDENT<br>WHEELS-UP                                                                                    | INTENDED DESTINATION<br>FENTON+MD                                                   |            |         |                             | OF OPERATION.<br>DING LEVEL OFF/TOUCHDOWN                                              |                                                                           |
|        | FACTOR (S)                                                                                                                                                                         | ED TO ASSURE THE GEAR WAS<br>ITIONS - CHECKLIST-FAILED<br>ED IN INTERMEDIATE POSITI | TOUS       | SE      |                             |                                                                                        | WHEEL-WELL ON LDG                                                         |
|        |                                                                                                                                                                                    |                                                                                     |            |         |                             |                                                                                        |                                                                           |
|        |                                                                                                                                                                                    |                                                                                     |            |         |                             |                                                                                        |                                                                           |
| -0905  | 5/10/77 BISMARK,MO<br>TIME - 1220                                                                                                                                                  | N7142V                                                                              | CR-<br>PX- | 0<br>0  | 0 1                         | I NONCOMMERCIAL<br>BUSINESS                                                            |                                                                           |
| -0905  | 5/10/77 BISMARK.MO<br>TIME - 1220<br>NAME DE AJRPORT - BISMARK                                                                                                                     | N7142V<br>DAMAGE-SUBSTANTIAL                                                        | CR-<br>PX- | 0<br>0  | 0 1                         | I NONCOMMERCIAL<br>L BUSINESS                                                          | PRIVATE, AGE 29, 300<br>Total Hours, 11 in Type,<br>Not instrument rated. |
| 1-0905 | TIME - 1220                                                                                                                                                                        | N7142V<br>DAMAGE-SUBSTANTIAL<br>MEMORIAL                                            | CR-<br>PX- | 0<br>0  | 0 1                         | I NONCOMMERCIAL<br>L BUSINESS                                                          | TOTAL HOURS, 11 IN TYPE,                                                  |
| 3-0905 | TIME - 1220<br>NAME OF AIRPORT - BISMARK<br>DEPARTURE POINT                                                                                                                        | N7142V<br>DAMAGE-SUBSTANTIAL<br>MEMORIAL<br>INTENDED DESTINATION<br>BISMARK.MO      | CR-<br>PX- | 0<br>Pł | O 1<br>HASE<br>LANE         | I NONCOMMERCIAL<br>L BUSINESS<br>DF OPERATION<br>JING LEVEL OFF/TOUCHDOWN<br>DING ROLL | TOTAL HOURS, 11 IN TYPE,<br>NOT INSTRUMENT RATED.                         |
| 3-0905 | TIME - 1220<br>NAME OF AIRPORT - BISMARK<br>DEPARTURE POINT<br>SALEM,MO<br>TYPE OF ACCIDENT<br>OVERSHOOT<br>COLLIDED WITH.FENCE,FE<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - DIVE | N7142V<br>DAMAGE-SUBSTANTIAL<br>MEMORIAL<br>INTENDED DESTINATION<br>BISMARK.MO      | PX-        | 0<br>Pł | 0 ]<br>HASE<br>LANE<br>LANE | L BUSINESS<br>DF DPERATION<br>DING LEVEL DFF/TOUCHDDWN<br>DING ROLL                    | TOTAL HOURS, 11 IN TYPE,<br>NOT INSTRUMENT RATED.                         |

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BRIEFS OF ACCIDENTS

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| DATE                                                                                                                                                  | LOCATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | AIRCRAFT DATA                                                                                                                                                                                                                                                                                                                                                 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|                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SCHWEIZER 2-33A<br>N2528H<br>DAMAGE-SUBSTANTIAL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | CR- C<br>PX- C                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           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                                                                                                                                                                                                                                                                                                                                                   | NONCOMMERCIAL<br>PLEASURE/PERSONAL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  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| DEPARTURE P<br>ST CHARLE<br>TYPE DF ACC                                                                                                               | OINT<br>S.MO<br>IDENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | INTENDED DESTINATION<br>LOCAL                                                                                                                                                                                                                                                                                                                                 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| PERSONNEL<br>PILOT IN<br>FACTOR(S)                                                                                                                    | - MISCELLANEOUS<br>COMMAND - FAILED                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | TO ABORT TAKEOFF                                                                                                                                                                                                                                                                                                                                              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| SKY CONDITION<br>SCATTERED<br>VISIBILITY AT ACCIDENT SITE<br>5 OR OVER(UNLIMITED)<br>OBSTRUCTIONS TO VISION AT ACCIDENT SITE<br>NONE<br>TEMPERATURE-F |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                               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| WIND VELOCI<br>20<br>Type of Fli<br>None                                                                                                              | GHT PLAN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | ABORT T/O IN SUFFICIEN                                                                                                                                                                                                                                                                                                                                        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| TIME - 1800                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | BELL 47D<br>N925V<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION                                                                                                                                                                                                                                                                                               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| OZARK,MO MT.VERNON,MO<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCTION<br>HARD LANDING                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                               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| POWERPLAN<br>MISCELLAN<br>MISCELLAN<br>PERSONNEL<br>COMPLETE PO<br>EMERGENCY C                                                                        | T — FUEL SYSTEM<br>EOUS ACTS,CONDIT<br>EOUS ACTS,CONDIT<br>— MAINTENANCE,SI<br>WER LOSS — COMPLE<br>IRCUMSTANCES — FO                                                                                                                                                                                                                                                                                                                                                                                          | IONS - IMPROPERLY SECUR<br>IONS - FUEL EXHAUSTION<br>ERVICING,INSPECTION IN<br>TTE ENGINE FAILURE/FLAM<br>DRCED LANDING OFF AIRPO                                                                                                                                                                                                                             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|                                                                                                                                                       | 5/21/77<br>TIME - 1330<br>NAME OF AIR<br>DEPARTURE P<br>ST CHARLE<br>TYPE OF ACC<br>COLLIDED<br>PROBABLE CA<br>PERSONNEL<br>PILOT IN<br>FACTOR(S)<br>WEATHER -<br>SKY CONDITI<br>SCATTERED<br>VISIBILITY<br>5 OR OVER<br>OBSTRUCTION<br>NONE<br>TEMPERATURE<br>80<br>WIND VELOCI<br>20<br>TYPE OF FLI<br>NONE<br>REMARKS- TO<br>5/24/77<br>TIME - 1800<br>DEPARTURE P<br>OZARK.MO<br>TYPE OF ACC<br>ENGINE FA<br>HARD LAND<br>PROBABLE CA<br>POWERPLAN<br>MISCELLAN<br>PERSONNEL<br>COMPLETE PO<br>EMERGENCY C | 5/21/77 ST CHARLES, MO<br>TIME - 1330<br>NAME OF AIRPORT - ST CHARLES<br>DEPARTURE POINT<br>ST CHARLES, MO<br>TYPE OF ACCIDENT<br>COLLIDED WITH WIRES/POLES<br>PROBABLE CAUSE (S)<br>PERSONNEL - MISCELLANEOUS<br>PILOT IN COMMAND - FAILED<br>FACTOR(S)<br>WEATHER - UNFAVORABLE WINN<br>SKY CONDITION<br>SCATTERED<br>VISIBILITY AT ACCIDENT SITE<br>5 OR OVER(UNLIMITED)<br>OBSTRUCTIONS TO VISION AT AN<br>NONE<br>TEMPERATURE-F<br>80<br>WIND VELOCITY-KNDTS<br>20<br>TYPE OF FLIGHT PLAN<br>NONE<br>REMARKS- TOWPLANE FAILED TO<br>5/24/77 MT.VERNON, MO<br>TIME - 1800<br>DEPARTURE POINT<br>OZARK, MO<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNC<br>HARD LANDING<br>PROBABLE CAUSE(S)<br>POWERPLANT - FUEL SYSTEM<br>MISCELLANEOUS ACTS, CONDIT<br>PERSONNEL - MAINTENANCE, SI<br>COMPLET POWER LOSS - COMPLE<br>EMERGENCY CIRCUMSTANCES - FO | DATE LOCATION AIRCRAFT DATA<br>5/21/77 ST CHARLES,MO SCHWEIZER 2-33A TIME - 1330 SZ528H DAMAGE-SUBSTANTIAL<br>NAME OF AIRPORT - ST CHARLES DEPARTURE POINT INTENDED DESTINATION ST CHARLES,MO LOCAL TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES<br>PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OT PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS<br>SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F & AO WIND VELOCITY-KNOTS 20 TYPE OF FLIGHT PLAN NONE REMARKS- TOWPLANE FAILED TO ABORT T/O IN SUFFICIEN<br>5/24/77 MT.VERNON,MO BELL 47D TIME - 1800 SZ20 TYPE OF FLIGHT PLAN NONE REMARKS- TOWPLANE FAILED TO ABORT T/O IN SUFFICIEN<br>5/24/77 MT.VERNON,MO BELL 47D TIME - 1800 SV925V DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION OZARK,MO TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING<br>PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM LINES AND FITTINGS MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY SECUR MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION PERSONNEL - MAINTENANCE.SERVICING,INSPECTION IN | DATE LOCATION AIRCRAFT DATA INJU<br>F  5/21/77 ST CHARLES, MO SCHWEIZER 2-33A CR- O<br>TIME - 1330 CALL CARLES<br>DEPARTURE POINT ST CHARLES<br>DEPARTURE POINT INTENDED DESTINATION<br>ST CHARLES, MO LOCAL TYPE OF ACCIDENT<br>COLLIDED WITH WIRES/POLES PROBABLE CAUSE(S)<br>PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIR<br>PILOT IN COMMAND - FAILED TO ABORT TAKEOFF<br>FACTOR(S)<br>WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION<br>SCATTERED<br>VISIBILITY AT ACCIDENT SITE<br>5 OR OVER(UNLIMITED)<br>DBSTRUCTIONS TO VISION AT ACCIDENT SITE<br>NONE<br>TEMPERATURE-F<br>80<br>WIND VELOCITY-KNOTS<br>20<br>VIND VELOCITY-KNOTS<br>20<br>VIND VELOCITY-KNOTS<br>20<br>SK24/77 MT.VERNON, MO BELL 47D CR- O<br>DAMAGE-SUBSTANTIAL<br>DEPARTURE POINT INTENDED DESTINATION<br>02ARK, MO MT.VERNON, MO BELL 47D CR- O<br>NONE<br>REMARKS- TOWPLANE FAILED TO ABORT T/O IN SUFFICIENT TIME<br>5/24/77 MT.VERNON, MO BELL 47D CR- O<br>DAMAGE-SUBSTANTIAL<br>DEPARTURE POINT INTENDED DESTINATION<br>02ARK, MO MT.VERNON, MO BELL 47D CR- O<br>PX- O<br>DAMAGE-SUBSTANTIAL<br>DEPARTURE POINT INTENDED DESTINATION<br>02ARK, MO MT.VERNON, MO TIME PAILURE OR MALFUNCTION<br>HARD LANDING<br>PROBABLE CAUSE(S)<br>POWERPLANT - FUEL SYSTEM LINES AND FITTINGS<br>MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION<br>PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEOUATION<br>DEPARTURE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1<br>COMPLETE POWER LOSS - COMPLETE ENGINE GAILDED TARDENT ON INDEOUATION<br>DEPARTURE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 | DATE LOCATION AIRCRAFT DATA INJURIES<br>F S M<br>5/21/77 ST CHARLES, MO SCHWEIZER 2-33A CR- 0 0<br>TIME - 1330 DAMAGE-SUBSTANTIAL<br>NAME OF AIRPORT - ST CHARLES<br>DEPARTURE POINT INTENDED DESTINATION<br>ST CHARLES, MO LOCAL<br>TYPE OF ACCIDENT LOCAL<br>TYPE OF ACCIDENT PAISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAF<br>FACTOR(S) FACTOR AND - FAILED TO ABORT TAKEOFF<br>FACTOR(S) CET<br>SKY CONDITION TO VISION AT ACCIDENT SITE RELA<br>NONE REMARKS- TOWPLANE FAILED TO ABORT T/O IN SUFFICIENT TIME TO F<br>S/24/77 MT.VERNON, MO BELL 47D CR- 0 O<br>TIME - 1800 N925V PX- 0 O<br>DAMAGE-SUBSTINATION<br>CRAFTSON MALFUNCTION MT.VERNON, MO BELL 47D CR- 0 O<br>TIME - 1800 N925V PX- 0 O<br>DAMAGESTINSTANTIAL<br>DEPARTURE POINT INTENDED DESTINATION<br>OZARK, MO MT.VERNON, MO BELL 47D CR- 0 O<br>TIME - 1800 DATACTOR T/O IN SUFFICIENT TIME TO F<br>S/24/77 MT.VERNON, MO BELL 47D CR- 0 O<br>TIME - 1800 DATACTOR FAILED TO ABORT T/O IN SUFFICIENT TIME TO F<br>S/24/77 MT.VERNON, MO BELL 47D CR- 0 O<br>TIME - 1800 DATACTOR FAILED TO ABORT T/O IN SUFFICIENT TIME TO F<br>S/24/77 MT.VERNON, MO BELL 47D CR- 0 O<br>TIME - 1800 DATACTOR FAILED TO ABORT T/O IN SUFFICIENT TIME TO F<br>S/24/77 MT.VERNON, MO BELL 47D CR- 0 O<br>TIME - 1800 DESTINATION<br>OZARK, MO MT.VERNON, MO BELL 47D CR- 0 O<br>TIME - 1800 DATE FAILURE OF MALFUNCTION IN<br>PROBABLE CAUSE(S)<br>POWERPLANT - FUEL SYSTEM LINES AND FITTINGS<br>MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY. SECURED<br>MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED<br>MISCELLANEOUS ACTS, CONDITIONS - FUEL FAMINTION<br>PERSONNEL - MAINTENANCE.SERVICING, INSPECTION INADEOUATE MI<br>COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT - LEND<br>EMERCENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND<br>COMPLETE | 5/21/77       ST CHARLES+MO       SCHWEIZER 2-33A       CR-       0       0         TIME - 1330       DAMAGE-SUBSTANTIAL         NAME OF AIRPORT - ST CHARLES       DEPARTURE POINT       INTENDED DESTINATION         ST CHARLES,MO       LOCAL       PHASE         TYPE OF ACCIDENT       INTENDED DESTINATION         ST CHARLES,MO       LOCAL       PHASE         OCULIDED WITH       WIRES/POLES       TAKEO         PROBABLE CAUSE(S)       PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT         PILOT IN COMMAND - FAILED TO ABORT TAKEOFF       FACTOR(S)         WEATHER - UNFAVORABLE WIND CONDITIONS       SKY CONDITION         SKY CONDITION       CELLING         SKY CONDITION       CELLING         SCATTERED       UNLIM         VISIBILITY AT ACCIDENT SITE       RELATIV         NONE       MONE         OBSTRUCTIONS TO VISION AT ACCIDENT SITE       RELATIV         NONE       NONE         OVERTINALIMITED       NONE         YPE OF FLIGHT PLAN       NONE         NONE       NONE         S/24/77       MT-VERNON-MO         BELL 47D       CR-       0         S/24/77       MT-VERNON-MO       BELL 47D       CR-      < | DATE     LOCATION     AIRCRAFT DATA     INJURIES     FLIGHT       5/21/77     ST CHARLES.MO     SCHWEIZER 2-33A     CR-     0     0     1     NONCOMMERCIAL       TIME - 1330     NZ252H     DAMAGE-SUBSTANTIAL     PX-     0     0     1     PLEASURE/PERSONAL       DEPARTURE POINT     INTENDED DESTINATION     ST CHARLES.MO     LOCAL     PHASE OF DPERATION       TYPE OF ACCIDENT     INTENDED DESTINATION     ST CHARLES.MO     LOCAL     PHASE OF DPERATION       TYPE OF ACCIDENT     INTENDED DESTINATION     ST CHARLES.MO     LOCAL     PHASE OF DPERATION       TYPE OF ACCIDENT     INTENDED DESTINATION     ST CHARLES.MO     LOCAL     PHASE OF DPERATION       TYPE OF ACCIDENT     INTENDED DESTINATION     ST CHARLES.MO     LOCAL     PHASE OF DPERATION       TYPE OF ACCIDENT     INTENDED MITH WIRES/POLES     TAKEOFF RUN     PHASE OF DPERATION     TAKEOFF RUN       PROBABLE CAUSE (S)     PRECIPITATION AT ACCIDENT TAKEOFF     FALTON     TAKEOFF RUN     PHASE OF OPERATION       SKY CONDITION     CEILING AT ACCIDENT SITE     NONE     UNITION     CEILING AT ACCIDENT SITE     NONE       SKY CONDITION     CEILING AT ACCIDENT SITE     RELATIVE BEARING OF WIND     NONE     NONE       OBSTRUCTIONS TO VISION AT ACCIDENT SITE     RELATIVE BEARING OF MIND <t< td=""><td>DATELOCATIONAIRCRAFT DATAINJURIESFLIGHT5/21/77ST CHARLES, MOSCHWEIZER 2-33ACR-0001NONCOMMERCIALTIME - 1330N2528HPX-001PLEASURE/PERSONAL TRANSPDAMAGE-SUBSTANTIALDAMAGE-SUBSTANTIALPX-001PLEASURE/PERSONAL TRANSPNAME OF AIRPORT - ST CHARLESDAMAGE-SUBSTANTIALPHASE OF DERATINEOCOLIDED WITHINTENDED DESTINATIONST CHARLES, MOLOCALTYPE OF ACCIDENTINTENDED DESTINATIONPHASE OF DERATIONCOLLIDED WITHWIRES/POLESTAKEOFFRUNPROBABLE CAUSE(S)PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFTPILOT IN COMMAND - FAILED TO ABORT TAKEOFFUNLIMITEDFACTOR(S)UNLIMITEDWEATHER - UNFAVORABLE WIND CONDITIONSCEILING AT ACCIDENT SITESCATTEREDUNLIMITEDVISION AT ACCIDENT SITENONEROBSTRUCTIONS TO VISION AT ACCIDENT SITENONEROBURULLITITERPRECIPITATION AT ACCIDENT SITENONERELATIVE BEARING OF WINDNONENONEROBURULTING VERD WIND AGE-SUBSTANTIALOA AGE-SUBSTANTIAL20DAMAGE-SUBSTANTIAL21DAMAGE-SUBSTANTIAL5/24/77MT.VERNON, MOBELL 47DCR-00102ARK, MOMALFURKOR02ARKAS-OA ABORT T/D IN SUFFICIENT TIME TO REMAIN ON R/M5/24/77MT.VERNON, MOBELL 47DCR-00102ARKAS-OAAGE-SUBSTANTIAL02ARKAS-DAMAGE-SUBSTANTIAL02ARK, MOMALFURKON, M</td></t<> | DATELOCATIONAIRCRAFT DATAINJURIESFLIGHT5/21/77ST CHARLES, MOSCHWEIZER 2-33ACR-0001NONCOMMERCIALTIME - 1330N2528HPX-001PLEASURE/PERSONAL TRANSPDAMAGE-SUBSTANTIALDAMAGE-SUBSTANTIALPX-001PLEASURE/PERSONAL TRANSPNAME OF AIRPORT - ST CHARLESDAMAGE-SUBSTANTIALPHASE OF DERATINEOCOLIDED WITHINTENDED DESTINATIONST CHARLES, MOLOCALTYPE OF ACCIDENTINTENDED DESTINATIONPHASE OF DERATIONCOLLIDED WITHWIRES/POLESTAKEOFFRUNPROBABLE CAUSE(S)PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFTPILOT IN COMMAND - FAILED TO ABORT TAKEOFFUNLIMITEDFACTOR(S)UNLIMITEDWEATHER - UNFAVORABLE WIND CONDITIONSCEILING AT ACCIDENT SITESCATTEREDUNLIMITEDVISION AT ACCIDENT SITENONEROBSTRUCTIONS TO VISION AT ACCIDENT SITENONEROBURULLITITERPRECIPITATION AT ACCIDENT SITENONERELATIVE BEARING OF WINDNONENONEROBURULTING VERD WIND AGE-SUBSTANTIALOA AGE-SUBSTANTIAL20DAMAGE-SUBSTANTIAL21DAMAGE-SUBSTANTIAL5/24/77MT.VERNON, MOBELL 47DCR-00102ARK, MOMALFURKOR02ARKAS-OA ABORT T/D IN SUFFICIENT TIME TO REMAIN ON R/M5/24/77MT.VERNON, MOBELL 47DCR-00102ARKAS-OAAGE-SUBSTANTIAL02ARKAS-DAMAGE-SUBSTANTIAL02ARK, MOMALFURKON, M |  |  |

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| FILE   | DATE LOCATION                                                                                                                 | AIRCRAFT DATA                                     |       |     | IES<br>5 M/ | N     | FLIGHT<br>PURPOSE                          | PILOT DATA                                                                   |
|--------|-------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|-------|-----|-------------|-------|--------------------------------------------|------------------------------------------------------------------------------|
| 9-1117 | 5/27/77 OSAGE BEACH,MO<br>TIME - 1920                                                                                         | CESSNA 182K<br>N26550<br>Damage-Substantial       |       |     |             |       | ONCOMMERCIAL<br>LEASURE/PERSONAL TRANS     | PRIVATE, AGE 49, 380<br>D TOTAL HOURS, ALL IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | NAME OF AIRPORT - LINN CREE<br>DEPARTURE POINT<br>KANSAS CITY.KS<br>TYPE OF ACCIDENT<br>OVERSHOOT<br>COLLIDED WITH PARKED AIR | INTENDED DESTINATION<br>OSAGE BEACH.MO            |       |     | LAN         | IDING | OPERATION<br>5 LEVEL OFF/TOUCHDOWN<br>80LL |                                                                              |
|        | PROBABLE CAUSE(S)<br>PILOT.IN COMMAND - MISJUE<br>PILOT IN COMMAND - FAILEE<br>REMARKS- PARKED ACFT-BEECH                     | TO INITIATE GO-AROUND                             | •     |     |             |       |                                            |                                                                              |
| -1414  | 5/29/77 GRAVOIS.MO<br>TIME - 1730<br>NAME OF AIRPORT - WULFF HAR                                                              | CESSNA 172<br>N8801U<br>Damage-substantial<br>Bor |       |     |             |       | ONCOMMERCIAL<br>LEASURE/PERSONAL TRANSI    | PRIVATE, AGE 26, 53 TOTAL<br>> HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.  |
|        |                                                                                                                               | INTENDED DESTINATION<br>GRAVOIS.MO                |       |     | LAN         | DING  | OPERATION<br>Roll<br>Roll                  |                                                                              |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPROF<br>FACTOR(S)<br>AIRPORTS/AIRWAYS/FACILITJ<br>REMARKS- PUDDLES ON RUNWAY        |                                                   |       |     |             | -     | _                                          |                                                                              |
| -1639  | 6/1/77 JEFFERSON CITY./<br>TIME - 1620                                                                                        | 40 BEECH 95-855<br>N915V<br>DAMAGE-SUBSTANTIAL    |       |     |             |       | IONCOMMERCIAL<br>USINESS                   | PRIVATE, AGE 52, 585<br>Total Hours, 132 in type,<br>Not instrument rated.   |
|        | NAME OF AIRPORT - JEFFERSOM<br>DEPARTURE POINT<br>TULSA,OK<br>TYPE OF ACCIDENT<br>OVERSHOOT                                   |                                                   |       |     |             |       | OPERATION<br>Level off/Touchdown           |                                                                              |
|        | NOSE OVER/DOWN<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - MISJUD                                                              |                                                   |       |     |             |       | ROLL                                       |                                                                              |
|        | PILOT IN COMMAND - FAILE<br>FACTOR(S)<br>AIRPORTS/AIRWAYS/FACILIT                                                             |                                                   | S WET | RUI | NWAY        | (     |                                            |                                                                              |
|        |                                                                                                                               |                                                   |       |     |             |       |                                            |                                                                              |
|        |                                                                                                                               |                                                   | PAGE  | 64; | 2           |       |                                            |                                                                              |

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| FILE   | DATE                                       | LOCATION                                                                                   | AIRCRAFT DATA                                                                                           | -  |     | IES<br>S M |                                                               | FLIGHT<br>PURPOSE                                               | PILOT DATA                                                                   |  |  |
|--------|--------------------------------------------|--------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|----|-----|------------|---------------------------------------------------------------|-----------------------------------------------------------------|------------------------------------------------------------------------------|--|--|
| 3-1532 | 6/2/77<br>TIME - 2143                      | ST CHARLES,MO                                                                              | PIPER PA-28<br>N5762W<br>DAMAGE-SUBSTANTIAL                                                             |    |     |            |                                                               | NONCOMMERCIAL<br>Pleasure/personal transp                       | PRIVATE, AGE 25, 220<br>TOTAL HOURS, 160 IN TYPE,<br>NOT INSTRUMENT RATED.   |  |  |
|        | DEPARTURE PO<br>ST LOUIS.<br>TYPE OF ACC   | 10                                                                                         |                                                                                                         |    | Ρ   |            |                                                               | F OPERATION<br>NG GO-AROUND                                     |                                                                              |  |  |
|        | PILOT IN (<br>FACTOR(S)<br>MISCELLANE      | COMMAND - IMPROP<br>COMMAND - DELAYED                                                      | ER IN-FLIGHT DECISIONS<br>D IN INITIATING GD-AROU<br>IONS - LANDED IN CONSTR<br>CTION,NDTAMED CLOSED.RW | ND | ΝΔ  | REA        | IT                                                            | BRICK BUNDLE.                                                   |                                                                              |  |  |
|        |                                            |                                                                                            |                                                                                                         |    |     |            |                                                               |                                                                 |                                                                              |  |  |
| 8-1533 | 6/5/77 NR<br>TIME - 1530                   | •CAMDENTON•MO                                                                              | CESSNA 177<br>N7580V<br>DAMAGE-SUBSTANTIAL                                                              |    |     |            |                                                               | NONCOMMERCIAL<br>PRACTICE                                       | PRIVATE, AGE 56, 750<br>TOTAL HOURS, 27 IN TYPE,<br>NOT INSTRUMENT RATED.    |  |  |
|        | NAME OF AIRF<br>DEPARTURE PI<br>KANSAS CIT |                                                                                            | INTENDED DESTINATION<br>CAMDENTON.MO                                                                    |    |     |            |                                                               |                                                                 |                                                                              |  |  |
|        | TYPE OF ACC<br>Hard Land<br>Gear Coll      | NG                                                                                         |                                                                                                         |    | Ρ   | LA         | NDI                                                           | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG LEVEL OFF/TOUCHDOWN |                                                                              |  |  |
|        | PILOT IN (<br>FACTOR(S)                    | COMMAND - IMPROP<br>Command - Improp<br>Eous Acts,condit                                   | ER LEVEL OFF<br>ER RECOVERY FROM BOUNCE<br>IONS - OVERLOAD FAILURE                                      |    | DIN |            | 5                                                             |                                                                 |                                                                              |  |  |
|        |                                            |                                                                                            |                                                                                                         |    |     |            |                                                               |                                                                 |                                                                              |  |  |
| 8-1415 | TIME - 1840<br>DEPARTURE P                 |                                                                                            | N35555<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION                                                    |    |     |            |                                                               | NDNCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF                       | PRIVATE, AGE 40, 228<br>P TOTAL HOURS, ALL IN TYPE.<br>NOT INSTRUMENT RATED. |  |  |
|        | TYPE OF ACC<br>PROPELLER                   | HARLES,MO CAMDENTON,MO<br>F ACCIDENT<br>ELLER/ROTOR FAILURE PROPELLER<br>IDED WITH DITCHES |                                                                                                         |    |     |            | PHASE OF OPERATION<br>IN FLIGHT NORMAL CRUISE<br>LANDING ROLL |                                                                 |                                                                              |  |  |
|        | MISCELLAN                                  | - PROPELLER ANI<br>EDUS ACTS+CONDIT                                                        | D ACCESSORIES BLADES<br>IONS - MATERIAL FAILURE<br>ERVICING, INSPECTION IN                              |    | ΔTE | MA         | INT                                                           | ENANCE AND INSPECTION                                           | •<br>•                                                                       |  |  |
|        | TERRAIN -                                  | ROUGH/UNEVEN                                                                               | IONS - VIBRATION.EXCESS                                                                                 |    | 1 Δ | ND         |                                                               |                                                                 |                                                                              |  |  |

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| FILE   | DATE LOCATION                                                                                                                                                                                                     |                                                         |                                 | N PURPOSE                                                                                                                                                                  | PILOT DATA                                                                      |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| -0904  | 6/5/77 CREVE COEUR.<br>TIME - 1210<br>NAME OF AIRPORT - ARROWN                                                                                                                                                    | MD ERCD 415C<br>N2676H<br>DAMAGE-SUBSTANTIAL<br>HEAD    | CR- 0 0<br>PX- 0 0              | 1 INSTRUCTIONAL<br>0 TRAINING                                                                                                                                              | STUDENT, AGE 49, 16 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.       |
|        | DEPARTURE POINT<br>CREVE COEUR.MO<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MAL<br>COLLIDED WITH DIRT B                                                                                                            |                                                         | ΤΑΚ                             | OF OPERATION<br>EOFF INITIAL CLIMB<br>DING ROLL                                                                                                                            |                                                                                 |
|        | PERSONNEL - MAINTENAN<br>POWERPLANT - IGNITION<br>FACTOR(S)<br>TERRAIN - ROUGH/UNEVE                                                                                                                              | N                                                       | MPROPER MAINT                   |                                                                                                                                                                            | SONNEL )                                                                        |
|        |                                                                                                                                                                                                                   | RTIAL LOSS OF POWER - 1 EN<br>- FORCED LANDING OFF AIRP |                                 |                                                                                                                                                                            |                                                                                 |
| 3-1737 | 7/4/77 NR.SIKESTON,MO<br>TIME - 1445                                                                                                                                                                              | GRUMMAN G-164A<br>N7499<br>DAMAGE-SUBSTANTIAL           | PX = 0 0                        | 1 COMMERCIAL<br>0 AERIAL APPLICATION<br>0                                                                                                                                  | COMMERCIAL, AGE 25, 1185<br>Total Hours, 500 in type,<br>Not instrument rated.  |
|        | DEPARTURE POINT<br>BELL CITY.MO<br>TYPE OF ACCIDENT<br>COLLIDED WITH WIRES/                                                                                                                                       | INTENDED DESTINATION<br>LOCAL<br>POLES                  |                                 | OF OPERATION<br>FLIGHT SWATH RUN                                                                                                                                           |                                                                                 |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FA                                                                                                                                                                        | ILED TO SEE AND AVOID OBJE                              | CTS OR OBSTRU                   | CTIONS                                                                                                                                                                     |                                                                                 |
|        | SPECIAL DATA<br>TOTAL HOURS IN CROP CO<br>KIND OF CROP - BEANS<br>PILOT'S SEAT BELT - F<br>GOGGLES - NOT USED<br>COCKPIT CRASHPAD - NO<br>TANK/HOPPER-LOCATION<br>ELEVATION-AREA BEING<br>REMARKS- FALLING WIRE S | T INST∆LLED<br>- FORWARD OF PILOT<br>TREATED-FEET - 315 | TYP<br>GLO<br>CRA<br>CRA<br>TER | D OF OPERATION - SPRAYI<br>E OF CHEMICAL USED - LI<br>VES - NOT USED<br>SH HELMET - AVAILABLE U<br>SH BAR - INSTALLED<br>RAIN-TYPE - LEVEL.FLAT<br>TH RUN-HOW FLOWN - CROS | QUID CHEMICAL-NONTOXIC                                                          |
| 3-1531 | 7/7/77 ST CLAIR∻MO<br>TIME - 1915<br>NAME OF AIRPORT - PRIVA                                                                                                                                                      |                                                         | PX- 0 0                         | 1 NONCOMMERCIAL<br>0 Pleasure/personal tr                                                                                                                                  | PRIVATE, AGE 43, 1000<br>ANSP TOTAL HOURS, 10 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE POINT<br>ST CLAIR.MO<br>TYPE OF ACCIDENT<br>NOSE OVER/DOWN                                                                                                                                              | INTENDED DESTINATION<br>LOCAL                           |                                 | OF OPERATION<br>DING ROLL                                                                                                                                                  |                                                                                 |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IM                                                                                                                                                                        | PROPER OPERATION OF BRAKES                              | AND/OR FLIGH                    | T CONTROLS                                                                                                                                                                 |                                                                                 |

| FILE   | DATE                                                                                  | LOCATION                                                    | AIRCRAFT DATA                                                                                                                 | FSI                | 1/N    | PURPOSE                            |          | PILOT DATA                                                                                    |
|--------|---------------------------------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|--------------------|--------|------------------------------------|----------|-----------------------------------------------------------------------------------------------|
| 3-0953 | 4/3/77 PLEN<br>TIME - 2235                                                            | TYWOOD,MT                                                   |                                                                                                                               | CR- 0 0<br>PX- 0 0 |        | NONCOMMERCIAL<br>Pleasure/personal | TRANSP   | CUMMERCIAL, FL.INSTR.,<br>AGE UNK/NR, 14000 TOTAL<br>HOURS, 194 IN TYPE,<br>INSTRUMENT RATED. |
|        | NAME OF AIRPORT<br>DEPARTURE POINT<br>BILLINGS.MT<br>TYPE OF ACCIDEN<br>GEAR COLLAPSE | r                                                           | INTENDED DESTINATION<br>PLENTYWOOD.MT                                                                                         |                    |        | F OPERATION<br>NG ROLL             | •        |                                                                                               |
|        | FACTOR(S)<br>AIRPORTS/AIRW<br>MISCELLANEOUS<br>MISCELLANEOUS                          | AND - FAILED<br>AYS/FACILITIE<br>ACTS,CONDIT<br>ACTS,CONDIT | TO INITIATE GO-AROUND<br>S - AIRPORT CONDITIONS<br>GNS - RAN OFF END OF F<br>ONS - OVERLOAD FAILURE<br>RAKING MINIMAL.NDSE GR | RUNWAY             |        |                                    | E4.UNICO | M NOT IN OPN.                                                                                 |
| -0956  | 4/17/77 NR.POL<br>TIME - 1700                                                         | SON.MT                                                      | BELL 47G3B1<br>N12437<br>DAMAGE-SUBSTANTIAL                                                                                   | PX- 0 0            |        | INSTRUCTIONAL<br>DUAL              |          | COMMERCIAL, FL.INSTR.,<br>AGE 63, 17095 TOTAL<br>HOURS, 607 IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | DEPARTURE POINT<br>BIG ARM.MT<br>TYPE OF ACCIDEN<br>COLLIDED WITH                     | г                                                           | INTENDED DESTINATION<br>LOCAL                                                                                                 |                    |        | F OPERATION<br>AERIAL TAXI: OTHE   | R        |                                                                                               |
|        | PILOT IN COMM                                                                         | - FAILED TO S<br>AND - INADEQU<br>ACTS,CONDITI              | SEE AND AVOID OBJECTS O<br>NATE SUPERVISION OF FLI<br>ONS - AIRCRAFT CAME TO                                                  | GHT                |        |                                    |          | · · ·                                                                                         |
| 3-0954 | 4/23/77 OTTEL<br>TIME - 1800<br>DEPARTURE POINT                                       |                                                             | PIPER J3<br>N70209<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION                                                              | PX- 0 0            | 1<br>0 | INSTRUCTIONAL<br>SOLO              |          | STUDENT, AGE 16, 79 TOTAL<br>Hours, 50 in type, not<br>Instrument rated.                      |
|        | OTTER,MT<br>TYPE OF ACCIDEN<br>STALL                                                  |                                                             | LOCAL                                                                                                                         |                    |        | F OPERATION<br>NG TRAFFIC PATTER   | N-CIRCLI | NG                                                                                            |
|        |                                                                                       | ND - FAILED                                                 | TO OBTAIN/MAINTAIN FLY<br>TURN.INTENDED LDG DN                                                                                |                    |        |                                    |          |                                                                                               |

| FILE   | DATE LOCATI                                                                                          |                                                                  | INJURIES.<br>F S M/N   | FLIGHT<br>PURPOSE                        | PILOT DATA                                                                  |
|--------|------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|------------------------|------------------------------------------|-----------------------------------------------------------------------------|
| 3-0955 | 4/29/77 BROWNING,<br>TIME - 0730<br>DEPARTURE POINT                                                  | N5913B<br>DAMAGE-SUBSTANTIAL                                     | CR- 0 0 1<br>PX- 0 0 0 | NONCOMMERCIAL                            | PRIVATE, AGE 42, 580<br>Total Hours, 296 in type<br>Not instrument rated.   |
|        | CUTBANK+MT<br>TYPE OF ACCIDENT<br>COLLIDED WITH OBJ                                                  | BROWNING.MT                                                      |                        | F OPERATION<br>NG ROLL                   |                                                                             |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND -<br>FACTOR(S)'<br>TERRAIN - HIGH OBST<br>REMARKS- LDG IN STUB |                                                                  |                        |                                          |                                                                             |
| 8-1442 | 5/1/77 ISMAY,MT<br>TIME - 1030                                                                       | N7635K                                                           | PX- 0 0 1              | NONCOMMERCIAL<br>Pleasure/personal trans | PRIVATE, AGE 28, 250<br>P Total Hours, 100 in Type<br>Not instrument rated. |
|        | DEPARTURE POINT<br>MANDAN,ND<br>TYPE OF ACCIDENT<br>GROUND-WATER LOOP-<br>NOSE OVER/DOWN             | DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>ISMAY.MT<br>SWERVE | PHASE OF               | F OPERATION<br>NG ROLL<br>NG ROLL        | NUI INSIKUMENI KATEU.                                                       |
|        |                                                                                                      | FAILED TO MAINTAIN DIRECTION<br>ALFALFA FLD,SWERVED LEFT,NOSE    |                        |                                          |                                                                             |
| -1132  | 5/3/77 NR.CHESTER.<br>TIME - 1800                                                                    | MT PIPER PA-18<br>N4614Y<br>DAMAGE-DESTROYED                     | CR- 0 0 1<br>PX- 0 0 0 | COMMERCIAL<br>ASSOC CROP CTL ACTIVITY    | AGE 26, 703 TOTAL HOURS,<br>440 IN TYPE, NOT INSTRU-                        |
|        | DEPARTURE POINT<br>CHESTER.MT<br>TYPE DF ACCIDENT<br>STALL MUSH                                      | INTENDED DESTINATION<br>LOCAL                                    |                        | F OPERATION<br>IGHT PULLUP FROM SWATH    | MENT RATED.                                                                 |
|        | FIRE AFTER IMPACT                                                                                    | FAILED TO OBTAIN/MAINTAIN FL<br>ATH TO CALIBRATE SPRAY EQUIP.    |                        |                                          |                                                                             |

| BRIEFS OF ACCIDENTS |                          |                                                    |                                                |        |                                |      |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
|---------------------|--------------------------|----------------------------------------------------|------------------------------------------------|--------|--------------------------------|------|---------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| FILE                | DATE                     | LOCATION                                           | AIRCRAFT DATA                                  |        | URIES<br>S M/                  |      | FLIGHT<br>PURPOSE                     | PILOT DATA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |  |
| 3-0952              | 5/9/77<br>TIME - 1430    |                                                    | BELLANCA 7GCBC<br>N88465<br>DAMAGE-SUBSTANTIAL |        |                                |      | NONCOMMERCIAL<br>PLEASURE/PERSONAL TR | PRIVATE, AGE 26, 261<br>ANSP TOTAL HOURS, 5 IN TYPE,<br>NOT INSTRUMENT RATED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |  |
|                     | DEPARTURE P<br>OPHEIM,MT |                                                    | INTENDED DESTINATION<br>LOCAL                  |        |                                |      |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
|                     | TYPE OF ACC              |                                                    | LUCAL                                          |        | PHASE                          | OF   | OPERATION                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
|                     | NOSE OVER                | -                                                  |                                                |        |                                |      | G ROLL                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
|                     | FACTOR(S)                | COMMAND - IMPRO                                    | PER OPERATION OF BRAKES                        | AND/OR | FLIGH                          | тс   | ONTROLS                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
|                     |                          | F-AIRPORT DOWNW                                    | TIONS - DOWNWIND<br>IND LDG.                   |        |                                |      |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
|                     |                          |                                                    |                                                |        |                                |      |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
| 3-1133              | 5/21/77<br>TIME - 0800   | BROCKWAY, MT                                       | PIPER PA-25<br>N7312Z<br>DAMAGE-SUBSTANTIAL    |        |                                |      | COMMERCIAL<br>ASSOC CROP CTL ACTIV    | COMMERCIAL, AGE 21, 271<br>/ITY TOTAL HOURS, 20 IN TYPE<br>NOT INSTRUMENT RATED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |
|                     | NAME OF AIR              | PORT - HAGLAND                                     |                                                |        |                                |      | ·····                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
|                     | DEPARTURE P              | -                                                  | INTENDED DESTINATION                           |        |                                |      |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
|                     | BROCKWAY,                |                                                    | LOCAL                                          |        |                                |      |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
|                     | TYPE OF ACC              | IDENT                                              |                                                |        |                                |      | OPERATION<br>G FINAL APPROACH         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
|                     | STALL                    |                                                    |                                                |        | LAN                            | D1 N | G FINAL APPRUACH                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
|                     | PROBABLE CA<br>PILOT IN  |                                                    | D TO OBTAIN/MAINTAIN FLY                       | ING SP | EED                            |      |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
|                     | SPECIAL DAT              | A.                                                 |                                                |        |                                |      |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
|                     |                          | RS IN CROP CONT                                    |                                                |        |                                |      | F OPERATION - SPRAYI                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
|                     |                          | ROP - GRAIN FIE<br>EAT BELT - FAST                 |                                                |        |                                |      |                                       | QUID CHEMICAL-NONTOXIC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |  |
|                     |                          |                                                    |                                                |        | - USED<br>HELMET - AV∆ILABLE U | ISED |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
|                     |                          | GOGGLES - NOT USED<br>COCKPIT CRASHPAD - INSTALLED |                                                |        |                                |      | BAR - INSTALLED                       | JED .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |  |
|                     | <b>ΤΑΝΚ/</b> ΗΟΡΡ        | ER-LOCATION - F                                    | ORWARD OF PILOT                                | -      |                                |      | N-TYPE - LEVEL, FLAT                  | and the second sec |  |  |
|                     |                          |                                                    | NG TURN TO FINAL APPROAC                       |        |                                |      |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |

BRIEES DE ACCIDENTS

| FILE   | DATE                                                                      | LOCATION                                                                                                                                                   | AIRCRAFT DATA                                                                                                    | F'SM/                                  | N PURPOSE                                                                                                                                                               | PILOT DATA                                                                                   |  |  |  |
|--------|---------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|--|--|--|
|        |                                                                           | BILLINGS, MT                                                                                                                                               | CESSNA 188<br>N70146<br>Damage-Substantial                                                                       | CR- 0 0<br>PX- 0 0                     | 1 COMMERCIAL<br>O AERIAL APPLICATION                                                                                                                                    | COMMERCIAL, FL.INSTR.,<br>AGE 29, 2350 TOTAL HOURS<br>75 IN TYPE, NOT INSTRU-<br>MENT RATED. |  |  |  |
|        | DEPARTURE<br>BILLING<br>TYPE OF A<br>STALL                                | S.MT<br>CCIDENT                                                                                                                                            | INTENDED DESTINATION<br>LOCAL                                                                                    |                                        | OF OPERATION<br>FLIGHT PROCEDURE TURN                                                                                                                                   |                                                                                              |  |  |  |
|        | PILOT I<br>FACTOR(S)<br>WEATHER<br>MISCELL                                | N COMMAND - IMPRO<br>N COMMAND - FAILE<br>- DOWNDRAFT.UPDR<br>ANEGUS ACTS.CONDI                                                                            | PER COMPENSATION FOR WI<br>D TO OBTAIN/MAINTAIN FL<br>AFTS<br>TIONS - JETTISONED LOAD<br>RD OF BRIEFING RECEIVED | YING SPEED                             |                                                                                                                                                                         |                                                                                              |  |  |  |
|        | 5 OR OV                                                                   | Y AT ACCIDENT SIT<br>ER(UNLIMITED)                                                                                                                         |                                                                                                                  | UNL<br>PRECI<br>NOM                    | -                                                                                                                                                                       | ITE                                                                                          |  |  |  |
|        | NONE<br>WIND DIRE<br>90                                                   | ONS TO VISION AT<br>CTION-DEGREES                                                                                                                          |                                                                                                                  | 60<br>WIND<br>10                       | RATURE-F<br>VELOCITY-KNOTS                                                                                                                                              | •                                                                                            |  |  |  |
|        | TYPE OF WEATHER CONDITIONS<br>VFR                                         |                                                                                                                                                            |                                                                                                                  | TYPE OF FLIGHT PLAN<br>NONE            |                                                                                                                                                                         |                                                                                              |  |  |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>ELEVATI<br>PROCEDU | OURS IN CROP CONT<br>CROP - GRAIN FIE<br>SEAT BELT - FAST<br>- NOT USED<br>CRASHPAD - INSTA<br>PPER-LOCATION - F<br>ON-AREA BEING TRE<br>RE TURNAROUND - S | LDS<br>ENED-PROPERLY<br>LLED<br>ORWARD OF PILOT<br>ATED-FEET - 3500                                              | TYP<br>GLC<br>CRA<br>CRA<br>TER<br>SWA | D OF OPERATION - SPRAY)<br>E OF CHEMICAL USED - LI<br>IVES - USED<br>SH HELMET - AVAILABLE (<br>SH BAR - INSTALLED<br>RAIN-TYPE - LEVEL+FLAT<br>TH RUN-HOW FLOWN - UPW) | IOUID CHEMICAL-TOXIC<br>JSED                                                                 |  |  |  |
| 3-1383 | 5/31/77<br>TIME - 14                                                      |                                                                                                                                                            | CESSNA 206<br>N18030<br>Damage-Substantial                                                                       | PX- 0 0                                | 1 NONCOMMERCIAL<br>4 BUSINESS                                                                                                                                           | PRIVATE, AGE 38, 164<br>Total Hours, 39 in type,<br>Not instrument rated.                    |  |  |  |
|        | NAME OF A<br>DEPARTURE<br>BISMARC<br>TYPE OF A<br>HARD LA                 | K.ND<br>CCIDENT                                                                                                                                            |                                                                                                                  | PHASE                                  | OF OPERATION<br>DING LEVEL OFF/TOUCHDO                                                                                                                                  |                                                                                              |  |  |  |
|        | PROBABLE (                                                                | CAUSE(S)<br>N COMMAND - IMPRO                                                                                                                              | PER LEVEL OFE                                                                                                    |                                        |                                                                                                                                                                         |                                                                                              |  |  |  |

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| FILE   | DATE                                                                   | LOCATION                                                                                                                     | AIRCRAFT DATA                |                       | JRIES<br>S M/ |      | FLIGH<br>PURPO      |          |        | PILOT DATA                                                               |
|--------|------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|------------------------------|-----------------------|---------------|------|---------------------|----------|--------|--------------------------------------------------------------------------|
| 3-1440 | 6/1/77<br>TIME - 210                                                   |                                                                                                                              | N76330<br>DAMAGE-DESTROYED   | CR- (<br>PX- (        |               |      | NONCOMME<br>LEASURE |          | TRANSP | PRIVATE, AGE 28, 465<br>TOTAL HOURS, 200 IN TYP<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE                                                              | RPORT - STEVENSVI                                                                                                            | ILLE<br>INTENDED DESTINATION |                       |               |      |                     |          |        |                                                                          |
|        | MISSOULA                                                               |                                                                                                                              | STEVENSVILLE+MT              |                       |               |      |                     | • • •    |        |                                                                          |
|        | TYPE OF AC                                                             |                                                                                                                              | STETEISTIEEE                 |                       | PHASE         | ٥F   | OPERATI             | ION      |        |                                                                          |
|        | HARD LAN                                                               | DING                                                                                                                         |                              |                       | LAN           | DING | EVEL                | OFF/TOUC | HDOWN  |                                                                          |
|        | PROBABLE (                                                             |                                                                                                                              |                              |                       |               |      |                     |          |        |                                                                          |
|        | WEATHER<br>FACTOR(S)<br>WEATHER<br>WEATHER<br>WEATHER BR<br>WEATHER FO | - DOWNDRAFT, UPDRA<br>- UNFAVORABLE WIN<br>- TURBULENCE IN F<br>RIEFING - BRIEFING<br>RECAST - FORECAS'<br>CIRCUMSTANCES - F |                              | OWN<br>T<br>Off AIRPO |               | TIO  | ۹S                  |          |        |                                                                          |
|        | SKY CONDIT                                                             | TION                                                                                                                         |                              |                       | CEILI         | NG / | AT ACCID            | ENT SITE |        |                                                                          |
|        | CLEAR                                                                  |                                                                                                                              |                              |                       |               | IMI  |                     |          |        |                                                                          |
|        |                                                                        | AT ACCIDENT SITE                                                                                                             | =                            |                       |               |      | ATION AT            | ACCIDENT | SITE   |                                                                          |
|        |                                                                        | R(UNLIMITED)<br>DNS TO VISION AT 4                                                                                           | ACCIDENT SITE                |                       | NON<br>TEMPE  |      |                     |          |        |                                                                          |
|        | NONE                                                                   | DIAZ IO AISTON AL 3                                                                                                          | ACCIDENT SITE                |                       | 60            | κρι  | JRE-F               |          |        |                                                                          |
|        |                                                                        | TION-DEGREES                                                                                                                 |                              |                       |               | VELO | )CITY-KN            | INT'S    |        |                                                                          |
|        |                                                                        | ATHER CONDITIONS                                                                                                             |                              |                       |               | OF F | LIGHT               | LAN      |        |                                                                          |

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|       |                                                                                                                                                                                                      | ي حياد بابنا جمد بالله الإن كان حكة عليه كله عليه عليه واله عليه بابله باب                                                                                                                                        |                                                                                            |          |                       |                                                  |                                             |                                                                                                        |         |                                                                           |
|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|----------|-----------------------|--------------------------------------------------|---------------------------------------------|--------------------------------------------------------------------------------------------------------|---------|---------------------------------------------------------------------------|
| FILE  | DATE                                                                                                                                                                                                 | LOCATION                                                                                                                                                                                                          | AIRCRAFT DATA                                                                              |          | F                     | IES<br>S M                                       |                                             | FLIGHT<br>PURPOSE                                                                                      |         | PILOT DATA                                                                |
| -1205 | 6/4/77<br>TIME - 1845                                                                                                                                                                                |                                                                                                                                                                                                                   | PIPER PA-28<br>N1176H<br>DAMAGE-DESTROYED                                                  | CR-      | 1                     |                                                  |                                             | NONCOMMERCIAL<br>Pleasure/personal                                                                     | TRANSP  | PRIVATE, AGE 23, 60 TOTAL<br>HOURS, 50 IN TYPE, NOT<br>INSTRUMENT RATED.  |
|       | DEPARTURE PO<br>LAVINA,MT<br>TYPE OF ACCI                                                                                                                                                            |                                                                                                                                                                                                                   | INTENDED DESTINATION                                                                       |          | P                     |                                                  |                                             | F OPERATION<br>FF RUN                                                                                  |         |                                                                           |
|       | PILOT IN (<br>PILOT IN (<br>FACTOR(S).<br>WEATHER -<br>TERRAIN -<br>WEATHER BRIN<br>SKY CONDITION<br>BROKEN<br>VISIBILITY A<br>5 OR OVER<br>OBSTRUCTIONS<br>NONE<br>TYPE OF WEA<br>VFR<br>FIRE AFTER | COMMAND - ATTEMPT<br>COMMAND - SELECTE<br>COMMAND - FAILED<br>HIGH DENSITY ALT<br>HIGH VEGETATION<br>EFING - NO RECORD<br>ON<br>AT ACCIDENT SITE<br>(UNLIMITED)<br>S TO VISION AT AC<br>THER CONDITIONS<br>IMPACT | OF BRIEFING RECEIVED                                                                       |          | C<br>P<br>T<br>T      | EIL<br>25<br>REC<br>NO<br>EMP<br>90<br>YPE<br>NO | ING<br>DOO<br>IPI<br>SEA<br>OF<br>NE        | AT ACCIDENT SITE<br>TATION AT ACCIDENT<br>TURE-F<br>FLIGHT PLAN                                        |         | DENS ALT 5700ET.                                                          |
|       | KEMAKNOT AL                                                                                                                                                                                          | TIU INUE EM UNPAN                                                                                                                                                                                                 | TED COUNTRY RUSRAW UPP                                                                     | KU # I T | κu                    | SAG                                              | CDK                                         | USH SIRUCK WALL UP                                                                                     | COOLCE  |                                                                           |
| 1441  | 6/6/77                                                                                                                                                                                               | SCOREY . MT                                                                                                                                                                                                       | PIPER ISC-65                                                                               | CR-      | 0                     | 0                                                | ì                                           |                                                                                                        |         | DRIVATE, AGE 18, 257                                                      |
| -1441 | 6/6/77<br>TIME - 1915                                                                                                                                                                                |                                                                                                                                                                                                                   | PIPER J3C-65<br>N35214<br>DAMAGE-SUBSTANTIAL                                               | РХ-      |                       |                                                  |                                             | NONCOMMERCIAL<br>Pleasure/personal                                                                     | TRANSP  | PRIVATE, AGE 18, 257<br>Total Hours, 50 in Type,<br>Not instrument rated. |
| -1441 | TIME - 1915<br>NAME OF AIR<br>DEPARTURE P<br>SCOBEY.MT                                                                                                                                               | PORT - SCOBEY MUN<br>DINT                                                                                                                                                                                         | N35214<br>DAMAGE-SUBSTANTIAL                                                               | РХ-      | 0                     | 0                                                | 1                                           | PLEASURE/PERSONAL                                                                                      | TRANS P |                                                                           |
| -1441 | TIME - 1915<br>NAME OF AIR<br>DEPARTURE P<br>SCOBEY,MT<br>TYPE OF ACC                                                                                                                                | PORT - SCOBEY MUN<br>DINT                                                                                                                                                                                         | N35214<br>DAMAGE-SUBSTANTIAL<br>JICIPAL<br>INTENDED DESTINATION<br>LOCAL                   | РХ-      | 0                     | 0<br>HAS                                         | 1<br>E O                                    |                                                                                                        | TRANS P | TOTAL HOURS, 50 IN TYPE,                                                  |
| -1441 | TIME - 1915<br>NAME OF AIR<br>DEPARTURE P<br>SCOBEY.MT<br>TYPE OF ACC<br>COLLISION<br>PROBABLE CAN<br>WEATHER -                                                                                      | PORT - SCOBEY MUN<br>DINT<br>IDENT<br>WITH GROUND/WATE<br>JSE(S)<br>LOCAL WHIRLWIND                                                                                                                               | N35214<br>DAMAGE-SUBSTANTIAL<br>JICIPAL<br>INTENDED DESTINATION<br>LOCAL                   | РХ-      | 0                     | 0<br>HAS                                         | 1<br>E O                                    | PLEASURE/PERSONAL<br>F OPERATION                                                                       | TRANS P | TOTAL HOURS, 50 IN TYPE,                                                  |
| -1441 | TIME - 1915<br>NAME OF AIR<br>DEPARTURE P<br>SCOBEY.MT<br>TYPE OF ACC<br>COLLISION<br>PROBABLE CAN<br>WEATHER -<br>WEATHER BRIN<br>SKY CONDITION                                                     | PORT - SCOBEY MUN<br>DINT<br>IDENT<br>WITH GROUND/WATE<br>JSE(S)<br>LOCAL WHIRLWIND<br>EFING - NO RECORD                                                                                                          | N35214<br>DAMAGE-SUBSTANTIAL<br>JICIPAL<br>INTENDED DESTINATION<br>LOCAL<br>R UNCONTROLLED | РХ-      | O<br>P<br>C           | O<br>HAS<br>TA                                   |                                             | PLEASURE/PERSONAL<br>F OPERATION<br>FF INITIAL CLIMB<br>AT ACCIDENT SITE<br>ITED                       |         | TOTAL HOURS, 50 IN TYPE,                                                  |
| -1441 | TIME - 1915<br>NAME OF AIR<br>DEPARTURE P<br>SCOBEY.MT<br>TYPE OF ACC<br>COLLISION<br>PROBABLE CAN<br>WEATHER -<br>WEATHER BRIN<br>SKY CONDITION<br>CLEAR<br>VISIBILITY<br>5 OR OVER<br>OBSTRUCTION  | PORT - SCOBEY MUN<br>DINT<br>IDENT<br>WITH GROUND/WATE<br>JSE(S)<br>LOCAL WHIRLWIND<br>EFING - NO RECORD                                                                                                          | N35214<br>DAMAGE-SUBSTANTIAL<br>MICIPAL<br>INTENDED DESTINATION<br>LOCAL<br>R UNCONTROLLED | РХ-      | O<br>P<br>C<br>P      | O<br>HAS<br>TA<br>EIL<br>UN<br>REC<br>NO<br>EMP  | 1<br>E O<br>KEO<br>ING<br>LIM<br>IPI<br>ERA | PLEASURE/PERSONAL<br>F OPERATION<br>FF INITIAL CLIMB<br>AT ACCIDENT SITE                               |         | TOTAL HOURS, 50 IN TYPE,                                                  |
| -1441 | TIME - 1915<br>NAME OF AIRI<br>DEPARTURE PI<br>SCOBEY.MT<br>TYPE OF ACC<br>COLLISION<br>PROBABLE CAN<br>WEATHER -<br>WEATHER BRI<br>SKY CONDITIO<br>CLEAR<br>VISIBILITY<br>5 OR OVER                 | PORT - SCOBEY MUN<br>DINT<br>IDENT<br>WITH GROUND/WATE<br>JSE(S)<br>LOCAL WHIRLWIND<br>EFING - NO RECORD<br>DN<br>AT ACCIDENT SITE<br>(UNLIMITED)<br>S TO VISION AT AC                                            | N35214<br>DAMAGE-SUBSTANTIAL<br>MICIPAL<br>INTENDED DESTINATION<br>LOCAL<br>R UNCONTROLLED | РХ-      | O<br>P<br>C<br>P<br>T | O<br>HAS<br>TA<br>EIL<br>UN<br>REC<br>EMP<br>70  | 1<br>E O<br>KEO<br>ING<br>ING<br>ERA<br>OF  | PLEASURE/PERSONAL<br>F OPERATION<br>FF INITIAL CLIMB<br>AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDENT | SITE    | TOTAL HOURS, 50 IN TYPE,                                                  |

| FILE   | DATE                                           | LOCATION                                                                       | AIRCRAFT DATA                                      |       |        | IES<br>S M/M | 4   | FLIGHT<br>PURPOSE                        | PILOT DATA                                                                  |
|--------|------------------------------------------------|--------------------------------------------------------------------------------|----------------------------------------------------|-------|--------|--------------|-----|------------------------------------------|-----------------------------------------------------------------------------|
| 3-1381 | 6/21/77<br>TIME - 18                           | NR.MALTA.MT<br>00                                                              | CESSNA T210M<br>N45SP<br>DAMAGE-SUBSTANTIAL        |       |        |              |     | NONCOMMERCIAL<br>BUSINESS                | PRIVATE, AGE 50, 7000<br>TOTAL HOURS, UNK/NR IN<br>TYPE, INSTRUMENT RATED.  |
|        | NAME OF A<br>DEPARTURE<br>HUTCHIS<br>Type of A | ON+KS                                                                          | CH<br>INTENDED DESTINATION<br>MALTA,MT             |       | P      | HASE         | OF  | OPERATION                                |                                                                             |
|        | COLLIDE                                        | D WITH FENCE, FEN                                                              | CEPOSTS                                            |       |        | LAN          | DIN | G GO-AROUND                              |                                                                             |
|        | PILOT I                                        |                                                                                | ED IN INITIATING GO-AROU<br>DGED CLEARANCE         | IND   | •      |              |     |                                          |                                                                             |
|        | MISCELL<br>WEATHER                             | - HIGH OBSTRUCTI<br>ANEOUS ACTS,CONDI<br>- UNFAVORABLE WI<br>RIEFING - NO RECO | TIONS - DOWNWIND                                   |       |        |              |     |                                          |                                                                             |
|        | SKY CONDI                                      | TION                                                                           |                                                    |       | с      | EILI         | ٩G  | AT ACCIDENT SITE                         |                                                                             |
|        |                                                | ED<br>Y AT ACCIDENT SIT<br>ER(UNLIMITED)                                       | E                                                  |       | Ρ      | UNL<br>RECIE | 11  | ATION AT ACCIDENT SITE                   |                                                                             |
|        | OBSTRUCTI<br>None                              | DNS TO VISION AT                                                               | ACCIDENT SITE                                      |       |        | ELATI<br>MAI |     | BEARING OF WIND<br>NIND 158-202 DEGREES  |                                                                             |
|        | TEMPERATU<br>80                                |                                                                                |                                                    |       |        | 135          |     | ECTION-DEGREES                           |                                                                             |
|        | 15<br>TYPE OF F                                | CITY-KNOTS<br>Light plan                                                       |                                                    |       | 1      | VFR          | 3   | WEATHER CONDITIONS                       |                                                                             |
|        | NONE<br>REMARKS-                               | DOWNWIND APCH TO                                                               | 1700FT UPHILL STRIP.GUST                           | IS TO | 30K    | TS.          |     |                                          |                                                                             |
|        |                                                |                                                                                |                                                    |       |        |              |     |                                          |                                                                             |
| -1114  | 6/22/77<br>TIME - 17                           |                                                                                | PIPER PA-18<br>N4094Z<br>DAMAGE-DESTROYED          |       |        |              |     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS | PRIVATE, AGE 46, 214<br>P Total Hours, 91 in type,<br>Not instrument rated. |
| -      |                                                | CREEK STRIP                                                                    | INTENDED DESTINATION<br>LOCAL                      |       | ,<br>, |              |     | 005047404                                |                                                                             |
|        | TYPE OF A<br>Stall                             |                                                                                |                                                    |       | ų      |              | -   | OPERATION<br>GHT NORMAL CRUISE           |                                                                             |
|        |                                                | N COMMAND - FAILE                                                              | D TO OBTAIN/MAINTAIN FL<br>PER OPERATION OF FLIGHT |       |        |              |     |                                          |                                                                             |

| FILE   |                        |                                       | AIRCRAFT DATA                                             | F            | S   | M/N  | PURPOSE                                            | PILOT DATA                                                               |
|--------|------------------------|---------------------------------------|-----------------------------------------------------------|--------------|-----|------|----------------------------------------------------|--------------------------------------------------------------------------|
| 3-1382 | 6/23/77<br>TIME - 150  | JORDAN,MT<br>5                        | CESSNA 140<br>N2040N<br>DAMAGE-SURSTANTIAL                | CR-C<br>PX-C | 0   | 1    | INSTRUCTIONAL                                      | STUDENT, AGE 54, 57 TOTAL<br>HOURS, 49 IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | DEPARTURE              | RPORT - GARFIELD<br>POINT             | INTENDED DESTINATION                                      |              | LAS | T EM | NROUTE STOP                                        |                                                                          |
|        | MILES CI               | TY.MT                                 |                                                           |              | J   | ORD4 | N + M T                                            |                                                                          |
|        |                        | CIDENT<br>ATER LOOP-SWERVE<br>R/DOWN  |                                                           |              | L   | ANDI | DF OPERATION<br>NG LEVEL OFF/TOUCHOOWN<br>ING ROLL |                                                                          |
|        | PROBABLE (<br>PILOT IN |                                       | PER OPERATION OF BRAKES                                   | AND/OR       | FLI | GHT  | CONTROLS                                           |                                                                          |
| 3-1666 | 7/4/77 N<br>TIME - 204 | VR•BILLINGS•MT<br>⊧5                  | PIPER PA-28<br>N9875W                                     |              |     |      | NONCOMMERCIAL<br>Pleasure/personal tran            | SP TOTAL HOURS, 150 IN TYPE                                              |
|        | DEPARTURE              |                                       | DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>BILLINGS.MT |              |     |      |                                                    | INSTRUMENT RATED.                                                        |
|        | TYPE OF A              | •                                     | 51221.054.1                                               |              | РНА | SEC  | OF OPERATION                                       |                                                                          |
|        | UNDER SHO<br>COLLIDED  | OT<br>WITH FENCE+FEN                  | CEPOSTS                                                   |              | -   |      | ING FINAL APPROACH<br>ING FINAL APPROACH           |                                                                          |
|        |                        | COMMAND - INADE                       | QUATE PREFLIGHT PREPARAT<br>MANEUVER TO AVOID COLLIS      |              | /OR | PL4  | NNING                                              |                                                                          |
|        |                        | - HIGH DBSTRUCTI<br>MAKING APCH TO FA | NNS<br>RM.DUCKED UNDER WIRES AT                           | 30FT 4       | GL, | STRU | JCK FENCEPOSTS.                                    | ·                                                                        |
|        | 1997 - A.<br>1997 - A. |                                       |                                                           | •            |     |      |                                                    |                                                                          |
|        |                        |                                       |                                                           | PAGE 6       | 52  |      |                                                    |                                                                          |
|        |                        |                                       |                                                           |              |     |      |                                                    |                                                                          |

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-1663 7/7/77 DILLON, MT ENSTROM 280C CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, FL.INSTR., PX- 0 0 1 PLEASURE/PERSONAL TRANSP AGE 30, 3031 TOTAL HOUPS. TIME - 1100 N594H DAMAGE-SUBSTANTIAL 60 IN TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION DILLON, MT LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES IN FLIGHT CLIMB TO CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE TERRAIN - HIGH DESTRUCTIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED 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 50 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 120 5 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- CLIMBED THRU TREES WHILE ADJUSTING PWR TO IMPROVE PERFORMANCE.DENS ALT BROOFT. 3-1662 7/27/77 HELENA, MT CESSNA 150M CR- 1 0 0 NONCOMMERCIAL PRIVATE. AGE 26. 92 TOTAL TIME - 2100 PX- 1 0 0 PLEASURE/PERSONAL TRANSP HOURS, ALL IN TYPE, NOT N45126 DAMAGE-SUBSTANTIAL INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION HELENA.MT LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT LOW PASS PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) TERRAIN - HIGH DESTRUCTIONS REMARKS- DUSK.STRUCK UNMARKED PWR LINE OVER RIVER.

|        |                                      |                                                        | BRIEFS                                            | S OF AC    | CI     | DENTS              |                                          |                                                                                 |
|--------|--------------------------------------|--------------------------------------------------------|---------------------------------------------------|------------|--------|--------------------|------------------------------------------|---------------------------------------------------------------------------------|
| FILE   | DATE                                 |                                                        | AIRCRAFT DATA                                     | F          |        | S M/N              | PURPOSE                                  | PILOT DATA                                                                      |
| 3-1664 | 7/28/77<br>TIME - 170                | BIDDLE,MT                                              | CESSNA 180<br>N968K<br>D&MAGE-SUBSTANTIAL         | CR-        | 0      | 0 1                |                                          | PRIVATE, AGE 32, 1646<br>TOTAL HOURS, 1000 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | DEPARTURE<br>BIDDLE.M                |                                                        | INTENDED DESTINATION                              |            |        |                    |                                          | KATED.                                                                          |
|        | TYPE OF AC                           | CIDENT                                                 |                                                   |            | Ρł     |                    | DF OPERATION<br>LIGHT LOW PASS           |                                                                                 |
|        |                                      | COMMAND - DIVERTE                                      | D ATTENTION FROM OPERA<br>TO OBTAIN/MAINTAIN FLY  |            |        |                    | AFT                                      |                                                                                 |
|        |                                      | - DOWNDRAFT,UPDRAF<br>IEFING - NO RECORD               | TS<br>DF BRIEFING RECEIVED                        |            |        |                    | e e e e e e e e e e e e e e e e e e e    |                                                                                 |
|        | SKY CONDIT<br>CLEAR                  | ION                                                    |                                                   |            |        |                    | AT ACCIDENT SITE                         |                                                                                 |
|        | VISIBILITY<br>5 OR OVE<br>OBSTRUCTIO | AT ACCIDENT SITE<br>R(UNLIMITED)<br>NS TO VISION AT AC | CIDENT SITE                                       |            | Ρf     | NONE<br>EMPERA     | TATION AT ACCIDENT SITE                  |                                                                                 |
|        | NONE<br>WIND DIREC<br>280            | TION-DEGREES                                           |                                                   |            | M      | 80<br>IND VE<br>10 | ELOCITY-KNOTS                            |                                                                                 |
|        | TYPE OF WE<br>VFR                    | ATHER CONDITIONS                                       | FRATION                                           |            | יד     |                    | FLIGHT PLAN                              |                                                                                 |
|        |                                      |                                                        |                                                   |            |        |                    |                                          |                                                                                 |
| 3-1667 | 8/5/77<br>TIME - 130                 | BAKER.MT                                               | BELLANCA 7CE<br>N7525E<br>DAMAGE-SUBSTANTIAL      | CR-<br>PX- | 0<br>0 | 0 1<br>0 1         | NONCOMMERCIAL<br>Pleasure/personal trans | PRIVATE, AGE 45, 320<br>SP TOTAL HOURS, ALL IN TYPE<br>NOT INSTRUMENT RATED.    |
|        |                                      |                                                        | INTENDED DESTINATION<br>BAKER,MT                  |            |        |                    |                                          |                                                                                 |
|        | TYPE OF AC<br>GROUND-W<br>NDSE OVE   | ATER LOOP-SWERVE                                       |                                                   |            | Ρł     | LAND               | DF OPERATION<br>Ing Roll<br>Ing Roll     |                                                                                 |
|        | PROBABLE C<br>PILOT IN<br>FACTOR(S)  |                                                        | TO MAINTAIN DIRECTION                             | L CONT     | roi    | L                  |                                          |                                                                                 |
|        | AIRPORTS                             |                                                        | S - AIRPORT CONDITIONS<br>UNDER CONSTRUCTION, NOT |            | r si   | HOULD              | ĒRS                                      | -<br>-                                                                          |
|        |                                      |                                                        |                                                   |            |        |                    |                                          |                                                                                 |

BRIEFS OF ACCIDENTS ------FILE, DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-1665 8/12/77 CR- 0 0 1 NONCOMMERCIAL HARDIN.MT MAULE M4 COMMERCIAL, AGE 42, 6000 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 52 IN TYPE. TIME - 1600 N12011 DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - UNPREPARED STRIP DEPARTURE POINT INTENDED DESTINATION HARDIN.MT MINNEAPOLIS.MN TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH DITCHES TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS HIGH VEGETATION WEATHER - HIGH DENSITY ALTITUDE MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY SKY CONDITION CEILING AT ACCIDENT SITE UNI IMI TED CLEAR VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND RIGHT CROSS WIND 068-112 DEGREES NONE TEMPERATURE-F WIND DIRECTION-DEGREES 90 315 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 15 VFR TYPE OF FLIGHT PLAN VFR REMARKS- B INCH STUBBLE ON FIELD-HIT DITCH AT FAR END.DENSITY ALT ABT 5500FT. 3-1408 4/25/77 PIPER PA-18 BASSETT.NE CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 40, 11 TOTAL TIME - 1930 HOURS, ALL IN TYPE, NOT N9396D PX- 0 0 0 SOLO DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - BASSETT MUNICIPAL DEPARTURE POINT INTENDED DESTINATION BASSETT, NE LOCAL PHASE OF OPERATION TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS. FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT

| FILE  | DATE                                                             | LOCATION                                                                                      | AIRCRAFT DATA                                                                                                                                                |                | F S    | M/I                  | Į                     | FLIGHT<br>PURPOSE                                     | PILOT DATA                                                                                    |
|-------|------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|--------|----------------------|-----------------------|-------------------------------------------------------|-----------------------------------------------------------------------------------------------|
|       |                                                                  | R.OSHKOSH,NE                                                                                  | PIPER PA-18A<br>N3591A<br>DAMAGE-SHBSTANTIAL                                                                                                                 | CR-            | 0      | 0 3                  |                       | TRUCTIONAL                                            | COMMERCIAL, FL.INSTR.,<br>AGE 37, 2362 TOTAL HOURS<br>29. IN TYPE, INSTRUMENT<br>RATED.       |
|       | NAME OF AI<br>DEPARTURE (<br>GRANT, NE<br>TYPE OF AC<br>NOSE OVE | CIDENT                                                                                        | STRIP<br>INTENDED DESTINATION<br>OSHKOSH.NE                                                                                                                  |                |        |                      |                       | ERATION<br>LEVEL OFF/TOUCHDO                          | OMN                                                                                           |
|       | FACTOR(S)<br>PILOT IN                                            | COMMAND - IMPRO                                                                               | PER DPERATION OF FLIGHT<br>D TO INITIATE GO-AROUND<br>HORT FIELD LOGS                                                                                        | CONTR          | OLS    |                      |                       |                                                       | •                                                                                             |
|       |                                                                  |                                                                                               |                                                                                                                                                              |                |        |                      |                       |                                                       |                                                                                               |
| -1343 | 5/17/77 N<br>TIME - 092                                          |                                                                                               | BELL 47G<br>N617X<br>DAMAGE-SUBSTANTIAL                                                                                                                      |                |        |                      |                       | MERCIAL<br>IAL APPLICATION                            | COMMERCIAL, FL.INSTR.,<br>Age 42, 4421 TOTAL HOURS<br>731 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|       | DEPARTURE<br>ELGIN•NE                                            | POINT                                                                                         | INTENDED DESTINATION<br>LOCAL                                                                                                                                |                |        |                      |                       |                                                       |                                                                                               |
|       | TYPE OF AC<br>ENGINE F                                           | AILURE OR MALFUM                                                                              |                                                                                                                                                              |                |        | IN F                 | LIGHT                 | ERATION<br>SWATH RUN<br>POWER-OFF AUTORO              | TATIVE LANDING                                                                                |
|       | MISCELLA<br>MISCELLA<br>PERSONNE<br>COMPLETE PO                  | NT - FUEL SYSTEM<br>NEOUS ACTS.CONDI<br>NEOUS ACTS.CONDI<br>- MAINTENANCE<br>DWER LOSS - COMP | LINES AND FITTINGS<br>TIONS - IMPROPERLY SECUR<br>TIONS - FUEL EXHAUSTION<br>SERVICING,INSPECTION IN<br>LETE ENGINE FAILURE/FLAM<br>FORCED LANDING OFF AIRPO | ADEQU<br>EDUT- | -1 EN( | SINE                 |                       | CE AND INSPECTIO                                      | N                                                                                             |
|       | KIND OF<br>PILOT'S<br>GOGGLES                                    | URS IN CROP CONT<br>CROP - CORN<br>SEAT BELT - UNKM<br>- NOT USED                             | OWN/NOT REPORTED                                                                                                                                             |                |        | TYPE<br>GLOV<br>CRAS | OF C<br>ES -<br>H HEL | NOT USED<br>MET - AVAILABLE I                         | IQUID CHEMICAL-NONTOXIC                                                                       |
|       | TANK/HOP<br>ELEVATIO                                             | CRASHPAD - NOT 1<br>Per-Location - 9<br>N-AREA BEING TRE<br>EFT FUEL TANK FU                  |                                                                                                                                                              |                |        | TERF                 | AIN-T                 | - NOT INSTALLED<br>YPE - ROLLING<br>-HOW FLOWN - WIN( |                                                                                               |

| FILE   | DATE LOCATION                                                                                                                                                        | AIRCRAFT DATA                                                      | INJURIES<br>F S M/N           | FLIGHT<br>PURPOSE                                                        | PILOT DATA                                                                                      |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|-------------------------------|--------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| 3-1407 | 5/28/77 ASHLAND.NE<br>TIME - 1830<br>DEPARTURE POINT<br>MILLARD.NE<br>TYPE OF ACCIDENT<br>GROUND-WATER LOOP-SWER<br>COLLIDED WITH FENCE.F                            | N704UK<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>MILLARD+NE | ΡΧ- Ο Ο 1<br>ΡΗΔSΕ Ο<br>ΤΔΚΕΟ | NONCOMMERCIAL<br>PLEASURE/PERSONAL TE<br>F OPERATION<br>FF RUN<br>FF RUN | PRIVATE, AGE 29, 71 TOTAL<br>RANSP HOURS, 42 IN TYPE, NOT<br>INSTRUMENT RATED.                  |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - SEL<br>PILOT IN COMMAND - FAID<br>FACTOR(S)<br>TERRAIN - WET.SOFT GROU<br>TERRAIN - HIGH VEGETAT<br>REMARKS- OFF AIRPORT OPE | מאו<br>אס I                                                        |                               |                                                                          |                                                                                                 |
|        |                                                                                                                                                                      |                                                                    |                               |                                                                          |                                                                                                 |
| 3-1410 | 6/2/77 WAHDO,NE<br>TIME - 0815                                                                                                                                       | BELL 2068<br>N59442<br>DAMAGE-SUBSTANTIAL                          | CR- 0 0 1<br>PX- 0 0 1        | NONCOMMERCIAL<br>CORP/EXEC                                               | COMMERCIAL, FL.INSTR.,<br>AGE 50, 5813 TOTAL HOURS,<br>1263 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | DEPARTURE POINT<br>LINCOLN.NE<br>TYPE OF ACCIDENT<br>COLLIDED WITH WIRES/PS                                                                                          | INTENDED DESTINATION<br>WAHOO,NE                                   |                               | F OPERATION<br>Ng Final Approach                                         |                                                                                                 |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAIL<br>FACTOR(S)<br>TERRAIN - HIGH OBSTRUCT                                                                                 | EN TO SEE AND AVOID OBJEC                                          | TS DR OBSTRUCT                | IONS                                                                     |                                                                                                 |
| 3-1409 | 6/4/77 KEARNEY.NE<br>TIME - 1000                                                                                                                                     | BELLANCA BGCRC<br>N88429<br>DAMAGE-SUBSTANTIAL                     |                               | NONCOMMERCIAL<br>PLEASURE/PERSONAL TR                                    | RANSP AGE 37, 7438 TOTAL HOURS.<br>223 IN TYPE, INSTRUMENT                                      |
|        | DEPARTURE POINT<br>KEARNEY.NE<br>TYPE OF ACCIDENT<br>COLLISION WITH GROUND/N                                                                                         | LOCAL                                                              |                               | F OPERATION<br>IGHT LOW PASS                                             | PATED.                                                                                          |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - EXEF<br>MISCELLANEOUS ACTS.CON                                                                                               | RCISED POOR JUDGMENT<br>DITIONS - UNWARRANTED LOW                  | FLYING                        |                                                                          |                                                                                                 |
|        |                                                                                                                                                                      |                                                                    |                               |                                                                          |                                                                                                 |

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FAGE 0.

| FILE  |                                                                                                                                                                         |                                                                                                                                                                   | AIRCRAFT DATA                                                                 |            | F             | S M/                            | N                               |                                          | PILOT DATA                                                                  |
|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|------------|---------------|---------------------------------|---------------------------------|------------------------------------------|-----------------------------------------------------------------------------|
|       | 6/10/77<br>TIME - 1710<br>NAME OF AIRI                                                                                                                                  | PAPILLION.NE<br>PORT - SOUTH OMAHA                                                                                                                                | CESSNA 172<br>N39495<br>DAMAGE-SUBSTANTIAL                                    | CR-<br>PX- | 0<br>0        | 0<br>0                          | 1 H<br>O F                      | NONCOMMERCIAL<br>PRACTICE                | STUDENT, AGE 36. 45 TOTA<br>Hours, 15 in Type, Not<br>Instrument rated.     |
|       | HARTINGTO<br>TYPE OF ACC<br>ENGINE FA:                                                                                                                                  | N.NE                                                                                                                                                              |                                                                               |            | Ρ             | LAN                             | DIN                             | OPERATION<br>G GO-AROUND<br>G ROLL       |                                                                             |
|       | MISCELLAN<br>FACTOR(S)                                                                                                                                                  | COMMAND - MISMANAG<br>EOUS ACTS+CONDITIO                                                                                                                          | NS - FUEL EXHAUSTION                                                          | А          |               |                                 |                                 | · -                                      |                                                                             |
|       | COMPLETE POI<br>EMERGENCY C                                                                                                                                             | VER LOSS - COMPLET                                                                                                                                                | IN-FLIGHT DECISIONS<br>E ENGINE FAILURE/FLAM<br>CED LANDING OFF AIRPC         | EOUT-      | 1 E           | NGIN                            | E                               |                                          |                                                                             |
| -1534 | 6/22/77 (<br>TIME - 0730<br>DEPARTURE P                                                                                                                                 |                                                                                                                                                                   | PIPER PA-28<br>N57301<br>Damage-Substantial<br>Ntended destination            |            |               |                                 |                                 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS | PRIVATE, AGE 47, 407<br>P TOTAL HOURS, 351 IN TYPE<br>NOT INSTRUMENT RATED. |
|       |                                                                                                                                                                         |                                                                                                                                                                   | ARNOLD.NE                                                                     |            | _             |                                 |                                 | 0.050 ( 7.00)                            |                                                                             |
|       | GOTHENBUR<br>TYPE OF ACC<br>COLLISION                                                                                                                                   |                                                                                                                                                                   | UNCONTROLLED                                                                  |            |               |                                 |                                 | OPERATION<br>GHT UNCONTROLLED DESCE      | NT                                                                          |
|       | TYPE OF ACC<br>COLLISION<br>PROBABLE CAN<br>PILOT IN O<br>FACTOR(S)<br>WEATHER<br>WEATHER BRI                                                                           | IDENT<br>WITH GROUND/WATER<br>USE(S)<br>COMMAND - CONTINUE<br>COMMAND - SPATIAL<br>FOG                                                                            | D VFR FLIGHT INTO ADV<br>DISORIENTATION<br>OF BRIEFING RECEIVED               |            |               | IN                              | FLIC                            | GHT UNCONTROLLED DESCE                   | NT                                                                          |
|       | TYPE OF ACC<br>COLLISION<br>PROBABLE CAN<br>PILOT IN N<br>FACTOR(S)<br>WEATHER -<br>WEATHER BRI<br>WEATHER FORM<br>SKY CONDITION<br>OBSCURATI<br>VISIBILITY<br>1/2 MILE | THENT<br>WITH GROUND/WATER<br>USE(S)<br>COMMAND - CONTINUE<br>COMMAND - SPATIAL<br>FOG<br>EFING - NO RECORD<br>ECAST - UNKNOWN/NO<br>ON<br>ON<br>AT ACCIDENT SITE | D VFR FLIGHT INTO ADV<br>DISORIENTATION<br>OF BRIEFING RECEIVED<br>T REPORTED |            | ₩EA<br>C<br>P | IN<br>THE<br>EILI<br>UN<br>RECI | FLI(<br>CD)<br>NG<br>NDW<br>PIT | GHT UNCONTROLLED DESCE                   | N T                                                                         |

LOCATION FILE DATE AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE \_\_\_\_\_ \_\_\_\_\_ 3-1025 2/24/77 NR.ELKO.NV PIPER PA-24 CR- 1 0 0 MISCELLANEOUS PRIVATE, AGE 45, 580 TIME - 1422 N8478P PX- 0 0 0 UNKNOWN/NOT REPORTED TOTAL HOURS, UNK/NR IN DAMAGE-DESTROYED TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - ELKO DEPARTURE POINT INTENDED DESTINATION SALT LAKE CITY,UT RENO, NV PHASE OF OPERATION TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT IN FLIGHT OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VER FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT EACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT WEATHER - LOW CEILING WEATHER - SNOW WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL. BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 2500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS SNOW SHOWERS OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F 310 NONE WIND DIRECTION-DEGREES TYPE OF WEATHER CONDITIONS IFR 12 TYPE OF FLIGHT PLAN IFR REMARKS- GENERAL DISINTEGRATION. 3-0915 4/23/77 NR.WINNEMUCCA.NV PIPER PA-28 CR- 1 0 0 INSTRUCTIONAL STUDENT, AGE 26, 49 TOTAL HOURS, 35 IN TYPE. NOT TIME - 1220 N41176 PX- 0 0 0 TRAINING INSTRUMENT RATED. DAMAGE-DESTROYED DEPARTURE POINT INTENDED DESTINATION WINNEMUCCA.NV TONOPAH, NV 'TYPE OF ACCIDENT PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT COLLISION WITH GROUND/WATER UNCONTROLLED PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISSING AIRCRAFT - LATER RECOVERED REMARKS- PLT STATED HE FELT NAUSEATED PRIOR TO DEPARTURE. RECOVERY DATE 4/25/77.

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| FILE   |                                                                                                                                                                               |                                                                                                                                                                  | AIRCRAFT DATA                                                                               | F            | S M/N                                                                                     | PURPOSE                                               |                                                                               |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|--------------|-------------------------------------------------------------------------------------------|-------------------------------------------------------|-------------------------------------------------------------------------------|
| 3-1799 |                                                                                                                                                                               | BEATTY, NV                                                                                                                                                       |                                                                                             | CR-          | 0 0 1                                                                                     | MISCELLANEOUS                                         | COMMERCIAL, AGE 43, 2952<br>TOTAL HOURS, 548 IN TYPE<br>NOT INSTRUMENT RATED. |
|        | NAME OF AIR                                                                                                                                                                   | PORT - FRANS STA                                                                                                                                                 |                                                                                             |              |                                                                                           |                                                       |                                                                               |
|        | DEPARTURE F                                                                                                                                                                   | POINT                                                                                                                                                            | INTENDED DESTINATION                                                                        |              |                                                                                           |                                                       |                                                                               |
|        | DAVIS,CA                                                                                                                                                                      |                                                                                                                                                                  | BEATTY.NV                                                                                   |              |                                                                                           |                                                       |                                                                               |
|        | TYPE OF ACC                                                                                                                                                                   |                                                                                                                                                                  | _                                                                                           |              |                                                                                           | OPERATION                                             |                                                                               |
|        |                                                                                                                                                                               | ILURE OR MALFUNC                                                                                                                                                 |                                                                                             |              |                                                                                           | IG GO-AROUND                                          |                                                                               |
|        | COLLIDED.                                                                                                                                                                     | WITH WIRES/POLE                                                                                                                                                  | 2                                                                                           |              | LANDI                                                                                     | IG ROLL                                               |                                                                               |
|        |                                                                                                                                                                               |                                                                                                                                                                  | TURE BLOWER, IMPELLER                                                                       |              | . 1                                                                                       |                                                       |                                                                               |
|        | MISCELLAM<br>TERRAIN -<br>FACTOR(S)<br>WEATHER -<br>COMPLETE PO                                                                                                               | NEDUS ∆CTS+CONDIT<br>- HIGH OBSTRUCTIO<br>- HIGH DENSITY AL<br>DWER LOSS - COMPL                                                                                 | IONS - MATERIAL FAILUR                                                                      | E<br>MEQUT-1 | ENGINE                                                                                    |                                                       |                                                                               |
|        | MISCELLAM<br>TERRAIN -<br>FACTOR(S)<br>WEATHER -<br>COMPLETE PO                                                                                                               | WEDUS ACTS,CONDIT<br>- HIGH OBSTRUCTIO<br>- HIGH DENSITY AL<br>DWER LOSS - COMPL<br>JIRCUMSTANCES - F                                                            | IONS - MATERIAL FAILUR<br>NS<br>TITUDE<br>ETE ENGINE FAILURE/FLA                            | E<br>MEQUT-1 | ENGINE                                                                                    | AT ACCIDENT SITE                                      |                                                                               |
|        | MISCELLAM<br>TERRAIN -<br>FACTOR(S)<br>WEATHER -<br>COMPLETE PO<br>EMERGENCY (                                                                                                | WEDUS ACTS,CONDIT<br>- HIGH OBSTRUCTIO<br>- HIGH DENSITY AL<br>DWER LOSS - COMPL<br>JIRCUMSTANCES - F                                                            | IONS - MATERIAL FAILUR<br>NS<br>TITUDE<br>ETE ENGINE FAILURE/FLA                            | E<br>MEQUT-1 | ENGINE                                                                                    |                                                       |                                                                               |
|        | MISCELLAN<br>TERRAIN -<br>FACTOR(S)<br>WEATHER -<br>COMPLETE PO<br>EMERGENCY (<br>SKY CONDITI<br>CLEAR<br>VISIBILITY                                                          | VEDUS ACTS.CONDIT<br>- HIGH DENSITY AL<br>DWER LOSS - COMPL<br>CIRCUMSTANCES - F<br>ON<br>AT ACCIDENT SITE                                                       | IONS - MATERIAL FAILUR<br>NS<br>TITUDE<br>ETE ENGINE FAILURE/FLA<br>ORCED LANDING DFF AIRP  | E<br>MEQUT-1 | E ENGINE<br>LAND<br>CEILING<br>UNLIM<br>PRECIPIT                                          |                                                       |                                                                               |
|        | MISCELLA<br>TERRAIN -<br>FACTOR(S)<br>WEATHER -<br>COMPLETE PF<br>EMERGENCY C<br>SKY CONDITI<br>CLEAR<br>VISIBILITY<br>5 OR OVER                                              | VEDUS ACTS.CONDIT<br>- HIGH DENSITY AL<br>DWER LOSS - COMPL<br>CIRCUMSTANCES - F<br>ON<br>AT ACCIDENT SITE<br>((UNLIMITED)                                       | IONS - MATERIAL FAILUR<br>INS<br>TITUDE<br>ETE ENGINE FAILURE/FLA<br>ORCED LANDING OFF AIRP | E<br>MEQUT-1 | E ENGINE<br>LAND<br>CEILING<br>UNLIM<br>PRECIPIT<br>NONE                                  | TED<br>ATION AT ACCIDENT SITE                         | л.<br>                                                                        |
|        | MISCELLA<br>TERRAIN -<br>FACTOR(S)<br>WEATHER -<br>COMPLETE P(<br>EMERGENCY C<br>SKY CONDITI<br>CLEAR<br>VISIBILITY<br>5 OR OVEF<br>OBSTRUCTION                               | VEDUS ACTS.CONDIT<br>- HIGH DENSITY AL<br>DWER LOSS - COMPL<br>CIRCUMSTANCES - F<br>ON<br>AT ACCIDENT SITE                                                       | IONS - MATERIAL FAILUR<br>INS<br>TITUDE<br>ETE ENGINE FAILURE/FLA<br>ORCED LANDING OFF AIRP | E<br>MEQUT-1 | E ENGINE<br>LAND<br>CEILING<br>UNLIM<br>PRECIPIT<br>NONE<br>TEMPERAT                      | TED<br>ATION AT ACCIDENT SITE                         |                                                                               |
|        | MISCELLAN<br>TERRAIN -<br>FACTOR(S)<br>WEATHER -<br>COMPLETE PO<br>EMERGENCY (C<br>SKY CONDITI<br>CLEAR<br>VISIBILITY<br>5 OR OVE<br>NONE                                     | VEDUS ACTS.CONDIT<br>- HIGH DENSITY AL<br>DWER LOSS - COMPL<br>DIRCUMSTANCES - F<br>ON<br>AT ACCIDENT SITE<br>R(UNLIMITED)<br>IS TO VISION AT A                  | IONS - MATERIAL FAILUR<br>INS<br>TITUDE<br>ETE ENGINE FAILURE/FLA<br>ORCED LANDING OFF AIRP | E<br>MEQUT-1 | ENGINE<br>LAND<br>CEILING<br>UNLIM<br>PRECIPIT<br>NONE<br>TEMPERAT<br>75                  | ITED<br>ATION AT ACCIDENT SITE<br>WRE-F               |                                                                               |
|        | MISCELLAN<br>TERRAIN -<br>FACTOR(S)<br>WEATHER -<br>COMPLETE PO<br>EMERGENCY O<br>SKY CONDITI<br>CLEAR<br>VISIBILITY<br>5 OR OVER<br>NONE<br>WIND DIRECT                      | VEDUS ACTS.CONDIT<br>- HIGH DENSITY AL<br>DWER LOSS - COMPL<br>CIRCUMSTANCES - F<br>ON<br>AT ACCIDENT SITE<br>((UNLIMITED)                                       | IONS - MATERIAL FAILUR<br>INS<br>TITUDE<br>ETE ENGINE FAILURE/FLA<br>ORCED LANDING OFF AIRP | E<br>MEQUT-1 | ENGINE<br>LAND<br>CEILING<br>UNLIM<br>PRECIPIT<br>NONE<br>TEMPERAT<br>75<br>WIND VEL      | TED<br>ATION AT ACCIDENT SITE                         |                                                                               |
|        | MISCELLA<br>TERRAIN -<br>FACTOR(S)<br>WEATHER -<br>COMPLETE P(<br>EMERGENCY (<br>SKY CONDITI<br>CLEAR<br>VISIBILITY<br>5 OR OVEF<br>OBSTRUCTION<br>NONE<br>WIND DIRECT<br>225 | VEDUS ACTS.CONDIT<br>- HIGH DENSITY AL<br>DWER LOSS - COMPL<br>CIRCUMSTANCES - F<br>CON<br>AT ACCIDENT SITE<br>R(INLIMITED)<br>IS TO VISION AT A<br>FION-DEGREES | IONS - MATERIAL FAILUR<br>INS<br>TITUDE<br>ETE ENGINE FAILURE/FLA<br>ORCED LANDING OFF AIRP | E<br>MEQUT-1 | ENGINE<br>LAND<br>CEILING<br>UNLIM<br>PRECIPIT<br>NONE<br>TEMPERAT<br>75<br>WIND VEL<br>3 | TED<br>ATION AT ACCIDENT SITE<br>URE-F<br>QCITY-KNOTS |                                                                               |
|        | MISCELLA<br>TERRAIN -<br>FACTOR(S)<br>WEATHER -<br>COMPLETE P(<br>EMERGENCY (<br>SKY CONDITI<br>CLEAR<br>VISIBILITY<br>5 OR OVEF<br>OBSTRUCTION<br>NONE<br>WIND DIRECT<br>225 | VEDUS ACTS.CONDIT<br>- HIGH DENSITY AL<br>DWER LOSS - COMPL<br>DIRCUMSTANCES - F<br>ON<br>AT ACCIDENT SITE<br>R(UNLIMITED)<br>IS TO VISION AT A                  | IONS - MATERIAL FAILUR<br>INS<br>TITUDE<br>ETE ENGINE FAILURE/FLA<br>ORCED LANDING OFF AIRP | E<br>MEQUT-1 | ENGINE<br>LAND<br>CEILING<br>UNLIM<br>PRECIPIT<br>NONE<br>TEMPERAT<br>75<br>WIND VEL<br>3 | ITED<br>ATION AT ACCIDENT SITE<br>WRE-F               | · · · ·                                                                       |

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|        |                                                     |                                                                                                     | BRIEF                                                                                                                                                  | S OF AC           | CC I        | DEN                                                        | ſS          |                                                                                                                                          |                                                                                     |
|--------|-----------------------------------------------------|-----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-------------|------------------------------------------------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| EILE   | DATE                                                | LOCATION                                                                                            | AIRCRAFT DATA                                                                                                                                          |                   | :           | S M/                                                       | 'N          | PURPOSE                                                                                                                                  | PILOT DATA                                                                          |
| 3-1128 | TIME - 163                                          | RPORT - NORTH LAS<br>POINT                                                                          | CESSNA 172<br>N734GC<br>DAMAGE-SUBSTANTIAL<br>VEGAS<br>INTENDED DESTINATION<br>FULLERTON+CA                                                            | CR-               | 0           | 0                                                          | 1           | INSTRUCTIONAL<br>TRAINING                                                                                                                | PRIVATE, AGE 49, 131<br>TOTAL HOURS, 5 IN TYPE,<br>NOT INSTRUMENT RATED.            |
|        | GROUND-W                                            |                                                                                                     |                                                                                                                                                        |                   | Ρ           | TA                                                         | (ED         | FOPERATION<br>FFRUN<br>FFABORTED                                                                                                         |                                                                                     |
|        | FACTOR(S)                                           |                                                                                                     | TO MAINTAIN DIRECTION.<br>D CONDITIONS                                                                                                                 | AL CONI           | TRO         | L                                                          |             |                                                                                                                                          |                                                                                     |
|        | 5 OR OVE<br>OBSTRUCTIO<br>NONE<br>WIND DIREC<br>170 | ION<br>AT ACCIDENT SITE<br>R(UNLIMITED)<br>NS TO VISION AT A<br>TION-DEGREES<br>ATHER CONDITIONS    |                                                                                                                                                        |                   | P<br>R<br>W | UNI<br>REC<br>NOI<br>ELA<br>LEF<br>IND<br>15<br>YPE<br>VFF |             | AT ACCIDENT SITE<br>WN/NOT REPORTED<br>TATION AT ACCIDENT SI<br>E BEARING OF WIND<br>DUARTERING HEAD WIND<br>LOCITY-KNDTS<br>FLIGHT PLAN |                                                                                     |
| -1181  | 5/29/77<br>TIME - 133<br>NAME DE AI                 |                                                                                                     | GLASFLUGEL 201B<br>N144T<br>DAMAGE-SUBSTANTIAL                                                                                                         |                   |             |                                                            |             | NONCOMMERCIAL<br>PLEASURE/PERSONAL TR                                                                                                    | COMMERCIAL, AGE 55, 2436<br>ANSP TOTAL HOURS, 235 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE<br>MINDEN+N<br>TYPE OF AC                 | POINT                                                                                               | INTENDED DESTINATION<br>LOCAL                                                                                                                          |                   | Ρ           |                                                            |             | F OPERATION<br>NG ROLL                                                                                                                   |                                                                                     |
|        | PERSONNE<br>SYSTEMS<br>MISCELLA                     | COMMAND - INADEQ<br>L - MAINTENANCE,S<br>- FLIGHT CONTROL<br>NEOUS ACTS,CONDIT<br>CIRCUMSTANCES - F | UATE PREFLIGHT PREPARAT<br>ERVICING,INSPECTION II<br>SYSTEMS AILERON AND A<br>IONS - DISCONNECTED<br>ORCED LANDING ON AIRPOG<br>ATERAL CONTROL PROBLEM | NADEQUA<br>ILERON | A TE<br>TA  | IN:<br>B CC                                                | SPE<br>INTI | CTION OF AIRCRAFT (OW<br>ROL SYSTEM                                                                                                      | INER-PILOT)                                                                         |
|        | REMARKS- M                                          | DNO-WHEEL PILOT.O                                                                                   | WNER FAILED TO CONNECT                                                                                                                                 | RIGHT             | ΔI          | LER                                                        | )N          | PUSH PULL TURE.                                                                                                                          |                                                                                     |

| FILE   | DATE L                                                                                                                                    |                                                         |                                                                                    | INJURIES<br>F S M                     | /N                     | FLIGHT                                                                            | PILOT DATA .                                                                             |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|------------------------------------------------------------------------------------|---------------------------------------|------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| 3-0916 | 6/4/77 NR.DAYT<br>TIME - 1700<br>DEPARTURE POINT<br>MINDEN.NV<br>TYPE OF ACCIDENT<br>STALL MUSH                                           |                                                         | SCHWEIZER 1-35<br>N135V<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>MINDEN.NV | CR- 0 0<br>PX- 0 0<br>PHAS            | 1<br>0<br>E C          | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA                                            | COMMERCIAL, AGE 38, 418<br>NSP TOTAL HOURS, 182 IN TYPE,<br>NOT INSTRUMENT RATED.        |
|        | PROBABLE CAUSE(S<br>PILOT IN COMMA<br>FACTOR(S)<br>WEATHER - UNFA                                                                         | ND - FAILED                                             | TO OBTAIN/MAINTAIN FL'                                                             | YING SPEED                            |                        |                                                                                   |                                                                                          |
|        | SKY CONDITION<br>SCATTERED<br>VISIBILITY AT AC<br>5 OR OVER(UNLI<br>OBSTRUCTIONS TO<br>NONE<br>TYPE OF WEATHER<br>VFR<br>REMARKS- MONOWHE | MITED)<br>VISION AT A<br>CONDITIONS                     | CCIDENT SITE                                                                       | UN<br>PREC<br>NC<br>WINC<br>5<br>TYPE | LIM<br>IPI<br>NE<br>VE | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDENT SIT<br>LOCITY-KNOTS<br>FLIGHT PLAN | re                                                                                       |
| 3-1418 | 6/5/77 HAWTH<br>TIME - 1700                                                                                                               | ORNENNV                                                 | BEECH V35A<br>N610JP<br>DAMAGE-DESTROYED                                           |                                       |                        | NONCOMMERCIAL<br>CORP/EXEC                                                        | COMMERCIAL, FL.INSTR.,<br>Age 26, 1883 TOTAL HOURS,<br>136 IN TYPE, INSTRUMENT<br>RATED. |
|        | DEPARTURE POINT<br>FRESNO₊CA<br>TYPE OF ACCIDENT<br>COLLIDED WITH                                                                         |                                                         | INTENDED DESTINATION<br>HAWTHORNE.NV<br>S                                          |                                       |                        | F OPERATION<br>Ight Normal Cruise                                                 |                                                                                          |
|        | MISCELLANEOUS<br>FACTOR(S)<br>TERRAIN - HIGH                                                                                              | ND - FAILED<br>ACTS,CONDIT<br>OBSTRUCTIO<br>ACTS,CONDIT | TO SEE AND AVOID OBJE<br>IONS - UNWARRANTED LOW<br>NS<br>IONS - DISREGARD OF GO    | FLYING                                |                        |                                                                                   |                                                                                          |

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|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|----------------------------------------------|---------------------------------------------------------------------------|--------------------------------------------------------------------------------------|--------|----------------------------------------------------------------------------|--|
| FILE   | DATE                                                                                                                                                                                          | LOCATION                                                                                                                                                                                         | AIRCRAFT DATA                                                                                           | INJU<br>F                                    | RIES<br>S M/N                                                             | FLIGHT<br>PURPOSE                                                                    |        | PILOT DATA                                                                 |  |
| 3–1286 | 6/11/77<br>TIME - 12<br>NAME OF /                                                                                                                                                             | MINDEN.NV<br>205<br>AIRPORT - DOUGLAS C                                                                                                                                                          | BELLANCA 14-13<br>N15MP<br>DAMAGE-SUBSTANTIAL<br>OUNTY                                                  |                                              |                                                                           | NONCOMMERCIAL<br>PLEASURE/PERSONAL                                                   | TRANSP | PRIVATE, AGE 57, 1106<br>TOTAL HOURS, 94 IN TYPE,<br>NOT INSTRUMENT RATED. |  |
|        | DEPARTURE                                                                                                                                                                                     |                                                                                                                                                                                                  | INTENDED DESTINATION<br>LOCAL                                                                           |                                              |                                                                           |                                                                                      |        |                                                                            |  |
|        | TYPE OF A                                                                                                                                                                                     |                                                                                                                                                                                                  | TION                                                                                                    |                                              | TAKE                                                                      | DF OPERATION<br>OFF INITIAL CLIMB<br>ING FINAL APPROACH                              |        |                                                                            |  |
|        | POWERPI<br>FACTOR(S)<br>TERRAIN<br>EMERGENCY                                                                                                                                                  | )<br>N — HIGH OBSTRUCTIO<br>Y CIRCUMSTANCES — F                                                                                                                                                  | S POWERPLANT FAILURE N<br>NS<br>DRCED LANDING OFF AIRPO<br>ES AND DITCH OFF WEST N                      | DRT ON L                                     | AND                                                                       | ED REASONS                                                                           |        |                                                                            |  |
|        | 6/14/77                                                                                                                                                                                       | LAS VEGAS.NV                                                                                                                                                                                     | HUGHES 269B                                                                                             |                                              |                                                                           | INSTRUCTIONAL                                                                        |        | COMMERCIAL, AGE 41, 1174                                                   |  |
| 3-1129 | TIME - 17                                                                                                                                                                                     | 700                                                                                                                                                                                              | N9542F                                                                                                  | PX- 0                                        | 0 0                                                                       | TRAINING                                                                             |        | TOTAL HOURS, 52 IN TYPE,                                                   |  |
| 5-1129 | DEPARTURE                                                                                                                                                                                     | E POINT                                                                                                                                                                                          | DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION                                                              | PX- 0                                        | 0 0                                                                       | TRAINING                                                                             |        | TOTAL HOURS, 52 IN TYPE,<br>Not instrument rated.                          |  |
| 3-1129 | DEPARTURE<br>NORTH I<br>TYPE OF 4                                                                                                                                                             |                                                                                                                                                                                                  | DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL                                                     | -                                            | PHASE (                                                                   | TRAINING<br>DF OPERATION<br>LIGHT                                                    |        |                                                                            |  |
|        | DEPARTURE<br>NORTH I<br>TYPE OF A<br>COLLION<br>PROBABLE<br>PILOT J<br>FACTOR (S<br>PILOT J                                                                                                   | E POINT<br>LAS VEGAS₊NV<br>ACCIDENT<br>ED WITH DIRT BANK<br>CAUSE(S)<br>IN COMMAND - MISJUD<br>)                                                                                                 | DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL<br>GED CLEARANCE<br>ED UNSUITABLE TERRAIN           | -                                            | PHASE (                                                                   | DF OPERATION                                                                         | ₩.,    | NOT INSTRUMENT RATED.                                                      |  |
|        | DEPARTURE<br>NORTH I<br>TYPE OF A<br>COLLION<br>PROBABLE<br>PILOT J<br>FACTOR (S<br>PILOT J                                                                                                   | E POINT<br>LAS VEGAS+NV<br>ACCIDENT<br>ED WITH DIRT BANK<br>CAUSE(S)<br>IN COMMAND - MISJUD<br>)<br>IN COMMAND - SELECT<br>R - HIGH DENSITY AL                                                   | DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL<br>GED CLEARANCE<br>ED UNSUITABLE TERRAIN           | ی<br>اور ( یور ا<br>اور<br>اور<br>اور<br>اور | PHASE (<br>IN F                                                           | DF OPERATION                                                                         |        | NOT INSTRUMENT RATED.                                                      |  |
|        | DEPARTURE<br>NORTH I<br>TYPE OF A<br>COLLION<br>PROBABLE<br>PILOT I<br>FACTOR (S<br>PILOT I<br>WEATHER<br>SKY CONDI<br>CLEAR<br>VISIBILII                                                     | E POINT<br>LAS VEGAS+NV<br>ACCIDENT<br>ED WITH DIRT BANK<br>CAUSE(S)<br>IN COMMAND - MISJUD<br>)<br>IN COMMAND - SELECT<br>R - HIGH DENSITY AL                                                   | DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL<br>GED CLEARANCE<br>ED UNSUITABLE TERRAIN<br>TITUDE |                                              | PHASE (<br>IN F<br>CEILIN<br>UNLI                                         | DF OPERATION<br>LIGHT HOVERING<br>G AT ACCIDENT SITE                                 | -<br>- | NOT INSTRUMENT RATED.                                                      |  |
|        | DEPARTURE<br>NORTH I<br>TYPE OF A<br>COLLIDI<br>PROBABLE<br>PILOT I<br>FACTOR (S<br>PILOT I<br>WEATHER<br>SKY COND<br>CLEAR<br>VISIBILIT<br>5 OR OV<br>OBSTRUCT                               | E POINT<br>LAS VEGAS.NV<br>ACCIDENT<br>ED WITH DIRT BANK<br>CAUSE(S)<br>IN COMMAND - MISJUD<br>)<br>IN COMMAND - SELECT<br>R - HIGH DENSITY AL<br>ITION<br>TY AT ACCIDENT SITE                   | DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL<br>GED CLEARANCE<br>ED UNSUITABLE TERRAIN<br>TITUDE | ی<br>ادو د<br><br>                           | PHASE (<br>IN F<br>CEILIN<br>UNLIT<br>PRECIP<br>NONE                      | DF OPERATION<br>LIGHT HOVERING<br>G AT ACCIDENT SITE<br>MITED                        | -<br>- | NOT INSTRUMENT RATED.                                                      |  |
|        | DEPARTURE<br>NORTH I<br>TYPE OF A<br>COLLIDI<br>PROBABLE<br>PILOT I<br>FACTOR (S<br>PILOT I<br>WEATHER<br>SKY CONDI<br>CLEAR<br>VISIBILII<br>5 OR OV<br>OBSTRUCTI<br>NONE<br>WIND DIRE<br>160 | E POINT<br>LAS VEGAS+NV<br>ACCIDENT<br>ED WITH DIRT BANK<br>CAUSE(S)<br>IN COMMAND - MISJUD<br>)<br>IN COMMAND - SELECT<br>R - HIGH DENSITY AL<br>ITION<br>TY AT ACCIDENT SITE<br>VER(UNLIMITED) | DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL<br>GED CLEARANCE<br>ED UNSUITABLE TERRAIN<br>TITUDE | ادو د<br>۱۰۰<br>۱۰۰<br>۱۰۰                   | PHASE (<br>IN F<br>UNLI<br>PRÉCIP<br>NONE<br>TEMPER<br>99<br>WIND VI<br>7 | DF OPERATION<br>LIGHT HOVERING<br>G AT ACCIDENT SITE<br>MITED<br>ITATION AT ACCIDENT | -<br>- | NOT INSTRUMENT RATED.                                                      |  |

| FILE  | DATE LOCAT                                                            | ION AIRCRAFT DATA                                           |          | JRIES<br>S M/N  | FLIGHT<br>PURPOSE                                | PILOT DATA                                                                                                     |
|-------|-----------------------------------------------------------------------|-------------------------------------------------------------|----------|-----------------|--------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| -1071 | 6/16/77 LAS VEGAS<br>TIME - 0600                                      |                                                             | PX-      |                 | INSTRUCTIONAL<br>DUAL                            | COMMERCIAL, FL.INSTR.,<br>AGE 42, 1060 TOTAL HOURS,<br>955 IN TYPE, INSTRUMENT<br>RATED.                       |
|       | DEPARTURE POINT<br>NORTH LAS VEGAS,NV<br>Type of accident             | INTENDED DESTINATION                                        | I        | PHASE (         | DF OPERATION                                     |                                                                                                                |
|       |                                                                       | UND/WATER CONTROLLED                                        |          | LAND            | NG GO-AROUND                                     |                                                                                                                |
|       |                                                                       | DELAYED IN INITIATING GO-AR<br>EXERCISED POOR JUDGMENT      | QUND     |                 |                                                  |                                                                                                                |
|       | TERRAIN - HIGH OBSI<br>WEATHER - FIGH DEN<br>MISCELLANEOUS ACTS       |                                                             | ITIONS   |                 |                                                  |                                                                                                                |
|       | CLEAR                                                                 |                                                             |          | UNLI            | S AT ACCIDENT SITE                               |                                                                                                                |
|       | VISIBILITY AT ACCIDE<br>5 OR OVER (UNLIMITED<br>OBSTRUCTIONS TO VISIO | D)                                                          |          | NONE<br>TEMPERA | TATION AT ACCIDENT SITE                          |                                                                                                                |
|       | NONE<br>WIND DIRECTION-DEGREE<br>150                                  |                                                             |          | 6               | LOCITY-KNOTS                                     |                                                                                                                |
|       | TYPE OF WEATHER CONDI<br>VFR                                          |                                                             |          | NONE            | FLIGHT PLAN                                      |                                                                                                                |
|       | REMARKS- SIMULATED E                                                  | MERG LDG APPROACH TO UPSLOPE                                | TERRAIN. | UN DUT(         | LIMB RISING TERRAIN.                             |                                                                                                                |
| -1426 | 6/22/77 LAS VEGAS<br>TIME - 1959                                      | NV BEECH G35<br>N4249D<br>DAMAGE-SUBSTANTIA                 | PX-      |                 | NONCOMMERCIAL<br>Pleasure/personal trat          | PRIVATE, AGE 50, 546<br>ISP TOTAL HOURS, 468 IN TYPE,<br>NOT INSTRUMENT RATED.                                 |
|       | NAME OF AIRPORT - NOT<br>DEPARTURE POINT<br>LAKE TAHDE,CA             | RTH LAS VEGAS<br>INTENDED DESTINATION<br>LAS VEGAS+NV       | -        |                 |                                                  |                                                                                                                |
|       | TYPE OF ACCIDENT<br>WHEELS-UP                                         |                                                             |          |                 | DF OPERATION<br>ING LEVEL OFF/TOUCHD <b>OW</b> M | 4                                                                                                              |
|       |                                                                       | FAILED TO ASSURE THE GEAR W                                 |          |                 | KED                                              | and a second |
|       | SYSTEMS - ELECTRIC                                                    | AL SYSTEM GENERATORS/ALTERN<br>AL SYSTEM SWITCHES           |          |                 |                                                  |                                                                                                                |
|       |                                                                       | •CONDITIONS - ELECTRICAL FAI<br>USE EMERG LNDNG GR EXTNSN A |          | TRICAL          | PWR FAILURE.                                     |                                                                                                                |
|       |                                                                       |                                                             |          |                 |                                                  |                                                                                                                |
|       |                                                                       |                                                             |          |                 |                                                  |                                                                                                                |

|       |                                           |                                           |                                               |                | IDEN       |             |                                                       |                                                                                                |
|-------|-------------------------------------------|-------------------------------------------|-----------------------------------------------|----------------|------------|-------------|-------------------------------------------------------|------------------------------------------------------------------------------------------------|
| FILE  | DATE                                      | LOCATION                                  | AIRCRAFT DATA                                 | INJU<br>F      |            |             | FLIGHT<br>PURPOSE                                     | PILOT DATA                                                                                     |
| -1547 | 7/21/77 NR.RE<br>TIME - 2058              |                                           | N7251G<br>DAMAGE-DESTROYED                    | CR- O<br>PX- C |            |             | INSTRUCTIONAL<br>DUAL                                 | COMMERCIAL, FL.INSTR.,<br>AGE 72, 12000 TOTAL<br>HOURS, 3000 IN TYPE, NOT<br>INSTRUMENT PATED. |
|       |                                           |                                           | NTENDED DESTINATION                           |                |            |             |                                                       |                                                                                                |
|       | TYPE DF ACC                               |                                           |                                               |                | -          |             | F OPERATION<br>IGHT DESCENDING                        |                                                                                                |
|       | PILOT IN O                                | COMMAND - MISJUDGE                        | D DISTANCE AND ALTITU<br>SEE AND AVOID OBJEC  |                | B S TR     | UC TI       | IONS                                                  |                                                                                                |
|       |                                           | DOWNDRAFT, UPDRAFTS<br>IRCUMSTANCES - FOR | CED LANDING OFF AIRPO                         | DRT ON L       | AND        |             |                                                       |                                                                                                |
|       | SKY CONDITI                               | NU                                        |                                               |                |            |             | AT ACCIDENT SITE                                      |                                                                                                |
|       | VISIBILITY<br>5 OR OVER                   | AT ACCIDENT SITE<br>(UNLIMITED)           |                                               |                | PREC       | I P I<br>NE | TATION AT ACCIDENT SITE                               |                                                                                                |
|       | DBSTRUCTION<br>NONE<br>WIND DIRECT        | S TO VISION AT ACC                        | IDENT SITE                                    |                | 76         |             | TURE-F                                                |                                                                                                |
|       | 270<br>TYPE OF WEA                        | THER CONDITIONS                           |                                               |                | 15<br>TYPE | OF          | FLIGHT PLAN                                           |                                                                                                |
|       | VFR<br>REMARKS- NI                        | GHT DESCENT TO PAT                        | TERN ALT+ACFT STRUCK                          | CREST C        | NO<br>F RI |             | PLT RPTD DOWNDRAFT.                                   |                                                                                                |
|       | · · · ·                                   | 1.1                                       |                                               |                |            |             |                                                       |                                                                                                |
| -0911 | 3/9/77<br>TIME - 1100                     | ROCHESTER.NH                              | GRUM AMER AA5<br>N6050L<br>DAMAGE-SUBSTANTIAL |                |            |             | NONCOMMERCIAL<br>Pleasure/personal trans              | PRIVATE, AGE 41, 69 TOTA<br>P HOURS, 5 IN TYPE, NOT<br>INSTRUMENT RATED.                       |
|       | NAME OF AIR<br>DEPARTURE PO<br>BURLINGTON | -                                         | RENDED DESTINATION                            |                |            |             |                                                       |                                                                                                |
|       | TYPE OF ACC<br>HARD LAND                  | IDENT                                     |                                               |                | LA         | NDIM        | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG GO-AROUND |                                                                                                |
|       | PROBABLE CAN                              |                                           | •                                             |                |            |             |                                                       |                                                                                                |
|       | PILOT IN (                                | COMMAND - IMPROPER                        | LEVEL OFF<br>IN INITIATING GO-AROU            | IND            |            |             |                                                       |                                                                                                |

| FILE  | DATE LOCA                                                                            | TION                       | AIRCRAFT DATA                                                                             | F              | RIES<br>S M/N              | FLIGHT<br>PURPOSE                                    | PILOT DATA                                                                |
|-------|--------------------------------------------------------------------------------------|----------------------------|-------------------------------------------------------------------------------------------|----------------|----------------------------|------------------------------------------------------|---------------------------------------------------------------------------|
| -1101 | 5/6/77 CNTR STF<br>TIME - 1830<br>DEPARTURE POINT<br>LAWRENCE,MA<br>TYPE OF ACCIDENT |                            | BELLANCA 8GCBC<br>N88183<br>DAMAGE-SUBSTANTIAL<br>TENDED DESTINATION<br>TURNER,ME         | CR- 0<br>PX- 0 | 0 1 M<br>0 2 P<br>PHASE OF | NONCOMMERCIAL<br>PLEASURE/PERSONAL TR<br>OPERATION   | ANSP TOTAL HOURS, 316 IN TYPE,<br>NOT INSTRUMENT RATED.                   |
|       | OVERSHOOT<br>COLLIDED WITH TR                                                        | EES                        |                                                                                           |                | LANDING                    | G LEVEL OFF/TOUCHDO<br>G ROLL                        | IWN .                                                                     |
|       | PILOT IN COMMAND<br>PILOT IN COMMAND<br>FACTOR(S)                                    | - MISJUDGED<br>- FAILED TO | UNSUITABLE TERRAIN<br>DISTANCE AND SPEED<br>INITIATE GO-AROUND                            |                |                            |                                                      |                                                                           |
|       | EMERGENCY CIRCUMST                                                                   | NCES - PREC                | - AIRPORT CONDITION<br>AUTIONARY LANDING OF<br>RSE/UNFAVORABLE WEA<br>PILOT WAS UPHILL/DO | AIRPOR         | T.                         | GRASS.                                               |                                                                           |
|       |                                                                                      |                            | 4                                                                                         | :              |                            |                                                      |                                                                           |
| -1173 | 3/26/77 RED HOOM<br>TIME - 1200                                                      |                            | CESSNA 180<br>N7853A<br>DAMAGE-SUBSTANTIAL                                                |                | 0 1 M<br>0 0 6             | NONCOMMERCIAL<br>BUSINESS                            | PRIVATE, AGE 49, 468<br>Total Hours, 368 in type<br>Not instrument rated. |
|       | NAME OF AIRPORT - S<br>DEPARTURE POINT<br>RENSSELAER.NY                              | IN                         | TENDED DESTINATION<br>RED HOOK≁NJ                                                         |                |                            | ·                                                    |                                                                           |
|       | TYPE OF ACCIDENT<br>UNDERSHOOT<br>COLLIDED WITH DI                                   | TCHES                      |                                                                                           |                | LANDING                    | OPERATION<br>5 FINAL APPROACH<br>5 LEVEL OFF/TOUCHDO | WN                                                                        |
|       | PILOT IN COMMAND                                                                     |                            | DISTANCE AND ALTIT                                                                        | 10E            |                            | . •                                                  |                                                                           |
|       | FACTOR(S)<br>WEATHER - DOWNDR/<br>WEATHER BRIEFING -                                 | UNKNOWN/NOT                | REPORTED                                                                                  |                |                            |                                                      |                                                                           |
|       | WEATHER FORECAST -                                                                   | UNKNOWN/NOT                | REPORTED                                                                                  |                |                            | AT ACCIDENT SITE                                     |                                                                           |
|       | CLEAR<br>VISIBILITY AT ACCIE<br>5 OR OVER(UNLIMI                                     |                            |                                                                                           |                | UNLIMI                     |                                                      | TE                                                                        |
|       | OBSTRUCTIONS TO VIS                                                                  | SION AT ACCI               | DENT SITE                                                                                 |                | WIND DIRE<br>330           | ECTION-DEGREES                                       |                                                                           |
|       | WIND VELOCITY-KNOTS<br>15<br>TYPE OF FLIGHT PLAN<br>NONE                             | ı                          |                                                                                           |                | VFR                        | VEATHER CONDITIONS                                   |                                                                           |
|       | REMARKS- WIND GUSTI                                                                  | NG 25K.                    |                                                                                           |                |                            |                                                      |                                                                           |
|       |                                                                                      |                            |                                                                                           |                |                            |                                                      |                                                                           |

| FILE   | DATE                                                                                                                                                                                                                                                      | LOCATION                                                                                                          | AIRCRAFT DATA                                                                                                           | IN.<br>F         | UR 1                                  |     |                                                                                        | FLIGHT<br>PURPOSE                                  |         | PILOT DATA                                                                       |  |
|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|------------------|---------------------------------------|-----|----------------------------------------------------------------------------------------|----------------------------------------------------|---------|----------------------------------------------------------------------------------|--|
| 3-1168 | 5/3/77<br>TIME - 1710                                                                                                                                                                                                                                     | MILFORD•NJ<br>D                                                                                                   | GR LAKES 2T1A-2<br>N5940L<br>DAMAGE-DESTROYED                                                                           |                  | 2 0 0 NONCOMMERCIAL<br>0 0 0 BUSINESS |     | COMMERCIAL, FL.INSTR.,<br>AGE 43, 3329 TOTAL HOURS,<br>B IN TYPE, INSTRUMENT<br>RATED. |                                                    |         |                                                                                  |  |
|        | NAME OF AIRPORT - CUMULUS RIDGE         DEPARTURE POINT       INTENDED DESTINATION       LAST ENROUTE STOP         PITTSTOWNTNJ       RETURN       ALEXANDRIATNJ         TYPE OF ACCIDENT       PHASE OF OPERATION       LANDING TRAFFIC PATTERN-CIRCLING |                                                                                                                   |                                                                                                                         |                  |                                       |     |                                                                                        |                                                    |         |                                                                                  |  |
|        | COPILOT -<br>COPILOT -<br>PILOT IN<br>FACTOR(S)<br>MISCELLA                                                                                                                                                                                               | - LACK OF FAMILIARI<br>- FAILED TO OBTAIN//<br>- IMPROPER OPERATIO<br>COMMAND - INADEOUA<br>NEOUS ACTS.CONDITIO   | TY WITH AIRCRAFT<br>MAINTAIN FLYING SPEED<br>N OF FLIGHT CONTROLS<br>TE SUPERVISION OF FLI<br>NS - IMPROPERLY LOADE     | бнт              | RAF                                   | Т-н | EIG                                                                                    | HT-AND/OR C.G.                                     |         |                                                                                  |  |
|        | FIRE AFTER<br>REMARKS- A                                                                                                                                                                                                                                  |                                                                                                                   | GW.ACFT OBSVD SHALLO                                                                                                    | W NOSE           | ні                                    | SH  | ALL                                                                                    | OW L TURN WITH HVY E                               | LEV &   | L RUDDER USE.                                                                    |  |
| -1453  | 5/22/77<br>TIME - 170                                                                                                                                                                                                                                     | TOTOWA,NJ<br>D                                                                                                    | PIPER PA-28<br>N15377<br>DAMAGE-SUBSTANTIAL                                                                             |                  |                                       |     |                                                                                        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TR              |         | PRIVATE, AGE 50, 489<br>TOTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT<br>RATED. |  |
|        |                                                                                                                                                                                                                                                           | LOCKS+CT                                                                                                          | NTENDED DESTINATION<br>FARMINGDALE,NJ<br>DN                                                                             |                  |                                       | IN  | FLI                                                                                    | OPERATION<br>GHT NORMAL CRUISE<br>G FINAL APPROACH | · • • • |                                                                                  |  |
|        | MISCELLA<br>TERRAIN<br>COMPLETE PO<br>EMERGENCY (                                                                                                                                                                                                         | NT - ENGINE STRUCTU<br>NEOUS ACTS,CONDITION<br>- HIGH OBSTRUCTIONS<br>DWER LOSS - COMPLETE<br>CIRCUMSTANCES - FOR | RE PISTON+PISTON RIM<br>IS - MATERIAL FAILURE<br>E ENGINE FAILURE/FLAM<br>CED LANDING OFF AIRPO<br>AILED AND FRACTURED. | EOUT-1<br>IRT ON |                                       |     | E                                                                                      |                                                    |         |                                                                                  |  |
| 8-1456 | 6/3/77<br>TIME - 114                                                                                                                                                                                                                                      |                                                                                                                   | CESSNA 172<br>N38310<br>DAMAGE-SUBSTANTIAL                                                                              |                  |                                       |     |                                                                                        | COMMERCIAL<br>OTHER                                |         | ATP,FLIGHT INSTR., AGE<br>28, 3822 IOTAL HOURS, 13<br>IN TYPE, INSTRUMENT        |  |
|        | DEPARTURE<br>BASKING F<br>TYPE OF AC                                                                                                                                                                                                                      | RIDGE.NJ                                                                                                          | VTENDED DESTINATION                                                                                                     |                  |                                       |     |                                                                                        | OPERATION<br>F INITIAL CLIMB                       |         | RATED.                                                                           |  |
|        | MISCELLA                                                                                                                                                                                                                                                  | - FLIGHT CONTROL SY:<br>NEOUS ACTS,CONDITION                                                                      | STEMS WING FLAP CONT<br>IS - FATIGUE FRACTURE<br>TO CLR TREES FLAPS F                                                   |                  |                                       |     |                                                                                        |                                                    | TRAL    | PSN SPRING BKN.                                                                  |  |

•

|       |                                         |                                                  |                                                                          | 5 OF AC |        |                 | • • •<br> | ,<br>                                    |                                                                                |
|-------|-----------------------------------------|--------------------------------------------------|--------------------------------------------------------------------------|---------|--------|-----------------|-----------|------------------------------------------|--------------------------------------------------------------------------------|
| FILE  | DATE                                    | LOCATION                                         | AIRCRAFT DATA                                                            | IN.     |        |                 |           |                                          | PILOT DATA                                                                     |
| -1454 | 6/12/77<br>TIME - 1150<br>NAME OF AIF   | BEDMINSTER,NJ<br>D<br>RPORT - SDMERSET           | PIPER PA-28<br>N72OFL<br>DAMAGE-SUBSTANTIAL                              | PX-     | 0      | 0<br>0          | 1<br>0    | INSTRUCTIONAL<br>TRAINING                | STUDENT, AGE 60, 18 TOTAL<br>HOURS, ALL IN TYPÉ, NOT<br>INSTRUMENT RATED.      |
|       | DEPARTURE I<br>BEDMINSTE<br>TYPE OF ACC | R.NJ                                             | INTENDED DESTINATION<br>LOCAL                                            |         | Ρ      |                 |           | F DPERATION<br>NG ROLL                   |                                                                                |
|       |                                         | WITH PARKED AIRC                                 | RAFT                                                                     |         |        |                 |           | NG ROLL                                  |                                                                                |
|       | PILOT IN                                | COMMAND - FAILED<br>COMMAND - IMPROPE            | TO MAINTAIN DIRECTIONA<br>R OPERATION OF BRAKES<br>N95043.SUBSTANTIAL D4 | AND/OF  |        |                 | нт        | CONTROLS                                 |                                                                                |
|       |                                         |                                                  |                                                                          |         |        |                 |           |                                          |                                                                                |
| -1455 | 6/23/77<br>TIME - 2030                  | PRINCETON, NJ<br>D                               | PIPER PA-28R<br>N3859T<br>DAMAGE-SUBSTANTIAL                             |         | -      | -               |           | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS | PRIVATE, AGE 46, 560<br>SP TDTAL HOURS, 7 IN TYPE,<br>NOT INSTRUMENT RATED.    |
|       | DEPARTURE P                             | VILLE+MD                                         | INTENDED DESTINATION<br>PRINCETON, NJ                                    |         | P      | HAS             | ΕO        | F OPERATION                              |                                                                                |
|       | COLLIDED                                | WITH ANIMALS                                     |                                                                          |         |        | LA              | NDI       | NG ROLL                                  |                                                                                |
|       |                                         |                                                  | NN RUNWAY/TAXIWAY/RAMF                                                   |         |        |                 |           |                                          |                                                                                |
|       |                                         |                                                  |                                                                          |         |        |                 |           |                                          |                                                                                |
| -1281 | 7/9/77<br>TIMĘ - 1241                   | OCEAN CITY.NJ<br>L                               | PIPER PA-28<br>N4257Q<br>DAMAGE-SUBSTANTIAL                              | PX-     | 1<br>0 | 0<br>0          | 0<br>0    | NONCOMMERCIAL<br>Pleasure/personal trans | STUDENT, AGE 43, 40 TOTAL<br>P HOURS, UNK/NR IN TYPE,<br>NDT INSTRUMENT RATED. |
|       |                                         |                                                  | INTENDED DESTINATION<br>UNKNOWN/NOT REPORTED                             |         |        |                 |           |                                          |                                                                                |
|       | TYPE OF ACC<br>COLLISION                | CIDENT<br>N WITH GROUND/WATE                     | R UNCONTROLLED                                                           |         | Ρ      |                 |           | F OPERATION<br>IGHT UNCONTROLLED DESCE   | NT                                                                             |
|       | PILOT IN                                |                                                  | ED VFR FLIGHT INTO ADV<br>DISORIENTATION                                 | VERSE   | ₩E₽    | тне             | RC        | ONDITIONS                                |                                                                                |
|       | WEATHER -                               |                                                  | ONS - AIRCRAFT CAME TO                                                   | REST    | IN     | WA              | TER       |                                          |                                                                                |
|       | SKY CONDITI<br>OVERCAST                 |                                                  |                                                                          |         |        | 50              | 0         | AT ACCIDENT SITE                         |                                                                                |
|       | 1 MILE OF                               | AT ACCIDENT SITE<br>R LESS<br>NS TO VISION AT AC | CIDENT SITE                                                              |         |        | NO              | NE        | TATION AT ACCIDENT SITE                  |                                                                                |
|       | FOG<br>TYPE OF WEA<br>IFR               | ATHER CONDITIONS                                 |                                                                          |         | τ      | CA<br>YPE<br>NO | 0F        | FLIGHT PLAN                              |                                                                                |

| FILE   | DATE                                                                                                                                   | LOCATION                                                                                                  | AIRCRAFT DATA                                                                                        | I      | NJUR | IES |     | FLIGHT                                                     | PILOT                                       | DA TA        |  |  |
|--------|----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|--------|------|-----|-----|------------------------------------------------------------|---------------------------------------------|--------------|--|--|
|        |                                                                                                                                        |                                                                                                           |                                                                                                      |        | F    | S M | /N  |                                                            |                                             |              |  |  |
| 3-1621 | 7/14/77 TE<br>TIME - 0935                                                                                                              | TERBORD,NJ                                                                                                | CESSNA 150                                                                                           | CR-    | 0    | 0   | 1   | NONCOMMERCIAL<br>BUSINESS                                  | COMMERCIAL,<br>TOTAL HOURS,<br>INSTRUMENT R | 105 IN TYPE. |  |  |
|        | DEPARTURE POI<br>TETERBORD,N                                                                                                           | J                                                                                                         |                                                                                                      |        |      |     |     |                                                            |                                             |              |  |  |
|        | TYPE OF ACCIDENT PHASE OF OPERATION<br>STALL TAKEOFF INITIAL CLIMB                                                                     |                                                                                                           |                                                                                                      |        |      |     |     |                                                            |                                             |              |  |  |
|        | PROBABLE CAUS<br>PILOT IN CO                                                                                                           |                                                                                                           | TO OBTAIN/MAINTAIN FLY                                                                               | ING ;  | SPEE | Ð   |     |                                                            |                                             |              |  |  |
|        |                                                                                                                                        |                                                                                                           |                                                                                                      |        |      |     |     |                                                            |                                             |              |  |  |
| 3-1161 | 4/23/77 NR.C<br>TIME - 1700                                                                                                            | LOVIS,NM                                                                                                  | N3MC                                                                                                 |        |      |     |     | COMMERCIAL<br>ASSOC CROP CTL ACT                           | IVITY TOTAL HOURS.                          | 122 IN TYPE. |  |  |
|        | DEPARTURE POI<br>SPRAY STRIF                                                                                                           |                                                                                                           | DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL                                                  |        |      |     |     |                                                            | NOT INSTRUME                                | NI RATED.    |  |  |
|        | TYPE OF ACCID<br>GROUND-WATE                                                                                                           | PE OF ACCIDENT PHASE OF OPERATION<br>GROUND-WATER LOOP-SWERVE LANDING ROLL<br>NOSE OVER/DOWN LANDING ROLL |                                                                                                      |        |      |     |     |                                                            |                                             |              |  |  |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL<br>TERRAIN - WET, SOFT GROUND<br>TERRAIN - ROUGH/UNEVEN |                                                                                                           |                                                                                                      |        |      |     |     |                                                            |                                             |              |  |  |
|        | INSTRUMENTS                                                                                                                            | /EQUIPMENT AND<br>CUMSTANCES - PI                                                                         | INNS - PILOT FATIGUE<br>ACCESSORIES - MISCELLA<br>RECAUTIONARY LANDING OF<br>ISPECTED MECHANICAL DIS | FAIF   | RPOR | Т   | MEN | T SPRAY.DUSTING EQU                                        | IIPMENT                                     |              |  |  |
|        | SPECIAL DATA                                                                                                                           |                                                                                                           |                                                                                                      | 0.1217 |      |     |     |                                                            |                                             |              |  |  |
|        | KIND DF CRO                                                                                                                            |                                                                                                           |                                                                                                      |        |      | TY  | PE  |                                                            | (ING CROPS<br>.Iquid Chemical-Toxi)         | 2            |  |  |
|        | GOGGLES - N                                                                                                                            |                                                                                                           | VN/NOT REPORTED                                                                                      |        |      | CR  | ۵SH | S - NOT USED<br>HELMET - NOT AVAILA<br>BAR - NOT INSTALLEI |                                             |              |  |  |
|        |                                                                                                                                        |                                                                                                           | NOWN/NOT REPORTED                                                                                    |        |      |     |     | IN-TYPE - LEVEL.FLA                                        |                                             |              |  |  |

|        |                                          |                                                                         | BRIEFS                                                          | 5 OF 40 | ссі | DENT         | 5     |                                                         |                                                                                     |
|--------|------------------------------------------|-------------------------------------------------------------------------|-----------------------------------------------------------------|---------|-----|--------------|-------|---------------------------------------------------------|-------------------------------------------------------------------------------------|
| FILE   | DATE                                     | LOCATION                                                                | AIRCRAFT DATA                                                   |         |     | IES<br>S M/N |       | FLIGHT<br>PURPOSE                                       | PILOT DATA                                                                          |
| 3-1084 | TIME - 16                                | RESERVE.NM                                                              | N1850D<br>DAMAGE-SUBSTANTIAL                                    |         |     |              |       | NONCOMMERCIAL<br>BUSINESS                               | ATP,FLIGHT INSTR., AGE<br>37, 3468 TOTAL HOURS, 13<br>IN TYPE, INSTRUMENT<br>RATED. |
|        | DEPARTURE                                |                                                                         | NTENDED DESTINATION                                             |         |     |              |       |                                                         |                                                                                     |
|        | RESERVE<br>TYPE OF A<br>STALL<br>COLLIDE | ACCIDENT                                                                | EL PASU, IX                                                     |         | Ρ   | TAK          | OF    | OPERATION<br>F INITIAL CLIMB<br>F ABORTED               |                                                                                     |
|        | PILOT I<br>PILOT I                       |                                                                         | E LIFT-OFF<br>O MAINTAIN DIRECTION                              | L CON   | TRO | L            |       |                                                         |                                                                                     |
|        |                                          |                                                                         | G - AIRPORT CONDITIONS<br>TUDE                                  | S SNF   | TR  | UNWA         | Ý     |                                                         |                                                                                     |
|        | SKY CONDI                                | TION<br>N/NOT REPORTED                                                  |                                                                 |         | С   | EILI<br>100  |       | AT ACCIDENT SITE                                        |                                                                                     |
|        | VISIBILIT                                | Y AT ACCIDENT SITE                                                      |                                                                 |         | Ρ   |              | ۱I    | ATION AT ACCIDENT SITE                                  |                                                                                     |
|        | OBSTRUCTIONS TO VISION AT ACCIDENT SITE  |                                                                         |                                                                 |         |     | YPE (<br>VFR | )F    | WEATHER CONDITIONS                                      |                                                                                     |
|        | NONE                                     | LIGHT PLAN                                                              |                                                                 |         |     |              |       |                                                         |                                                                                     |
|        | REMARKS-                                 | DENSITY ALTITUDE 750                                                    |                                                                 |         |     |              |       |                                                         | ·                                                                                   |
| 2-1095 | (1)/ 177                                 | NR.FARMINGTONNM                                                         | CESSNA 210                                                      | C P     | 0   | 0            |       | COMMERCIAL                                              | AIRLINE TRANSPORT. AGE                                                              |
| -1085  | TIME - 11                                |                                                                         | N1623X<br>DAMAGE-SUBSTANTIAL                                    | -       |     | -            |       | AIR TAXI-PASSG                                          | 32, 5300 TOTAL HOURS, 100<br>IN TYPE, INSTRUMENT<br>RATED.                          |
|        | DEPARTURE<br>VERNAL                      | •UT                                                                     | NTENDED DESTINATION<br>FARMINGTON+NM                            |         |     |              |       |                                                         |                                                                                     |
|        |                                          | ACCIDENT<br>FAILURE OR MALFUNCTI<br>ED WITH TREES                       | [ <b>N</b> ]                                                    |         | Ρ   | IN           | FL    | OPERATION<br>GHT NORMAL CRUISE<br>G LEVEL OFF/TOUCHDOWN |                                                                                     |
|        | PILOT I                                  | IN COMMAND - INADEDUA<br>IN COMMAND - MISMANAG<br>LANEOUS ACTS.CONDITIC | TE PREFLIGHT PREPARAT<br>FMENT OF FUEL<br>NNS - FUEL EXHAUSTION | ION A   | ND/ | OR P         | L A 1 | INING                                                   |                                                                                     |
|        | COMPLETE                                 |                                                                         | S<br>E ENGINE FAILURE/FLAN<br>RCED LANDING OFF AIRPO            |         |     |              | Ξ     |                                                         |                                                                                     |

|        |                                                                                     |                                                                                                                                                    | BRIEF                                                                                                                                                                       | S OF AC                                   | CIDE |                   |      | ****                                                 |                                                                                          |
|--------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|------|-------------------|------|------------------------------------------------------|------------------------------------------------------------------------------------------|
| FILE   | DATE                                                                                | LOCATION                                                                                                                                           | AIRCRAFT DATA                                                                                                                                                               | INJ<br>F                                  |      | ∃s<br>M/N         |      | FLIGHT<br>PURPOSE                                    | PILOT DATA                                                                               |
| 8-1160 | 6/15/77<br>TIME - 064                                                               | AL BUR QUER QUE • NM<br>5                                                                                                                          | CESSNA 150K<br>N6087G<br>DAMAGE-SUBSTANTIAL                                                                                                                                 | PX-                                       |      |                   |      | STRUCTIONAL<br>LO                                    | STUDENT, AGE 30, 17 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED,                |
|        | DEPARTURE                                                                           | RPORT - ALBUQUERQU<br>POINT                                                                                                                        | INTENDED DESTINATION                                                                                                                                                        |                                           |      |                   |      |                                                      |                                                                                          |
|        | TYPE OF AC<br>HARD LAN<br>GEAR COL                                                  | CIDENT<br>DING                                                                                                                                     | LOCAL                                                                                                                                                                       |                                           | l    | LAND              | ING  | PERATION<br>LEVEL OFF/TOUCHDOW<br>LEVEL OFF/TOUCHDOW |                                                                                          |
|        | PILOT IN                                                                            | COMMAND - IMPROPE                                                                                                                                  | R LEVEL OFF<br>R RECOVERY FROM BOUNC                                                                                                                                        | ED LAND                                   | ING  |                   |      | L                                                    |                                                                                          |
|        | MISCELLA                                                                            |                                                                                                                                                    | FAMILIARITY WITH AIR<br>DNS - OVERLOAD FAILUR<br>LO FLIGHT                                                                                                                  |                                           |      |                   |      | i e se s            |                                                                                          |
| 3-1368 | 6/15/77 N<br>TIME - 175                                                             | R.ALBUQUERQUE,NM<br>0                                                                                                                              | PIPER PA-28R<br>N15644<br>Damage-substantial                                                                                                                                | PX-                                       |      |                   |      | NCOMMERCIAL<br>ACTICE                                | COMMERCIAL, AGE 29, 367<br>Total Hours, 57 in Type,<br>Not instrument rated.             |
|        | DEPARTURE<br>ALBUQUER<br>TYPE OF AC<br>ENGINE F                                     | QUE .NM                                                                                                                                            | INTENDED DESTINATION<br>LOCAL                                                                                                                                               |                                           |      |                   |      | PERATION<br>T CLIMB TO CRUISE                        |                                                                                          |
|        | MISCELLA<br>MISCELLA<br>FACTOR(S)<br>MISCELLA<br>TERRAIN<br>COMPLETE P<br>EMERGENCY | L - MAINTENANCE,SE<br>NEQUS ACTS,CONDITI<br>NEQUS ACTS,CONDITI<br>NEQUS ACTS,CONDITI<br>- ROUGH/UNEVEN<br>OWER LOSS - COMPLE<br>CIRCUMSTANCES - FO | RVICING, INSPECTION I<br>ONS - OIL EXHAUSTION-<br>ONS - IMPROPERLY INST<br>ONS - OVERLOAD FAILUR<br>TE ENGINE FAILURE/FLA<br>RCED LANDING OFF AIRU<br>DRAIN HIT BY NOSE GEA | ENGINE<br>ALLED<br>E<br>MEDUT-1<br>DRT ON |      | RICA<br>GINE<br>D | TION | SYSTEM                                               | (NNEL)                                                                                   |
|        |                                                                                     | ,                                                                                                                                                  |                                                                                                                                                                             | 6.0                                       |      |                   |      |                                                      |                                                                                          |
| -1083  | 6/18/77<br>TIME - 201                                                               | ALBUQUERQUE↓NM<br>0                                                                                                                                | PIPER PA-34<br>N3671Q<br>DAMAGE-SUBSTANTIAL                                                                                                                                 | PX-                                       |      |                   |      | SCELLANEOUS<br>RRY                                   | COMMERCIAL, FL.INSTR.,<br>AGE 37, 7905 TOTAL HOURS,<br>127 IN TYPE, INSTRUMENT<br>RATED. |
|        | DEPARTURE<br>PAGOSA S                                                               | PRINGS, CO                                                                                                                                         | E INTL<br>INTENDED DESTINATION<br>∆LBUQUERQUE+NM                                                                                                                            |                                           |      |                   |      |                                                      |                                                                                          |
|        | TYPE OF AC<br>COLLIDED                                                              | WITH PARKED AIRC                                                                                                                                   | RAFT                                                                                                                                                                        |                                           |      |                   |      | PERATION<br>OM LANDING                               |                                                                                          |
|        |                                                                                     | COMMAND - DIVERTE                                                                                                                                  | D ATTENTION FROM OPER<br>TO SEE AND AVOID OTHE                                                                                                                              |                                           |      |                   | ۵FT  |                                                      |                                                                                          |

|      |                                                           | LOCATION                                                                                                      | AIRCRAFT DATA                                                                                                                                    | INJ<br>F | UR I I<br>S          | ES<br>M/N                    |                      | FLIGHT<br>PURPOSE                                                                 | PILOT DATA                                                                     |
|------|-----------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------------------|------------------------------|----------------------|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
|      | 7/2/77<br>TIME - 18                                       | LAS VEGAS.NM<br>20                                                                                            | CESSNA 182<br>N9VG<br>DAMAGE-SUBSTANTIAL                                                                                                         | CR-      | 0 0                  | <b>)</b> 1                   | NO                   | NCOMMERCIAL                                                                       | PRIVATE, AGE 48, 187<br>P TOTAL HOURS, 16 IN TYPE,<br>NOT INSTRUMENT RATED.    |
|      | DEPARTURE                                                 | N CITY.KS<br>CCIDENT<br>NDING                                                                                 | MINI<br>INTENDED DESTINATION<br>LAS VEGAS.NV                                                                                                     |          | 1<br>PH/             | LAS<br>ASE<br>LAND           | VEGA<br>OF D<br>ING  | TE STOP<br>S∙NM<br>PERATION<br>LEVEL OFF/TOUCHDOWN<br>ROLL                        | ·<br>·                                                                         |
|      | PILOT I<br>FACTOR(S)<br>MISCELLA<br>WEATHER<br>WEATHER BA | N COMMAND - IMPROPI<br>N COMMAND - IMPROPE<br>ANEGUS ACTS.CONDITI<br>- HNFAVORABLE WINI<br>RIEFING - BRIEFING | ER COMPENSATION FOR WIN<br>ER RECOVERY FROM BOUNCE<br>IONS - ÖVERLOAD FAILURE<br>O CONDITIONS<br>RECEIVED-METHOD UNKNOW<br>SUBSTANTIALLY CORRECT | D LAND   |                      | ONS.                         |                      |                                                                                   |                                                                                |
|      | 5 OR OV                                                   | TION<br>Y AT ACCIDENT SITE<br>ER(UNLIMITED)<br>ONS TO VISION AT AU                                            | CCIDENT SITE                                                                                                                                     |          | L<br>PRI<br>N<br>REI | UNLI<br>ECIP<br>NONE<br>LATI | MITE<br>ITAT<br>VE B | ACCIDENT SITE<br>D<br>ION AT ACCIDENT SITE<br>EARING OF WIND<br>D 338-922 DEGREES |                                                                                |
|      | 20                                                        | RE-F<br>CITY-KNOTS<br>LIGHT PLAN                                                                              |                                                                                                                                                  |          | TY                   | 180                          |                      | TION-DEGREES                                                                      |                                                                                |
|      | NDNE<br>REMARKS-                                          | STALLED ONTO RWY.P                                                                                            | DRPOISED.GUSTS TO 28KTS                                                                                                                          |          |                      |                              |                      |                                                                                   |                                                                                |
| 1600 | TIME - 09<br>NAME OF A<br>DEPARTURE                       | IRPORT - TURNER RIG<br>POINT                                                                                  | GRUM AMER AA-5B<br>N76SL<br>DAMAGE-SUBSTANTIAL<br>DGEPORT<br>INTENDED DESTINATION                                                                |          |                      |                              |                      | NCOMMERCIAL<br>EASURE/PERSONAL TRANS                                              | COMMERCIAL, AGE 33, 281<br>P TOTAL HOURS, ALL IN TYPE<br>NOT INSTRUMENT RATED. |
|      | SILVER OF A<br>Type of A<br>Hard La                       |                                                                                                               | LOCAL                                                                                                                                            |          |                      |                              |                      | PERATION<br>LEVEL OFF/TOUCHDOWN                                                   |                                                                                |
|      |                                                           | N COMMAND - IMPROP                                                                                            | ER LEVEL NEF<br>TO INITIATE GO-AROUND                                                                                                            |          |                      |                              |                      |                                                                                   |                                                                                |
|      |                                                           |                                                                                                               |                                                                                                                                                  | PAGE     |                      |                              |                      |                                                                                   |                                                                                |

BRIEFS OF ACCIDENTS \_\_\_\_\_ FTIE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA E S M/N PURPOSE 3-1601 7/10/77 GALLUP.NM CESSNA 150L CR- 0 1 0 NONCOMMERCIAL PRIVATE, AGE 23, 199 TIME - 1720 N152EZ PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 78 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - SEN CLARKE FIELD INTENDED DESTINATION DEPARTURE POINT GALLUP - NM WINSLOW A7 TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH TAKENEE INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR (S) WEATHER - HIGH DENSITY ALTITUDE TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON SKY CONDITION CELLING AT ACCIDENT STITE UNKNOWN/NOT REPORTED 6000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE TEMPERATURE-F OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE 85 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 200 16 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VED VER REMARKS- DA ABT 9500FT. . 3-1721 7/11/77 NR. GRADY, NM CESSNA 188 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 57, 8875 TIME - 0730 N8010G PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 1100 IN DAMAGE-SUBSTANTIAL TYPE. INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION GRADY, NM LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 3422 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - OTHER TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - USED CRASH HELMET - AVAILABLE USED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 4300 SWATH RUN-HOW FLOWN - CROSSWIND

|        |                                                              |                                                                                           |                                                                                                            | OF AC  |     | -   |              |                                                        |                                                                                                        |
|--------|--------------------------------------------------------------|-------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|--------|-----|-----|--------------|--------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| FILE   |                                                              | LOCATION                                                                                  | AIRCRAFT DATA                                                                                              | F      |     | SM  | /N           | PURPOSE                                                | PILOT DATA                                                                                             |
|        |                                                              | R.ESTANCIA NM                                                                             |                                                                                                            | CR-    | 0   | 0   | 1            | MISCELLANEOUS<br>OTHER                                 | CERTIFICATE UNKNOWN, AGE<br>UNK/NR, UNK/NR TOTAL<br>HOURS, UNK/NR IN TYPE,<br>UNK/NR INSTRUMENT RATED, |
|        | UNKNOWN/M<br>Type of Ac                                      | OT REPORTED                                                                               | INTENDED DESTINATION<br>UNKNOWN/NOT REPORTED<br>CEPOSTS                                                    |        |     |     |              | F OPERATION<br>NG ROLL                                 |                                                                                                        |
|        |                                                              | COMMAND - SELFC                                                                           | TED UNSUITABLE TERRAIN<br>JUANA.INJ INDEX PRESUMED                                                         | •      |     |     |              | · · ·                                                  |                                                                                                        |
| 3-1720 | TIME - 003                                                   | -                                                                                         | N59181<br>DAMAGE-SURSTANTIAL                                                                               |        |     |     |              | NONCHIMMERCIAL<br>PLEASURE/PERSUNAL TRANSF             | COMMERCIAL, AGE 36, 3010<br>DIDTAL HOURS, 515 IN TYPE<br>INSTRUMENT RATED.                             |
|        | ANIMAS,<br>TYPE OF AC<br>ENGINE F                            | CO                                                                                        |                                                                                                            |        |     | IN  | FL           | F DPERATION<br>IGHT NORMAL CRUISE<br>NG FINAL APPROACH |                                                                                                        |
|        | MISCELLA<br>FACTOR(S)<br>WEATHER<br>PARTIAL PO<br>WEATHER BR | ANT - MISCELLANFO<br>ANEOUS - FVASIVE<br>- RAIN<br>OWER LOSS - PARTI<br>RIEFING - NO RECO | US POWERPLANT FAILURF F<br>MANEUVER TO AVOID COLLIS<br>AL LOSS OF POWER - 1 ENG<br>RD OF BRIEFING RECEIVED | ION    |     |     | INE          | D REASONS                                              |                                                                                                        |
|        | SKY CONDIT                                                   |                                                                                           | FORCED LANDING DEE AIRPO                                                                                   |        |     |     | ING          | AT ACCIDENT SITE                                       |                                                                                                        |
|        | UNKNOWN/<br>VISIBILITY                                       | NOT REPORTED                                                                              | F ·                                                                                                        |        | -   | UN  | KNO<br>I P I | WN/NOT REPORTED<br>TATION AT ACCIDENT SITE             |                                                                                                        |
|        | OBSTRUCTIO                                                   | NOT REPORTED<br>INS TO VISION AT<br>NOT REPORTED<br>IGHT PLAN                             | ACCIDENT SITE                                                                                              |        | т   |     |              | WEATHER CONDITIONS                                     |                                                                                                        |
|        |                                                              | ENG CUTDUT IN RAI                                                                         | N SHOWER.DOVE TO AVOID W                                                                                   | IRES.N | łIG | нT. |              |                                                        |                                                                                                        |

|           | DATE LOCATIO                                                                                                                                                                | N AIRCRAFT DATA                                                                                                          | F S M/N                                      | PURPOSE                                                                  | PILOT DATA                                                                |
|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|--------------------------------------------------------------------------|---------------------------------------------------------------------------|
|           |                                                                                                                                                                             | /27/77 JAL+NM PIPER PA-28 CR- 0 0 1 INSTRUCTIONAL                                                                        | INSTRUCTIONAL                                | STUDENT, AGE 21, 35 TOTAL<br>HOURS, 32 IN TYPE, NOT<br>INSTRUMENT RATED. |                                                                           |
|           | NAME OF AIRPORT - LEA<br>Departure point                                                                                                                                    | INTENDED DESTINATION                                                                                                     |                                              |                                                                          |                                                                           |
|           | MIDLAND,TX<br>TYPE OF ACCIDENT<br>OVERSHOOT<br>COLLIDED WITH OBJEC                                                                                                          | JAL,NM<br>T                                                                                                              | LANDI                                        | NG LEVEL OFF/TOUCHDOWN<br>NG ROLL                                        |                                                                           |
|           | PILOT IN COMMAND - M<br>PILOT IN COMMAND - F<br>MISCELLANEOUS - EVAS                                                                                                        | ELECTED WRONG RUNWAY RELATI<br>ISJUDGED DISTANCE AND SPEED<br>AILED TO INITIATE GO-AROUND<br>IVE MANEUVER TO AVOID COLLI |                                              | WIND                                                                     |                                                                           |
|           |                                                                                                                                                                             | ONDITIONS - DOWNWIND<br>ICHE PIT TO AVOID FENCE.                                                                         |                                              |                                                                          |                                                                           |
| 3-1719    | 7/30/77 ALBUQUERQUE                                                                                                                                                         | NZ22GM                                                                                                                   | PX- 0 0 1                                    |                                                                          | ATP.FLIGHT INSTR AGE<br>63. 21674 TOTAL HOURS,<br>300 IN TYPE. INSTRUMENT |
| - • • • • | TIME - 1545                                                                                                                                                                 | DAMAGE-SUBSTANTIAL                                                                                                       |                                              |                                                                          |                                                                           |
| - • • • / | NAME OF AIRPORT - ALAM<br>DEPARTURE POINT                                                                                                                                   | EDA<br>INTENDED DESTINATION                                                                                              |                                              |                                                                          | RATED.                                                                    |
|           | NAME OF AIRPORT - ALAM                                                                                                                                                      | EDA<br>INTENDED DESTINATION<br>LOCAL<br>LEUNCTION                                                                        | PHASE (<br>IN FL                             | NE OPERATION<br>IGHT NORMAL CRUISE<br>NG FINAL APPROACH                  |                                                                           |
| /         | NAME OF AIRPORT - ALAM<br>DEPARTURE POINT<br>ALBUQUERQUE,NM<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MA<br>COLLIDED WITH WIRES<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - F | EDA<br>INTENDED DESTINATION<br>LOCAL<br>LEUNCTION                                                                        | PHASE (<br>IN FL<br>LAND]<br>OCEDURES+DIREC1 | IGHT NORMAL CRUISE<br>NG FINAL APPROACH                                  |                                                                           |

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BRIEFS OF ACCIDENTS

|        |                                                                                           |                                                                                                                                           | BRIEF                                                                                                                                                                                                   | S OF A                          |           |             |            |                                                            |                                                                                        |
|--------|-------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-----------|-------------|------------|------------------------------------------------------------|----------------------------------------------------------------------------------------|
| FILE   | DATE                                                                                      | LUCATION                                                                                                                                  | AIRCRAFT DATA                                                                                                                                                                                           | IN                              | JUR       |             |            | FLIGHT<br>PURPOSE                                          | PILOT DATA                                                                             |
| 3-1718 | 8/19/77<br>TIME - 1030                                                                    | ALBUQUERQUE, NM                                                                                                                           | BOEING B75N1<br>N4408N<br>DAMAGE-SUBSTANTIAL                                                                                                                                                            |                                 |           |             |            | INSTRUCTIONAL<br>DUAL                                      | ATP,FLIGHT INSTR., AGE<br>57, 19100 TDTAL HDURS,<br>1600 IN TYPE, INSTRUMENT<br>RATED. |
|        | DEPARTURE P<br>ALBUQUERQ<br>TYPE OF ACC                                                   | UE•NM<br>IDENT<br>TER LOOP-SWERVE                                                                                                         | INTENDED DESTINATION<br>LOCAL                                                                                                                                                                           |                                 | Ρ         | LAI         | ۱DI        | - OPERATION<br>NG ROLL<br>NG ROLL                          |                                                                                        |
|        | FACTOR(S)                                                                                 | COMMAND - FAILED                                                                                                                          | TO MAINTAIN DIRECTIONA<br>IONS - OVERLOAD FAILURE                                                                                                                                                       |                                 | TRO       | L           |            |                                                            | -                                                                                      |
|        |                                                                                           |                                                                                                                                           |                                                                                                                                                                                                         |                                 |           |             |            |                                                            |                                                                                        |
| 3-1458 | 3/6/77<br>TIME - 1815                                                                     | WARWICK.NY                                                                                                                                | PIPER J-3<br>N92404<br>DAMAGE-SUBSTANTIAL                                                                                                                                                               | PX-                             | 0         | 0           |            | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                   | PRIVATE, AGE 40, 628<br>P TOTAL HOURS, 50 IN TYPE,<br>NOT INSTRUMENT RATED.            |
|        |                                                                                           | NJ                                                                                                                                        |                                                                                                                                                                                                         |                                 |           | ΙN          | FL         | - OPERATION<br>GHT NORMAL CRUISE<br>NG LEVEL OFF/TOUCHDOWN |                                                                                        |
|        | PILOT IN<br>MISCELLAN<br>PILOT IN<br>FACTOR(S)<br>POWERPLAN<br>COMPLETE PO<br>EMERGENCY C | COMMAND - ATTEMP<br>COMMAND - MISMAN<br>EOUS ACTS.CONDIT<br>COMMAND - FAILED<br>IT - FUEL SYSTEM<br>WER LOSS - COMPLI<br>IRCUMSTANCES - F | TED OPERATION W/KNOWN D<br>AGEMENT OF FUEL<br>INNS - FUEL EXHAUSTION<br>TO SEE AND AVOID OBJEC<br>VENTS,DRAINS,TANK CAP<br>ETE ENGINE FAILURE/FLA<br>ORCED LANDING OFF AIRPO<br>IMPROPER FITTED GAS CAP | CTS OR<br>S<br>MEDUT-<br>DRT ON | ов<br>1 е | STR         | JCT        |                                                            |                                                                                        |
|        |                                                                                           |                                                                                                                                           |                                                                                                                                                                                                         |                                 |           |             |            |                                                            |                                                                                        |
| -1459  | 3/19/77<br>TIME - 1920                                                                    | MONTICELLO,NY                                                                                                                             | CESSNA 150<br>N7040G<br>DAMAGE-SUBSTANTIAL                                                                                                                                                              | CR-<br>PX-                      | 0<br>0    | 0.<br>0     | 1<br>0     | INSTRUCTIONAL<br>SOLO                                      | STUDENT, AGE 39, 89 TOTAL<br>HOURS, 19 IN TYPE, NOT<br>INSTRUMENT RATED.               |
|        | DEPARTURE P<br>ENDICOTT,<br>TYPE OF ACC                                                   | NY                                                                                                                                        | O<br>INTENDED DESTINATION<br>RETURN                                                                                                                                                                     |                                 |           | SCI<br>HASI | HEN<br>E D | ROUTE STOP<br>ECTADY,NY<br>5 OPERATION<br>NG ROLL          |                                                                                        |
|        | PILOT IN<br>AIRPORTS/<br>FACTOR(S)                                                        | COMMAND - BECAME<br>Command - Select<br>Airways/faciliti                                                                                  | LOST/DISORIENTED<br>ED UNSUITABLE TERRAIN<br>ES - AIRPORT CONDITIONS                                                                                                                                    | S SNOI                          | W O       | NRI         | JNW.       | ١Y                                                         |                                                                                        |
|        |                                                                                           | IRCUMSTANCES - P                                                                                                                          | IONS - RUNWAY CLOSED<br>RECAUTIONARY LANDING OF<br>OW ON FUEL                                                                                                                                           | N AIRP                          | OR T      |             |            |                                                            |                                                                                        |

| ₽ILE   | DATE                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                  | AIRCRAFT DATA                               | F      | SΜ   | /N                                                                           | PURPOSE                                       | PILOT DATA                                                                                    |  |  |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|---------------------------------------------|--------|------|------------------------------------------------------------------------------|-----------------------------------------------|-----------------------------------------------------------------------------------------------|--|--|
|        |                                                                                                                                                                                                                                                                                                                                                                                        | UANESBURG, NY                                                                                    |                                             |        |      |                                                                              | 1 NONCOMMERCIAL<br>2 PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL.INSTR.,<br>AGE 43, 2000 TOTAL HOURS,<br>78 IN TYPE, NOT INSTRU-<br>MENT RATED. |  |  |
|        | NAME OF AIRPORT - DUANESBURG<br>DEPARTURE POINT INTENDED DESTINATION<br>DUANESBURG.NY UNKNOWN/NOT REPORTED<br>TYPE OF ACCIDENT<br>STALL MUSH                                                                                                                                                                                                                                           |                                                                                                  |                                             |        |      |                                                                              | F OPERATION<br>FF INITIAL CLIMB               |                                                                                               |  |  |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING<br>PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED                                                                                                                                                                                                                                  |                                                                                                  |                                             |        |      |                                                                              |                                               |                                                                                               |  |  |
|        | AIRPORTS/A<br>TERRAIN -<br>WEATHER BRIE                                                                                                                                                                                                                                                                                                                                                | HIGH DENSITY ALT<br>NIRWAYS/FACILITI<br>HIGH OBSTRUCTION<br>FING - UNKNOWN/N<br>CAST - UNKNOWN/N | S — AIRPORT CONDITIONS<br>S<br>NOT REPORTED | S SOFT | RUNH | ΔY                                                                           |                                               |                                                                                               |  |  |
|        | SKY CONDITION                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                  |                                             |        | CEIL | ING                                                                          | AT ACCIDENT SITE                              |                                                                                               |  |  |
|        | CLEAR                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                  |                                             |        |      |                                                                              | ITED                                          |                                                                                               |  |  |
|        | VISIBILITY AT ACCIDENT SITE<br>5 OR OVER(UNLIMITED)                                                                                                                                                                                                                                                                                                                                    |                                                                                                  |                                             |        |      | IPI                                                                          | TATION AT ACCIDENT SITE                       |                                                                                               |  |  |
|        | OBSTRUCTIONS TO VISION AT ACCIDENT SITE                                                                                                                                                                                                                                                                                                                                                |                                                                                                  |                                             |        |      |                                                                              | TURE-F                                        |                                                                                               |  |  |
|        | NONE                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                  |                                             |        | 80   |                                                                              |                                               |                                                                                               |  |  |
|        | TYPE OF WEATHER CONDITIONS<br>VFR                                                                                                                                                                                                                                                                                                                                                      |                                                                                                  |                                             |        |      | -                                                                            | FLIGHT PLAN                                   |                                                                                               |  |  |
|        | VFR<br>REMARKS- PIC ATTEMPTED THREE TAKEOFFS.SETTLED INTO TREES AFTR THIRD TKOF.                                                                                                                                                                                                                                                                                                       |                                                                                                  |                                             |        |      |                                                                              |                                               |                                                                                               |  |  |
|        |                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                  |                                             |        |      |                                                                              |                                               |                                                                                               |  |  |
| 3-1171 | 3/30/77 E<br>TIME - 1020                                                                                                                                                                                                                                                                                                                                                               | AST FLORIDA,NY                                                                                   | CESSNA 195<br>N447C<br>DAMAGE-SUBSTANTIAL   |        |      |                                                                              | COMMERCIAL<br>MAPPING/PHOID                   | COMMERCIAL, AGE 48, 9406<br>Total Hours, 1500 IN<br>Type, Instrument rated.                   |  |  |
|        |                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                  | RIP<br>INTENDED DESTINATION<br>LOCAL        |        |      |                                                                              |                                               |                                                                                               |  |  |
|        | TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCTION<br>GROUND-WATER LOOP-SWERVE                                                                                                                                                                                                                                                                                                          |                                                                                                  |                                             |        |      | PHASE OF OPERATION<br>IN FLIGHT NORMAL CRUISE<br>LANDING LEVEL OFF/TOUCHDOWN |                                               |                                                                                               |  |  |
|        | PROBABLE CAUSE(S)<br>POWERPLANT - IGNITION SYSTEM MAGNETOS<br>MISCELLANEOUS ACTS.CONDITIONS - MATERIAL FAILURE<br>MISCELLANEOUS ACTS.CONDITIONS - LEAK/LEAKAGE<br>MISCELLANEOUS ACTS.CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE<br>COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE<br>EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. |                                                                                                  |                                             |        |      |                                                                              |                                               |                                                                                               |  |  |

| FILE   | DATE                                                                                                                                                                              | LOCATION                                                                                                                                                                        | AIRCRAFT DATA                                           | INJURIES<br>F S M/N                                                             | FLIGHT<br>PURPOSE                                                                                                              | PILOT DATA |
|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|---------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|------------|
| 3-1244 | TIME - 151<br>NAME OF AI<br>DEPARTURE<br>FLUSHING<br>TYPE OF AC<br>HARD LAN<br>GEAR COL<br>PROBABLE C<br>PILOT IN<br>FACTOR(S)<br>WEATHER<br>MISCELLA<br>WEATHER BR<br>WEATHER FO | RPORT - FLUSHING<br>POINT<br>,NY<br>CIDENT<br>DING<br>LAPSED<br>AUSE(S)<br>COMMAND - IMPROP<br>- UNFAVORABLE WIN<br>NEOUS ACTS+CONDIT<br>IEFING - UNKNOWN/<br>CIRCUMSTANCES - P | D CONDITIONS<br>IONS - OVERLOAD FAILURE<br>NOT REPORTED | PX- 0 0 0<br>PHASE O<br>LANDI<br>LANDI                                          | INSTRUCTIONAL<br>SOLO<br>F OPERATION<br>NG LEVEL OFF/TOUCHDO<br>NG LEVEL OFF/TOUCHDO                                           |            |
|        | 5 OR OVE<br>OBSTRUCTIO<br>NONE<br>WIND DIREC<br>290<br>TYPE OF WE<br>VFR                                                                                                          | AT ACCIDENT SITE<br>R(UNLIMITED)<br>NS TO VISION AT A<br>TION-DEGREES<br>ATHER CONDITIONS                                                                                       |                                                         | UNLIM<br>PRECIPI<br>NONE<br>RELATIV<br>LEFT<br>WIND VE<br>25<br>TYPE OF<br>NONE | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDENT SI<br>E BEARING OF WIND<br>CROSS WIND 248-292 DE<br>LOCITY-KNOTS<br>FLIGHT PLAN |            |
|        |                                                                                                                                                                                   |                                                                                                                                                                                 | tan sa              | PAGE 678                                                                        |                                                                                                                                |            |

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| FILE   | DATE                                                                                                 | LOCATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | AIRCRAFT DATA                                 | F   | S    | M/N        | FLIGHT<br>PURPOSE                            | PILOT DATA               |  |  |  |
|--------|------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|-----|------|------------|----------------------------------------------|--------------------------|--|--|--|
| 3-1090 | 4/5/77<br>TIME - 1                                                                                   | BRONX.NY<br>431                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | MITSUBISHI MU-2<br>N888RJ<br>DAMAGE-DESTROYED | CR- | 1 (  | 0          | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP    | COMMERCIAL, AGE 49, 1350 |  |  |  |
|        |                                                                                                      | NAME OF AIRPORT - LAGUARDIA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                               |     |      |            |                                              |                          |  |  |  |
|        |                                                                                                      | E POINT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | INTENDED DESTINATION                          |     |      |            |                                              |                          |  |  |  |
|        |                                                                                                      | ET, KY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | FLUSHING,NY                                   |     |      |            |                                              |                          |  |  |  |
|        |                                                                                                      | ACCIDENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TION                                          |     |      |            | DF OPERATION                                 |                          |  |  |  |
|        |                                                                                                      | FAILURE OR MALFUNC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | -                                             |     |      |            | ING INITIAL APPROACH<br>ING INITIAL APPROACH |                          |  |  |  |
|        | COLLIS                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | ER CUNTRULLED                                 |     |      | ANU        | ING INITIAL APPRUACH                         |                          |  |  |  |
|        | PILOT<br>PILOT<br>MISCEL<br>FACTOR (S<br>MISCEL<br>WEATHE<br>POWERP<br>MISCEL<br>COMPLETE<br>WEATHER | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING<br>PILOT IN COMMAND - MISMANAGEMENT OF FUEL<br>MISCELLANEOUS ACTS, CONDITIONS - FUFL EXHAUSTION<br>FACTOR(S)<br>MISCELLANEOUS ACTS, CONDITIONS - FAILURE OF TWO OR MORE ENGINES<br>WEATHER - LOW CEILING<br>WEATHER - FOG<br>POWERPLANT - POWERPLANT-INSTRUMENTS FUEL QUANTITY GAUGE<br>MISCELLANEOUS ACTS, CONDITIONS - ERRATIC<br>COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES<br>WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE<br>EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND |                                               |     |      |            |                                              |                          |  |  |  |
|        |                                                                                                      | SKY CONDITION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                               |     |      | LIN<br>200 | G AT ACCIDENT SITE                           |                          |  |  |  |
|        | VISIBILI                                                                                             | TY AT ACCIDENT SITE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                               |     | PR   | CIP        | ITATION AT ACCIDENT SITE                     |                          |  |  |  |
|        |                                                                                                      | S OR LESS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                               |     |      | RIZ        |                                              |                          |  |  |  |
|        | OBSTRUCT<br>F <b>O</b> G                                                                             | CCIDENT SITE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                               | _   | 1PER | ATURE-F    |                                              |                          |  |  |  |
|        |                                                                                                      | ECTION-DEGREES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                               |     | -    |            | ELOCITY-KNOTS                                |                          |  |  |  |
|        | 180                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                               |     |      | 1          | - ·                                          |                          |  |  |  |
|        |                                                                                                      | WEATHER CONDITIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                               |     |      |            | F FLIGHT PLAN                                |                          |  |  |  |
|        | IFR                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                               |     |      | FR         |                                              |                          |  |  |  |

|                                                                                  | LOCATION                                                                                                           | AIRCRAFT DATA                                           |                |                        |                                       |                                                                           |  |  |
|----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|----------------|------------------------|---------------------------------------|---------------------------------------------------------------------------|--|--|
|                                                                                  |                                                                                                                    |                                                         | F              | S M/N                  | PURPOSE                               | PILOT DATA                                                                |  |  |
| 4/7/77<br>TIME - 20<br>NAME OF A                                                 | JAMESTOWN, NY<br>03<br>IRPORT - CHAUTAUQUA                                                                         | BELLANCA 17-30A<br>N14752<br>DAMAGE-DESTROYED<br>CDUNTY | CR- 1          | 0 0                    | NONCOMMERCIAL<br>BUSINESS             | PRIVATE, AGE 51, 592<br>TOTAL HOURS, 278 IN TYPE<br>NOT INSTRUMENT RATED. |  |  |
| PITTSBU<br>TYPE OF A                                                             | RGH, PA                                                                                                            | INTENDED DESTINATION<br>JAMESTOWN, NY                   | Ρ              |                        | OF OPERATION<br>LIGHT DESCENDING      |                                                                           |  |  |
| PILOT I<br>PILOT I<br>PILOT I<br>FACTOR(S)<br>WEATHER<br>WEATHER<br>WEATHER<br>B | N COMMAND - IMPROPE<br>N COMMAND - ATTEMPT<br>N COMMAND - CONTINU<br>N COMMAND - MISJUDG<br>- LOW CEILING<br>- FOG |                                                         |                |                        |                                       |                                                                           |  |  |
| SKY CONDI                                                                        | ,                                                                                                                  |                                                         | EILIN          | IG AT ACCIDENT SITE    |                                       |                                                                           |  |  |
| OVERCAS<br>VISIBILIT                                                             |                                                                                                                    |                                                         | 800            | PITATION AT ACCIDENT S | ITE                                   |                                                                           |  |  |
| 3 MILES OR LESS<br>OBSTRUCTIONS TO VISION AT ACCIDENT SITE<br>EQG                |                                                                                                                    |                                                         | т              | NONE                   |                                       |                                                                           |  |  |
|                                                                                  | IND DIRECTION-DEGREES                                                                                              |                                                         |                |                        | ELOCITY-KNOTS                         |                                                                           |  |  |
| TYPE OF W<br>IFR                                                                 | EATHER CONDITIONS                                                                                                  |                                                         | T              | SPEC                   | DF FLIGHT PLAN<br>IAL VFR             |                                                                           |  |  |
| REMARKS- WITNESS RPTD FREQUENT HEAVY SNOW SHOWERS AT HOME 3 MILES AWAY.          |                                                                                                                    |                                                         |                |                        |                                       |                                                                           |  |  |
| 4/9/77<br>TIME - 08                                                              | POUGHKEEPSIE,NY<br>00                                                                                              | CESSNA 150D<br>N6967F<br>DAMAGE-NONE                    | CR- 0<br>PX- 0 |                        | INSTRUCTIONAL<br>DUAL                 | COMMERCIAL, FL.INSTR.,<br>AGE UNK/NR, 580 TOTAL<br>HOURS, ALL IN TYPE,    |  |  |
| DEPARTURE<br>POUGHKE                                                             | EPSIE + NY                                                                                                         | DUNTY<br>INTENDED DESTINATION<br>LOCAL                  |                |                        |                                       | INSTRUMENT RATED.                                                         |  |  |
| TYPE OF A<br>PROPELL                                                             | CCIDENT<br>ER/ROTOR ACCIDENT T                                                                                     | D PERSON                                                |                |                        | OF OPERATION<br>TIC STARTING ENGINE(S | )                                                                         |  |  |
| PROBABLE                                                                         |                                                                                                                    | TO FOLLOW APPROVED P                                    |                |                        |                                       |                                                                           |  |  |

REMARKS- PILOT ATTEMPTED TO HAND PROP AIRCRAFT WITH MAGNETO ON.

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| FILE   | DATE                                                                                                                                                 | LOCATION                                                            | AIRCRAFT DATA                                                |                                             | F   | SΜ  | /N     | FLIGHT<br>PURPOSE                         | PILOT DATA                                        |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|--------------------------------------------------------------|---------------------------------------------|-----|-----|--------|-------------------------------------------|---------------------------------------------------|
| 3-1102 | TIME - 184                                                                                                                                           | HILTON,NY<br>5<br>RPORT - HILTON                                    | PORTERFIELD CP-65<br>N37716                                  | CR-                                         | 0   | 0   | 1      | NONCOMMERCIAL                             |                                                   |
|        |                                                                                                                                                      | POINT                                                               | INTENDED DESTINATION                                         |                                             |     |     |        |                                           |                                                   |
|        | TYPE OF ACCIDENT<br>COLLIDED WITH FENCE,FENCEPOSTS                                                                                                   |                                                                     |                                                              | PHASE OF OPERATION<br>TAKEOFF INITIAL CLIMB |     |     |        |                                           |                                                   |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING<br>PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS |                                                                     |                                                              |                                             |     |     |        |                                           |                                                   |
|        |                                                                                                                                                      |                                                                     | IES - AIRPORT CONDITION<br>IGH 200LBS. ACFT FAILED           |                                             |     |     |        | TAKEOFF.                                  |                                                   |
| 10/0   | ( (3.5. (3.7.                                                                                                                                        |                                                                     |                                                              |                                             | ~   |     |        | Noncomistication                          |                                                   |
| -1240  | 4/13/77<br>TIME - 181                                                                                                                                |                                                                     | N8637C<br>DAMAGE-SUBSTANTIAL                                 | PX-                                         | 0   | 0   | 1<br>0 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 37 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        |                                                                                                                                                      |                                                                     | INTENDED DESTINATION                                         |                                             |     | . • |        |                                           |                                                   |
|        |                                                                                                                                                      |                                                                     |                                                              |                                             | Р   | HAS | E OF   | OPERATION                                 |                                                   |
|        | ANGOLA,N<br>TYPE OF AC<br>ENGINE F                                                                                                                   |                                                                     | CTION                                                        |                                             |     |     |        | F INITIAL CLIMB<br>G LEVEL OFF/TOUCHDOWN  | ę                                                 |
|        | ANGOLA,N<br>TYPE OF AC<br>ENGINE F<br>GEAR COL<br>PROBABLE C<br>POWERPLA                                                                             | CIDENT<br>AILURE OR MALFUN<br>LAPSED<br>AUSE(S)<br>NT - MISCELLANEO | CTION<br>US POWERPLANT FAILURE (<br>IES - AIRPORT CONDITIONS |                                             | DET | LA  | NDIN   | G LEVEL OFF/TOUCHDOWN                     | ÷                                                 |

| FILE  | DATE LOCATION                                                                                                                                                               | AIRCRAFT DATA                                       | INJURIES<br>F S M/N    | FLIGHT<br>PURPOSE                                     | PILOT DATA                                                                |
|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|------------------------|-------------------------------------------------------|---------------------------------------------------------------------------|
|       | 4/13/77 PENN YAN, NY<br>TIME - 1830                                                                                                                                         | CESSNA 172<br>N5260R<br>DAMAGE-SUBSTANTIAL          |                        | NONCOMMERCIAL                                         | PRIVATE, AGE 39, 189<br>TOTAL HOURS, 12 IN TYPE,<br>NOT INSTRUMENT RATED. |
|       | NAME OF AIRPORT - PENN YAN<br>DEPARTURE POINT<br>POTTSTOWN,PA<br>TYPE OF ACCIDENT<br>HARD LANDING<br>GEAR COLLAPSED                                                         | INTENDED DESTINATION<br>PENN YAN, NY                | LANDIN                 | OPERATION<br>G LEVEL DFF/TOUCHDOWN<br>G ROLL          | ς.                                                                        |
|       | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPROPE<br>PILOT IN COMMAND - CONTINU<br>PILOT IN COMMAND - IMPROPE<br>FACTOR(S)                                                    | JED FLIGHT INTO KNOWN A                             | REAS OF SEVERE         | TURBULENCE                                            |                                                                           |
|       | WEATHER - UNFAVORABLE WIND<br>MISCELLANEOUS ACTS,CONDIT<br>WEATHER BRIEFING - UNKNOWN/N<br>WEATHER FORECAST - UNKNOWN/N                                                     | IONS - OVERLOAD FAILURE<br>IOT REPORTED             | · · .                  |                                                       |                                                                           |
|       | SKY CONDITION<br>BROKEN<br>VISIBILITY AT ACCIDENT SITE                                                                                                                      |                                                     | 7000                   | AT ACCIDENT SITE<br>ATION AT ACCIDENT SITE            |                                                                           |
|       | 5 OR OVER(UNLIMITED)<br>OBSTRUCTIONS TO VISION AT AC<br>NONE<br>WIND DIRECTION-DEGREES                                                                                      | CIDENT SITE                                         | HEAD W<br>WIND VEL     | BEARING OF WIND<br>IND 338-022 DEGREES<br>OCITY-KNOTS |                                                                           |
|       | 280<br>TYPE OF WEATHER CONDITIONS<br>VFR<br>REMARKS- WIND GUSTING TO 42K                                                                                                    | KTS                                                 | 20<br>TYPE OF<br>NONE  | FLIGHT PLAN,                                          |                                                                           |
| ·1457 | 4/14/77 SPRING VALLEY,NY<br>TIME - 1030                                                                                                                                     | CESSNA 182<br>N52337<br>DAMAGE-DESTROYED            | CR- 0 0 2<br>PX- 0 0 0 |                                                       | ATP,FLIGHT INSTR., AGE<br>34, 6050 TOTAL HOURS, 73<br>IN TYPE, INSTRUMENT |
|       | NAME OF AIRPORT - RAMAPO VAL<br>DEPARTURE POINT<br>SPRING VALLEY,NY<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCT<br>COLLIDED WITH TREES                                | INTENDED DESTINATION                                | TAKEOF                 | OPERATION<br>F INITIAL CLIMB<br>G LEVEL OFF/TOUCHDOWN | RATED.                                                                    |
|       | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - INADEQU<br>MISCELLANEOUS ACTS,CONDITI<br>TERRAIN - HIGH DBSTRUCTION<br>COMPLETE POWER LOSS - COMPLE<br>EMERGENCY CIRCUMSTANCES - FC | ONS - WATER IN FUEL<br>NS<br>TE ENGINE FAILURE/FLAM | EDUT-1 ENGINE          | NING                                                  |                                                                           |

| 3-1172 | 4/16/77 SPRING VALLEY,NY<br>TIME - 1530                                                                    | BELLANCA 14-19<br>N8539R<br>DAMAGE-SUBSTANTIAL | PX- 0 0 1 BUSINESS 1                                                        | RIVATE, AGE 39, 550<br>TOTAL HOURS, ALL IN TYPE,<br>DT INSTRUMENT RATED.            |  |  |  |  |  |
|--------|------------------------------------------------------------------------------------------------------------|------------------------------------------------|-----------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--|--|--|--|--|
|        | TYPE OF ACCIDENT<br>OVERSHOOT                                                                              | _EY                                            | PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCHDOWN<br>LANDING ROLL           |                                                                                     |  |  |  |  |  |
|        | GROUND-WATER LOOP-SWERVE<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - MISJUDG<br>MISCELLANEOUS ACTS,CONDITIN |                                                |                                                                             |                                                                                     |  |  |  |  |  |
|        |                                                                                                            |                                                |                                                                             |                                                                                     |  |  |  |  |  |
| 3-1463 | 4/20/77 RONKONKOMA,NY<br>TIME - 1600                                                                       | CESSNA 210K<br>N9420M<br>DAMAGE-SUBSTANTIAL    | PX- 0 0 FERRY                                                               | NIRLINE TRANSPORT, AGE<br>38, 2095 TOTAL HOURS, 14<br>NN TYPE, INSTRUMENT<br>RATED. |  |  |  |  |  |
|        |                                                                                                            | RTHUR<br>INTENDED DESTINATION<br>RONKONKOMA,NY | PHASE OF OPERATION<br>Landing final approach<br>Landing level off/touchdown |                                                                                     |  |  |  |  |  |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - MISJUDG<br>PILOT IN COMMAND - IMPROPE                              |                                                | DE                                                                          |                                                                                     |  |  |  |  |  |
|        | MISCELLANEOUS ACTS, CONDITI                                                                                |                                                |                                                                             |                                                                                     |  |  |  |  |  |
|        | REMARKS- NOSE GR PREV DMG DR                                                                               | G GND ACDT.PLT SECURED                         | ENG ONFINAL, ENTERED HI SINK RATE, UN CK.                                   |                                                                                     |  |  |  |  |  |

AIRCRAFT DATA

FILE DATE

LOCATION

INJURIES

F S M/N PURPOSE 

FLIGHT

PILOT DATA

| FILE  | DATE                                         | LOCATION                                                      | AIRCRAFT DATA                                                                               | IN    |               | ES<br>m/n            |             | ELIGHT<br>PURPOSE                                        | PILOT DATA                                                                               |
|-------|----------------------------------------------|---------------------------------------------------------------|---------------------------------------------------------------------------------------------|-------|---------------|----------------------|-------------|----------------------------------------------------------|------------------------------------------------------------------------------------------|
| -1176 |                                              | TICONDEROGA+NY<br>5                                           |                                                                                             |       |               |                      |             | NSTRUCTIONAL<br>JAL                                      | COMMERCIAL, FL.INSTR.,<br>AGE 38, 2232 TOTAL HOURS,<br>250 IN TYPE, INSTRUMENT<br>RATED. |
|       | DEPARTURE<br>TICONDER                        | -                                                             | INTENDED DESTINATION<br>LOCAL                                                               |       | PH            | I∆SE                 | 0∈ 0        | DPERATION                                                |                                                                                          |
|       | GROUND-W<br>GEAR COLI                        | ATER LOOP-SWERVE<br>LAPSED                                    |                                                                                             |       |               |                      | -           | RUN<br>RUN                                               |                                                                                          |
|       | PILOT IN<br>FACTOR(S)<br>WEATHER<br>MISCELLA | DENT - IMPROPER CO<br>COMMAND - INADEQU<br>- UNFAVORABLE WIND | MPENSATION FOR WIND CO<br>MATE SUPERVISION OF FLI<br>O CONDITIONS<br>ONS - OVERLOAD FAILURE | GHT   | 0 <b>∾</b> \$ |                      |             |                                                          |                                                                                          |
|       | SKY CONDIT<br>CLEAR                          | ION<br>AT ACCIDENT SITE                                       |                                                                                             | - ,   |               | UNLI                 | MITE        | T ACCIDENT SITE<br>ED<br>TION AT ACCIDENT SITE           |                                                                                          |
|       | 5 OR OVE<br>OBSTRUCTIO<br>NONE               | R (UNLIMITED)<br>NS TO VISION AT AC<br>TION-DEGREES           |                                                                                             |       | RE            | NUNE<br>LATI<br>LEFT | VE I<br>CRI | BEARING OF WIND<br>DSS WIND 248-292 DEGREE<br>CITY-KNOTS | S                                                                                        |
|       | VFR                                          | ATHER CONDITIONS                                              | · •                                                                                         |       | ΤY            | 10<br>PE O<br>NONE   |             | LIGHT PLAN                                               |                                                                                          |
|       |                                              |                                                               |                                                                                             |       |               |                      |             |                                                          |                                                                                          |
| ·1175 | TIME - 143                                   |                                                               | N73955<br>DAMAGE-SUBSTANTIAL                                                                |       |               |                      |             | DNCOMMERCIAL<br>_EASURE/PERSONAL TRANSP                  | PRIVATE, AGE 45, 750<br>TOTAL HOURS, 222 IN TYPE,<br>INSTRUMENT RATED.                   |
|       | DEPARTURE<br>SCHENECT                        | ADY.NY                                                        | INTENDED DESTINATION<br>WARNERVILLE.NY                                                      |       |               |                      | <u></u>     | PERATION                                                 |                                                                                          |
|       | TYPE OF AC<br>OVERSHOO<br>NOSE OVE           | T                                                             |                                                                                             |       |               | LAND                 | ING         | LEVEL OFF/TOUCHDOWN<br>ROLL                              |                                                                                          |
|       | PILOT IN<br>PILOT IN                         | COMMAND - IMPROPE<br>COMMAND - MISJUDG                        | R IN-FLIGHT DECISIONS<br>GED DISTANCE AND SPEED<br>TO INITIATE GD-ARDIND                    | OR PL | ANNI          | NG                   | a           |                                                          |                                                                                          |
|       | MISCELLA                                     |                                                               | ONS - DOWNWIND<br>ONS - RAN OFF END OF R<br>NDICATED QUARTERING TA                          |       |               |                      |             |                                                          | -                                                                                        |
|       |                                              |                                                               |                                                                                             |       | -             |                      |             |                                                          |                                                                                          |

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE \_\_\_\_\_ MATTITUCK, NY CR- 0 0 1 NONCOMMERCIAL 3-1243 4/30/77 BEECH K35 PRIVATE, AGE 43, 2000 PX- 0 0 2 PLEASURE/PERSONAL TRANSP TOTAL HOURS, ALL IN TYPE, TIME - 1045 N9554R DAMAGE-DESTROYED INSTRUMENT RATED. NAME OF AIRPORT - MATTITUCK AIRBASE DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP. HARTFORD,CT RETURN MATTITUCK +NY PHASE OF OPERATION TYPE OF ACCIDENT TAKEOFF INITIAL CLIMB STALL MUSH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED REMARKS- ACFT CRASHED ONTO RWY SHORTLY AFTER LIFTOFF. PIPER PA-28 CR- 0 1 0 INSTRUCTIONAL STUDENT, AGE 24, 44 TOTAL 3-0982 5/1/77 FLUSHING, NY HOURS, 8 IN TYPE, NOT TIME - 1655 N55719 PX- 0 0 0 SOL0 DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - FLUSHING DEPARTURE POINT INTENDED DESTINATION FLUSHING, NY LOCAL PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION LANDING TRAFFIC PATTERN-CIRCLING GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS.CONDITIONS - FUEL STARVATION FACTOR(S) PERSONNEL - FLIGHT INSTRUCTOR INADEQUATE SUPERVISION OF FLIGHT TERRAIN - WET, SOFT GROUND MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- CFI TOLD STONT ADOT FUEL ABOARD.2GAL DRAINED FRM L TANK.7GAL FRM R TANK.ENG FAILED L BANK. 3-1461 5/11/77 POTSDAM, NY CESSNA 140 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 59, 130 TIME - 1535 N89759 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 11 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - DAMON FIELD DEPARTURE POINT INTENDED DESTINATION WATERTOWN, NY POT SDAM, NY PHASE OF OPERATION TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH DITCHES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS

| FILE   | DATE LOCATION                                                                                                                                    | AIRCRAFT DATA                                       | INJ<br>F |    |    | S<br>M/N | <br>N | FLIGHT<br>PURPOSE                                   | PILOT DATA                                                                                    |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|----------|----|----|----------|-------|-----------------------------------------------------|-----------------------------------------------------------------------------------------------|
| 3-1169 | 5/15/77 POTSDAM.NY<br>TIME - 1045                                                                                                                | STINSON 108<br>N9314K<br>DAMAGE-SUBSTANTIAL         | PX-      |    |    |          |       | INSTRUCTIONAL<br>DUAL                               | COMMERCIAL, FL.INSTR.,<br>AGE 45, 1654 TOTAL HOURS,<br>27 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | NAME OF AIRPORT - DAMOND FI<br>DEPARTURE POINT<br>POTSDAM.NY<br>TYPE OF ACCIDENT<br>UNDERSHOOT<br>GEAR COLLAPSED                                 | FLD<br>INTENDED DESTINATION<br>LOCAL                |          | P  | U  | ANL      | ٥Í١   | - OPERATION<br>NG FINAL APPROACH<br>NG ROLL         |                                                                                               |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - INADEO<br>DUAL STUDENT - MISJUGGED<br>DUAL STUDENT - FAILED TO<br>FACTOR(S)<br>MISCELLANEDUS ACTS.CONDIT | DISTANCE AND ALTITUDE<br>INITIATE GO-ARDUND         |          |    |    |          |       |                                                     |                                                                                               |
|        |                                                                                                                                                  |                                                     |          |    |    |          |       |                                                     |                                                                                               |
| 3-1462 | 5/17/77 BLDOMINGBURG.NY<br>TIME - 1900                                                                                                           | BEECH D35<br>N2179D<br>DAMAGE-DESTROYED             |          |    |    |          |       | NONCOMMERCIAL<br>Pleasure/personal transp           | PRIVATE, AGE 41, 674<br>Total Hours, 255 in Type,<br>Instrument Rated.                        |
|        | BLDOMINGBURG.NY                                                                                                                                  | A VALLEY<br>INTENDED DESTINATION<br>LOCAL           |          |    |    |          |       |                                                     |                                                                                               |
|        | TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNC<br>Collided with trees                                                                             | אמנד                                                |          | Р  | ٦  | ΔΚΕ      | OF    | - OPERATION<br>F INITIAL CLIMB<br>NG FINAL APPROACH |                                                                                               |
|        | PROBABLE CAUSE(S)<br>POWERPLANT - FUEL SYSTEM<br>MISCELLANEOUS ACTS.CONDIT<br>TERRAIN - HIGH OBSTRUCTIO                                          | IONS - MATERIAL FAILURE<br>NS                       |          |    |    |          | _     |                                                     |                                                                                               |
|        | COMPLETE POWER LOSS - COMPL<br>Emergency Circumstances - Fi<br>Remarks- Bendix Servo Fuel                                                        | ORCED LANDING OFF AIRPO                             | ORT ON   | LA | NC | )        | -     | ED.CRASH LNDD INTO TREES.                           |                                                                                               |
| 3-1242 | 5/21/77 BROOKHAVEN.NY<br>TIME - 1430                                                                                                             | SCHWEIZER 2-32<br>N9857E                            | PX-      |    |    |          |       | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP           | COMMERCIAL, AGE 52, 428<br>Total Hours, 24 in Type,                                           |
|        | DEPARTURE POINT<br>BRODKHAVEN.NY                                                                                                                 | DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL |          | _  |    |          | _     |                                                     | NOT INSTRUMENT RATED.                                                                         |
|        | TYPE OF ACCIDENT<br>COLLIDED WITH WIRES/POLE                                                                                                     | S                                                   |          | Þ  |    |          |       | OPERATION<br>IGHT ACROBATICS                        |                                                                                               |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPROP<br>PILOT IN COMMAND - MISJUD<br>REMARKS- INTENTIONAL SPIN.                                        |                                                     | CONTRO   | LS | •  |          |       |                                                     |                                                                                               |

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| FILE  | DATE LOCATION                                                                                                                          | AIRCRAFT DATA                               |       |     | IES<br>S M |     | ELIGHT<br>PURPOSE                  |        | PILOT DATA                                                                                                     |
|-------|----------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|-------|-----|------------|-----|------------------------------------|--------|----------------------------------------------------------------------------------------------------------------|
| -1283 | 5/22/77 KEESEVILLE.NY<br>TIME - 2030                                                                                                   | PIPER PA-28<br>N5110L<br>DAMAGE-DESTROYED   |       |     |            |     | NONCOMMERCIAL<br>PLEASURE/PERSONAL | TRANSP | PRIVATE, AGE 21, 100<br>TOTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT                                         |
|       | DEPARTURE POINT<br>PLATTSBURGH+NY                                                                                                      | INTENDED DESTINATION                        |       | _   |            |     |                                    |        | RATED.                                                                                                         |
|       | TYPE OF ACCIDENT<br>COLLISION WITH GROUND/W/                                                                                           | ATER CONTROLLED                             |       |     |            |     | F OPERATION<br>IGHT LOW PASS       |        | and and a second se |
|       | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - EXER(<br>MISCELLANEOUS ACTS,COND                                                               |                                             | FLYIN | G   |            |     |                                    |        |                                                                                                                |
|       | FACTOR(S)<br>TERRAIN - HIGH OBSTRUCT<br>FIRE AFTER IMPACT                                                                              | ומאצ                                        |       |     |            |     |                                    |        |                                                                                                                |
|       |                                                                                                                                        |                                             |       |     |            |     |                                    |        |                                                                                                                |
| -1177 | 5/22/77 FORT PLAIN.NY<br>TIME - 0845                                                                                                   | PIPER PA-18<br>NB093D<br>DAMAGE-SUBSTANTIAL | PX-   |     |            |     | NONCOMMERCIAL<br>PLEASURE/PERSONAL | TRANSP | PRIVATE. AGE UNK/NR, 501<br>TOTAL HOURS. 501 IN TYPE<br>NOT INSTRUMENT RATED.                                  |
|       | NAME OF AIRPORT - NELLIS<br>DEPARTURE POINT<br>FORT PLAIN,NY<br>TYPE OF ACCIDENT<br>GROUND-WATER LOOP-SWERV<br>COLLIDED WITH FENCE,FEP | INTENDED DESTINATION<br>LOCAL               |       | P   | TΔ         | KEC | F OPERATION<br>IFF RUN<br>FF RUN   |        |                                                                                                                |
|       | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAIL<br>REMARKS- FLOAT EQUIPPED AC                                                             | ED TO MAINTAIN DIRECTION                    |       |     |            |     |                                    |        |                                                                                                                |
| -1394 | 5/22/77 FLUSHING+NY<br>TIME - 1008                                                                                                     | CESSNA 172K<br>N217NY<br>DAMAGE-DESTROYED   |       |     |            |     | MISCELLANEDUS<br>Demonstration     |        | PRIVATE, AGE 2R, 248<br>TOTAL HOURS, 70 IN TYPE,<br>NOT INSTRUMENT RATED.                                      |
|       | NAME OF AIRPORT - FLUSHING<br>DEPARTURE POINT<br>FLUSHING.NY                                                                           |                                             |       |     |            |     |                                    |        | NOT INSTRUMENT RATED.                                                                                          |
|       | TYPE OF ACCIDENT<br>STALL                                                                                                              |                                             |       | P   |            |     | F OPERATION<br>FF INITIAL CLIMB    |        |                                                                                                                |
|       | PROBABLE CAUSE(S)<br>• PILOT IN COMMAND - FAILS<br>PILOT IN COMMAND - MISUS<br>FACTOR(S)<br>• TERMIN - HICH DESTRUCT                   | SED OR FAILED TO USE FLA                    |       | ÞEE | D          |     |                                    |        |                                                                                                                |
|       | TERRAIN - HIGH DBSTRUCT<br>FIRE AFTER IMPACT                                                                                           | LUTO                                        |       |     |            |     |                                    |        |                                                                                                                |

BRIEFS OF ACCIDENTS

|        |                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                  | BRIEF                                              | S OF AC    | IDEM            | TS                    |                                                                                                                        |                                                                                           |  |  |  |  |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|----------------------------------------------------|------------|-----------------|-----------------------|------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|--|--|--|--|
| FILE   | DATE                                                                                                                                                                                                                                                                                                                                                                                                                                   | LOCATION                                         | AIRCRAFT DATA                                      |            | S I             | 47N                   | FLIGHT<br>PURPOSE                                                                                                      | PILOT DATA                                                                                |  |  |  |  |
| 3-0981 | 5/26/77<br>TIME - 1300                                                                                                                                                                                                                                                                                                                                                                                                                 | COLLINS.NY                                       | TAYLORCRAFT BC12-D<br>N95916<br>DAMAGE-SUBSTANTIAL | CR-<br>PX- | ) 1<br>) 0      | 0<br>0                | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                                                                              | PRIVATE, AGE 66, 508<br>TOTAL HOURS, 8 IN TYPE,<br>NOT INSTRUMENT RATED.                  |  |  |  |  |
|        | DEPARTURE P<br>GOWANDA,N                                                                                                                                                                                                                                                                                                                                                                                                               | DINT<br>Y                                        | INTENDED DESTINATION<br>EDEN.NY                    |            |                 |                       |                                                                                                                        |                                                                                           |  |  |  |  |
|        | TYPE OF ACCIDENT PHASE OF OPERATION<br>COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT NORMAL CRUISE                                                                                                                                                                                                                                                                                                                                  |                                                  |                                                    |            |                 |                       |                                                                                                                        |                                                                                           |  |  |  |  |
|        | PROBABLE CAN<br>PERSONNEL                                                                                                                                                                                                                                                                                                                                                                                                              |                                                  | PERSONNEL PILOT OF O                               | THER AI    | CRAF            | ۲                     |                                                                                                                        |                                                                                           |  |  |  |  |
|        | PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT         SPECIAL DATA         SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVSMALL US GEN.AV.         CONTROLLING AGENCY - NO CONTROL         RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT         TRAFFIC ADVISORY ISSUED - NONE         CONTROL ZONE/AREA - NO         EVASIVE ACTION TAKEN - YES         REMARKS- PILOT MADE SUCCESSFUL FORCED LANDING IN HAY FIELD. |                                                  |                                                    |            |                 |                       |                                                                                                                        |                                                                                           |  |  |  |  |
| -0981  | 5/26/77<br>TIME - 1300                                                                                                                                                                                                                                                                                                                                                                                                                 | COLLINS.NY                                       | PIPER PA-16<br>N6862K<br>DAMAGE-DESTROYED          | PX-        | 0               | 0                     | NONCOMMERCIAL<br>Pleasure/personal transp                                                                              | COMMERCIAL, FL.INSTR.,<br>AGE 30, 1500 TOTAL HOURS,<br>6 IN TYPE, NOT INSTRUMEN<br>RATED. |  |  |  |  |
|        | NAME OF AIR<br>DEPARTURE PI                                                                                                                                                                                                                                                                                                                                                                                                            | PORT - GOWANDA AI                                |                                                    |            |                 |                       |                                                                                                                        | KATED.                                                                                    |  |  |  |  |
|        | GOWANDA N                                                                                                                                                                                                                                                                                                                                                                                                                              | Y .                                              | INTENDED DESTINATION<br>EDEN.NY                    |            |                 |                       |                                                                                                                        |                                                                                           |  |  |  |  |
|        | COLLISION                                                                                                                                                                                                                                                                                                                                                                                                                              | IDENT<br>WITH AIRCRAFT B                         | OTH IN FLIGHT                                      |            |                 |                       | F OPERATION<br>IGHT ACROBATICS                                                                                         |                                                                                           |  |  |  |  |
|        |                                                                                                                                                                                                                                                                                                                                                                                                                                        | HSE(S)<br>COMMAND - EXERCIS<br>COMMAND - MISJUDG |                                                    |            |                 |                       |                                                                                                                        |                                                                                           |  |  |  |  |
|        | CONTROLLI<br>TRAFFIC A<br>CONTROL Z                                                                                                                                                                                                                                                                                                                                                                                                    |                                                  | NONE                                               | SMALL      | R /<br>CC<br>H( | DAR<br>INTR<br>DR I Z | AV.<br>CTL/SURVEILLANCE - NOT U<br>DLLED/UNCONTROLLED AIRPOR<br>ONTAL COLLISION ANGLE-DEG<br>COLLISION LIGHTS - OPERAT | T - UNCONTROLLED AIRPORT<br>REES - 180                                                    |  |  |  |  |

| BRIEFS OF ACCIDENTS |                                          |                                  |                                                                           |         |       |                                              |                                                                                          |  |  |  |  |  |
|---------------------|------------------------------------------|----------------------------------|---------------------------------------------------------------------------|---------|-------|----------------------------------------------|------------------------------------------------------------------------------------------|--|--|--|--|--|
| FILE                | DATE                                     | LOCATION                         | AIRCRAFT DATA                                                             |         | S M/N | PURPOSE                                      | PILOT DATA                                                                               |  |  |  |  |  |
| -1241               | 5/27/77<br>TIME - 143(                   | FARMINGDALE.NY                   | CESSNA 175<br>N7116M<br>DAMAGE-SUBSTANTIAL                                | CR- 0   | 0 1   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA       | PRIVATE, AGE 27, 100<br>NSP TOTAL HOURS, 50 IN TYPE.<br>NOT INSTRUMENT RATED.            |  |  |  |  |  |
|                     | NAME OF AIR<br>DEPARTURE I<br>LEBANON, M |                                  | INTENDED DESTINATION<br>FARMINGDALE.NY                                    |         |       |                                              |                                                                                          |  |  |  |  |  |
|                     | TYPE OF ACC<br>COLLIDED                  | CIDENT<br>WITH FENCE+FENCE       | POSTS                                                                     | f       |       | DF OPERATION<br>FROM LANDING                 |                                                                                          |  |  |  |  |  |
|                     | FACTOR(S)                                | COMMAND - FAILED                 | TO MAINTAIN DIRECTIONA                                                    |         | DL    |                                              |                                                                                          |  |  |  |  |  |
|                     | MISCELLA                                 | NEOUS ACTS+CONDIT:               | INANIAG SISTEM (NORMAL<br>IONS - IMPROPER CLEARAN<br>CKS 1/16 INCH THICK. |         | RANCE |                                              |                                                                                          |  |  |  |  |  |
| -1174               | 5/28/77<br>TIME - 1710                   | SYRACUSE • NY<br>3               | CESSNA 172C<br>N8484X<br>Damage-Shbstantial                               |         |       | NONCOMMERCIAL<br>Pleasure/personal tra       | COMMERCIAL. FL.INSTR<br>NSF AGE 39. 605 TOTAL HOURS<br>190 IN TYPE, INSTRUMENT<br>RATED. |  |  |  |  |  |
|                     | NAME OF AIT                              | RPORT - HANDCOCK !<br>Point      | FIELD<br>INTENDED DESTINATION                                             |         |       |                                              |                                                                                          |  |  |  |  |  |
|                     | SYRACUSE<br>TYPE OF ACC<br>NOSE DVE      | CIDENT                           | HAMILTON.NY                                                               | f       |       | DE OPERATION<br>OTHER                        |                                                                                          |  |  |  |  |  |
|                     | WEATHER BR                               | - UNFAVORABLE WIND               | RECORDED BRIEFING BY L                                                    | FMF RAD | 10    |                                              |                                                                                          |  |  |  |  |  |
|                     | SKY CONDITI                              |                                  |                                                                           | C       |       | G AT ACCIDENT SITE<br>MITED                  |                                                                                          |  |  |  |  |  |
|                     | VISIBILITY<br>5 DR OVE                   | AT ACCIDENT SITE<br>R(UNLIMITED) |                                                                           |         | NONE  | ITATION AT ACCIDENT SIT                      | E                                                                                        |  |  |  |  |  |
|                     | NONE                                     | NS TO VISION AT A                | CIDENT SITE                                                               |         | LEFT  | VE BEARING OF WIND<br>CROSS WIND 248-292 DEG | REES                                                                                     |  |  |  |  |  |
|                     | 290                                      | TION-DEGREES                     |                                                                           |         | 20    | ELOCITY-KNOTS<br>F FLIGHT PLAN               |                                                                                          |  |  |  |  |  |
|                     | VFR                                      | THER CONDITIONS                  | (TS. ACFT ATTEMPING TO                                                    |         | NONE  |                                              |                                                                                          |  |  |  |  |  |

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| FILE  |                                             |                                                    | AIRCRAFT DATA                                                                                     | E                   | <b>S I</b> | 4 / M        |                                       | PILOT DATA                                                                     |
|-------|---------------------------------------------|----------------------------------------------------|---------------------------------------------------------------------------------------------------|---------------------|------------|--------------|---------------------------------------|--------------------------------------------------------------------------------|
|       | 6/24/77 PRT<br>TIME - 1215                  | WASHINGTN, NY                                      | ENSTROM 280C<br>N587H<br>DAMAGE-SUBSTANTIAL                                                       | CR- 0<br>PX- 0      |            |              |                                       | STUDENT, AGE 41, 110<br>Total Hours, all in Type<br>Not instrument rated.      |
|       | PRT WASHINGTN.                              | - NY                                               | INTENDED DESTINATION<br>SOUTH AMBOY,NJ                                                            |                     |            |              |                                       |                                                                                |
|       | TYPE OF ACCIDEN                             | т                                                  | UNCONTROLLED                                                                                      |                     |            |              | F INITIAL CLIMB                       |                                                                                |
|       | PILOT IN COMM.                              | AND - FAILED T<br>AND - ATTEMPTE<br>MSTANCES - PRE | TO MAINTAIN ADEQUATE (<br>D OPERATION BEYOND EX<br>CAUTIONARY LANDING OF<br>PECTED MECHANICAL DIS | (PERIENC<br>F AIRPO | E/AI<br>RT |              | TY LEVEL                              |                                                                                |
|       | REMARKS- STUDEN                             |                                                    | G WITH ONE DOOR REMOVE                                                                            |                     |            | IRS          | TIME.LNDD IN SMALL                    | POND OF WATER.                                                                 |
|       |                                             |                                                    |                                                                                                   |                     |            |              |                                       |                                                                                |
| -1618 | 7/31/77 MAYF<br>TIME - 0945                 |                                                    | CESSNA 172<br>N5676r<br>Damage-SubstantIAL                                                        | PX- 1               |            |              | NONCOMMERCIAL<br>Pleasure/personal tr | PRIVATE, AGE 37, 262<br>ANSP TOTAL HOURS, 236 IN TYPE<br>NOT INSTRUMENT RATED. |
|       | DEPARTURE POINT<br>SCHENECTADY+N            | I                                                  | NTENDED DESTINATION<br>WATERTOWN+NY                                                               |                     |            |              |                                       |                                                                                |
|       | TYPE OF ACCIDEN<br>COLLIDED WITH            | т                                                  |                                                                                                   |                     |            |              | OPERATION<br>IGHT OTHER               |                                                                                |
|       | PILOT IN COMM                               |                                                    | D VFR FLIGHT INTO ADV<br>ED ALTITUDE                                                              | VERSE WE            | A THI      | ER C         | ONDITIONS                             |                                                                                |
|       | FACTOR(S)<br>TERRAIN - HIG<br>WEATHER - LOW |                                                    | 5                                                                                                 |                     |            |              |                                       |                                                                                |
|       | WEATHER - FOG                               |                                                    | DNS - SEAT BELT NOT FA                                                                            | ASTENED             |            |              |                                       |                                                                                |
|       | WEATHER BRIEFIN<br>WEATHER FORECAS          |                                                    | RECORDED BRIEFING BY U<br>DT REPORTED                                                             | LFMF RAD            | 10         |              |                                       |                                                                                |
|       | SKY CONDITION<br>OVERCAST                   |                                                    |                                                                                                   |                     |            | _ING         | AT ACCIDENT SITE                      |                                                                                |
|       | VISIBILITY AT A<br>1/4 MILE OR L            |                                                    |                                                                                                   |                     |            | CIPI<br>RIZZ | TATION AT ACCIDENT SI<br>Le           | I TE                                                                           |
|       | DBSTRUCTIONS TO<br>FOG                      | VISION AT ACC                                      | CIDENT SITE                                                                                       |                     | TE MI      |              | IURE-F                                |                                                                                |
|       | WIND DIRECTION-<br>90                       | DEGREES                                            |                                                                                                   |                     | ₩IN<br>5   |              | DCITY-KNOTS                           |                                                                                |
|       | TYPE OF WEATHER                             |                                                    |                                                                                                   | ·· ·                | TYP        | E OF         | FLIGHT PLAN<br>AL VFR                 |                                                                                |
|       | TYPE OF WEATHER                             |                                                    | VER MOUNTAINOUS TERRAI                                                                            | ·· ·                | TYP        | E OF         |                                       |                                                                                |

REMARKS- FIRE TRUCK CLRD ACROSS RWY WHILE N41941 ROLLING.CONTROLLERS VIEW OBSTRUCTED BY DC-10.

|         | DATE                         | LOCATION              | AIRCRAFT DATA                                     | -            |     | 5 M/ |      | FLIGHT<br>PURPOSE                        | PILOT DATA                                                                     |
|---------|------------------------------|-----------------------|---------------------------------------------------|--------------|-----|------|------|------------------------------------------|--------------------------------------------------------------------------------|
| -1483   | TIME - 1500                  | RNERSVILLE.NC         | N180V<br>DAMAGE-SUBSTANTIAL                       | PX-          |     |      |      | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS | COMMERCIAL, AGE 38, 409<br>P TOTAL HOURS, 89 IN TYPE,<br>NOT INSTRUMENT RATED. |
|         | DEPARTURE POI                |                       | INTENDED DESTINATION                              |              |     |      |      |                                          |                                                                                |
|         | WINSTON SAL                  |                       | KERNERSVILLE+NC                                   |              |     |      |      |                                          |                                                                                |
|         | TYPE OF ACCID                | ENI<br>ER LOOP-SWERVE |                                                   |              | Ρ   |      |      | G ROLL                                   |                                                                                |
|         | NOSE OVER/C                  |                       |                                                   |              |     |      |      | IG ROLL                                  |                                                                                |
|         | PROBABLE CAUS                |                       | TO MAINTAIN DIRECTION                             |              | TRO | u.   |      |                                          |                                                                                |
|         | FACTOR(S)                    | SANARD TATEED         | TO MAINTAIN DIRECTION.                            |              |     |      |      |                                          |                                                                                |
|         | AIRPORTS/A                   | RWAYS/FACILITI        | ES - AIRPORT CONDITIONS                           | S WET        | RU  | NWAY | (    |                                          |                                                                                |
|         | · .                          | · · ·                 |                                                   |              |     |      |      |                                          |                                                                                |
| -1002   | 3/8/77 A                     | PEX+NC                | LUSCOMBE 8A                                       | CR-          | 0   | 0    | 1    | NONCOMMERCIAL                            | PRIVATE, AGE 33, 202                                                           |
|         | TIME - 1530                  |                       | N1400K<br>DAMAGE-SUBSTANTIAL                      |              | 0   | 0    | 0    | PLEASURE/PERSONAL TRANS                  | P TOTAL HOURS, 10 IN TYPE,<br>NOT INSTRUMENT RATED.                            |
|         | NAME OF AIRPO                |                       |                                                   |              |     |      |      |                                          |                                                                                |
|         | DEPARTURE POI<br>APEX.NC     | INT                   | INTENDED DESTINATION<br>LOCAL                     |              |     |      |      |                                          |                                                                                |
|         | TYPE OF ACCI                 | ENT                   | LOCAL                                             |              | Ρ   | HASE | OF   | OPERATION                                |                                                                                |
|         | NOSE OVER/0                  | ино                   |                                                   |              |     | Ł۵۸  | DIN  | IG ROLL                                  |                                                                                |
|         | PROBABLE CAUS                | SE(S)                 |                                                   |              |     |      |      |                                          |                                                                                |
|         | PILOT IN CO                  | MMAND - IMPROP        | ER OPERATION OF BRAKES<br>IONS - POORLY PLANNED A |              |     | LIG⊦ | нт с | CONTROLS                                 |                                                                                |
|         |                              |                       |                                                   |              | •   |      |      |                                          |                                                                                |
| 1753    | 3/8/77 CH                    | ARLOTTE.NC            | PIPER PA-34                                       | CR-          | 0   | 0    | 1    | COMMERCIAL                               | COMMERCIAL, FL.INSTR.,                                                         |
| - 1 3 5 | TIME - 2215                  |                       | N41941                                            | PX-          |     |      |      | AIR TAXI-CARGO                           | AGE 29, 2390 TOTAL HOURS                                                       |
|         |                              |                       | DAMAGE-SUBSTANTIAL                                | 0 <b>T</b> - | 0   | 0    | 2    |                                          | 535 IN TYPE, INSTRUMENT<br>RATED.                                              |
|         |                              | DRT - DOUGLAS MU      |                                                   |              |     |      |      |                                          |                                                                                |
|         | DEPARTURE POI<br>CHARLOTTE,N |                       | INTENDED DESTINATION<br>ATLANTA.GA                |              |     |      |      |                                          |                                                                                |
|         | TYPE OF ACCI                 |                       | A+ L 4 1 4 4 64                                   |              | Ρ   | HASE | E OF | - OPERATION                              |                                                                                |
|         |                              | TH OBJECT             |                                                   |              |     | -    | -    | FRUN                                     |                                                                                |

BRIEFS OF ACCIDENTS

| FILE  |                                      | LOCATION                              | AIRCRAFT DATA                                    | F          | : !    | S M/       | N   | PURPOSE                                     | PILOT DATA                                                                  |
|-------|--------------------------------------|---------------------------------------|--------------------------------------------------|------------|--------|------------|-----|---------------------------------------------|-----------------------------------------------------------------------------|
|       |                                      | WHITE LAKE.NC                         | CESSNA 172<br>N1130U<br>DAMAGE-SUBSTANTIAL       | CR-<br>PX- | 0<br>0 | 0<br>0     | 1   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAN     | PRIVATE, AGE 20, 95 TOTAL<br>SP HOURS, 18 IN TYPE, NOT<br>INSTRUMENT RATED. |
|       | DEPARTURE                            | RPORT - WHITE LAK<br>POINT<br>ILLE-NC | INTENDED DESTINATION                             |            |        |            |     | COUTE STOP                                  |                                                                             |
|       | NOSE OVE                             | LIDENT                                |                                                  |            | P۲     | HASE       | OF  | OPERATION<br>NG ROLL                        |                                                                             |
|       | PROBABLE CA<br>PILOT IN<br>FACTOR(S) |                                       | ED UNSUITABLE TERRAIN                            |            |        |            |     |                                             |                                                                             |
|       |                                      | AIRWAYS/FACILITI                      | ES - AIRPORT CONDITIONS                          | 50F 1      | r RI   | JNWA       | Y   |                                             | 2                                                                           |
|       |                                      |                                       |                                                  |            |        |            |     |                                             |                                                                             |
| -1000 | 3/28/77<br>TJME - 111                | WALLACE, NC                           | CESSNA 177<br>N34902<br>DAMAGE-SUBSTANTIAL       | CR-<br>PX- |        |            |     |                                             | STUDENT, AGE 52, 54 TOTAL<br>Hours, all in type, not<br>Instrument rated.   |
|       |                                      |                                       | INTENDED DESTINATION<br>WALLACE+ NC              |            | Di     |            | 0   | OPERATION                                   |                                                                             |
|       | NOSE OVE                             |                                       |                                                  |            |        |            | -   | NG LEVEL OFF/TOUCHDOWN                      |                                                                             |
|       | PILOT IN<br>FACTOR(S)                | COMMAND - IMPROP                      | ER RECOVERY FROM BOUNCE                          | DLAN       | DIN    | G          |     |                                             |                                                                             |
|       | WEATHER BR                           | EFING - BRIEFED                       | BY FLIGHT SERVICE PERSO<br>SUBSTANTIALLY CORRECT | NNEL,      | ΒY     | РНО        | NE  |                                             |                                                                             |
|       |                                      | ·                                     |                                                  |            |        | UNL        | IMI | AT ACCIDENT SITE<br>TED                     |                                                                             |
|       | 5 OR OVER                            | AT ACCIDENT SITE<br>R(UNLIMITED)      |                                                  |            |        | NON        | E   | TATION AT ACCIDENT SITE                     |                                                                             |
|       | NONE                                 |                                       | CCIDENT SITE                                     |            |        |            | -   | E BEARING OF WIND<br>ROSS WIND 248-292 DEGR | EES                                                                         |
|       | WIND DIRECT<br>180                   | ION-DEGREES                           |                                                  |            |        | IND<br>10  | VEL | OCITY-KNOTS                                 |                                                                             |
|       | TYPE OF WEA<br>VFR                   | THER CONDITIONS                       |                                                  |            |        | YPE<br>VFR |     | FLIGHT PLAN                                 |                                                                             |
|       | REMARKS- W                           | IND GUSTS TO 25KT                     | S.                                               |            |        |            |     |                                             |                                                                             |

BRIEFS OF ACCIDENTS

| FILE   | DATE                                                      | LOCATION           | AIRCRAFT DATA                                      |            | F             | SM     | 4/N       | FLIGHT<br>PURPOSE                          |        | PILOT DATA .                                                                  |
|--------|-----------------------------------------------------------|--------------------|----------------------------------------------------|------------|---------------|--------|-----------|--------------------------------------------|--------|-------------------------------------------------------------------------------|
|        | 3/30/77<br>TIME - 180                                     | NAKINA,NC<br>DO    | TAYLORCRAFT BC12D<br>N43210<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX- | 0             | 1      | 0         |                                            | TRANSP | COMMERCIAL, AGE 30, 1400<br>TOTAL HOURS, 36 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE<br>NAKINA,<br>TYPE OF AG                        | NC                 | INTENDED DESTINATION                               |            |               |        | · E . D 6 | OPERATION                                  |        |                                                                               |
|        |                                                           | DN WITH GROUND/WAT | TER CONTROLLED                                     |            |               |        |           | IGHT BUZZING                               |        |                                                                               |
|        | MISCELL                                                   | V COMMAND - EXERCI | SED POOR JUDGMENT<br>TIONS - UNWARRANTED LOW       | FLYIN      | ٩G            |        |           |                                            |        |                                                                               |
|        |                                                           |                    |                                                    |            |               |        |           |                                            | -      |                                                                               |
| 3-1484 | 4/3/77<br>TIME - 114                                      |                    | CESSNA 150<br>N18011<br>DAMAGE-SUBSTANTIAL         | CR-<br>PX- | 1<br>0        | 0<br>0 | 0<br>0    | NDNCOMMERCIAL<br>PLEASURE/PERSONAL         | TRANSP | ATP,FLIGHT INSTR., AGE<br>43, 5266 TOTAL HOURS,<br>UNK/NR IN TYPE, INSTRU-    |
|        | NAME OF AD<br>DEPARTURE<br>EDEN+NC<br>TYPE OF AC<br>STALL | CLIDENT            | RPORT<br>INTENDED DESTINATION<br>LOCAL             |            | F             |        |           | - OPERATION<br>GHT ACROBATICS              | -      | MENT RATED.                                                                   |
|        |                                                           | COMMAND - FAILED   | D TO OBTAIN/MAINTAIN FL<br>PER OPERATION OF FLIGHT |            |               |        |           |                                            |        |                                                                               |
| 3-0997 | 4/10/77<br>TIME - 15                                      | ARCHDALE.NC        | CESSNA 172<br>N5600T<br>DAMAGE-DESTROYED           | CR-<br>PX- | <b>0</b><br>0 | 0<br>0 | 1<br>1    | NONCOMMERCIAL<br>PLEASURE/PERSONAL         | TRANSP | PRIVATE, AGE 65, 558<br>Total Hours, 26 in type,<br>Not instrument rated.     |
|        | NAME OF A<br>DEPARTURE<br>HIGH PD                         |                    | IELD<br>INTENDED DESTINATION<br>ARCHDALE.NC        |            |               |        |           |                                            |        |                                                                               |
|        | TYPE OF AC<br>HARD LAY<br>NOSE OVE                        | NDING              |                                                    |            | P             | L      | NDI       | OPERATION<br>NG LEVEL OFF/TOUCH<br>NG ROLL | HDDWN  |                                                                               |
|        | 1002 010                                                  |                    |                                                    |            |               |        |           |                                            |        |                                                                               |

|       |                                                                                                                                                                                                 | BRIEFS                                                                       | S OF AC | :01 | DEN        | IS                |                                                                                  |         |                                                                               |
|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|---------|-----|------------|-------------------|----------------------------------------------------------------------------------|---------|-------------------------------------------------------------------------------|
| TLE   | DATE LOCATION                                                                                                                                                                                   | AIRCRAFT DATA                                                                |         |     | IES<br>S M |                   | FLIGHT<br>PURPOSE                                                                |         | PILOT DATA                                                                    |
| -0994 | 4/11/77 PINEHURST,NC<br>TIME - 1430<br>NAME OF AIRPORT - FOXFIRE<br>DEPARTURE POINT<br>PINEHURST,NC<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUN<br>COLLIDED WITH TREES<br>PROBABLE CAUSE(S) | INTENDED DESTINATION<br>GREENSBORD+NC                                        |         | 0   | 0<br>PHAS  | 2<br>SE (C<br>KEC | NONCOMMERCIAL<br>PLEASURE/PERSONAL<br>F OPERATION<br>FF INITIAL CLIMB<br>NG ROLL | TRANSP  | CONMERCIAL, AGE 60, 876<br>TOTAL HOURS, 154 IN TYPE,<br>NOT INSTRUMENT RATED. |
| ŕ     | POWERPLANT - MISCELLANEO<br>PILOT IN COMMAND - ATTEM<br>FACTOR(S)<br>MISCELLANEOUS ACTS,CONDI<br>PARTIAL POWER LOSS - PARTI<br>REMARKS- AFT SUCCESSFUL EM                                       | PTED OPERATION W/KNOWN N<br>TIONS - FIRE IN WING<br>AL LOSS OF POWER - 1 ENG | DEFICI  | ENC | IES        | 5 11              | EQUIPMENT                                                                        | VE FLT. |                                                                               |
| -1004 | 4/13/77 HICKORY.NC<br>TIME - 0955                                                                                                                                                               | CESSNA 150<br>N9351U<br>DAMAGE-SUBSTANTIAL                                   |         |     |            |                   | INSTRUCTIONAL<br>SOLO                                                            |         | STUDENT, AGE 45, 13 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.     |
|       | NAME OF AIRPORT - HICKORY<br>DEPARTURE POINT<br>HICKORY.NC<br>TYPE OF ACCIDENT<br>HARD LANDING<br>GEAR COLLAPSED                                                                                | INTENDED DESTINATION<br>LOCAL                                                |         | Ρ   | LA         | NDI               | F OPERATION<br>NG LEVEL OFF/TOUC<br>NG ROLL                                      | HDOWN   |                                                                               |
|       | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPRO<br>PILOT IN COMMAND - IMPRO<br>FACTOR(S)<br>MISCELLANEOUS ACTS,CONDI                                                                              | PER RECOVERY FROM BOUNC                                                      |         | DIN | IG         |                   |                                                                                  |         |                                                                               |
| -0999 | 4/14/77 JACKSON+NC<br>TIME - 1445                                                                                                                                                               | BEECH F35<br>N42288<br>DAMAGE-SUBSTANTIAL                                    |         |     |            |                   | NONCOMMERCIAL<br>PLEASURE/PERSONAL                                               | TRANSP  | PRIVATE, AGE 53, 197<br>Total Hours, 37 in Type,<br>Not instrument rated.     |
|       | NAME OF AIRPORT - JOHNSON<br>DEPARTURE POINT<br>ISLIP.NY<br>TYPE OF ACCIDENT<br>OVERSHOOT<br>COLLIDED WITH DITCHES                                                                              | INTENDED DESTINATION<br>AHOSKIE,NC                                           |         | Ρ   | L۵         | NDI               | F OPERATION<br>NG LEVEL OFF/TOUC<br>NG ROLL                                      | HDOWN   |                                                                               |
|       | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - MISJU<br>PILOT IN COMMAND - SELEC<br>PILOT IN COMMAND - FAILE<br>FACTOR(S)<br>MISCELLANEOUS ACTS,CONDI<br>MISCELLANEOUS ACTS,CONDI                      | TED WRONG RUNWAY RELATI<br>D TO INITIATE GO-AROUND<br>TIONS - DOWNWIND       |         | EXI | STI        | NG                | WIND                                                                             |         |                                                                               |

| FILE  | DATE                                                                            | LOCATION                                                                              | AIRCRAFT DATA                                                                                                               |     | JURIES<br>FSM                          |                                     | FLIGHT<br>PURPOSE                                                                                       | <sup>1</sup> | PILOT DATA                                                                                                                                        |
|-------|---------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|-----|----------------------------------------|-------------------------------------|---------------------------------------------------------------------------------------------------------|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| -0995 | TIME - 0920                                                                     | GREENSBORD,NC<br>)<br>RPORT - AIR HARBOR                                              | GRUM AMER AA5<br>N9055U<br>Damage-Substantial                                                                               |     |                                        |                                     | NONCOMMERCIAL<br>PLEASURE/PERSONA                                                                       | L TRANSP     | COMMERCIAL, AGE 51, 1000<br>TOTAL HOURS, 4 IN TYPE,<br>NOT INSTRUMENT RATED.                                                                      |
|       | DEPARTURE<br>GREENSBOR<br>TYPE OF ACC<br>GROUND-WA<br>NOSE OVER                 | RO,NC<br>CIDENT<br>ATER LOOP-SWERVE                                                   | NTENDED DESTINATION<br>LOCAL                                                                                                |     | LA                                     | E O                                 | F OPERATION<br>NG ROLL<br>NG ROLL                                                                       |              |                                                                                                                                                   |
|       |                                                                                 | COMMAND - IMPROPER                                                                    | OPERATION OF BRAKES<br>FAMILIARITY WITH AIRC                                                                                |     | R FLIG                                 | нт                                  | CONTROLS                                                                                                |              |                                                                                                                                                   |
| -1068 | 4/17/77 NI<br>TIME - 1500                                                       | R.ELIZABETH CITY,NC                                                                   | PIPER PA−12<br>N21M<br>DAMAGE-SUBSTANTI∆L                                                                                   |     |                                        |                                     | NONCOMMERCIAL<br>Pleasure/persona                                                                       |              | STUDENT, AGE 57, 304<br>TOTAL HOURS, 194 IN TYPE<br>NOT INSTRUMENT RATED.                                                                         |
|       | NAME OF AIF<br>DEPARTURE I<br>WYOMING,U<br>TYPE OF ACC<br>OVERSHOOT<br>NOSE OVE | POINT I<br>DE<br>CIDENT                                                               | NTENDED DESTINATION<br>ELIZABETH CITY+NC                                                                                    |     | AC<br>PHAS<br>LA                       | COM<br>E O<br>NDI                   | ROUTE STOP<br>AC∙VA<br>F OPERATION<br>NG∵ LEVEL OFF/TOU<br>NG ROLL                                      | CHDORN       | NUT INSTRUMENT RATED.                                                                                                                             |
|       | PILOT IN<br>PILOT IN<br>FACTOR(S)<br>AIRPORTS<br>WEATHER                        | COMMAND - SELECTED<br>COMMAND - FAILED T<br>COMMAND - MISJUDGE<br>VAIRWAYS/FACILITIES | WRONG RUNWAY RELATIV<br>O INITIATE GO-ARQUND<br>D DISTANCE AND SPEED<br>- AIRPORT CONDITIONS<br>CONDITIONS<br>NS - DOWNWIND | SOF | т ѕной                                 | LDÉ                                 | R S                                                                                                     |              |                                                                                                                                                   |
|       | VISIBILITY<br>5 OR OVER<br>OBSTRUCTION<br>NONE                                  | AT ACCIDENT SITE                                                                      | IDENT SITE                                                                                                                  |     | UN<br>PREC<br>NC<br>RELA<br>TA<br>WIND | IPI<br>IPI<br>NE<br>TIV<br>IL<br>VE | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDEN<br>E BEARING OF WIND<br>WIND 158-202 DEGR<br>LOCITY-KNOTS |              | lan ang kang kang kang kang sa<br>San ang kang kang kang san ang ka |
|       | TYPE OF WE                                                                      | ATHER CONDITIONS                                                                      |                                                                                                                             |     | TYPE<br>NC                             | OF                                  | FLIGHT PLAN                                                                                             |              |                                                                                                                                                   |

|       | BRIEFS OF ACCIDENTS               |                                                                   |                                                                           |            |        |                    |                |                                                                           |                                                                                          |  |  |  |  |
|-------|-----------------------------------|-------------------------------------------------------------------|---------------------------------------------------------------------------|------------|--------|--------------------|----------------|---------------------------------------------------------------------------|------------------------------------------------------------------------------------------|--|--|--|--|
|       | ΦΑΤΕ                              | LGCATION                                                          | AIRCRAFT DATA                                                             | INJ<br>F   | UR     | IES<br>SM,         | /N             | FLIGHT<br>PURPOSE                                                         | PILOT DATA                                                                               |  |  |  |  |
|       |                                   | CHARLOTTE,NC                                                      | AEROSTAR 601P<br>N12LC<br>DAMAGE-SUBSTANTIAL                              | CR-        | 0      | 0                  | 1              | NONCOMMÉRCIAL<br>CORP/EXEC                                                | ATP,FLIGHT INSTR., AGE<br>25, 1572 TOTAL HOURS, 75<br>IN TYPE, INSTRUMENT<br>RATED.      |  |  |  |  |
|       | DEPARTURE                         | -SALEM.NC<br>CCIDENT                                              | UNICIPAL<br>INTENDED DESTINATION<br>CHARLOTTE,NC                          |            | Ы      |                    |                | - OPERATION<br>NG LEVEL OFF/TOUCHDOWN                                     |                                                                                          |  |  |  |  |
|       | FACTOR(S)<br>AIRFRAM              | N COMMAND - FAILED<br>E - LANDING GEAR L                          | TO ASSURE THE GEAR WAS<br>ANDING GEAR WARNING AN<br>GR HANDLE IINCH FM DN | D INDI     | C A    | TIN                |                |                                                                           |                                                                                          |  |  |  |  |
| -1479 | 5/5/77<br>TIME - 18               | KNIGHTDALE.NC                                                     | CESSNA 150<br>N57R1G<br>Damage-substantIal                                | CR-<br>PX- | 0<br>0 | 0<br>0             | 2<br>0         | INSTRUCTIONAL<br>DUAL                                                     | COMMERCIAL, FL.INSTR.,<br>AGE 26, 2466 TOTAL HOURS<br>1395 IN TYPE, INSTRUMENT<br>RATED. |  |  |  |  |
|       | DEPARTURE<br>KNIGHTD<br>TYPE OF A | NIRPORT - WENDELL-K<br>POINT<br>ALE.NC<br>CCIDENT<br>D WITH TREES | NIGHTDAL<br>INTENDED DESTINATION<br>LOCAL                                 |            | Ы      |                    |                | - OPERATION<br>Ng Final Approach                                          |                                                                                          |  |  |  |  |
|       | PILOT I<br>FACTOR(S)<br>WEATHER   | N COMMAND - CONTINU<br>N COMMAND - MISJUDO                        |                                                                           |            |        |                    | RE             | TUR BULENCE                                                               |                                                                                          |  |  |  |  |
|       | 5 OR OV<br>OBSTRUCTI<br>NONE      |                                                                   | CCIDENT SITE                                                              |            | P      | UNI<br>RECI<br>NDI | PI<br>NE<br>OF | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDENT SITE<br>WEATHER CONDITIONS |                                                                                          |  |  |  |  |

P∆GE 696

| FILE   | DATE                                                                                           | LOCATION                                                                                                                     | AIRCRAFT DATA                                                                                                                                                                               | F                      | -      | 5 M/                    | N                     | PURPOSE                                                                                               | PILOT DATA                                                                  |
|--------|------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------|-------------------------|-----------------------|-------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| 3-1003 | 5/8/77<br>TIME - 123<br>NAME OF AI<br>DEPARTURE<br>COATSVIL<br>TYPE OF AC<br>HARD LAN          | RPORT - S.E.GREENS<br>POINT<br>LE.PA<br>CIDENT                                                                               | PIPER PA-28<br>N56313<br>DAMAGE-SUBSTANTIAL<br>BORO<br>INTENDED DESTINATION<br>GREENSBORD,NC                                                                                                | CR-                    | 0      | 0<br>0<br>HASE<br>LAN   | 1<br>1<br>OF<br>DIN   | DPERATION<br>G LEVEL OFF/TDUCHDOWN<br>G GD-ARDUND                                                     | PRIVATE, AGE 50, 190<br>TOTAL HOURS, 6 IN TYPE,<br>NOT INSTRUMENT RATED.    |
|        | MISCELLA                                                                                       | COMMAND - IMPROPE                                                                                                            | IONS - PREVIOUS DAMAGE                                                                                                                                                                      |                        | :      |                         |                       |                                                                                                       |                                                                             |
| 3-1482 | 5/14/77<br>TIME - 141                                                                          | LIBERTY,NC<br>5                                                                                                              | STINSON L-5<br>NGC190<br>DAMAGE-SUBSTANTIAL                                                                                                                                                 |                        |        |                         |                       | MISCELLANEOUS<br>Towing gliders                                                                       | COMMERCIAL, AGE 63. 2169<br>TOTAL HOURS. 11 IN TYPE.<br>INSTRUMENT RATED.   |
|        | NAME OF AI<br>DEPARTURE<br>LIBERTY,<br>TYPE OF AC<br>OVERSHOO<br>NOSE OVE                      | NC<br>CIDENT<br>T                                                                                                            |                                                                                                                                                                                             | · .                    | PI     | LAN                     | DIN                   | OPERATION<br>16 LEVEL OFF/TOUCHDOWN<br>16 ROLL                                                        | INSTRONENT ALTER.                                                           |
|        | FACTOR(S)<br>PILOT IN                                                                          | COMMAND - MISJUDO                                                                                                            | GED DISTANCE AND SPEED<br>TO FOLLOW APPROVED PRO<br>ONED BFOR LDG.                                                                                                                          | CEDUR                  | ≡s,    | DIRE                    | сті                   | VES.ETC.                                                                                              |                                                                             |
|        |                                                                                                |                                                                                                                              |                                                                                                                                                                                             |                        |        |                         |                       |                                                                                                       |                                                                             |
| 3-1748 | TIME - 124<br>DEPARTURE<br>ST SIMON<br>TYPE OF AC                                              | PDINT<br>S.GA                                                                                                                | ROCKWELL 112TC<br>N4561W<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>KITTY HAWK,NC                                                                                                     | PX-                    | 0<br>L | O<br>AST<br>JEK<br>HASE | 3<br>ENR<br>YLL<br>OF | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF<br>OUTE STOP<br>ISLAND-GA<br>OPERATION<br>GHT NORMAL CRUISE | COMMERCIAL, AGE 60, 16545<br>Total Hours, 210 In type,<br>Instrument rated. |
|        | PROBABLE C<br>POWERPLA<br>MISCELLA<br>TERRAIN<br>FACTOR(S)<br>MISCELLA<br>MISCELLA<br>MISCELLA | NT - ENGINE STRUCT<br>NEQUS ACTS,CONDIT<br>- HIGH OBSTRUCTION<br>NEQUS ACTS,CONDIT<br>NEQUS ACTS,CONDIT<br>NEQUS ACTS,CONDIT | TURE MASTER AND CONNEC<br>IONS - MATFRIAL FAILURI<br>IONS - OIL STARVATION<br>NS<br>IONS - PRESSURE TOO LOU<br>IONS - RPM-UNCONTROLLAR<br>IONS - INTENTIONAL WHER<br>RCED LANDING OFF AIRPO | ↓<br>3LE-DVE<br>5LS-UP | RS     | S -                     |                       | G LEVEL OFF/TOUCHDOWN                                                                                 |                                                                             |

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| FILE   | DATE                                                                                                                                                  | LOCATION                                                                                                                                                               | AIRCRAFT DATA                                                                                                                                           |              | JURIE<br>F S |                         |                                       | PILOT DATA                                                                                |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------|-------------------------|---------------------------------------|-------------------------------------------------------------------------------------------|
| 3-1750 | 5/28/77 SOUTHPORT.NC PIPER PA-28 CR- 0<br>TIME - 1530 N98335 PX- 0<br>DAMAGE-SUBSTANTIAL                                                              |                                                                                                                                                                        |                                                                                                                                                         |              |              |                         | INSTRUCTIONAL<br>DUAL                 | COMMERCIAL, FL.INSTR.,<br>AGE 45, 9200 TOTAL HOURS,<br>2000 IN TYPE, INSTRUMENT<br>RATED. |
|        | NAME OF AIRPORT - BRUNSWICK COUNTY<br>DEPARTURE POINT INTENDED DESTINATION                                                                            |                                                                                                                                                                        |                                                                                                                                                         |              |              |                         |                                       |                                                                                           |
|        |                                                                                                                                                       |                                                                                                                                                                        | LOCAL                                                                                                                                                   |              |              |                         |                                       |                                                                                           |
|        |                                                                                                                                                       | F ACCIDENT PHASE OF OPERATION                                                                                                                                          |                                                                                                                                                         |              |              |                         |                                       |                                                                                           |
|        | UNDERSHO                                                                                                                                              |                                                                                                                                                                        | LANDING FINAL APPROACH<br>LANDING LEVEL OFF/TOUCHDOWN                                                                                                   |              |              |                         |                                       |                                                                                           |
|        | HARD LANDING                                                                                                                                          |                                                                                                                                                                        |                                                                                                                                                         |              | ANUI         | NO LEVEL OFF/ TOUCHDOWN |                                       |                                                                                           |
|        |                                                                                                                                                       | IDENT - MISJUDGED                                                                                                                                                      | DISTANCE AND ALTITUDE                                                                                                                                   | £ PNW        | FRDI         | אד ר                    |                                       |                                                                                           |
|        | DUAL STU<br>DUAL STU<br>PILOT IN                                                                                                                      | IDENT - MISJUDGED<br>IDENT - IMPROPER (                                                                                                                                | PERATION OF POWERPLANT<br>DUATE SUPERVISION OF FLI                                                                                                      |              |              | NT C                    | ONTROLS                               |                                                                                           |
| 3-0998 | DUAL STU<br>DUAL STU<br>PILOT IN<br>REMARKS- C                                                                                                        | JDENT - MISJUDGED<br>JDENT - IMPROPER (<br>COMMAND - INADE)<br>HECK RIDE FOR AIF<br>BURLINGTON,NC                                                                      | DPERATION OF POWERPLANT<br>DUATE SUPERVISION OF FLI<br>CRAFT RENTAL<br>CESSNA 150                                                                       | GHT .<br>CR- | 0 (          | ) 1                     | INS TRUCTIONAL                        | STUDENT, AGE 25, 17 TOTAL<br>Hours, all in Type, not                                      |
| 3-0998 | DUAL STU<br>DUAL STU<br>PILOT IN<br>REMARKS- C                                                                                                        | JDENT - MISJUDGED<br>JDENT - IMPROPER (<br>COMMAND - INADE)<br>HECK RIDE FOR AIF<br>BURLINGTON,NC                                                                      | DPER∆TION OF POWERPLANT<br>DHATE SUPERVISION OF FLI<br>CRAFT RENTAL                                                                                     | GHT .<br>CR- | 0 (          | ) 1                     |                                       | STUDENT, AGE 25, 17 TOTAI<br>Hours, all in Type, not<br>instrument rated.                 |
| 3-0998 | DUAL STU<br>DUAL STU<br>PILOT IN<br>REMARKS- C<br>6/3/77<br>TIME - 091<br>NAME OF AJ                                                                  | JDENT - MISJUDGED<br>JDENT - IMPROPER (<br>COMMAND - INADE)<br>HECK RIDE FOR AIF<br>BURLINGTON, NC<br>15<br>IRPORT - BURLINGTO                                         | DPERATION OF POWERPLANT<br>DIATE SUPERVISION OF FLI<br>RCRAFT RENTAL<br>CESSNA 150<br>N63617<br>DAMAGE-SUBSTANTIAL<br>DN                                | GHT .<br>CR- | 0 (          | ) 1                     | INS TRUCTIONAL                        | HOURS, ALL IN TYPE, NOT                                                                   |
| 3-0998 | DUAL STU<br>DUAL STU<br>PILOT IN<br>REMARKS- 0<br>6/3/77<br>TIME - 091<br>NAME OF A1<br>DEPARTURE                                                     | JDENT - MISJUDGED<br>JDENT - IMPROPER (<br>COMMAND - INADE<br>HECK RIDE FOR AIF<br>BURLINGTON, NC<br>L5<br>(RPORT - BURLINGTO<br>POINT                                 | DPERATION OF POWERPLANT<br>DIATE SUPERVISION OF FL<br>CRAFT RENTAL<br>CESSNA 150<br>N63617<br>DAMAGE-SUBSTANTIAL<br>DN<br>INTENDED DESTINATION          | GHT .<br>CR- | 0 (          | ) 1                     | INS TRUCTIONAL                        | HOURS, ALL IN TYPE, NOT                                                                   |
| 5-0998 | DUAL STU<br>DUAL STU<br>PILOT IN<br>REMARKS- C<br>6/3/77<br>TIME - 091<br>NAME OF AJ                                                                  | JDENT - MISJUDGED<br>JDENT - IMPROPER (<br>COMMAND - INADE<br>HECK RIDE FOR AIF<br>BURLINGTON, NC<br>L5<br>IRPORT - BURLINGT(<br>POINT<br>FON, NC                      | DPERATION OF POWERPLANT<br>DIATE SUPERVISION OF FLI<br>RCRAFT RENTAL<br>CESSNA 150<br>N63617<br>DAMAGE-SUBSTANTIAL<br>DN                                | GHT .<br>CR- | 0 0          | 0 1                     | INS TRUCTIONAL                        | HOURS, ALL IN TYPE, NOT                                                                   |
| 3-0998 | DUAL STU<br>DUAL STU<br>PILOT IN<br>REMARKS- 0<br>6/3/77<br>TIME - 091<br>NAME OF A1<br>DEPARTURE<br>BURLINGT                                         | JDENT - MISJUDGED<br>JDENT - IMPROPER (<br>COMMAND - INADE)<br>HECK RIDE FOR AIF<br>BURLINGTON, NC<br>15<br>IRPORT - BURLINGTO<br>POINT<br>FON, NC<br>CIDENT           | DPERATION OF POWERPLANT<br>DIATE SUPERVISION OF FL<br>CRAFT RENTAL<br>CESSNA 150<br>N63617<br>DAMAGE-SUBSTANTIAL<br>DN<br>INTENDED DESTINATION          | GHT .<br>CR- | 0 0<br>0 0   | ) 1<br>) 0              | INS TRUCTIONAL<br>SOLO                | HOURS, ALL IN TYPE, NOT                                                                   |
| 3-0998 | DUAL STU<br>DUAL STU<br>PILOT IN<br>REMARKS- (<br>6/3/77<br>TIME - 091<br>NAME OF A1<br>DEPARTURE<br>BURLINGT<br>TYPE OF A0                           | JDENT - MISJUDGED<br>JDENT - IMPROPER (<br>COMMAND - INADE<br>HECK RIDE FOR AIF<br>BURLINGTON, NC<br>L5<br>IRPORT - BURLINGTO<br>POINT<br>TON, NC<br>CODENT<br>SR/DOWN | DPERATION OF POWERPLANT<br>DIATE SUPERVISION OF FL<br>CRAFT RENTAL<br>CESSNA 150<br>N63617<br>DAMAGE-SUBSTANTIAL<br>DN<br>INTENDED DESTINATION          | GHT .<br>CR- | 0 0<br>0 0   | ) 1<br>) 0              | INSTRUCTIONAL<br>SOLO<br>NF OPERATION | HOURS, ALL IN TYPE, NOT                                                                   |
| 3-0998 | DUAL STU<br>DUAL STU<br>PILOT IN<br>REMARKS- 0<br>6/3/77<br>TIME - 091<br>NAME OF A1<br>DEPARTURE<br>BURLINGT<br>TYPE OF A0<br>NOSE OVE<br>PROBABLE 0 | JDENT - MISJUDGED<br>JDENT - IMPROPER (<br>COMMAND - INADE<br>HECK RIDE FOR AIF<br>BURLINGTON, NC<br>L5<br>IRPORT - BURLINGTO<br>POINT<br>TON, NC<br>CODENT<br>SR/DOWN | DPERATION OF POWERPLANT<br>DIATE SUPERVISION OF FL<br>CRAFT RENTAL<br>CESSNA 150<br>N63617<br>DAMAGE-SUBSTANTIAL<br>JN<br>INTENDED DESTINATION<br>LOCAL | GHT .<br>CR- | 0 0<br>0 0   | ) 1<br>) 0              | INSTRUCTIONAL<br>SOLO<br>NF OPERATION | HOURS, ALL IN TYPE, NOT                                                                   |

| FILE  | DATE                                                              | LOCATION                                                                                                                             | AIRCRAFT DATA                                                                      | IN.<br>F                          |    | S M                                                                             |          | FLIGHT<br>PURPOSE                                                                 | ΡΙΙΟΤ ΟΔΤΔ                                                                    |
|-------|-------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-----------------------------------|----|---------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| -1478 | 6/6/77<br>TIME - 1710                                             | SOUTHERN PINES, NC                                                                                                                   | N.AMERICAN SNJ-5<br>N1047C<br>DAMAGE-SUBSTANTIAL                                   | PX- 0 0 1 PLEASURE/PERSONAL TRANS |    | PRIVATE, AGE 64, 9980<br>TOTAL HOURS, 2700 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |          |                                                                                   |                                                                               |
|       | DEPARTURE DILLON.SC<br>TYPE OF ACC                                | ;                                                                                                                                    | NES<br>NTENDED DESTINATION<br>CHAPEL HILL+NC                                       |                                   | Ρ  |                                                                                 |          | F OPERATION<br>Ng Roll                                                            |                                                                               |
|       | WEATHER -<br>FACTOR(S)<br>WEATHER -<br>WEATHER BRI<br>WEATHER FOR | COMMAND - FAILED T<br>- UNFAVORABLE WIND<br>- THUNDERSTORM ACTI<br>IEFING - BRIEFED BY<br>VECAST - UNKNOWN/NO<br>CIRCUMSTANCES - PRE | VITY<br>FLIGHT SERVICE PERSO                                                       | NNEL,                             | вγ | РН                                                                              | DNE      |                                                                                   |                                                                               |
|       | 1 MILE OF<br>OBSTRUCTION<br>DUST<br>TYPE OF FLI<br>NONE           | AT ACCIDENT SITE<br>R LESS<br>NS TO VISION AT ACC                                                                                    | IDENT SITE                                                                         |                                   | Р  | 100<br>RECI                                                                     | PI<br>N. | AT ACCIDENT SITE<br>TATION AT ACCIDENT SITE<br>THUNDERSTORM<br>WEATHER CONDITIONS |                                                                               |
| -1751 | TIME - 225                                                        | RPORT - AIR HARBOR<br>Point I<br>H<br>Lident                                                                                         | CESSNA 182<br>N3574Y<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION<br>GREENSBORD+NC |                                   | 0  |                                                                                 | 0<br>DI  | COMMERCIAL<br>AIR TAXI-CARGO<br>OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG ROLL    | COMMERCIAL, AGE UNK/NR,<br>665 TOTAL HOURS, 131 IN<br>Type, instrument rated. |
|       | PILOT IN<br>FACTOR(S)<br>MISCELLAM<br>MISCELLAM                   | COMMAND - MISJUDGE<br>COMMAND - FAILED T<br>NEOUS ACTS,CONDITIO                                                                      | NS - RAN OFF END OF R                                                              | UNWAY                             |    |                                                                                 |          |                                                                                   |                                                                               |

| FILE   | DATE                                | LOCATION                              | AIRCRAFT DATA                                                        | INJU    | RIF |     |       | FLIGHT                                             | PILOT DATA                                                                |
|--------|-------------------------------------|---------------------------------------|----------------------------------------------------------------------|---------|-----|-----|-------|----------------------------------------------------|---------------------------------------------------------------------------|
|        |                                     |                                       |                                                                      | F       |     |     |       | PURPOSE                                            |                                                                           |
| -1485  | 6/10/77<br>TIME - 110               | GREENSBORD,NC<br>0                    | PIPER PA-28<br>N4846L<br>DAMAGE-SUBSTANTIAL                          |         |     |     |       | INCOMMERCIAL<br>ISINESS                            | PRIVATE, AGE 34, 84 TOTA<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.  |
|        | DEPARTURE<br>PULASKI,<br>TYPE OF AC | VA<br>CIDENT                          | R<br>INTENDED DESTINATION<br>GREENSBORD.NC                           |         |     |     |       | PERATION                                           |                                                                           |
|        | GROUND-W                            | ATER LOOP-SWERVE                      |                                                                      |         | L   | AN. | DING  | ROLL                                               |                                                                           |
|        | PILOT IN<br>FACTOR(S)               | COMMAND - SELECTE<br>COMMAND - FAILED | D WRONG RUNWAY RELATIV<br>TO MAINTAIN DIRECTIONA                     |         |     | IN  | G WIN | D                                                  |                                                                           |
|        | MISCELLA                            | NEOUS ACTS, CONDIT!                   | IONS - DOWNWIND                                                      |         |     |     |       |                                                    |                                                                           |
|        |                                     |                                       |                                                                      |         |     |     |       |                                                    |                                                                           |
| 3-1477 | 6/11/77 N<br>TIME - 143             |                                       | PIPER PA-28R<br>N6711J<br>DAMAGE-SUBSTANTIAL                         |         |     |     |       | DNCOMMERCIAL<br>EASURE/PERSONAL TRANSP             | PRIVATE, AGE 50, 1028<br>TOTAL HOURS, 92 IN TYPE,<br>INSTRUMENT RATED.    |
|        | DEPARTURE<br>SELMA,NC               | •                                     | INTENDED DESTINATION                                                 |         |     |     | · .   |                                                    |                                                                           |
|        | TYPE OF AC<br>UNDERSHO<br>HARD LAN  | b <b>T</b>                            |                                                                      |         | L   | AN  | DING  | DPERATION<br>FINAL APPROACH<br>LEVEL OFF/TOUCHDOWN |                                                                           |
|        | FACTOR(S)                           | COMMAND - MISJUDO                     | GED DISTANCE, SPEED, AND                                             |         |     |     |       |                                                    | · · · ·                                                                   |
|        |                                     |                                       |                                                                      |         |     |     |       |                                                    |                                                                           |
| 1      |                                     |                                       | 050011 100                                                           |         |     |     |       |                                                    |                                                                           |
| 1486   | 6/12/77<br>TIME - 184<br>DEPARTURE  | OPOINT                                | CESSNA 182<br>N52922<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION   |         |     |     |       | INCOMMERCIAL<br>EASURE/PERSONAL TRANSP             | PRIVATE, AGE 35, 166<br>TOTAL HOURS, 77 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | COLUMBIA<br>TYPE OF AC              |                                       | RUTHERFORDTON.NC                                                     |         | рн  | SE  |       | PERATION                                           |                                                                           |
|        | ENGINE F                            | AILURE OR MALFUNCT<br>WITH CROP       | ΙŪΝ                                                                  |         | 1   | N   | FLIGH | IT DESCENDING<br>ROLL                              |                                                                           |
|        | PILOT IN                            | COMMAND - INADEQU<br>COMMAND - MISMAN | JATE PREFLIGHT PREPARAT<br>AGEMENT OF FUEL<br>IONS - FUEL EXHAUSTION | INN ANC | 104 | R P | LANNI | NG                                                 |                                                                           |
|        | TERRAIN                             | - HIGH VEGETATION                     | IONS - INATTENTIVE TO F                                              |         |     |     |       |                                                    |                                                                           |
|        | EMERGENCY                           |                                       | TE ENGINE FAILURE/FLAM<br>DRCED LANDING OFF AIRPO                    |         |     |     | E     |                                                    |                                                                           |

|        | ****                                               |                                                                                 | BRIEF                                                                         | S OF ACCIDENTS      |                                                          |                                                                             |
|--------|----------------------------------------------------|---------------------------------------------------------------------------------|-------------------------------------------------------------------------------|---------------------|----------------------------------------------------------|-----------------------------------------------------------------------------|
| FILE   | DATE                                               | LOCATION                                                                        | AIRCRAFT DATA                                                                 | INJURIES<br>F S M/N |                                                          | ΡΙΙΩΤ ΝΔΤΔ                                                                  |
| 3-1308 | TIME - 1528                                        | RALEIGH,NC                                                                      | PIPER PA-32<br>N33373<br>DAMAGE-DESTROYED                                     | CR- 0 0 1           | COMMERCIAL<br>AIR TAXI-PASSG                             | COMMERCIAL, AGE 24, 511<br>TOTAL HOUPS, 30 IN TYPE,<br>INSTRUMENT RATED.    |
|        | NAME OF AIR<br>DEPARTURE PO<br>SOUTHERN I          |                                                                                 | RHAM<br>INTENDED DESTINATION<br>RALEIGH.NC                                    |                     |                                                          |                                                                             |
|        | TYPE OF ACCI<br>ENGINE FAT                         |                                                                                 |                                                                               | LAND                | DF OPERATION<br>ING FINAL APPROACH<br>ING FINAL APPROACH |                                                                             |
|        | PILOT IN (<br>MISCELLAN<br>MISCELLANE<br>FACTOR(S) | COMMAND - FAILED<br>COMMAND - MISMANA<br>EDHS ACTS.CONDITI<br>EDHS ACTS.CONDITI | ONS - FUEL STARVATION<br>ONS - IMPROPER EMERGEN                               |                     | TIVES.ETC.                                               |                                                                             |
|        | COMPLETE POI<br>EMERGENCY CI                       | IRCUMSTANCES - FO                                                               | S<br>TE ENGINE FAILURE/FLAU<br>RCED LANDING DEF AIRPO<br>IN LEFT TIP TANK PDS | ORT DN LAND         |                                                          |                                                                             |
| 8-1749 | 6/13/77 (<br>TIME - 0130                           | CHAPEL HILL.NC                                                                  | PIPER PA-288<br>N31778                                                        | PX- 0 0 3           | MONCOMMÉRCIAL<br>Pleasure/pérsonal o                     | PRIVATE. AGE 19. 274<br>TRANSP TUTAL HOURS. 11 IN TYPE.                     |
|        | DEPARTURE PL                                       |                                                                                 | INTENDED DESTINATION                                                          |                     |                                                          | NOT INSTRUMENT PATED.                                                       |
|        | CHAPEL HIL<br>TYPE OF ACC<br>GEAR COLL             | IDENT                                                                           | FAYETTEVILLE.NC                                                               |                     | OF OPERATION<br>DFF ASORTED                              |                                                                             |
|        |                                                    | COMMAND - ATTEMPT                                                               | ED OPERATION BEYOND E<br>R OPERATION OF FLIGHT                                |                     | ITY LEVEL                                                |                                                                             |
|        | PILOT IN O                                         | EOUS ACTS+CONDIT!                                                               | ATE PREFLIGHT PREPARA<br>ONS - IMPROPERLY LOAD<br>WT.PLT ONLY 1HR NITE !      | ED AIRCRAFT-WE      | IGHT-AND/OR C.G.                                         | T NITE.                                                                     |
| 8-1481 | 6/22/77<br>TIME - 1330                             | ASHEVILLE.NC                                                                    | PIPER PA-40<br>N9997P<br>DAMAGE-SURSTANTIAL                                   | PX- 0 0 0           | MISCELLANEOUS<br>EXPERIMENTATION                         | COMMERCIAL, AGE 75. 12017<br>Total ⊨ours, 240 IM Type.<br>Instrument rated. |
|        | NAME OF AIR<br>DEPARTURE PO<br>ASHEVILLE           |                                                                                 | INTENDED DESTINATION                                                          |                     |                                                          |                                                                             |
|        | TYPE OF ACCI<br>GEAR RETR                          | IDENT                                                                           |                                                                               |                     | DF OPERATION<br>FROM LANDING                             |                                                                             |
|        | PROBABLE CAN<br>PILOT IN C                         |                                                                                 | TENTLY RETRACTED GEAR                                                         |                     |                                                          |                                                                             |
|        |                                                    |                                                                                 |                                                                               |                     |                                                          |                                                                             |

| FILE   | DATE LOCATION                                                                           | AIRCRAFT DATA                                      | -         |         | FLIGHT<br>PURPOSE                                                 | PILOT DATA                                                                 |
|--------|-----------------------------------------------------------------------------------------|----------------------------------------------------|-----------|---------|-------------------------------------------------------------------|----------------------------------------------------------------------------|
| 3-1488 | 6/28/77 WINSTON SALEM.N(<br>TIME - 1535                                                 |                                                    | CR- 0     | 0 1     |                                                                   | PRIVATE, AGE 44, 2040<br>TOTAL HOURS, 1200 IN<br>TYPE, INSTRUMENT RATED.   |
|        | DEPARTURE POINT<br>CHARLOTTE.NC<br>TYPE OF ACCIDENT                                     | WINSTON SALEM.NC                                   | D         |         | OPERATION                                                         |                                                                            |
|        | ENGINE FAILURE OR MALFUN<br>COLLIDED WITH RESIDENCE                                     |                                                    |           | IN FLI  | GHT NORMAL CRUISE<br>G LEVEL OFF/TOUCHDOWN                        |                                                                            |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - INADE<br>PILOT IN COMMAND - MISMA               |                                                    | TION AND/ | DR PLAN |                                                                   |                                                                            |
|        | MISCELLANEOUS ACTS, CONDI<br>FACTOR(S)<br>TERRAIN - HIGH OBSTRUCTIO                     | TIONS - FUEL EXHAUSTION                            |           |         |                                                                   |                                                                            |
|        | MISCELLANEOUS ACTS. CONDI<br>COMPLETE POWER LOSS - COMPL<br>EMERGENCY CIRCUMSTANCES - 1 | LETE ENGINE FAILURE/FLAM                           | HEDUT-2 E | NGINES  |                                                                   |                                                                            |
|        | ender<br>References and the second second                                               |                                                    |           |         |                                                                   |                                                                            |
| 3-1476 | 7/2/77 MT DLIVE.NC<br>TIME - 1430                                                       | PIPER PA-25<br>N6764Z<br>DAMAGE-DESTRO <b>Y</b> ED |           |         | COMMERCIAL<br>AERIAL APPLICATION                                  | COMMERCIAL, AGE 22, 1487<br>Total Hours, 150 in Type,<br>Instrument Rated. |
|        | NAME OF AIRPORT - MT OLIVE<br>DEPARTURE POINT<br>MT OLIVE.NC                            |                                                    |           |         |                                                                   |                                                                            |
|        | TYPE OF ACCIDENT<br>STALL MUSH                                                          |                                                    | Ρ         | HASE OF | OPERATION<br>GHT PULLUP FROM SWATH                                | RUN                                                                        |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAILE                                           | D TO OBTAIN/MAINTAIN FL                            | YING SPEE | D       |                                                                   |                                                                            |
|        | SPECIAL DATA<br>TOTAL HOURS IN CROP CONT<br>PILOT'S SEAT BELT - FAST                    |                                                    | TED       |         | F OPERATION - PRACTICE<br>- NOT USED                              |                                                                            |
|        | GDGGLES - NOT USED<br>COCKPIT CRASHPAD - INSTA<br>TANK/HOPPER-LOCATION - FU             |                                                    |           | CRASH   | HELMET - AVAILABLE USED<br>BAR - INSTALLED<br>N-TYPE - LEVEL.FLAT | )                                                                          |
|        |                                                                                         |                                                    |           | SWATH   | RUN-HOW FLOWN - CROSSW]                                           | IND                                                                        |
|        | ELEVATION-AREA BEING TRE<br>FIRE AFTER IMPACT                                           | ATED-FEET - 166                                    |           | 0       |                                                                   |                                                                            |

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| FILE  | DATE                                                           | LOCATION                                                                           | AIRCRAFT DATA                                                                                           |                                                               | F          | S M/                             | Ņ                      |                                                                              | PILOT DATA                                         |
|-------|----------------------------------------------------------------|------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|------------|----------------------------------|------------------------|------------------------------------------------------------------------------|----------------------------------------------------|
| -1307 | 7/3/77<br>TIME - 143                                           | -<br>                                                                              | CESSNA 182<br>N54788<br>Damage-destroyed                                                                | CR- 0 1 0 NONCOMMERCIAL<br>PX- 1 1 1 PLEASURE/PERSONAL TRANSP |            | NONCOMMERCIAL                    | PRIVATE, AGE 25, 293   |                                                                              |                                                    |
|       | NAME OF AI<br>DEPARTURE I<br>BRYSON C<br>Type of AC<br>Stall S | ITY.NC<br>CIDENT                                                                   | IELD<br>NTENDED DESTINATION<br>LOCAL                                                                    |                                                               | Pi         |                                  |                        | = OPERATION<br>IGHT CLIMB TO CRUISE                                          |                                                    |
|       | PILOT IN<br>PILOT IN<br>MISCELLA<br>FACTOR(S)<br>TERRAIN       | COMMAND - FAILED T<br>COMMAND - IMPROPER<br>COMMAND - INADEQUA                     | TO OBTAIN/MAINTAIN FLY<br>R IN-FLIGHT DECISIONS<br>ITE PREFLIGHT PREPARAT<br>DNS - FLEW INTO BLIND<br>S | OR PL                                                         | ANN<br>ND7 | ING                              | ۲ <b>۵</b> ۱           | NNING                                                                        |                                                    |
|       | 5 OR OVE<br>OBSTRUCTIO<br>NONE                                 | ION<br>AT ACCIDENT SITE<br>R(UNLIMITED)<br>NS TO VISION AT ACC<br>ATHER CONDITIONS | CIDENT SITE                                                                                             |                                                               | р<br>Т     | UNI<br>RECI<br>NOI<br>EMPI<br>90 | IM<br>IPI<br>NE<br>ERA | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDENT SITE<br>TURE-F<br>FLIGHT PLAN | · · ·                                              |
| -1487 | 7/4/77<br>TIME - 185                                           |                                                                                    | GRUM AMER AA5<br>N920JL                                                                                 |                                                               |            |                                  |                        |                                                                              | PRIVATE, AGE 53, 148<br>P TOTAL HOURS, ALL IN TYPE |
|       | NAME OF AID<br>Departure<br>Rutherfo<br>Type of Ac             | RPORT - RUTHERFORD<br>POINT<br>RDTON.NC                                            | DAMAGE-SUBSTANTIAL                                                                                      |                                                               |            | HAS!                             | ΕO                     | F OPERATION<br>NG GO-ARDUND                                                  | NOT INSTRUMENT RATED.                              |
|       | PERSONNE                                                       | COMMAND - FAILED<br>- MISCELLANEOUS-F                                              | TO MAINTAIN DIRECTION<br>PERSONNEL PASSENGER<br>DNS - INTERFERENCE WIT                                  |                                                               |            |                                  |                        |                                                                              |                                                    |

|                                                            |                                                                                                                           | RRIEFS                                                                  |       |             |                    |                       | •                                                                                                                      |                           |                    |
|------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-------|-------------|--------------------|-----------------------|------------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------|
| DATE                                                       | LOCATION                                                                                                                  | AIRCRAFT DATA                                                           | IN    | UUR<br>F    | IES<br>S M/        | N                     | FLIGHT<br>PURPOSE                                                                                                      |                           |                    |
| 8/2/77<br>TIME - 173<br>DEPARTURE<br>ELIZABE<br>TYPE OF AC | ELIZABETH CITY.NC<br>30<br>POINT II<br>TH CITY.NC                                                                         | DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION                               | CR-   | 0<br>0<br>P | 0<br>D<br>HASE     | 1<br>0                |                                                                                                                        | COMMER<br>TOTAL<br>NOT IN | RCIAL, AGE 27, 559 |
| PILOT I<br>FACTOR(S)<br>WEATHER                            | N COMMAND - INADEQUA<br>N COMMAND - FAILED T<br>- WIND SHEAR                                                              | TE PREFLIGHT PREPARAT<br>O SEE AND AVDID OBJEC<br>CED LANDING OFF AIRPO | TS OF | 08          | ISTRU              |                       |                                                                                                                        |                           |                    |
| 5 OR OV                                                    | ED<br>Y AT ACCIDENT SITE<br>ER(UNLIMITED)<br>DNS TO VISION AT ACC                                                         | IDENT SITE                                                              |       | P           | UNL<br>RECI<br>NON | IM)<br>PI1<br>E<br>OF | AT ACCIDENT SITE<br>TED<br>ATION AT ACCIDENT SI<br>WEATHER CONDITIONS                                                  | TE                        |                    |
| KIND OF<br>PILOT'S<br>CRASH B<br>TERRAIN-<br>SWATH RU      | DURS IN CROP CONTROL<br>CROP - OTHER<br>SEAT BELT - FASTENE<br>AR - INSTALLED<br>-TYPE - LEVELFLAT<br>UN-HOW FLOWN - WIND | D-PROPERLY                                                              |       |             | TYP<br>COC<br>TAN  | E C<br>KPI<br>K/H     | F OPERATION - SPRAYIN<br>F CHEMICAL USED - LI<br>T CRASHPAD - INSTALL<br>HOPPER-LOCATION - BEL<br>ION-AREA BEING TREAT | DUID CHEMICA<br>ED<br>LY  |                    |

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BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F SM/N PURPOSE 3-1346 5/14/77 STANTON, ND CR- 0 1 0 NONCOMMERCIAL CESSNA 172 PRIVATE, AGE 36, 596 N7778X TIME - 1254 PX- 0 0 O PLEASURE/PERSONAL TRANSP TOTAL HOURS, 552 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - PRIVATE STRIP DEPARTURE POINT INTENDED DESTINATION STANTON +ND BISMARCK, ND TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH ≠ERROR-INVALID CODE≠ LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS TERRAIN - HIGH OBSTRUCTIONS CEILING AT ACCIDENT SITE SKY CONDITION UNLIMITED CLEAR VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND HEAD WIND 338-022 DEGREES NONE TEMPERATURE-F WIND DIRECTION-DEGREES 75 180 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 20 VFR TYPE OF FLIGHT PLAN NONE REMARKS- GUSTING TO 30K 3-1142 5/16/77 MINOT,ND CESSNA 305A CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, FL.INSTR., N5303G PX- 0 0 1 PLEASURE/PERSONAL TRANSP AGE 33, 582 TOTAL HOURS, TIME - 2040 DAMAGE-SUBSTANTIAL 31 IN TYPE, NOT INSTRU-MENT RATED. NAME OF AIRPORT - MINOT DEPARTURE POINT INTENDED DESTINATION MINOT, ND LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING REMARKS- TOWER CONTROLLER STATED AFTER TOUCHDOWN ACFT BEGAN TO PORPOISE.

| FILE   |                                                       | ON AIRCRAFT DATA                                                                        | F S M/N                | PURPOSE                                 | PILOT DATA                                                                    |
|--------|-------------------------------------------------------|-----------------------------------------------------------------------------------------|------------------------|-----------------------------------------|-------------------------------------------------------------------------------|
|        | 5/20/77 LAWTON, ND<br>TIME - 2045                     |                                                                                         | CR- 0 0 1<br>PX- 0 1 2 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAN | PRIVATE, AGE 38, 338<br>SP TOTAL HOURS, 325 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | LAWTON,ND<br>TYPE OF ACCIDENT                         | LOCAL                                                                                   | PHASE.C                | OF OPERATION                            |                                                                               |
|        | COLLISION WITH GROUP                                  | ND/WATER CONTROLLED                                                                     | IN FL                  | IGHT NORMAL CRUISE                      |                                                                               |
|        | MISCELLANEOUS ACTS.(<br>FACTOR(S)                     | EXERCISED POOR JUDGMENT<br>CONDITIONS - UNWARRANTED LOW<br>DIVERTED ATTENTION FROM OPER |                        | FT ·                                    |                                                                               |
| 3-1536 | 6/5/77 KENMARE,ND<br>TIME - 1150                      | PIPER J−3<br>N32668<br>DAMAGE-SUBSTANTIAL                                               | PX- 0 0 0              | NONCOMMERCIAL<br>Pleasure/personal tran | PRIVATE, AGE 32, 141<br>SP TOTAL HOURS, 45 IN TYPE,<br>NOT INSTRUMENT RATED.  |
|        | NAME OF AIRPORT - KEN<br>DEPARTURE POINT<br>MOHALL,ND | MARE<br>INTENDED DESTINATION<br>KENMARE,ND                                              |                        |                                         |                                                                               |
|        | TYPE OF ACCIDENT<br>NOSE OVER/DOWN                    |                                                                                         |                        | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN   | I.                                                                            |
|        |                                                       | IMPROPER IN-FLIGHT DECISIONS<br>FAILED TO INITIATE GO-AROUND                            |                        |                                         |                                                                               |
|        |                                                       | RECORD OF BRIEFING RECEIVED                                                             |                        |                                         |                                                                               |
|        | SKY CONDITION<br>CLEAR                                |                                                                                         |                        | AT ACCIDENT SITE                        |                                                                               |
|        | VISIBILITY AT ACCIDEN<br>5 OR OVER (UNLIMITED         |                                                                                         | PRECIPI<br>NONE        | TATION AT ACCIDENT SITE                 | •                                                                             |
|        | OBSTRUCTIONS TO VISIO                                 |                                                                                         | RIGH                   | YE REARING OF WIND                      | 23-067 DEGREES                                                                |
|        | WIND DIRECTION-DEGREE:<br>310                         | -                                                                                       | WIND VE<br>20          | LOCITY-KNOTS                            |                                                                               |
|        | TYPE OF WEATHER CONDI<br>VFR                          | TIONS                                                                                   | TYPE OF<br>NONE        | FLIGHT PLAN                             |                                                                               |

| FILE   | DATE                                                                         | LOCATION                                                                                                                                   | AIRCRAFT DATA                                | INJ<br>F                                                                            | -                                                                                                                                                                                                                                                 | SM                                                    | N                     |                                  | PILOT DATA                                                                           |  |
|--------|------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|-----------------------|----------------------------------|--------------------------------------------------------------------------------------|--|
| 3-1738 | 7/15/77<br>TIME - 193                                                        | GRAND FORKS, ND                                                                                                                            | BOEING A75N1<br>N59249<br>DAMAGE-SUBSTANTIAL | PX-                                                                                 | 0                                                                                                                                                                                                                                                 | 0.<br>0                                               | 1<br>0                | COMMERCIAL<br>AERIAL APPLICATION | COMMERCIAL, AGE 52, 4262<br>TOTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT<br>RATED. |  |
|        | MANUEL N<br>TYPE OF ACC<br>ENGINE F                                          | D                                                                                                                                          | INTENDED DESTINATION<br>LOCAL                | PHASE OF OPERATION<br>IN FLIGHT PROCEDURE TURNAROUND<br>LANDING LEVEL OFF/TOUCHOOWN |                                                                                                                                                                                                                                                   |                                                       |                       |                                  |                                                                                      |  |
|        | MISCELLA<br>PERSONNE<br>COMPLETE PE                                          | NT - IGNITION SYST<br>NEOUS ACTS,CONDITI<br>L - MAINTENANCE,SE<br>DWER LOSS - COMPLE                                                       | ONS - MATERIAL FAILURE                       | IPROPER                                                                             | E                                                                                                                                                                                                                                                 | NGI                                                   |                       | ANCE (MAINTENANCE PERSO          | NNEL)                                                                                |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HOP<br>ELEVATIO             | URS IN CROP CONTRO<br>CROP - GRAIN FIELD<br>SEAT RELT - FASTEN<br>- USED<br>CRASHPAD - NOT INS<br>PER-LOCATION - FOR<br>N-AREA BEING TREAT | S<br>ED-PROPERLY<br>TALLED<br>WARD OF PILDT  |                                                                                     | KIND OF OPERATION - SPRAYING CROPS<br>TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC<br>GLOVES - NOT USED<br>CRASH HELMET - AVAILABLE USED<br>CRASH BAR - NOT INSTALLED<br>TERRAIN-TYPE - LEVEL.FLAT<br>SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED |                                                       |                       |                                  |                                                                                      |  |
| 8-0937 | 5/1/77<br>TIME - 153                                                         | ORRVILLE.0H                                                                                                                                | BRANTLY B-2<br>N2114U<br>DAMAGE-DESTROYED    |                                                                                     |                                                                                                                                                                                                                                                   |                                                       |                       |                                  | PRIVATE, AGE 49, 225<br>SP TOTAL HOURS, 200 IN TYPE<br>NOT INSTRUMENT RATED.         |  |
|        | NAME OF AII<br>DEPARTURE<br>DALTON,OI<br>TYPE OF AC<br>UNDERSHOU<br>COLLIDED |                                                                                                                                            | Ρ                                            | LA                                                                                  | ND I I                                                                                                                                                                                                                                            | F OPERATION<br>NG FINAL APPROACH<br>NG FINAL APPROACH | NOT INSTRUMENT RATES. |                                  |                                                                                      |  |
|        | PROBABLE C<br>PILOT IN<br>FACTOR(S)<br>TERRAIN<br>REMARKS- H                 | CTS OR                                                                                                                                     | OВ                                           | STR                                                                                 | ют                                                                                                                                                                                                                                                | IONS .                                                |                       |                                  |                                                                                      |  |

\_\_\_\_\_ FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M∕N PURPOSE 3-0938 5/1/77 BOWLING GREEN.OH GRUM AMER AA-1R CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, FL.INSTR., TIME - 1245 N8965L PX- 0 0 1 PLEASURE/PERSONAL TRANSP AGE 30, 3441 TOTAL HOURS, DAMAGE-SUBSTANTIAL 936 IN TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION BOWLING GREEN.OH LOCAL ·· TYPE OF ACCIDENT PHASE OF OPERATION STALL IN FLIGHT LOW PASS COLLIDED WITH AUTOMOBILE IN FLIGHT LOW PASS PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT REMARKS- STALL RECOVERY MADE JUST PRIOR TO HITTING VAN. CESSNA 172M 3-1396 5/15/77 PUT-IN-BAY.OH CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 29, 280 PX- 0 0 2 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 107 IN TYPE, TIME - 0710 N142911 DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - PUT-IN-BAY DEPARTURE POINT INTENDED DESTINATION PUT-IN-BAY-OH 1 DC AL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT DESCENDING COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS.CONDITIONS - FUEL STARVATION PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH FACTOR(S) WEATHER - CONDITIONS CONDUCIVE TO CARRA/INDUCTION SYSTEM ICING MISCELLANEOUS ACTS.CONDITIONS - SIMULATED CONDITIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. SKY CONDITION CETLING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE ORSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS NONE VER TYPE OF FLIGHT PLAN NONE REMARKS- INTNILLY CUT ENG.UN RESTART.UNDERSHOT APCH.

BRIEFS OF ACCIDENTS

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3-1065 5/16/77 WEST SALEM.OH CESSNA 185 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 36, 924 TIME - 1855 N9962X PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 75 IN TYPE. DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - ICKES-TYSON DEPARTURE POINT INTENDED DESTINATION WEST SALEM, DH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL DEE/TOUCHDOWN COLLIDED WITH FENCE, FENCEPOSTS LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH 3-0970 5/17/77 DERBY-0H PIPER PA-28 CR- 0' 0 1 NONCOMMERCIAL PRIVATE. AGE 48. 515 TIME - 2100 N5651W PX- 0 0 0 PRACTICE TOTAL HOURS. 275 IN TYPE. DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - WARDELL DEPARTURE POINT INTENDED DESTINATION DERBY.OH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH FENCE, FENCEPOSTS LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES OTHER REMARKS- THREE MARKERS STATIONED 1000FT APART ON 3800FT RWY. 3-0969 5/19/77 COLUMBUS.OH HILLER UH-12E CR- 0 0 2 MISCELLANEDUS CEMMERCIAL. ARE 32: 3680 TIME - 1515 N5376V PX- 0 0 0 TEST TOTAL HOURS. 2200 IN DAMAGE-SUBSTANTIAL TYPE. NOT INSTRUMENT RATED. NAME OF AIRPORT - HELI MINIT MEN DEPARTURE POINT INTENDED DESTINATION COLUMBUS, OH LDCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH HARD LANDING LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) POWERPLANT - ENGINE CONTROLS THROTTLE-POWER LEVER ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - MISSING PERSONNEL - MAINTENANCE.SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) FACTOR(S) MISCELLANEOUS ACTS.CONDITIONS - AIRCRAFT CAME TO REST IN WATER PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- COTTER KEY LEFT OUT OF BOLT & NUT BY MECHANIC.

BRIEFS OF ACCIDENTS

INJURIES

F S M/N

AIRCRAFT DATA

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FILE

DATE

LOCATION

FLIGHT

PURPOSE

PILOT DATA

| FILE  |                                                                                                                                                                                                            | LOCATION                                                                    | AIRCRAFT DATA                                           |                          | F                                           | IES<br>S M                | /N       | FLIGHT<br>PURPOSE                                              |        | PILOT DATA                                                                             |
|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|---------------------------------------------------------|--------------------------|---------------------------------------------|---------------------------|----------|----------------------------------------------------------------|--------|----------------------------------------------------------------------------------------|
|       | 5/24/77 LATT<br>TIME - 1715                                                                                                                                                                                |                                                                             | CESSNA 150<br>N704BO<br>DAMAGE-SUBSTANTIAL              | CR-                      | 0                                           | 0                         | 1        | NONCOMMERCIAL                                                  | TRANSP | PRIVATE, AGE 26, 110<br>Total Hours, 95 in Type,<br>Not instrument rated.              |
|       | NAME OF AIRPORT<br>DEPARTURE POINT<br>LATTASBURG.OH                                                                                                                                                        | I IN                                                                        | TENDED PESTINATION                                      |                          | _                                           |                           |          |                                                                |        |                                                                                        |
|       | TYPE OF ACCIDEN<br>STALL                                                                                                                                                                                   | 1                                                                           |                                                         |                          | P                                           | -                         | -        | OPERATION<br>F INITIAL CLIMB                                   |        |                                                                                        |
|       | PILOT IN COMM                                                                                                                                                                                              |                                                                             | OPERATION OF FLIGHT<br>LIFT-OFF                         | CONTR                    | OLS                                         |                           |          |                                                                |        |                                                                                        |
|       | WEATHER - HIG                                                                                                                                                                                              | GH DENSITY ALTIT                                                            | E PREFLIGHT PREPARAT<br>UDE<br>- AIRPORT CONDITIONS     |                          |                                             | OR                        | PLAN     | NING                                                           |        |                                                                                        |
|       | SKY CONDITION                                                                                                                                                                                              |                                                                             |                                                         | CEILING AT ACCIDENT SITE |                                             |                           |          |                                                                |        |                                                                                        |
|       | CLEAR<br>VISIBILITY AT ACCIDENT SITE                                                                                                                                                                       |                                                                             |                                                         |                          | UNLIMITED<br>PRECIPITATION AT ACCIDENT SITE |                           |          |                                                                |        |                                                                                        |
|       |                                                                                                                                                                                                            | IMITED)<br>D VISION AT ACCI                                                 | DENT SITE                                               | NONE<br>TEMPERATURE-F    |                                             |                           |          |                                                                |        |                                                                                        |
|       |                                                                                                                                                                                                            |                                                                             |                                                         |                          | -                                           | 90                        |          |                                                                |        |                                                                                        |
|       | HAZE<br>TYPE OF WEATHER<br>VFR<br>REMARKS- ROLLIN                                                                                                                                                          |                                                                             |                                                         |                          | 1                                           |                           | 0⊢<br>NE | FLIGHT PLAN                                                    |        |                                                                                        |
|       | TYPE OF WEATHER                                                                                                                                                                                            |                                                                             |                                                         |                          | I                                           |                           |          | FLIGHT PLAN                                                    |        |                                                                                        |
| -1064 | TYPE OF WEATHER<br>VFR<br>REMARKS- ROLLIN                                                                                                                                                                  |                                                                             | BELLANCA 7KCAB<br>N2FN<br>DAMAGE-DESTROYED              |                          | 1                                           | NC<br>0                   | NË<br>0  | NONCOMMERCIAL                                                  | TRANSP | COMMERCIAL, FL.INSTR.,<br>AGE 41, 1143 TOTAL HOURS<br>46 IN TYPE, INSTRUMENT<br>PATED. |
| -1064 | TYPE OF WEATHER<br>VFR<br>REMARKS- ROLLIN<br>5/29/77 GDSH                                                                                                                                                  | IG GRASS RWY<br>HEN+DH                                                      | NZEN                                                    |                          | 1                                           | NC<br>0                   | NË<br>0  | NONCOMMERCIAL                                                  | TRANSP | AGE 41, 1143 TOTAL HOUR                                                                |
| -1064 | TYPE OF WEATHER<br>VFR<br>REMARKS- ROLLIN<br>5/29/77 GDSH<br>TIME - 1230<br>DEPARTURE POINT<br>CINCINNATI.OH<br>TYPE OF ACCIDEN<br>STALL                                                                   | IG GRASS RWY<br>IEN+OH<br>I<br>I<br>I<br>I<br>I<br>I                        | N2FN<br>DAMAGE-DESTROYED<br>TENDED DESTINATION<br>LOCAL |                          | 1<br>1                                      | O<br>O<br>HAS             |          | NONCOMMERCIAL<br>PLEASURE/PERSONAL<br>OPERATION<br>GHT BUZZING | TRANSP | AGE 41, 1143 TOTAL HOUR<br>46 IN TYPE, INSTRUMENT                                      |
| -1064 | TYPE OF WEATHER<br>VFR<br>REMARKS- ROLLIN<br>5/29/77 GOSH<br>TIME - 1230<br>DEPARTURE POINT<br>CINCINNATIAN<br>TYPE OF ACCIDEN<br>STALL<br>COLLISION WIT                                                   | NG GRASS RWY<br>NEN+OH<br>T IN<br>NT<br>IT GROUND/WATER                     | N2FN<br>DAMAGE-DESTROYED<br>TENDED DESTINATION<br>LOCAL |                          | 1<br>1                                      | O<br>O<br>HAS             |          | NONCOMMERCIAL<br>PLEASURE/PERSONAL<br>OPERATION                | TRANSP | AGE 41, 1143 TOTAL HOUR<br>46 IN TYPE, INSTRUMENT                                      |
| -1064 | TYPE OF WEATHER<br>VFR<br>REMARKS- ROLLIN<br>5/29/77 GOSH<br>TIME - 1230<br>DEPARTURE POINT<br>CINCINNATI.OF<br>TYPE OF ACCIDEN<br>STALL<br>COLLISION WIT<br>PROBABLE CAUSE(<br>PILOT IN COMM<br>FACTOR(S) | NG GRASS RWY<br>HEN+OH<br>H<br>H<br>H<br>H GROUND/WATER<br>MAND - FAILED TO | N2FN<br>DAMAGE-DESTROYED<br>TENDED DESTINATION<br>LOCAL | PX-                      | l<br>l<br>P<br>PEE                          | O<br>O<br>HAS<br>IN<br>IN |          | NONCOMMERCIAL<br>PLEASURE/PERSONAL<br>OPERATION<br>GHT BUZZING | TRANSP | AGE 41, 1143 TOTAL HOUR<br>46 IN TYPE, INSTRUMENT                                      |

|        | DATE                                                                                                                                                                                                                                              | LOCATION                                                                                                                                                                                                                                                                                                                                                                                                                       | AIRCRAFT DATA                                                                                                                                                                                                                             | INJI<br>F                                                   |                              | ES<br>M/N                                             | ı                                                                          | EL IGHT<br>PURPOSE                                             | PILOI NATA                                                                                    |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|------------------------------|-------------------------------------------------------|----------------------------------------------------------------------------|----------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| 3-1303 | 5/30/77<br>TIME - 1319<br>NAME OF AIG                                                                                                                                                                                                             | MANSFIELD OH<br>5<br>RPORT - MANSFIELD                                                                                                                                                                                                                                                                                                                                                                                         | BRUNNER WIN R<br>N769Y<br>DAMAGE-SUBSTANTIAL<br>D-LAHM                                                                                                                                                                                    | CR- 0 0 1 NONCOMMERCIAL<br>PX- 0 0 1 PLEASURE/PERSONAL TRAN |                              |                                                       | COMMERCIAL, AGE 56, 8002<br>Total Hours, 101 IN Type,<br>INSTRUMENT RATED. |                                                                |                                                                                               |
|        | DEPARTURE F<br>MANSFIELC<br>TYPE OF ACC<br>GROUND-W                                                                                                                                                                                               | ) OH                                                                                                                                                                                                                                                                                                                                                                                                                           | INTENDED DESTINATION<br>LOCAL                                                                                                                                                                                                             |                                                             |                              |                                                       |                                                                            | OPERATION<br>ROLL                                              |                                                                                               |
|        | PROBABLE CA<br>PILOT IN                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                | ) TO MAINTAIN DIRECTION                                                                                                                                                                                                                   | L CONT                                                      | ROL                          |                                                       |                                                                            |                                                                |                                                                                               |
| -1167  | 6/12/77<br>TIME - 1050                                                                                                                                                                                                                            | WAR SAW+ OH                                                                                                                                                                                                                                                                                                                                                                                                                    | MQQNEY M18L<br>N3166K                                                                                                                                                                                                                     |                                                             |                              |                                                       |                                                                            |                                                                | COMMERCIAL, AGE 54, 3435<br>Total Hours, 90 In Type,                                          |
|        |                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                | DAMAGE-SUBSTANTIAL                                                                                                                                                                                                                        | FA- 1                                                       |                              |                                                       |                                                                            |                                                                | NOT INSTRUMENT RATED.                                                                         |
|        | DEPARTURE I<br>CINCINNAT                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                | INTENDED DESTINATION<br>YOUNGSTOWN.OH                                                                                                                                                                                                     |                                                             |                              | ST E<br>NEWA                                          |                                                                            | ONTE STOP                                                      |                                                                                               |
|        | TYPE OF ACC                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                           | PH                                                          | ASE                          | OF                                                    | OPERATION                                                                  |                                                                |                                                                                               |
|        |                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                           |                                                             |                              |                                                       |                                                                            | HT NORMAL CRUISE<br>Level Off/Touchdown                        |                                                                                               |
|        |                                                                                                                                                                                                                                                   | AUSE(S)<br>NT - ENGINE STRUC                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                           |                                                             |                              |                                                       |                                                                            |                                                                |                                                                                               |
|        | PILOT IN<br>FACTOR(S)<br>TERRAIN -<br>COMPLETE PO<br>EMERGENCY (                                                                                                                                                                                  | NEDUS ACTS+CONDIT<br>COMMAND - SELECT<br>- OTHER<br>DWER LOSS - COMPI<br>CIRCUMSTANCES - F                                                                                                                                                                                                                                                                                                                                     | TIONS - MATERIAL FAILURE<br>TED UNSUITABLE TERBAIN<br>LETE ENGINE FAILURE/FLAM<br>ENRCED LANDING DEF AIRPO<br>ILED. PLT PURPOSELY HIT                                                                                                     | NEOUT-1<br>DRT ON I                                         |                              |                                                       | =                                                                          |                                                                |                                                                                               |
|        | PILOT IN<br>FACTOR(S)<br>TERRAIN -<br>COMPLETE P(<br>EMERGENCY C<br>REMARKS- N                                                                                                                                                                    | VEGUS ACTS,CONDIT<br>COMMAND - SELECT<br>- OTHER<br>DWER LOSS - COMPI<br>CIRCUMSTANCES - F<br>R 3 EXH VALVE FAL                                                                                                                                                                                                                                                                                                                | FIONS - MATERIAL FAILURE<br>FED UNSUITABLE TERBAIN<br>LETE ENGINE FAILURE/FLAP<br>ENCED LANDING DEF AIRPO<br>ILED. PLT PURPOSELY HIT                                                                                                      | MEOUT-1<br>DRT ON I<br>FENCE.                               | LAN                          | D                                                     |                                                                            |                                                                |                                                                                               |
| 9-1304 | PILOT IN<br>FACTOR(S)<br>TERRAIN-<br>COMPLETE PI<br>EMERGENCY (<br>REMARKS- NI<br>6/15/77<br>TIME - 1602                                                                                                                                          | VEDUS ACTS+CONDIT<br>COMMAND - SELECT<br>- OTHER<br>DWER LOSS - COMPI<br>CIRCUMSTANCES - F<br>R 3 EXH VALVE FA<br>CINCINNATI OH                                                                                                                                                                                                                                                                                                | FIONS - MATERIAL FAILURE<br>FED UNSUITABLE TERBAIN<br>LETE ENGINE FAILURE/FLAM<br>ENRCED LANDING DEF AIRPO<br>ILED. PLT PURPOSELY HIT<br>HUGHES 269A<br>N8910F<br>DAMAGE-SUBSTANTIAL                                                      | MEOUT-1<br>DRT ON I<br>FENCE.                               | L AN<br>0                    | D<br>0 2                                              | 2 1                                                                        | NSTRUCTIONAL<br>WAL                                            | CUMMERCIAL, FL.INSTR                                                                          |
| -1304  | PILOT IN<br>FACTOR(S)<br>TERRAIN -<br>COMPLETE P(<br>EMERGENCY (<br>REMARKS- NF<br>6/15/77<br>TIME - 1602<br>NAME OF AIF                                                                                                                          | VEGUS ACTS+CONDIT<br>COMMAND - SELECT<br>- OTHER<br>DWER LOSS - COMPL<br>CIRCUMSTANCES - F<br>R 3 EXH VALVE FA<br>CINCINNATI OH<br>2<br>RPORT - LUNKEN A                                                                                                                                                                                                                                                                       | TIONS - MATERIAL FAILURE<br>TED UNSUITABLE TERBAIN<br>EDRCED LANDING OFF AIRPO<br>TILED. PLT PURPOSELY HIT<br>HUGHES 269A<br>N8910F<br>DAMAGE-SUBSTANTIAL                                                                                 | MEOUT-1<br>DRT ON I<br>FENCE.<br>CR- 0                      | L AN<br>0                    | D<br>0 2                                              | 2 1                                                                        |                                                                | COMMERCIAL, FL.INSTR<br>AGE 31, 1679 TOTAL HOURS,<br>96 IN TYPE, NOT INSTRU-                  |
| -1304  | PILOT IN<br>FACTOR(S)<br>TERRAIN -<br>COMPLETE PI<br>EMERGENCY (<br>REMARKS- NF<br>6/15/77<br>TIME - 1602<br>NAME OF AIF<br>DEPARTURE F<br>CINCINNAT                                                                                              | VEGUS ACTS+CONDIT<br>COMMAND - SELECT<br>- OTHER<br>DWER LOSS - COMPL<br>CIRCUMSTANCES - F<br>R 3 EXH VALVE FA<br>CINCINNATI OH<br>2<br>RPORT - LUNKEN A<br>POINT<br>FI OH                                                                                                                                                                                                                                                     | FIONS - MATERIAL FAILURE<br>FED UNSUITABLE TERBAIN<br>LETE ENGINE FAILURE/FLAM<br>ENRCED LANDING DEF AIRPO<br>ILED. PLT PURPOSELY HIT<br>HUGHES 269A<br>N8910F<br>DAMAGE-SUBSTANTIAL                                                      | MEOUT-1<br>DRT ON I<br>FENCE.<br>CR- 0                      | C I                          | D<br>O 2<br>O 0                                       | 2 1                                                                        | IJΔL                                                           | COMMERCIAL, FL.INSTR<br>AGE 31, 1679 TOTAL HOURS,<br>96 IN TYPE, NOT INSTRU-                  |
| -1304  | PILOT IN<br>FACTOR(S)<br>TERRAIN-<br>COMPLETE PI<br>EMERGENCY (<br>REMARKS- NF<br>6/15/77<br>TIME - 1602<br>NAME OF AIT<br>DEPARTURE F<br>CINCINNAT<br>TYPE OF ACC                                                                                | VEGUIS ACTS+CONDIT<br>COMMAND - SELECT<br>- OTHER<br>DWER LOSS - COMPL<br>CIRCUMSTANCES - F<br>R 3 EXH VALVE FA<br>CINCINNATI OH<br>2<br>RPORT - LUNKEN A<br>201NT<br>FI OH<br>210ENT                                                                                                                                                                                                                                          | TIONS - MATERIAL FAILURE<br>TED UNSUITABLE TERBAIN<br>EDRCED LANDING OFF AIRPO<br>TILED. PLT PURPOSELY HIT<br>HUGHES 269A<br>N8910F<br>DAMAGE-SUBSTANTIAL<br>IRPORT<br>INTENDED DESTINATION<br>LOCAL                                      | MEOUT-1<br>DRT ON I<br>FENCE.<br>CR- 0                      | PH                           | D<br>0 2<br>0 0<br>ASE                                | 2 1<br>0 C                                                                 | UPERATION                                                      | COMMERCIAL, FL.INSTR<br>AGE 31, 1679 TOTAL HOURS,<br>96 IN TYPE, NOT INSTRU-                  |
| i-1304 | PILOT IN<br>FACTOR(S)<br>TERRAIN-<br>COMPLETE PI<br>EMERGENCY (<br>REMARKS- NF<br>6/15/77<br>TIME - 1602<br>NAME OF AIT<br>DEPARTURE F<br>CINCINNAT<br>TYPE OF ACC                                                                                | VEGUS ACTS+CONDIT<br>COMMAND - SELECT<br>- OTHER<br>DWER LOSS - COMPU<br>IRCUMSTANCES - F<br>R 3 EXH VALVE FA<br>CINCINNATI OH<br>CINCINNATI OH<br>CINCINN<br>CINCINNATI OH<br>CINCINN ALFUNC                                                                                                                                                                                                                                  | TIONS - MATERIAL FAILURE<br>TED UNSUITABLE TERBAIN<br>EDRCED LANDING OFF AIRPO<br>TILED. PLT PURPOSELY HIT<br>HUGHES 269A<br>N8910F<br>DAMAGE-SUBSTANTIAL<br>IRPORT<br>INTENDED DESTINATION<br>LOCAL                                      | MEOUT-1<br>DRT ON I<br>FENCE.<br>CR- 0                      | рн.                          | D<br>O 2<br>O C<br>ASE<br>IN F                        | 0F                                                                         | IJΔL                                                           | COMMERCIAL, FL.INSTR.,<br>AGE 31, 1679 TOTAL HOURS,<br>96 IN TYPE, NOT INSTRU-<br>MENT RATED. |
| 3-1304 | PILOT IN<br>FACTOR(S)<br>TERRAIN-<br>COMPLETE P(<br>EMERGENCY (<br>REMARKS- NF<br>6/15/77<br>TIME - 1602<br>NAME OF AIF<br>DEPARTURE F<br>CINCINNAT<br>TYPE OF ACC<br>ENGINE F/<br>HARD LANC<br>PROBABLE C/<br>PILOT IN<br>MISCELLAN              | VEGUIS ACTS.CONDIT<br>COMMAND - SELECT<br>- OTHER<br>DWER LOSS - COMPL<br>CIRCUMSTANCES - F<br>R 3 EXH VALVE FAI<br>CINCINNATI OH<br>2<br>CINCINNATI OH<br>2<br>COMMAND - INADE(<br>COMMAND - INADE(<br>VEGUS ACTS.CONDI | TIONS - MATERIAL FAILURE<br>TED UNSUITABLE TERBAIN<br>EDRCED LANDING OFF AIRPO<br>TILED. PLT PURPOSELY HIT<br>HUGHES 269A<br>N8910F<br>DAMAGE-SUBSTANTIAL<br>IRPORT<br>INTENDED DESTINATION<br>LOCAL<br>CTION<br>DUATE PREFLIGHT PREPARAT | IEOUT-1<br>RT ON I<br>FENCE.<br>CR- 0<br>PX- 0              | О<br>С<br>РН                 | D<br>O<br>O<br>IN<br>F<br>L<br>A<br>N<br>D<br>R<br>PL | 0F<br>0F<br>0ING                                                           | UDAL<br>OPERATION<br>HT NORMAL CRUISE<br>POWER-OFF AUTOROTATIV | COMMERCIAL, FL.INSTR.,<br>AGE 31, 1679 TOTAL HOURS,<br>96 IN TYPE, NOT INSTRU-<br>MENT RATED. |
| 3-1304 | PILOT IN<br>FACTOR(S)<br>TERRAIN -<br>COMPLETE PO<br>EMERGENCY (<br>REMARKS- NO<br>6/15/77<br>TIME - 1602<br>NAME OF AIF<br>DEPARTURE F<br>CINCINNAI<br>TYPE OF ACC<br>ENGINE F/<br>HARD LANC<br>PROBABLE C/<br>PILOT IN<br>MISCELLAP<br>PILOT IN | VEGUS ACTS+CONDIT<br>COMMAND - SELECT<br>- OTHER<br>DWER LDSS - COMPU<br>IRCUMSTANCES - F<br>R 3 EXH VALVE FAT<br>CINCINNATI OH<br>CINCINNATI OH<br>201NT<br>FI OH<br>LIDENT<br>ALLURE OR MALFUN(<br>DING<br>AUSE(S)<br>COMMAND - INADEC<br>COMMAND - FAILET                                                                                                                                                                   | TIONS - MATERIAL FAILURE<br>TED UNSUITABLE TERBAIN<br>ETE ENGINE FAILURE/FLAM<br>ENREED LANDING DEF AIRPO<br>TILED. PLT PURPOSELY HIT<br>HUGHES 269A<br>N8910F<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LDCAL<br>CTION            | CR- C<br>PX- C                                              | СО<br>СС<br>РН<br>D/С<br>•Р• | D<br>O<br>O<br>IN<br>F<br>L<br>A<br>N<br>D<br>R<br>PL | 0F<br>0F<br>0ING                                                           | UDAL<br>OPERATION<br>HT NORMAL CRUISE<br>POWER-OFF AUTOROTATIV | COMMERCIAL, FL'INSTR<br>AGE 31, 1679 TOTAL HOURS,<br>96 IN TYPE, NOT INSTRU-<br>MENT RATED.   |

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| FILE   | DATE                             | LOCATION                                                                                    | AIRCRAFT DATA                                                                                                                                 | F S M/N                                                    | PURPOSE                                                  | PILOT DATA                                                                             |
|--------|----------------------------------|---------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|----------------------------------------------------------|----------------------------------------------------------------------------------------|
| 3-1305 | 7/1/77<br>TIME - 10<br>DEPARTURE | 55                                                                                          | CESSNA 150                                                                                                                                    | PX- 0 0 0                                                  |                                                          | PRIVATE, AGE 61, 3024<br>TOTAL HOURS, ALL IN TYPE<br>NOT INSTRUMENT RATED.             |
|        | NEW LEX<br>TYPE OF A<br>STALL    |                                                                                             | PIKEVILLE KY                                                                                                                                  |                                                            | DF OPERATION<br>ING FINAL APPROACH                       |                                                                                        |
|        |                                  | N COMMAND - FAILED<br>ANEOUS - EVASIVE M                                                    | TO OBTAIN/MAINTAIN FL<br>ANEUVER TO AVOID COLLI                                                                                               |                                                            |                                                          |                                                                                        |
|        | PERSONN<br>SYSTEMS<br>MISCELL    | EL - MAINTENANCE,S<br>- FLIGHT CONTROL S<br>ANEOUS - FOREIGN M.<br>CIRCUMSTANCES - PP<br>SU | ERVICING+INSPECTION I<br>SYSTEMS AILERON AND A<br>ATERIAL AFFECTING NORM<br>RECAUTIONARY LANDING O<br>ISPECTED MECHANICAL DI<br>RERAME BUFFET | ILERON TAB CON<br>AL OPERATIONS<br>FF AIRPORT<br>SCREPANCY |                                                          | WNER-PILOT)                                                                            |
|        | REMARKS-                         |                                                                                             | & SILT IN AILS DUE PR                                                                                                                         |                                                            |                                                          | ,                                                                                      |
|        |                                  |                                                                                             |                                                                                                                                               |                                                            |                                                          |                                                                                        |
| 3-1265 |                                  | NR.EL RENO.OK<br>49                                                                         | MOONEY MK-21<br>N64409<br>DAMAGE-DESTROYED                                                                                                    |                                                            |                                                          | COMMERCIAL, FL.INSTR.,<br>AGE 39, 470 TOTAL HOURS,<br>10 IN TYPE, INSTRUMENT<br>RATED. |
|        | DEPARTURE                        |                                                                                             | IELD<br>INTENDED DESTINATION<br>LOCAL                                                                                                         |                                                            |                                                          |                                                                                        |
|        | TYPE OF A<br>UNDERSH             | CCIDENT                                                                                     |                                                                                                                                               | LAND                                                       | DF DPERATION<br>ING FINAL APPROACH<br>ING FINAL APPROACH |                                                                                        |
|        |                                  | N COMMAND - FAILED<br>N COMMAND - MISJUD                                                    | TO FOLLOW APPROVED PR<br>GED DISTANCE AND ALTIT                                                                                               |                                                            | TIVES,ETC.                                               |                                                                                        |
|        |                                  |                                                                                             | WER POLE SEVEN TENTHS                                                                                                                         | MILE SHORT OF                                              | RUNWAY                                                   |                                                                                        |
|        |                                  |                                                                                             | •                                                                                                                                             |                                                            |                                                          |                                                                                        |

| FILE   | DATE                                                                                                       | LOCATION                                                                                                                                                                                       | AIRCRAFT DATA                                                                                                                   | INJU<br>F                                      | RIES<br>S M |     | FLIGHT<br>PURPOSE                                 | ριίοτ όδτα                                                                |
|--------|------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|-------------|-----|---------------------------------------------------|---------------------------------------------------------------------------|
| 3-1334 | 3/26/77 N<br>TIME - 005                                                                                    | R.MCALESTER.DK<br>4                                                                                                                                                                            | PIPER PA-23<br>N3361P<br>DAMAGE-DESTROYED                                                                                       |                                                |             |     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP         | 22 IN TYPE, INSTRUMENT                                                    |
|        | DEPARTURE<br>MCALESTE<br>TYPE OF AC<br>MISCELLA<br>AIRFRAME                                                | R. OK<br>CIDENT                                                                                                                                                                                | INTENDED DESTINATION<br>OKLAHOMA CITY,OK                                                                                        |                                                | IN          | FL  | F OPER∆TION<br>IGHT CLIMB TO CRUISE<br>IGHT OTHER | RATED.                                                                    |
|        | MISCELLA<br>PILOT IN<br>PILOT IN<br>MISCELLA<br>FACTOR(S)<br>COPILOT<br>MISCELLA<br>MISCELLA<br>FIRE AFTER | - FUSELAGE DOOR<br>NEGUS ACTS,CONDIT<br>COMMAND - INADEG<br>COMMAND - DIVERT<br>COMMAND - EXCEED<br>NEGUS ACTS,CONDIT<br>- PHYSICAL IMPAIR<br>NEGUS ACTS,CONDIT<br>NEGUS ACTS,CONDIT<br>IMPACT | IONS - IMPROPERLY SECU<br>UATE PREFLIGHT PREPARA<br>ED ATTENTION FROM OPER<br>ED DESIGNED STRESS LIM<br>IONS - OVERLOAD FAILUR! | TION AND<br>ATION OF<br>ITS OF A<br>E<br>LIGHT | AIR         | CRA | FT                                                |                                                                           |
|        | DEPARTURE<br>TULSA+OK                                                                                      | 3<br>RPORT - RIVERSIDE<br>POINT                                                                                                                                                                | CESSNA 150M<br>N9103H<br>DAMAGE-SHBSTANTIAL<br>INTENDED DESTINATION<br>HENRYETTA+OK                                             | PX- 0                                          | 0           | 1   | NONCOMMERCIAL<br>Pleasure/personal transp         | PRIVATE, AGE 20, 176<br>TOTAL HOURS, 56 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | TYPE OF AC<br>STALL M                                                                                      |                                                                                                                                                                                                |                                                                                                                                 |                                                |             |     | F OPERATION<br>FF INITIAL CLI™B                   |                                                                           |
|        | PROBABLE C<br>PILOT IN                                                                                     |                                                                                                                                                                                                | TO OBTAIN/MAINTAIN FL'                                                                                                          | ING SPE                                        | ED          |     |                                                   |                                                                           |

| FILE   | DATE                                              | LOCATION                                                         | AIRCRAFT DATA                                                       |       | FS   | M/N                                  | PUR                                                    | POSE                                   |                                                             | PILOT DATA                                                                    |
|--------|---------------------------------------------------|------------------------------------------------------------------|---------------------------------------------------------------------|-------|------|--------------------------------------|--------------------------------------------------------|----------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------------------------|
| 3-1037 | 5/28/77 PRYOF<br>TIME - 1830<br>DEPARTURE POINT   |                                                                  | PIPER PA-25<br>N4646Y<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION | CR-   | 0    | 0 1                                  |                                                        | CIAL                                   |                                                             | COMMERCIAL, AGE 34, 1200<br>TOTAL HOURS, 400 IN TYPE<br>NOT INSTRUMENT RATED. |
|        | PRYOR OK<br>TYPE OF ACCIDENT<br>COLLIDED WITH     | г                                                                | LOCAL                                                               |       |      |                                      | OF OPERA<br>LIGHT S                                    |                                        | ŲN                                                          |                                                                               |
|        | PROBABLE CAUSE(<br>PILOT IN COMM                  |                                                                  | GED CLEARANCE                                                       |       |      |                                      |                                                        |                                        |                                                             |                                                                               |
|        |                                                   | - CLOVER<br>BELT - FASTE<br>USED<br>PAD - INSTAL<br>DCATION - FO | NED-PROPERLY                                                        |       |      | TYPE<br>GLOV<br>CRAS<br>CRAS<br>TERR | OF CHEM<br>ES - NOT<br>H HELMET<br>H BAR -<br>AIN-TYPE | ICAL USED<br>- AVA<br>INSTAL<br>- ROLI | ILABLE USED<br>LED                                          | CHEMICAL-NON TOXIC                                                            |
|        |                                                   |                                                                  |                                                                     |       |      |                                      |                                                        |                                        |                                                             |                                                                               |
| 3-1220 | 6/2/77 NR.PER<br>TIME - 0910                      |                                                                  | N6452Z<br>DAMAGE-SUBSTANTIAL                                        |       |      |                                      |                                                        |                                        | CATION                                                      | PRIVATE, AGE 43, 550<br>TOTAL HOURS, ALL IN TYPE<br>NOT INSTRUMENT RATED.     |
|        | DEPARTURE POINT<br>PERRY+OK                       | • • • · · · · · · · · ·                                          | INTENDED DESTINATION                                                |       |      |                                      |                                                        |                                        |                                                             |                                                                               |
|        | TYPE OF ACCIDEN<br>STALL SPIN                     | <b>Г</b>                                                         |                                                                     |       |      |                                      | OF OPERA<br>LIGHT P                                    |                                        | RE TURNAROUN                                                | D                                                                             |
|        | PROBABLE CAUSE(<br>PILOT IN COMM                  |                                                                  | TO OBTAIN/MAINTAIN FLY                                              | ING S | PEEC | т.<br>)                              |                                                        |                                        |                                                             |                                                                               |
|        | KIND OF CROP -<br>PILOT'S SEAT B<br>GOGGLES - NOT | - GRAIN FIEL<br>BELT - UNKNO<br>.USED                            | NL – 550<br>DS<br>WN/NOT REPORTED<br>LED                            |       | -    | TYPE<br>GLOV<br>CRAS                 | OF CHEM<br>ES - NOT<br>H HELMET                        | USED                                   | - SPRAYING C<br>SED - LIQUID<br>ILABLE USED<br>ON - FORWARD | CHEMICAL-NONTOXIC                                                             |
|        | TERRAIN-TYPE -                                    | - ROLLING                                                        | IRD 1/3 TURN                                                        |       |      |                                      |                                                        |                                        |                                                             | NOT REPORTED                                                                  |

| FILE   | DATE                                                                                    | LOCATION                                                                                                         | AIRCRAFT DATA                                |            |     | IES<br>S M                    |                             | FLIGHT<br>PURPOSE                                                                                                                                               | PILOT DATA                                                                         |
|--------|-----------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|----------------------------------------------|------------|-----|-------------------------------|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| 3-1198 | 6/3/77 NF<br>TIME - 0822                                                                | CHEROKEE.OK                                                                                                      | CESSNA A1888<br>N8210G<br>DAMAGE-DESTROYED   | CR-<br>PX- |     |                               |                             | COMMERCIAL<br>AERIAL APPLICATION                                                                                                                                | COMMERCIAL, AGE 44, 3000<br>TOTAL HOURS, 1500 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | DEPARTURE P<br>CHEROKEE+C                                                               |                                                                                                                  | INTENDED DESTINATION<br>LOCAL                |            |     |                               |                             |                                                                                                                                                                 |                                                                                    |
|        | TYPE OF ACC<br>COLLIDED                                                                 | CIDENT<br>WITH WIRES/POLE                                                                                        | ES                                           |            | Ρ   |                               |                             | F DPERATION<br>IGHT SWATH RUN                                                                                                                                   |                                                                                    |
|        | FACTOR(S)                                                                               | COMMAND - FAILE                                                                                                  | D TO SEE AND AVOID OBJEC                     | TS OR      | OB  | STRI                          | лс т                        | IONS                                                                                                                                                            |                                                                                    |
|        | MISCELLAN<br>SPECIAL DAT                                                                |                                                                                                                  | TIONS - SUNGLARE                             |            |     |                               |                             |                                                                                                                                                                 |                                                                                    |
|        | TOTAL HOU<br>KIND OF C<br>PILOT'S S<br>GOGGLES -<br>COCKPIT C<br>TANK/HOPF<br>ELEVATION | JRS IN CROP CONTR<br>CROP - PASTURE<br>SEAT BELT - UNKNO<br>- NOT USED<br>CRASHPAD - INSTAI<br>PER-LOCATION - FO | DWN/NOT REPORTED                             |            |     | TYI<br>GLO<br>CR<br>CR<br>TEI | PE<br>VE<br>SH<br>SH<br>RRA | DF OPERATION - OTHER<br>DF CHEMICAL USED - LIQU<br>S - USED -<br>HELMET - AVAILABLE USE<br>BAR - INSTALLED<br>IN-TYPE - DENSE WITH TR<br>RUN-HOW FLOWN - CRDSSW | D                                                                                  |
|        |                                                                                         |                                                                                                                  |                                              |            |     |                               |                             |                                                                                                                                                                 |                                                                                    |
| 3-1038 | 6/3/77<br>TIME - 0730                                                                   |                                                                                                                  | CESSNA A1888<br>N9367R<br>DAMAGE-SUBSTANTIAL |            |     |                               |                             | COMMERCIAL<br>ASSOC CROP CTL ACTIVIT                                                                                                                            | COMMERCIAL, ∆GE 39, 4800<br>Y TOTAL HOURS, 550 IN TYPE<br>INSTRUMENT R∆TED.        |
|        | DEPARTURE P                                                                             |                                                                                                                  | INTENDED DESTINATION                         |            |     |                               |                             |                                                                                                                                                                 |                                                                                    |
|        | TYPE OF ACC                                                                             |                                                                                                                  | CEPOSTS                                      |            | Ρ   |                               |                             | F OPERATION<br>FF INITIAL CLIMB                                                                                                                                 |                                                                                    |
|        | FACTOR(S)                                                                               |                                                                                                                  | D TO OBTAIN/MAINTAIN FLY                     | ING S      | PEE | D                             |                             |                                                                                                                                                                 |                                                                                    |

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| FILE   | DATE                                                                                                                                                             | LOCATION                                                                                                               | AIRCRAFT DATA                                                                                            |            |                    | IES<br>S M/M                   |         |                                                             |      | ΡΙΙΟΊ ΟΔΤΔ                                                                    |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------|--------------------|--------------------------------|---------|-------------------------------------------------------------|------|-------------------------------------------------------------------------------|
| 3-1154 | TIME - 2050                                                                                                                                                      |                                                                                                                        | DAMAGE-SUBSTANTIAL                                                                                       | CR-<br>PX- | 0                  | 0                              |         | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA                      | ANSP | PRIVATE, AGE 31, 166<br>TUTAL HOURS, 161 IN TYPE<br>NOT INSTRUMENT RATED.     |
|        | NORMAN, OK                                                                                                                                                       |                                                                                                                        | INTENDED DESTINATION<br>TULSA.OK                                                                         |            |                    |                                |         |                                                             |      |                                                                               |
|        | TYPE OF ACC                                                                                                                                                      |                                                                                                                        |                                                                                                          |            |                    |                                |         | OPERATION                                                   |      |                                                                               |
|        | ENGINE FAILURE OR MALFUNCTION<br>COLLIDED WITH WIRES/POLES                                                                                                       |                                                                                                                        |                                                                                                          |            |                    |                                |         | GHT NORMAL CRUISE<br>Ig final approach                      |      |                                                                               |
|        | PROBABLE CA                                                                                                                                                      | 100101                                                                                                                 | A .                                                                                                      |            |                    |                                |         |                                                             |      |                                                                               |
|        | PILOT IN                                                                                                                                                         | COMMAND - INADEG                                                                                                       | DUATE PREFLIGHT PREPARAT<br>TIONS - FUEL STARVATION                                                      | ION AM     | ND/                | OR PI                          | ΔN      | NING                                                        |      |                                                                               |
|        |                                                                                                                                                                  |                                                                                                                        | MATERIAL AFFECTING NORMA                                                                                 | L OPER     | RAT                | INNS                           |         |                                                             |      |                                                                               |
|        |                                                                                                                                                                  | HIGH OBSTRUCTIO                                                                                                        |                                                                                                          | TNE        |                    |                                |         |                                                             |      |                                                                               |
|        |                                                                                                                                                                  |                                                                                                                        | AL LOSS OF POWER - 1 ENG                                                                                 | ,INE       |                    |                                |         |                                                             |      |                                                                               |
|        | EMERGENCY C                                                                                                                                                      | I = 2300000000000000000000000000000000000                                                                              | FORCED LANDING DEE AIRPI                                                                                 | IRT ON     | ΙΔ                 | ND                             |         |                                                             |      |                                                                               |
|        |                                                                                                                                                                  |                                                                                                                        | FORCED LANDING OFF AIRPO<br>IN FUEL TANK VENT LINE                                                       | DRT ON     | L۵                 | ND                             |         |                                                             |      |                                                                               |
|        |                                                                                                                                                                  |                                                                                                                        |                                                                                                          | NT ON      | LΔ                 | ND                             |         |                                                             |      |                                                                               |
|        |                                                                                                                                                                  |                                                                                                                        |                                                                                                          | IRT ON     | ĽΔ                 | ND                             |         |                                                             |      |                                                                               |
| -1195  |                                                                                                                                                                  | RT DOBBER NEST 1                                                                                                       | IN FUEL TANK VENT LINE                                                                                   |            | -                  |                                |         | NONCOMMERCIAL                                               |      | COMMERCIAL, AGE 33, 3465                                                      |
| -1195  | REMARKS- DI<br>6/12/77<br>TIME - 0945                                                                                                                            | RT DOBBER NEST 1                                                                                                       | IN FUEL TANK VENT LINE                                                                                   | CR-        | 0                  | 0                              |         |                                                             |      | COMMERCIAL, AGE 33, 3465<br>Total Hours, 58 In Type,<br>Not instrument rated. |
| -1195  | REMARKS- DI<br>6/12/77<br>TIME - 0945<br>NAME OF AIR                                                                                                             | RT DOBBER NEST 1<br>Cache,ok<br>Port - Huscher                                                                         | IN FHEL TANK VENT LINE<br>CESSNA 177<br>N30144<br>DAMAGE-SUBSTANTIAL                                     | CR-        | 0                  | 0                              |         |                                                             |      | TOTAL HOURS, 58 IN TYPE,                                                      |
| -1195  | REMARKS- DI<br>6/12/77<br>TIME - 0945<br>NAME OF AIR<br>DEPARTURE P                                                                                              | RT DOBBER NEST 1<br>Cache,ok<br>Port - Huscher<br>Dint                                                                 | IN FHEL TANK VENT LINE<br>CESSNA 177<br>N30144<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION             | CR-        | 0                  | 0                              |         |                                                             |      | TOTAL HOURS, 58 IN TYPE,                                                      |
| -1195  | REMARKS- DI<br>6/12/77<br>TIME - 0945<br>NAME OF AIR<br>DEPARTURE P<br>LAWTON+OK                                                                                 | RT DOBBER NEST 1<br>Cache,ok<br>Port - Huscher<br>Dint                                                                 | IN FHEL TANK VENT LINE<br>CESSNA 177<br>N30144<br>DAMAGE-SUBSTANTIAL                                     | CR-        | 0                  | 0                              | 2       | PLEASURE/PERSONAL TRA                                       |      | TOTAL HOURS, 58 IN TYPE,                                                      |
| -1195  | REMARKS- DI<br>6/12/77<br>TIME - 0945<br>NAME OF AIR<br>DEPARTURE P<br>LAWTON.OK<br>TYPE OF ACC                                                                  | RT DOBBER NEST 1<br>Cache,ok<br>Port – Huscher<br>Dint<br>Ident                                                        | IN FHEL TANK VENT LINE<br>CESSNA 177<br>N30144<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION             | CR-        | 0                  | 0<br>0<br>HASE                 | 2<br>0F | PLEASURE/PERSONAL TRA                                       | ANSP | TOTAL HOURS, 58 IN TYPE,                                                      |
| -1195  | REMARKS- DI<br>6/12/77<br>TIME - 0945<br>NAME OF AIR<br>DEPARTURE P<br>LAWTON+OK                                                                                 | RT DOBBER NEST 1<br>CACHE,OK<br>PORT – HUSCHER<br>DINT<br>IDENT                                                        | IN FHEL TANK VENT LINE<br>CESSNA 177<br>N30144<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION             | CR-        | 0                  | 0<br>0<br>HASE<br>LAN          | 2<br>0F | PLEASURE/PERSONAL TRA                                       | ANSP | TOTAL HOURS, 58 IN TYPE,                                                      |
| -1195  | REMARKS- DI<br>6/12/77<br>TIME - 0945<br>NAME OF AIR<br>DEPARTURE P<br>LAWTON+OK<br>TYPE OF ACC<br>OVERSHOOT<br>STALL MU<br>PROBABLE CAU                         | RT DOBBER NEST 1<br>CACHE,OK<br>PORT – HUSCHER<br>DINT<br>IDENT<br>SH<br>USE(S)                                        | IN FHEL TANK VENT LINE<br>CESSNA 177<br>N30144<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>CACHE.OK | CR-        | 0                  | 0<br>0<br>HASE<br>LAN          | 2<br>0F | PLEASURE/PERSONAL TRA<br>OPERATION<br>IG LEVEL OFF/TOUCHDON | ANSP | TOTAL HOURS, 58 IN TYPE,                                                      |
| -1195  | REMARKS- DI<br>6/12/77<br>TIME - 0945<br>NAME OF AIR<br>DEPARTURE P<br>LAWTON-OK<br>TYPE OF ACC<br>OVERSHOOT<br>STALL MU<br>PROBABLE CAU<br>PILOT IN             | RT DOBBER NEST 1<br>CACHE,OK<br>PORT – HUSCHER<br>DINT<br>IDENT<br>SH<br>USE(S)<br>COMMAND – MISJU!                    | IN FHEL TANK VENT LINE<br>CESSNA 177<br>N30144<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>CACHE,OK | CR-<br>PX- | 0<br>0<br>P        | 0<br>0<br>HASE<br>LANI<br>LANI | 2<br>0F | PLEASURE/PERSONAL TRA<br>OPERATION<br>IG LEVEL OFF/TOUCHDON | ANSP | TOTAL HOURS, 58 IN TYPE,                                                      |
| -1195  | REMARKS- DI<br>6/12/77<br>TIME - 0945<br>NAME OF AIR<br>DEPARTURE P<br>LAWTON.OK<br>TYPE OF ACC<br>OVERSHOOT<br>STALL MU<br>PROBABLE CAI<br>PILOT IN<br>PILOT IN | RT DOBBER NEST 1<br>CACHE,OK<br>PORT – HUSCHER<br>DINT<br>IDENT<br>SH<br>USE(S)<br>COMMAND – MISJU<br>COMMAND – IMPROF | IN FHEL TANK VENT LINE<br>CESSNA 177<br>N30144<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>CACHE.OK | CR-<br>PX- | 0<br>0<br>P<br>0LS | O<br>O<br>HASE<br>LANI<br>LANI | 2<br>0F | PLEASURE/PERSONAL TRA<br>OPERATION<br>IG LEVEL OFF/TOUCHDON | ANSP | TOTAL HOURS, 58 IN TYPE,                                                      |

| FILE  | DATE LOCATION                                                                                                      | AIRCRAFT DATA                                                     | INJURIES<br>F S M   | FL15P1                                                                                                         | PILOT DATA                                                                                     |
|-------|--------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|---------------------|----------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
| -1355 | 6/15/77 COPAN.DK<br>TIME - 1855                                                                                    | BELL 47G<br>N16657                                                | CR- 0 0<br>PX- 0 0  | 1 COMMERCIAL<br>O AERIAL APPLICATION                                                                           | TOTAL HOURS. 482 IN TYPE.                                                                      |
|       | DEPARTURE POINT<br>COPAN+OK                                                                                        | DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL               |                     |                                                                                                                | NOT INSTRUMENT RATED.                                                                          |
|       | TYPE OF ACCIDENT<br>COLLISION WITH GROUND/                                                                         | WATER CONTROLLED                                                  |                     | E DE DPERATION<br>FLIGHT PROCEDURE TURNAR(                                                                     | DUIVD                                                                                          |
|       |                                                                                                                    | LED TO MAINTAIN ADEQUATE P<br>ROPER OPERATION OF FLIGHT           |                     |                                                                                                                |                                                                                                |
|       | SPECIAL DATA<br>TOTAL HDURS IN CROP CO<br>KIND OF CROP - BEANS<br>PILOT'S SEAT BELT - UN                           |                                                                   | TYF                 | ND OF OPERATION - SPRAYING<br>PE OF CHEMICAL USED - LIQU<br>NVES - NOT USED                                    |                                                                                                |
|       | GOGGLES - NOT USED<br>COCKPIT CRASHPAD - NOT<br>TANK/HOPPER-LOCATION -<br>ELEVATION-AREA BEING T                   | INSTALLED<br>SIDES                                                | CR/<br>CR/<br>TEF   | ISH HELMET - AVAILABLE USE<br>ISH BAR - NOT INSTALLED<br>RRAIN-TYPE - LEVEL-FLAT<br>ITH RUN-HOW FLOWN - UPWIND |                                                                                                |
| -1293 | 6/17/77 TYRONE.OK<br>TIME - 0830                                                                                   | ROCKWELL S2R<br>N5615X<br>DAMAGE-SURSTANTIAL                      |                     | 1 COMMERCIAL<br>0 ASSOC CPOP CTL ACTIVIT                                                                       | COMMERCIAL, FL.INSTR<br>Y AGE 54, 20000 TOTAL<br>Hours, 2000 IN Type, NDT<br>INSTRUMENT RATED. |
|       | DEPARTURE POINT<br>TYRONE.OK<br>TYPE OF ACCIDENT<br>GROUND-WATER LOOP-SWER<br>COLLIDED WITH DITCHES                |                                                                   | LAN                 | DE OPERATION<br>DING ROLL<br>DING ROLL                                                                         | INSTRUMENT RETED.                                                                              |
|       | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMP                                                                        | ROPER OPERATION OF BRAKES                                         | AND/OR FLIGH        | T CONTROLS                                                                                                     |                                                                                                |
| -1566 | 6/17/77 &FTON.OK<br>TIME - 1530                                                                                    | BEECH C23<br>N92945<br>DAMAGE-SUBSTANTIAL                         |                     | 1 NONCOMMERCI∆L<br>1 PLEASURE/PERSON∆L TR∆N                                                                    | PRIVATE, AGE 19, 51 TOTA<br>SP HOURS, 3 IN TYPE, NOT<br>INSTRUMENT RATED.                      |
|       | NAME OF AIRPORT - SHANGR<br>DEPARTURE POINT<br>TULSA.OK<br>TYPE OF ACCIDENT<br>UNDERSHOOT<br>COLLIDED WITH WIRES/P | INTENDED DESTINATION<br>GRAND LAKE+OK                             | AFT<br>PHASE<br>LAP | ENROUTE STOP<br>ON+OK<br>OF OPERATION<br>DING FINAL APPROACH<br>DING FINAL APPROACH                            |                                                                                                |
| . •   |                                                                                                                    | JUDGED DISTANCE AND ALTITU<br>LED TO SEE AND AVOID OBJEC<br>TIONS |                     | ICTIONS                                                                                                        |                                                                                                |

| FILE   |                                                                                                  |                                                                                                                       | AIRCRAFT DATA                                  | 1     | F           | IES<br>S M                                |                                    | FLIGHT<br>PURPOSE                                                         | PILOT DATA                                                                 |  |  |
|--------|--------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|------------------------------------------------|-------|-------------|-------------------------------------------|------------------------------------|---------------------------------------------------------------------------|----------------------------------------------------------------------------|--|--|
|        | 6/25/77 LAWTO<br>TIME - 1845                                                                     |                                                                                                                       |                                                | CR-   | 0           |                                           |                                    |                                                                           | PRIVATE, AGE 48, 1570<br>TOTAL HOURS, 205 IN TYPE<br>NOT INSTRUMENT RATED. |  |  |
|        | NAME OF AIRPORT                                                                                  | - LAWTON MUNI                                                                                                         |                                                |       |             |                                           |                                    |                                                                           |                                                                            |  |  |
|        |                                                                                                  | I                                                                                                                     | TENDED DESTINATION                             |       |             |                                           |                                    |                                                                           |                                                                            |  |  |
|        | LAWTON.OK<br>TYPE OF ACCIDENT                                                                    |                                                                                                                       | LOCAL                                          |       | D           | HAC                                       | = 0                                | F OPERATION                                                               |                                                                            |  |  |
|        | COLLISION WITH                                                                                   |                                                                                                                       | CONTROLLED                                     |       |             |                                           |                                    | NG TRAFFIC PATTERN-CIRCL                                                  | ING                                                                        |  |  |
|        |                                                                                                  | ND - MISJUDGE<br>STANCES - FOR                                                                                        | D ALTITUDE AND CLEARA<br>CED LANDING OFF AIRPO |       | Ľ۵          | ND                                        |                                    |                                                                           |                                                                            |  |  |
| 3-1196 | 7/1/77 CHERO<br>TIME - 1315                                                                      | KEE•OK                                                                                                                | CESSNA 172L<br>N1091M<br>DAMAGE-SUBSTANTIAL    |       |             |                                           |                                    | NONCOMMERCIAL<br>Pleasure/personal transp                                 | PRIVATE, AGE 39, 76 TOTA<br>Hours, 4 in Type, Not<br>Instrument rated.     |  |  |
|        | NAME OF AIRPORT                                                                                  | - CHEROKEE CI                                                                                                         |                                                |       |             |                                           |                                    |                                                                           | THS INCIDENT ARTEO                                                         |  |  |
|        | DEPARTURE POINT                                                                                  | I                                                                                                                     | NTENDED DESTINATION                            |       |             |                                           |                                    |                                                                           |                                                                            |  |  |
|        | CHILDRESS                                                                                        |                                                                                                                       | ANTHONY . KS                                   |       |             |                                           |                                    | C ODER L TLON                                                             |                                                                            |  |  |
|        | TYPE OF ACCIDENT<br>HARD LANDING                                                                 |                                                                                                                       |                                                |       | ٢           |                                           | -                                  | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN                                     |                                                                            |  |  |
|        | GEAR COLLAPSED                                                                                   |                                                                                                                       |                                                |       |             |                                           |                                    | NG LEVEL OFF/TOUCHDOWN                                                    |                                                                            |  |  |
|        | PROBABLE CAUSE(S                                                                                 | )                                                                                                                     |                                                |       |             |                                           |                                    |                                                                           |                                                                            |  |  |
|        | PILOT IN COMMA                                                                                   |                                                                                                                       | LEVEL OFF                                      |       |             |                                           |                                    |                                                                           |                                                                            |  |  |
|        |                                                                                                  | ND - IMPROPER                                                                                                         | RECOVERY FROM BOUNCE                           | D LAN | DIN         | IG                                        |                                    |                                                                           |                                                                            |  |  |
|        | FACTOR(S)<br>WEATHER - UNEA                                                                      |                                                                                                                       |                                                |       |             |                                           |                                    |                                                                           |                                                                            |  |  |
|        |                                                                                                  |                                                                                                                       | -                                              | -     |             |                                           |                                    |                                                                           |                                                                            |  |  |
|        |                                                                                                  | MISCELLANEOUS ACTS.CONDITIONS - OVERLOAD FAILURE<br>WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL. IN PERSON |                                                |       |             |                                           |                                    |                                                                           |                                                                            |  |  |
|        | WEATHER FORECAST - UNKNOWN/NOT REPORTED                                                          |                                                                                                                       |                                                |       |             |                                           |                                    |                                                                           |                                                                            |  |  |
|        | EMERGENCY CIRCUM                                                                                 |                                                                                                                       | CANTIONARY LANDING.ON<br>ERSE/UNFAVORABLE WEAT |       | ORT         | Г                                         |                                    |                                                                           |                                                                            |  |  |
|        |                                                                                                  | -                                                                                                                     |                                                |       |             | FI                                        | ING                                | AT ACCIDENT SITE                                                          |                                                                            |  |  |
|        | SKY CONDITION                                                                                    |                                                                                                                       |                                                |       | C           |                                           |                                    |                                                                           |                                                                            |  |  |
|        | SKY CONDITION<br>UNKNOWN/NOT RE                                                                  | -                                                                                                                     |                                                |       | -           | 30                                        | 00                                 |                                                                           |                                                                            |  |  |
|        | SKY CONDITION<br>UNKNOWN/NOT RE<br>VISIBILITY AT AC                                              | CIDENT SITE                                                                                                           |                                                |       | -           | 30<br>PREC                                | 00<br>I P I                        | TATION AT ACCIDENT SITE                                                   |                                                                            |  |  |
|        | SKY CONDITION<br>UNKNOWN/NOT RE<br>VISIBILITY AT AC<br>5 OR OVER(UNLI                            | CIDENT SITE<br>MITED)                                                                                                 | IDENT SITE                                     |       | P           | 30<br>REC<br>ND                           | 00<br>IPI<br>NE                    |                                                                           |                                                                            |  |  |
|        | SKY CONDITION<br>UNKNOWN/NOT RE<br>VISIBILITY AT AC                                              | CIDENT SITE<br>MITED)                                                                                                 | IDENT SITE                                     |       | P           | 30<br>REC<br>NO                           | 00<br>IPI<br>NE<br>TIV             | TATION AT ACCIDENT SITE<br>E BEARING OF WIND<br>QUARTERING HEAD WIND 293- | 337 DEGREES                                                                |  |  |
|        | SKY CONDITION<br>UNKNOWN/NOT RE<br>VISIBILITY AT AC<br>5 OR OVER(UNLI<br>OBSTRUCTIONS TO         | CIDENT SITE<br>MITED)<br>VISION AT ACC                                                                                | IDENT SITE                                     |       | P           | 30<br>REC<br>NO<br>ELA<br>LE              | 00<br>IPI<br>NE<br>TIV<br>FT       | E BEARING OF WIND                                                         | 337 DEGREES                                                                |  |  |
|        | SKY CONDITION<br>UNKNOWN/NOT RE<br>VISIBILITY AT AC<br>5 OR OVER(UNLI<br>OBSTRUCTIONS TO<br>HAZE | CIDENT SITE<br>MITED)<br>VISION AT ACC<br>EGREES                                                                      | IDENT SITE                                     |       | P<br>R<br>W | 30<br>REC<br>NO<br>ELA<br>LE<br>IND<br>15 | DO<br>IPI<br>NE<br>TIV<br>FT<br>VE | E BEARING OF WIND<br>QUARTERING HEAD WIND 293-                            | 337 DEGREES                                                                |  |  |

|        |                                                                                                                          | DKIEF                                                                                                                                                                  | S OF ACCIDENTS         |                                                             |                                                                               |
|--------|--------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-------------------------------------------------------------|-------------------------------------------------------------------------------|
| FILE   | DATE LOCATIO                                                                                                             |                                                                                                                                                                        | INJURIES<br>F S M/N    | FLIGHT<br>PURPOSE                                           | PILOT DATA                                                                    |
| 3–1435 | 7/2/77 NR.BRISTOW.OK<br>TIME - 0750                                                                                      |                                                                                                                                                                        | PX- 0 0 1              | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                   | PRIVATE, AGE 53, 191<br>TOTAL HOURS, 81 IN TYPE,<br>NOT INSTRUMENT RATED.     |
|        | NAME OF AIRPORT - JONE<br>DEPARTURE POINT<br>_TULSA+OK<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MA<br>COLLIDED WITH DIRT | S MEMORIAL<br>INTENDED DESTINATION<br>CHILDRESS.TX<br>LFUNCTION                                                                                                        | PHASE O<br>IN FL       | F OPERATION<br>IGHT NORMAL CRUISE<br>NG LEVEL OFF/TOUCHDOWN |                                                                               |
|        | PILOT IN COMMAND - M<br>FACTOR(S)<br>AIRPORTS/AIRWAYS/FAC<br>PARTIAL POWER LOSS - P                                      | ANEOUS POWERPLANT FAILURE<br>ISJUDGED DISTANCE AND ALTITU<br>ILITIES - AIRPORT CONDITION<br>ARTIAL LOSS OF POWER - 1 EN<br>S - FORCED LANDING OFF AIRPO<br>END OF RNWY | UDE<br>S OTHER<br>GINE |                                                             |                                                                               |
| - 15/4 | 7/9/77 OKLAHOMA CI                                                                                                       | TY.OK VOLKSPLANE VP-1                                                                                                                                                  |                        | MISCELLANEOUS                                               | PRIVATE, AGE 40, 194                                                          |
| -1704  | TIME - 1045                                                                                                              | N64619<br>DAMAGE-SUBSTANTIAL                                                                                                                                           | PX- 0 0 0              |                                                             | TOTAL HOURS, C IN TYPE,<br>NOT INSTRUMENT RATED.                              |
|        | NAME OF AIRPORT - JANE<br>DEPARTURE POINT<br>OKLAHOMA CITY.OK<br>TYPE OF ACCIDENT<br>STALL SPIN                          |                                                                                                                                                                        | PHASE C                | HE OPERATION<br>NG FINAL APPROACH                           |                                                                               |
|        |                                                                                                                          | AILED TO OBTAIN/MAINTAIN FL<br>T FLIGHT AFTER INADVERTENT                                                                                                              |                        | SPD TAXI TEST                                               |                                                                               |
|        |                                                                                                                          |                                                                                                                                                                        |                        |                                                             | 4GE 39, 78<br>2N TYPE, 1<br>7 77550                                           |
| -1567  | 7/20/77 NR.TULSA.DK<br>TIME - 0830                                                                                       | CESSNA 150<br>N704NS<br>DAMAGE-SUBSTANTIAL                                                                                                                             | PX- 0 0 0              | NONCOMMERCIAL<br>Pleasure/personal transp                   | PRIVATE, AGE 25, 175<br>• TOTAL HOURS, ALL IN TYPE<br>• NOT INSTRUMENT RATED. |
|        | NAME OF AIRPORT - TULS<br>DEPARTURE POINT<br>NOWATA.OK                                                                   |                                                                                                                                                                        |                        |                                                             |                                                                               |
|        | TYPE OF ACCIDENT<br>ENGINE FAILURE OR MA<br>COLLIDED WITH FENCE                                                          |                                                                                                                                                                        | IN FL                  | F OPERATION<br>IGHT DESCENDING<br>NG ROLL                   |                                                                               |
|        | PILOT IN COMMAND - M                                                                                                     | NADEQUATE PREFLIGHT PREPARA<br>ISMANAGEMENT OF FUEL<br>ONDITIONS - FUEL EXHAUSTION                                                                                     |                        | INING                                                       |                                                                               |
|        | COMPLETE POWER LOSS -                                                                                                    | COMPLETE ENGINE FAILURE/FLAD<br>S - FORCED LANDING OFF AIRP                                                                                                            |                        |                                                             |                                                                               |

| FILE  | DATE                                                                     | LOCATION                                                   | AIRCRAFT DATA                                                     | . т.м.     | HID         | TEC                                               |                                    | FLIGHT                                                                                                                        | PILOT DATA                                                 |        |
|-------|--------------------------------------------------------------------------|------------------------------------------------------------|-------------------------------------------------------------------|------------|-------------|---------------------------------------------------|------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|--------|
|       |                                                                          |                                                            |                                                                   | 1          | F           | S M/1                                             | N                                  | PURPOSE                                                                                                                       | PILOT DATA                                                 |        |
|       | 7/24/77<br>TIME - 113<br>DEPARTURE<br>ALTUS,OK<br>TYPE OF AC<br>GROUND-W | DLUSTEE₊OK<br>30<br>IRPORT - OLUSTEE M<br>POINT            | CESSNA 150<br>N66636<br>DAMAGE-SUBSTANTIAL<br>UNICIPAL            | CR-<br>PX- | 0<br>0<br>L | O<br>O<br>O<br>D<br>L<br>U<br>L<br>ANI            |                                    | INSTRUCTIONAL<br>TRAINING<br>OUTE STOP                                                                                        | STUDENT, AGE 20,<br>HOURS, ALL IN TYP<br>INSTRUMENT RATED. | E, NOT |
|       | FACTOR(S)<br>WEATHER                                                     | - UNFAVORABLE WIN                                          | TO MAINTAIN DIRECTIONA<br>D CONDITIONS<br>ES - AIRPORT CONDITIONS |            |             | L                                                 |                                    |                                                                                                                               |                                                            |        |
| •     | 5 OR OVE<br>OBSTRUCTIO<br>NONE<br>TEMPER≜TUF<br>100<br>TYPE OF WE<br>VFR | Y AT ACCIDENT SITE<br>ER (UNLIMITED)<br>DNS TO VISION AT 4 | ACCIDENT SITE                                                     |            | P<br>R<br>W | UNLI<br>RECI<br>NONE<br>ELAT<br>LEF<br>IND<br>250 | MI<br>PIT<br>IVE<br>C<br>DIR<br>DF | AT ACCIDENT SITE<br>TED<br>ATION AT ACCIDENT SIT<br>BEARING OF WIND<br>ROSS WIND 24R-292 DEG<br>ECTION-DEGREES<br>FLIGHT PLAN |                                                            |        |
| -1565 | TIME - 170<br>NAME OF AI<br>DEPARTURE<br>TULSA, DK                       | IRPORT - HARVEY YC<br>POINT<br><                           | N6341K<br>DAMAGE-SUBSTANTIAL                                      |            | 0           | 0 (                                               | ).                                 | INSTRUCTIONAL<br>TRAINING                                                                                                     | STUDENT, AGE 34,<br>Hours, 42 In Type<br>Instrument rated. | -      |
|       | PROBABLE (<br>PILOT IN                                                   | DT<br>D WITH TREES<br>CAUSE(S)<br>N COMMAND - MISJUD       | GED DISTANCE AND SPEED<br>D TO INITIATE GO-AROUND                 |            | P           | LAN                                               | ΟIΝ                                | OPERATION<br>G LEVEL OFF/TOUCHDOW<br>G ROLL                                                                                   | N                                                          |        |

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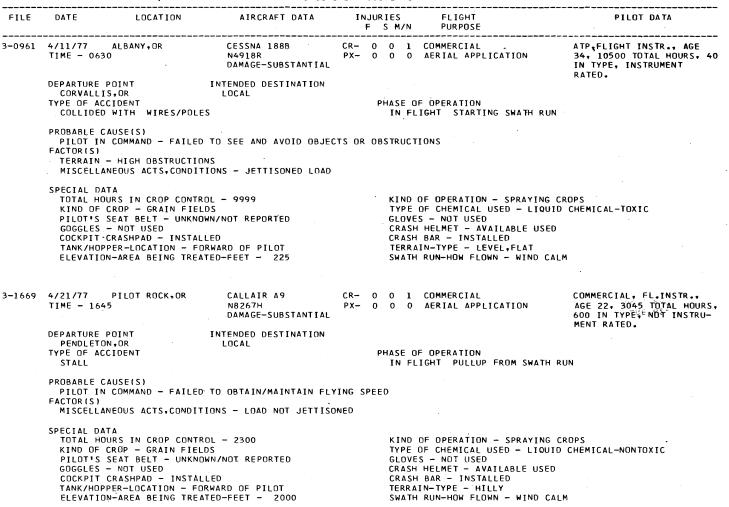
| FILE   | DATE                                                                    | LOCATION                                                                                                               | AIRCRAFT DATA                                                                           | E      | JRIES<br>S M/N                            | PURPOSE                                                 |      | PILOT DATA                                                                |
|--------|-------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|--------|-------------------------------------------|---------------------------------------------------------|------|---------------------------------------------------------------------------|
| -      | 8/23/77<br>TIME - 143                                                   | TULSA.OK                                                                                                               | AERONCA 11AC<br>N9153E<br>DAMAGE-SUBSTANTIAL                                            | CR- (  | 0 1                                       | NONCOMMERCIAL                                           |      |                                                                           |
|        | DEPARTURE<br>TULSA.OK<br>TYPE OF AC                                     | CIDENT<br>TAILURE OR MALFUNC                                                                                           | INTENDED DESTINATION                                                                    |        | TAKEC                                     | F OPERATION<br>NFF INITIAL CLIMB<br>NG LEVEL OFF/TOUCHC | DOWN |                                                                           |
| ·      | MISCELLA<br>FACTOR(S)<br>TERRAIN<br>EMERGENCY                           | NNT - MISCELLANEOU<br>NEDUS - EVASIVE M<br>- HIGH OBSTRUCTIO                                                           | ORCED LANDING OFF AIRPO                                                                 | ΙΠΝ    |                                           | D REASONS                                               |      |                                                                           |
| 3-0957 | TIME - 170<br>DEPARTURE<br>SCHOLLS,<br>TYPE OF AC                       | POINT<br>OR<br>CIDENT<br>AILURE OR MALFUNC                                                                             | AERONCA 0-58R<br>N48648<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>RETURN<br>TION | РХ- (  | DOOO<br>LASTEN<br>ALBAN<br>PHASEC<br>INFL | TEST<br>ROUTE STOP                                      | DOWN | PRIVATE, AGE 36, 456<br>TOTAL HOURS, 42 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | MISCELLA<br>PILOT IN<br>PILOT IN<br>FACTOR(S)<br>POWERPLA<br>COMPLETE P | COMMAND - MISMAN<br>NEOUS ACTS.CONDIT<br>COMMAND - IMPROP<br>COMMAND - IMPROP<br>NT - FUEL SYSTEM<br>OWER LOSS - COMPL | IONS - FUEL STARVATION<br>ER IN-FLIGHT DECISIONS<br>ER LEVEL DFF                        | EOUT-1 | ENGINE                                    |                                                         |      |                                                                           |

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| FILE | DATE                             | LOCATION                                | AIRCRAFT DATA                                                            | ١١   | NJUR<br>F | IES<br>S M/N                           |     | FLIGHT<br>PURPOSE     | PILOT DATA            |
|------|----------------------------------|-----------------------------------------|--------------------------------------------------------------------------|------|-----------|----------------------------------------|-----|-----------------------|-----------------------|
|      |                                  | OREGON CITY.OR                          | HARMON STITS                                                             | CR-  | 0         | 0 1                                    | M   | ISCELLANEOUS<br>FERRY | PRIVATE, AGE 52, 3500 |
|      | NAME OF AI                       | RPORT - OREGON CIT                      | Y AIRPK                                                                  |      |           |                                        |     |                       |                       |
|      | DEPARTURE A                      | POINT                                   | INTENDED DESTINATION                                                     |      |           |                                        |     |                       |                       |
|      | MULIN0+0                         | २                                       | OREGON CITY,OR                                                           |      |           |                                        |     |                       |                       |
|      | TYPE OF ACC                      | CIDENT                                  |                                                                          |      | Р         |                                        |     | OPERATION             |                       |
|      | UNDERSHO                         | DT                                      |                                                                          |      |           | LAND                                   | INC | 5 FINAL APPROACH      |                       |
|      | COLLIDED                         | WITH FENCE, FENCE                       | POSTS                                                                    |      |           | LAND                                   | ING | FINAL APPROACH        |                       |
|      | FACTOR(S)<br>PILOT IN<br>WEATHER | COMMAND - LACK OF<br>- SUDDEN WINDSHIFT | TO INITIATE GO-AROUND<br>FAMILIARITY WITH AIR(<br>O OF BRIEFING RECEIVED | RAFT |           |                                        |     |                       |                       |
|      | SKY CONDIT                       | [ 0 N                                   |                                                                          |      | С         | EILIN                                  | G A | T ACCIDENT SITE       |                       |
|      | CLEAR                            |                                         |                                                                          |      |           | UNL I                                  |     |                       |                       |
|      | VISIBILITY                       |                                         | Р                                                                        |      |           | TION AT ACCIDENT SITE                  |     |                       |                       |
|      | 5 OR OVE                         |                                         | -                                                                        | NONE |           |                                        |     |                       |                       |
|      | OBSTRUCTIO                       |                                         | к                                                                        |      |           | BEARING OF WIND<br>IND 338-022 DEGREES |     |                       |                       |
|      |                                  | TION-DEGREES                            |                                                                          |      | W         | WIND VELOCITY-KNOTS                    |     |                       |                       |
|      | 265                              | TUCH CONDITIONS                         |                                                                          |      |           | 12                                     |     | LIGHT PLAN            |                       |
|      |                                  | ATHER CONDITIONS                        |                                                                          |      |           | NONE                                   |     | LIGHT PLAN            |                       |
|      |                                  |                                         |                                                                          |      |           |                                        |     |                       |                       |

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-0959 3/23/77 N.SANTIAM PASS.OR ENSTROM 280C CR- 0 0 1 INSTRUCTIONAL PRIVATE, AGE 34, 347 . TIME - 1540 N33RH PX- 0 0 0 SOLO TOTAL HOURS, 54 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION BEND, OR SALEM, OR TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES IN FLIGHT OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - SNOW WEATHER - FOG TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 0 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE ZERO SNOW **OBSTRUCTIONS TO VISION AT ACCIDENT SITE** TEMPERATURE-F FOG 35 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 280 5 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR NONE FIRE AFTER IMPACT REMARKS- FOLLOWING ROAD, FLEW INTO SNOW & FOG. COLLIDED WITH TREES DRG TURNAROUND. 3-1134 3/29/77 BEAVERTON, OR ENSTROM 280C CR- 0 1 0 INSTRUCTIONAL STUDENT, AGE 31, 42 TOTAL TIME - 1740 N110VE PX- 0 0 0 SOLO HOURS, ALL IN TYPE, NOT DAMAGE-DESTROYED INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION ALOHA, OR LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED LANDING POWER-ON LANDING PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED \* EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT DIRECTIONAL CONTROL PROBLEM SUSPECTED MECHANICAL DISCREPANCY FIRE AFTER IMPACT REMARKS- PLT DESCRIBED HI-FRED VIBRATION IN CYCLIC AND PEDALS, RPM INCREASED, REMAINED HIGH IN DESCENT.

| FILE   |                                                                 | AIRCRAFT DATA                                               | INJURIES<br>F S M/N                            | FLIGHT                           | PILOT DATA                                                                        |
|--------|-----------------------------------------------------------------|-------------------------------------------------------------|------------------------------------------------|----------------------------------|-----------------------------------------------------------------------------------|
| 3-0960 | 4/3/77 LEBANON.OR<br>TIME - 1100                                | TAYLORCRAFT BC12-D<br>N43144<br>DAMAGE-DESTROYED            |                                                |                                  | COMMERCIAL, AGE 42, 346<br>ANSP TOTAL HOURS, 74 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE POINT<br>LEBANDN.OR                                   | INTENDED DESTINATION<br>LOCAL                               |                                                |                                  |                                                                                   |
|        | TYPE OF ACCIDENT<br>STALL SPIN                                  |                                                             | • • •                                          | IGHT OTHER                       |                                                                                   |
|        |                                                                 | ΡΡΩΡΕΩ ΠΡΕΡΔΤΙΝΝ ΝΕ ΕLIGHT<br>ILED ΤΟ ΟΒΤΔΙΝ/ΜΔΙΝΤΔΙΝ ΕLY   |                                                |                                  |                                                                                   |
|        | MISCELLANERUS ACTS.CO                                           | NOTITIONS - UNWARRANTED LOW<br>EP TURNS NR RESIDENCE-ENTER  |                                                | W TO COMPLETE RECOVERY           | Υ.                                                                                |
|        |                                                                 |                                                             |                                                |                                  | _ D °                                                                             |
| -1477  | 4/4/77 TOLEDO.DP<br>TIME - 2215                                 | MDDNEY-M20E<br>N2659W<br>DAMAGE-DESTROYED                   | CR- 1 0 0<br>PX- 0 0 0                         |                                  | PRIVATE DE CE VOZ. 1089<br>TOTAL HOURS, 263 IN TYPE<br>NOT INSTRUMENT RATED.      |
|        | NAME OF AIRPORT - TOLER<br>DEPARTIRE POINT<br>TOLEDO.OR         |                                                             |                                                |                                  |                                                                                   |
|        | TYPE OF ACCIDENT<br>COLLIDED WITH TREES                         |                                                             |                                                | F OPERATION<br>NFF INITIAL CLIMB |                                                                                   |
|        |                                                                 | TEMPTED OPERATION BEYOND E)<br>DITIATED ELIGHT IN ADVERSE ( |                                                |                                  |                                                                                   |
|        | WEATHER - LOW CEILING<br>WEATHER - FOG<br>TERRAIN - HIGH OBSTRU | ICTIONS                                                     | н.<br>С. С. С |                                  |                                                                                   |
|        |                                                                 | ECORD OF BRIEFING RECEIVED                                  |                                                |                                  |                                                                                   |
|        | SKY CONDITION<br>OBSCURATION<br>VISIBILITY AT ACCIDENT          | ette                                                        | 50                                             | AT ACCIDENT SITE                 | TC                                                                                |
|        | 3/4 MILE OR LESS<br>ORSTRUCTIONS TO VISION                      |                                                             | NONE<br>TEMPERA                                |                                  |                                                                                   |
|        | FOR<br>TYPE OF WEATHER CONDITI                                  |                                                             | 45                                             | FLIGHT PLAN                      |                                                                                   |
|        |                                                                 | ALC: MUS                                                    | LIFE OF                                        | 1 E 1 (6 (7 1 ) P (2 4 (8        |                                                                                   |



| FILE  | DATE                                                                                                           | LOCATION                                                              | AIRCRAFT DATA                                                      |                         |                                    |                                          |                                                                                        |                                                                        | PILOT DATA                                                                            |
|-------|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|--------------------------------------------------------------------|-------------------------|------------------------------------|------------------------------------------|----------------------------------------------------------------------------------------|------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|       | 5/1/77 MA<br>TIME - 1100                                                                                       | LIN,OR                                                                | BOEING D75N1<br>N53179<br>DAMAGE-SUBSTANTIAL                       | CR- (<br>PX- (          | ) 0                                | 1<br>0                                   | COMMERCIAL<br>ASSOC CROP                                                               | CTL ACTIVITY                                                           | COMMERCIAL, AGE 23, 523<br>TOTAL HOURS, 20 IN TYPE,<br>NOT INSTRUMENT RATED.          |
|       | DEPARTURE POI<br>MALIN+OR                                                                                      |                                                                       | TENDED DESTINATION                                                 |                         |                                    |                                          |                                                                                        |                                                                        |                                                                                       |
|       | TYPE OF ACCID<br>COLLISION W                                                                                   | ENT<br>VITH GROUND/WATER                                              | CONTROLLED                                                         |                         |                                    |                                          | SCHERATION                                                                             | FF/TOUCHDOWN                                                           |                                                                                       |
|       | PILOT IN CO<br>FACTOR(S)<br>TERRAIN - R                                                                        | MMAND - MISJUDGED<br>MMAND - IMPROPER<br>DUGH/UNEVEN                  | DISTANCE AND ALTITU<br>OPERATION OF POWERPI<br>S - JETTISONED LOAD |                         | OWE                                | RPLA                                     | NT CONTROLS                                                                            |                                                                        |                                                                                       |
|       | KIND OF CRO<br>GLOVES - US<br>CRASH HELME<br>CRASH BAR -<br>TERRAIN-TYP<br>SWATH RUN-H                         | T – AVAILABLE USE<br>NOT INSTALLED<br>E – HILLY<br>IOW FLOWN – UPWIND | D                                                                  | AERIAL                  | T)<br>G(<br>C(<br>T)<br>E L<br>P F | PE<br>DGGL<br>DCKP<br>NK/<br>EVA<br>ROCE | DF CHEMICAL<br>ES – USED<br>IT CRASHPAD<br>HOPPER-LOCA<br>TION-AREA BI<br>DURE TURNARI | - NOT INSTALLE<br>TION - FORWARD<br>EING TREATED-FE<br>DUND - ENTRY TO | OF PILOT                                                                              |
| -1388 | 5/14/77 BU<br>TIME - 1130                                                                                      |                                                                       | N65127<br>DAMAGE-NONE                                              | CR- 0<br>PX- 0<br>OT- 0 | 0 0                                | 2<br>0<br>2                              | INSTRUCTIO<br>DUAL                                                                     | NAL                                                                    | COMMERCIAL, FL.INSTR.,<br>AGE 32, 3873 TOTAL HOURS<br>3 IN TYPE, INSTRUMENT<br>RATED. |
|       |                                                                                                                | IRT - BURNS MUNICI<br>INT IN                                          | PAL<br>ITENDED DESTINATION<br>LOCAL                                |                         |                                    |                                          |                                                                                        | e e e e                                                                |                                                                                       |
|       | TYPE OF ACCID<br>COLLISION W                                                                                   |                                                                       |                                                                    |                         | PHA:                               | SE O                                     | F OPERATION<br>NG FINAL A                                                              | PPROACH                                                                |                                                                                       |
|       |                                                                                                                | MMAND - FAILED TO                                                     | SEE AND AVOID OTHER<br>RSONNEL PILOT OF OT                         | AIRCRA                  |                                    | Ţ                                        |                                                                                        |                                                                        |                                                                                       |
|       | SPECIAL DATA<br>SEGMENTS OF<br>CONTROLLING<br>TRAFFIC ADV<br>CONTROL ZON                                       |                                                                       | D - SMALL US GEN.AV<br>ROL<br>INE                                  |                         | US (<br>R4<br>C(<br>EV             | DAR<br>DN TR                             | CTL/SURVEI                                                                             | TROLLED AIRPORT                                                        | IDER RADAR CONTACT<br>– UNCONTROLLED AIRPORT                                          |
|       | a to and a second s |                                                                       | ana ang ang ang ang ang ang ang ang ang                            |                         |                                    |                                          |                                                                                        |                                                                        |                                                                                       |
|       |                                                                                                                |                                                                       |                                                                    | PAGE 7                  | 24                                 |                                          |                                                                                        |                                                                        |                                                                                       |

|       |                                                      |                                                                           | BRIEF                                                      |                   |             |                |                   |                                                                       |                                                                                          |
|-------|------------------------------------------------------|---------------------------------------------------------------------------|------------------------------------------------------------|-------------------|-------------|----------------|-------------------|-----------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| FILE  | DATE                                                 | LOCATION                                                                  | AIRCRAFT DATA                                              | IN                | IJUR<br>F   | IES<br>S M     | /N                | FLIGHT<br>PURPOSE                                                     | PILOT DATA                                                                               |
| -1388 |                                                      | BURNS, OR                                                                 | CESSNA 182<br>N3885D<br>DAMAGE-SUBSTANTIAL                 | CR-<br>PX-<br>OT- | 0<br>0<br>0 | 0<br>0<br>0    | 2<br>0<br>2       | INSTRUCTIONAL<br>DUAL                                                 | COMMERCIAL, FL.INSTR.,<br>AGE 52, 2824 TOTAL HOURS,<br>605 IN TYPE, INSTRUMENT<br>RATED. |
|       | DEPARTURE F<br>BURNS+OR                              | PORT - BURNS MUN<br>POINT                                                 | IICIPAL<br>INTENDED DESTINATION<br>LOCAL                   |                   |             |                |                   | •                                                                     | -<br>                                                                                    |
|       | TYPE OF ACC<br>COLLISION                             | UNITH AIRCRAFT                                                            | BOTH IN FLIGHT                                             |                   | Р           |                |                   | F OPERATION<br>NG FINAL APPROACH                                      |                                                                                          |
|       |                                                      | COMMAND - FAILER                                                          | D TO SEE AND AVOID OTHEN<br>-PERSONNEL PILOT OF OT         |                   |             |                | T                 |                                                                       |                                                                                          |
|       | CONTROLLI<br>TRAFFIC /<br>CONTROL Z                  | OF AVIATION INVO<br>NG AGENCY - NO O<br>DVISORY ISSUED -<br>ONE/AREA - NO |                                                            |                   |             | RA<br>Co<br>Ev | DAR<br>NTR<br>NSI | CTL/SURVEILLANCE - N<br>DLLED/UNCONTROLLED AI<br>VE ACTION TAKEN - NO | OT UNDER RADAR CONTACT<br>RPORT - UNCONTROLLED AIRPORT<br>FINAL.                         |
| 1115  | TIME - 0505                                          |                                                                           | PIPER PA-23<br>N2175P<br>DAMAGE-DESTROYED                  |                   | 3           | 0              | 0                 |                                                                       | PRIVATE, AGE 62, 354<br>ANSP TOTAL HOURS, 71 IN TYPE,<br>NOT INSTRUMENT RATED.           |
|       | DEPARTURE F<br>EUGENE,OF<br>TYPE OF ACC<br>COLLISION | l .                                                                       | INTENDED DESTINATION<br>RIVERSIDE+CA<br>FER CONTROLLED     |                   |             | ME<br>HAS      | DFO<br>E OI       | ROUTE STOP<br>RD.OR<br>= DPERATION<br>IGHT CLIMB TO CRUISE            |                                                                                          |
|       | PILOT IN                                             | COMMAND - ATTEMP                                                          | PTED OPERATION BEYOND EXULUION DE ANNO ADV                 |                   |             |                |                   |                                                                       |                                                                                          |
|       | WEATHER -<br>WEATHER -<br>TERRAIN -                  | - CONDITIONS COND<br>HIGH OBSTRUCTIO                                      |                                                            | ON SYS            | TEM         | IC             | ING               |                                                                       | ULOXIC                                                                                   |
|       | WEATHER FOR                                          |                                                                           | BRIEFING BY FLIGHT SER<br>SUBSTANTIALLY CORRECT<br>COVERED | VICE P            | EKS         | UNN            | = L •             | BY PHONE/RADIO, LIMI                                                  | TED BY PILUT ACTION                                                                      |
|       | SKY CONDITI<br>OBSCURATI                             | ON                                                                        |                                                            |                   |             | UNI            | KNOI              | AT ACCIDENT SITÉ<br>NN∕NOT REPORTED                                   |                                                                                          |
|       | UNKNOWN/N<br>Obstruction                             | AT ACCIDENT SITE<br>OT REPORTED<br>IS TO VISION AT A<br>OT REPORTED       |                                                            |                   |             | UNI            | (NOI              | TATION AT ACCIDENT SI<br>NN/NOT REPORTED<br>TURE-F                    | TE                                                                                       |
|       | WIND DIRECT<br>320                                   | ION-DEGREES                                                               |                                                            |                   |             | I ND<br>21     |                   | LOCITY-KNOTS                                                          |                                                                                          |
|       | TYPE OF WE                                           | THER CONDITIONS                                                           |                                                            |                   | т           | YPE            | OF                | FLIGHT PLAN                                                           |                                                                                          |

| DAMAGE-SUBSTANTIAL<br>112 IN TYPE, INSTRUMENT<br>PORTLAND,OR<br>PORTLAND,OR<br>PORTLAND,OR<br>PRINEVILLE,OR<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCTION<br>WHEELS-UP<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING<br>PILOT IN COMMAND - NISMANAGEMENT OF FUEL<br>MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION<br>MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION<br>MISCELLANEOUS ACTS,CONDITIONS - INTENTIONAL WHEELS-UP<br>FACTOR(S)<br>POWERPLANT - POWERPLANT-INSTRUMENTS FUEL QUANTITY GAUGE<br>MISCELLANEOUS ACTS,CONDITIONS - ERRATIC<br>TERRAIN - ROUGH/JUNEVEN<br>COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES<br>EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND<br>REMARKS- FORCED LDG IN ROCKY,SAGEBRUSH COVERED TERRAIN,FUEL TANKS NOT CHECKED PRIOR TO DEPARTURE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |       |                                                                                                                                                                                                                       |                                                                                                                                                                                                      | AIRCRAFT DATA                                                                                                                                                                                                             | F                                                                   | S M/N                                                | 1                                         | PURPOSE                                                                          | PILOT DATA                                                              |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|------------------------------------------------------|-------------------------------------------|----------------------------------------------------------------------------------|-------------------------------------------------------------------------|
| PRIVATE, AGE 17.95 TOT<br>PRIVATE, AGE 10.95 TOT<br>PRIVAT                                           | -1676 | 5/17/77                                                                                                                                                                                                               | REDMOND.                                                                                                                                                                                             | AEROSTAR 601P<br>N90362                                                                                                                                                                                                   | CR- 0                                                               | 1 1                                                  | NO                                        | NONCOMMERCIAL                                                                    | AGE 46, 5542 TOTAL HOURS,<br>112 IN TYPE, INSTRUMENT                    |
| TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCTION<br>WHEELS-NP<br>PROBABLE CAUSE(S)<br>PROBABLE CAUSES(S)<br>PROBABLE CAUSE(S)<br>PROBABLE CAUSE ACTS, CONDITI |       |                                                                                                                                                                                                                       |                                                                                                                                                                                                      |                                                                                                                                                                                                                           |                                                                     |                                                      |                                           |                                                                                  |                                                                         |
| WHEELS-IIP       LANDING LEVEL OFF/TOUCHDOWN         PROBABLE CAUSE(S)       PILOT IN COMMAND - MISMANAGEMENT OF FUEL         PILOT IN COMMAND - MISMANAGEMENT OF FUEL       Standardement of fuel         MISCELLANEOUS ACTS.CONDITIONS - TWEEL EXHAUSTION       MISCELLANEOUS ACTS.CONDITIONS - INTENTIONAL WHEELS-IPP         FACTOR(S)       POWERPLANT - NOTIFICINES - FUEL EXHAUSTION         MISCELLANEOUS ACTS.CONDITIONS - ENRATIC       FIF-EF-1.         TERRAIN - ROUGH/UNEVEN       COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES         COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES       EVERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND         REMARKS- FORCED LDG IN ROCKY.SAGEBRUSH COVERED TERRAIN.FUEL TANKS NOT CHECKED PRIOR TO DEPARTURE.       PIVATE. AGE 17. 95 TOT         -1445       5/21/77 SISTERS.OR       CESSNA 182       CR- 0 0 1 NONCOMMERCIAL       PRIVATE. AGE 17. 95 TOT         TIME - 1835       N31180       PX- 0 0 3 PLEASURE/PERSONAL TRANSP HOURS, 44 IN TYPE, NOT       INSTRUMENT RATED.         NAME DF AIRPORT - SISTERS STATE       DAMAGE-SUBSTANTIAL       NAME OF OPERATION       INSTRUMENT RATED.         NAME DF AIRPORT - SISTERS STATE       DAMAGE-SUBSTANTIAL       PALSE OF OPERATION       LANDING LEVEL OFF/TOUCHDOWN         NAME DF ALIPORT       SISTERS.OR       SISTERS.OR       LANDING LEVEL OFF/TOUCHDOWN       LANDING ROLL         VER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |       |                                                                                                                                                                                                                       |                                                                                                                                                                                                      | PRIMEVILLEVUK                                                                                                                                                                                                             | F                                                                   | PHASE                                                | OF O                                      | PERATION                                                                         |                                                                         |
| <pre>PILOT IN COMMAND - INADEQUATE PREFLICHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - INSAMAGEMENT OF FUEL MISCELLANEOUS ACTS.CONDITIONS - FUEL EXHAUSTION MISCELLANEOUS ACTS.CONDITIONS - FUEL EXHAUSTION COMMERCIAL POWERPLANT-INSTRUMENTS FUEL QUANTITY GAUGE MISCELLANEOUS ACTS.CONDITIONS - ERRATIC TERRAIN - RQUGH/UMEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FORCED LGG IN ROCKY,SAGEBRUSH COVERED TERRAIN.FUEL TANKS NOT CHECKED PRIOR TO DEPARTURE1445 5/21/77 SISTERS.OR CESSNA 182 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 17, 95 TOT TIME - 1835 NOCKY,SAGEBRUSH COVERED TERRAIN.FUEL TANKS NOT CHECKED PRIOR TO DEPARTURE1445 5/21/77 SISTERS.OR CESSNA 182 CR- 0 0 3 PLEASURE/PERSONAL TRANSP HOURS, 44 IN TYPE, NOT DAMAGE-SUBSTANTIAL NAME OF AIRPORT - SISTERS STATE DEPARTURE POINT INTENDED DESTINATION REMO, RR SISTERS.OR SISTERS.OR TYPE OF ACCIDENT UNTENDED DESTINATION REMO, RR SISTERS.OR SISTERS.OR TYPE OF ACCIDENT UNTENDED DESTINATION REMONDR CISECULANEOUS ACTS.CONDITIONS - POORLY PLANNED APPROACH PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS.CONDITIONS - POORLY PLANNED APPROACH PILOT IN COMMAND - MISUNGER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS.CONDITIONS - POORLY PLANNED APPROACH PILOT IN COMMAND - MISUNGER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS.CONDITIONS - RAN OFF END OF RUNNAY REMARKS- 3RD LDG ATTEMPT.T/D LONG AND FAST.RAN OFF END OF RUNNAY REMARKS- 3RD LDG ATTEMPT.T/D LONG AND FAST.RAN OFF END OF RUNNAY REMARKS- 3RD LDG ATTEMPT.T/D LONG AND FAST.RAN OFF END OF RUNNAY </pre>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |       |                                                                                                                                                                                                                       |                                                                                                                                                                                                      | NCTION                                                                                                                                                                                                                    |                                                                     |                                                      |                                           |                                                                                  |                                                                         |
| TIME - 1835 N3118U PX- 0 0 3 PLEASURE/PERSONAL TRANSP HOURS, 44 IN TYPE, NOT<br>DAMAGE-SUBSTANTIAL<br>NAME OF AIRPORT - SISTERS STATE<br>DEPARTURE POINT INTENDED DESTINATION<br>BEND.OR SISTERS.OR<br>TYPE OF ACCIDENT PHASE OF OPERATION<br>UVERSHOOT LANDING LEVEL OFF/TOUCHDOWN<br>NOSE OVER/DOWN LANDING ROLL<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING<br>MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH<br>PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED<br>FACTOR(S)<br>MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RWY, WENT THRU FENCE, HIT DITCH.LDG DOWNSLOPE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |       | PILOT IN<br>PILOT IN<br>MISCELLA<br>MISCELLA<br>FACTOR(S)<br>POWERPLA<br>MISCELLA                                                                                                                                     | COMMAND - INADE<br>COMMAND - MISMA<br>NEGUS ACTS+COND<br>NEGUS ACTS+COND<br>NT - POWERPLANT-<br>NEGUS ACTS+COND                                                                                      | NAGEMENT OF FUEL<br>ITIONS - FUEL EXHAUSTION<br>ITIONS - INTENTIONAL WHEE<br>INSTRUMENTS FUEL QUANTI                                                                                                                      | LS-HP                                                               |                                                      | <u>ΔNN I</u>                              | NG                                                                               |                                                                         |
| NAME OF AIRPORT - SISTERS STATE<br>DEPARTURE POINT INTENDED DESTINATION<br>BEND.OR SISTERS.OR<br>TYPE OF ACCIDENT<br>OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN<br>NOSE OVER/DOWN LANDING ROLL<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING<br>MISCELLANEOUS ACTS.CONDITIONS - POORLY PLANNED APPROACH<br>PILOT IN COMMAND - MISJUGGED DISTANCE AND SPEED<br>FACTOR(S)<br>MISCELLANEOUS ACTS.CONDITIONS - RAN OFF END OF RWY.WENT THRU FENCE.HIT DITCH.LDG DOWNSLOPE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |       | COMPLETE P                                                                                                                                                                                                            | OWER LOSS - COMP<br>CIRCUMSTANCES -                                                                                                                                                                  | FORCED LANDING OFF AIRPO                                                                                                                                                                                                  | IRT ON LA                                                           | ND                                                   |                                           | DT CHECKED PRIOR TO DE                                                           | PARTURE.                                                                |
| BEND.OR SISTERS.OR<br>TYPE OF ACCIDENT<br>OVERSHOOT<br>NOSE OVER/DOWN<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING<br>MISCELLANEOUS ACTS.CONDITIONS - POORLY PLANNED APPROACH<br>PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED<br>FACTOR(S)<br>MISCELLANEOUS ACTS.CONDITIONS - RAN OFF END OF RUNWAY<br>REMARKS- 3RD LDG ATTEMPT.T/D LONG AND FAST.RAN OFF END OF RWY.WENT THRU FENCE.HIT DITCH.LDG DOWNSLOPE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | -1445 | COMPLETE P<br>EMERGENCY (<br>REMARKS- F<br>5/21/77                                                                                                                                                                    | OWER LOSS - COMP<br>CIRCUMSTANCES -<br>ORCED LDG IN ROO<br>SISTERS+OR                                                                                                                                | FORCED LANDING OFF AIRPO<br>CKY+SAGEBRUSH COVERED TEF<br>CESSNA 182<br>N31180                                                                                                                                             | RT ON LA<br>RAIN.FUI                                                | AND<br>EL TAN                                        | IKS N                                     | NCOMMERCIAL<br>EASURE/PERSONAL TRANSF                                            | PRIVATE, AGE 17, 95 TOTA<br>Hours, 44 in Type, Not                      |
| OVERSHOOT<br>NOSE OVER/DOWN<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING<br>MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH<br>PILOT IN COMMAND - MISJUGGED DISTANCE AND SPEED<br>FACTOR(S)<br>MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY<br>REMARKS- 3RD LDG ATTEMPT.T/D LONG AND FAST.RAN OFF END OF RWY, WENT THRU FENCE, HIT DITCH.LDG DOWNSLOPE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | -1445 | COMPLETE PI<br>EMERGENCY (<br>REMARKS- FI<br>5/21/77<br>TIME - 1833<br>NAME OF AIJ                                                                                                                                    | OWER LOSS - COMP<br>CIRCUMSTANCES -<br>ORCED LDG IN ROO<br>SISTERS+OR<br>5<br>RPORT - SISTERS                                                                                                        | FORCED LANDING OFF AIRPO<br>CKY+SAGEBRUSH COVERED TEF<br>CESSNA 182<br>N31180<br>DAMAGE-SUBSTANTIAL<br>STATE                                                                                                              | RT ON LA<br>RAIN.FUI                                                | AND<br>EL TAN                                        | IKS N                                     | NCOMMERCIAL<br>EASURE/PERSONAL TRANSF                                            | PRIVATE, AGE 17, 95 TOTA<br>Hours, 44 in Type, Not                      |
| NOSE OVER/DOWN<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING<br>MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH<br>PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED<br>FACTOR(S)<br>MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY<br>REMARKS- 3RD LDG ATTEMPT.T/D LONG AND FAST.RAN OFF END OF RWY, WENT THRU FENCE, HIT DITCH.LDG DOWNSLOPE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | -1445 | COMPLETE PI<br>EMERGENCY (<br>REMARKS- FI<br>5/21/77<br>TIME - 1833<br>NAME OF AIJ<br>DEPARTURE (                                                                                                                     | OWER LOSS - COMP<br>CIRCUMSTANCES -<br>ORCED LDG IN ROO<br>SISTERS+OR<br>5<br>RPORT - SISTERS                                                                                                        | FORCED LANDING OFF AIRPO<br>CKY+SAGEBRUSH COVERED TEF<br>CESSNA 182<br>N31180<br>DAMAGE-SUBSTANTIAL<br>STATE<br>INTENDED DESTINATION                                                                                      | RT ON LA<br>RAIN.FUI                                                | AND<br>EL TAN                                        | IKS N                                     | NCOMMERCIAL<br>EASURE/PERSONAL TRANSF                                            | PRIVATE, AGE 17, 95 TOTA<br>Hours, 44 in Type, Not                      |
| PROBABLE CAUSETST<br>PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING<br>MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH<br>PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED<br>FACTOR(S)<br>MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY<br>REMARKS- 3RD LDG ATTEMPT.T/D LONG AND FAST.RAN OFF END OF RWY, WENT THRU FENCE, HIT DITCH.LDG DOWNSLOPE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | -1445 | COMPLETE PI<br>EMERGENCY (<br>REMARKS- FI<br>5/21/77<br>TIME - 183<br>NAME OF AII<br>DEPARTURE<br>BED+OR<br>TYPE OF ACI                                                                                               | OWER LOSS - COM<br>CIRCUMSTANCES -<br>ORCED LDG IN ROO<br>SISTERS.OR<br>5<br>RPORT - SISTERS<br>POINT<br>CIDENT                                                                                      | FORCED LANDING OFF AIRPO<br>CKY+SAGEBRUSH COVERED TEF<br>CESSNA 182<br>N31180<br>DAMAGE-SUBSTANTIAL<br>STATE<br>INTENDED DESTINATION                                                                                      | RT ON LA<br>RAIN.FUI<br>CR- O<br>PX- O                              | ND<br>EL TAN<br>0 1<br>0 3<br>PHASE                  | NKS N<br>L NO<br>3 PL<br>0F O             | NCOMMERCIAL<br>EASURE/PERSONAL TRANSP<br>PERATION                                | PRIVATE, AGE 17, 95 TOTAN<br>Hours, 44 in Type, Not                     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | -1445 | COMPLETE PI<br>EMERGENCY (<br>REMARKS- FI<br>5/21/77<br>TIME - 1833<br>NAME OF AII<br>DEPARTURE<br>BEND, OR<br>TYPE OF ACI<br>OVERSHOO                                                                                | OWER LOSS - COMP<br>CIRCUMSTANCES -<br>ORCED LDG IN ROO<br>SISTERS.OR<br>S<br>RPORT - SISTERS<br>POINT<br>CIDENT<br>T                                                                                | FORCED LANDING OFF AIRPO<br>CKY+SAGEBRUSH COVERED TEF<br>CESSNA 182<br>N31180<br>DAMAGE-SUBSTANTIAL<br>STATE<br>INTENDED DESTINATION                                                                                      | RT ON LA<br>RAIN.FUI<br>CR- O<br>PX- O                              | AND<br>EL TAN<br>0 1<br>0 3<br>PHASE<br>LAND         | NKS N<br>L NO<br>B PL<br>OF O<br>DING     | NCOMMERCIAL<br>EASURE/PERSONAL TRANSP<br>PERATION<br>LEVEL OFF/TOUCHDOWN         | PRIVATE, AGE 17, 95 TOTA<br>Hours, 44 in Type, Not                      |
| PAGE 728                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | -1445 | COMPLETE PI<br>EMERGENCY (<br>REMARKS- FI<br>5/21/77<br>TIME - 1833<br>NAME OF AII<br>DEPARTURE<br>BEND.OR<br>TYPE OF AC<br>OVERSHOO'<br>NOSE OVE<br>PROBABLE C<br>PILOT IN<br>MISCELLAI<br>PILOT IN<br>FACTOR(S)     | OWER LOSS - COMP<br>CIRCUMSTANCES -<br>ORCED LDG IN ROO<br>SISTERS.OR<br>S<br>RPORT - SISTERS<br>POINT<br>CIDENT<br>T<br>R/DOWN<br>AUSE(S)<br>COMMAND - IMPRO<br>NEQUS ACTS.CONDI<br>COMMAND - MISJI | FORCED LANDING OFF AIRPO<br>CKY.SAGEBRUSH COVERED TER<br>OBJANAGE-SUBSTANTIAL<br>STATE<br>INTENDED DESTINATION<br>SISTERS.OR<br>OPER IN-FLIGHT DECISIONS<br>ITIONS - POORLY PLANNED A<br>DOGED DISTANCE AND SPEED         | RT ON LA<br>RAIN.FUI<br>CR- O<br>PX- O<br>I<br>OR PLANN<br>PPRDACH  | AND<br>EL TAN<br>0 ]<br>0 3<br>PHASE<br>LAND<br>LAND | NKS N<br>L NO<br>B PL<br>OF O<br>DING     | NCOMMERCIAL<br>EASURE/PERSONAL TRANSP<br>PERATION<br>LEVEL OFF/TOUCHDOWN<br>ROLL | PRIVATE, AGE 17, 95 TOTA<br>Hours, 44 in Type, Not                      |
| PAGE 728                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | -1445 | COMPLETE PI<br>EMERGENCY (<br>REMARKS- FI<br>5/21/77<br>TIME - 1833<br>NAME OF AII<br>DEPARTURE (<br>BEND+OR<br>TYPE OF ACI<br>OVERSHOO<br>NOSE OVE<br>PROBABLE C.<br>PILOT IN<br>MISCELLAN<br>FACTOR(S)<br>MISCELLAN | OWER LOSS - COM<br>CIRCUMSTANCES -<br>ORCED LDG IN ROO<br>SISTERS.OR<br>S<br>RPORT - SISTERS<br>POINT<br>T<br>R/DOWN<br>AUSE(S)<br>COMMAND - IMPRO<br>NEQUS ACTS.CONDI                               | FORCED LANDING OFF AIRPO<br>CKY.SAGEBRUSH COVERED TER<br>N3118U<br>DAMAGE-SUBSTANTIAL<br>STATE<br>INTENDED DESTINATION<br>SISTERS.OR<br>OPER IN-FLIGHT DECISIONS<br>ITIONS - POORLY PLANNED A<br>DOGED DISTANCE AND SPEED | RT ON LA<br>RAIN.FUI<br>CR- O<br>PX- O<br>I<br>OR PLANN<br>IPPRDACH | AND<br>EL TAN<br>0 1<br>0 3<br>PHASE<br>LAND<br>LAND | NKS N<br>NO<br>PL<br>OF O<br>DING<br>DING | NCOMMERCIAL<br>EASURE/PERSONAL TRANSF<br>PERATION<br>LEVEL OFF/TOUCHDOWN<br>ROLL | PRIVATE, AGE 17, 95 TOTA<br>HOURS, 44 IN TYPE, NOT<br>INSTRUMENT RATED. |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | -1445 | COMPLETE PI<br>EMERGENCY (<br>REMARKS- FI<br>5/21/77<br>TIME - 1833<br>NAME OF AII<br>DEPARTURE (<br>BEND+OR<br>TYPE OF ACI<br>OVERSHOO<br>NOSE OVE<br>PROBABLE C.<br>PILOT IN<br>MISCELLAN<br>FACTOR(S)<br>MISCELLAN | OWER LOSS - COM<br>CIRCUMSTANCES -<br>ORCED LDG IN ROO<br>SISTERS.OR<br>S<br>RPORT - SISTERS<br>POINT<br>T<br>R/DOWN<br>AUSE(S)<br>COMMAND - IMPRO<br>NEQUS ACTS.CONDI                               | FORCED LANDING OFF AIRPO<br>CKY.SAGEBRUSH COVERED TER<br>N3118U<br>DAMAGE-SUBSTANTIAL<br>STATE<br>INTENDED DESTINATION<br>SISTERS.OR<br>OPER IN-FLIGHT DECISIONS<br>ITIONS - POORLY PLANNED A<br>DOGED DISTANCE AND SPEED | RT ON LA<br>RAIN.FUI<br>CR- O<br>PX- O<br>I<br>OR PLANN<br>IPPRDACH | AND<br>EL TAN<br>0 1<br>0 3<br>PHASE<br>LAND<br>LAND | NKS N<br>NO<br>PL<br>OF O<br>DING<br>DING | NCOMMERCIAL<br>EASURE/PERSONAL TRANSF<br>PERATION<br>LEVEL OFF/TOUCHDOWN<br>ROLL | PRIVATE, AGE 17, 95 TOTA<br>HOURS, 44 IN TYPE, NOT<br>INSTRUMENT RATED. |

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| FILE   | DATE                                                    | LOCATION                                                                      | AIRCRAFT DATA                                                               |       | JURIES<br>FSI |             | FLIGHT<br>PURPOSE                 | PILOT DATA                                                                 |
|--------|---------------------------------------------------------|-------------------------------------------------------------------------------|-----------------------------------------------------------------------------|-------|---------------|-------------|-----------------------------------|----------------------------------------------------------------------------|
| 3-1206 | 5/23/77<br>TIME - 1                                     | •                                                                             | BELLANCA 17-30A<br>N8866V<br>DAMAGE-DESTROYED                               |       | 1 0           | 0           | NONCOMMERCIAL<br>BUSINESS         | PRIVATE, AGE 59, 1185<br>TOTAL HOURS, 152 IN TYPE<br>NOT INSTRUMENT RATED. |
|        | DEPARTUR<br>HILLSB<br>TYPE OF<br>COLLID                 | ORO+OR                                                                        | INTENDED DESTINATION<br>WALLA WALLA.WA                                      |       |               |             | F OPERATION<br>Ight Normal Cruise |                                                                            |
|        | PILOT<br>PILOT<br>PILOT<br>FACTOR(S<br>WEATHE<br>WEATHE | IN COMMAND - CONTIN<br>IN COMMAND - FAILEC<br>)<br>R - LOW CEILING<br>R - FDG | NIATE PREFLIGHT PREPARA<br>NIED VFR FLIGHT INTO AD<br>TO SEE AND AVOID DRJE | VERSE | WEATH         | ER C        | ONDITIONS                         |                                                                            |
|        | WEATHER                                                 |                                                                               | NS<br>BY FLIGHT SERVICE PERS<br>SUBSTANTIALLY CORRECT                       |       | IN P          | ERSO        | N                                 |                                                                            |
|        |                                                         |                                                                               |                                                                             |       | 2)<br>PRE(    | 000<br>2191 | AT ACCIDENT SITE                  |                                                                            |
|        | FOG                                                     | IONS TO VISION AT A                                                           | CCIDENT SITE                                                                |       | 5             | 5<br>VE     | TURE-F<br>LOCITY-KNOTS            |                                                                            |
|        | TYPE OF<br>IFR                                          | WEATHER CONDITIONS                                                            |                                                                             |       |               | E OF        | FLIGHT PLAN                       |                                                                            |
| 3-1444 | 5/27/77                                                 | NR.PENDLETON.OR                                                               | CESSNA 152                                                                  | CR-   | 0 0           | 2           | INSTRUCTIONAL                     | CUMMERCIAL, FL.INSTR.,                                                     |
|        | TIME - 1                                                | 830                                                                           | N714UJ<br>DAMAGE-SUBSTANTIAL                                                |       | 0 0           | 0           | DUAL                              | AGE 20, 1501 TOTAL HOURS<br>9 IN TYPE, INSTRUMENT<br>RATED.                |
|        | DEPARTUR<br>PENDLET<br>TYPE OF<br>NOSE D                | DN . DR                                                                       | INTENDED DESTINATION<br>LOCAL                                               |       |               |             | F OPERATION<br>NG ROLL            |                                                                            |
|        | PROBABLE<br>DUAL S<br>PILOT<br>PILOT                    | CAUSE(S)<br>TUDENT - IMPROPER C<br>IN COMMAND - INADEG<br>IN COMMAND - DELAYE | PPERATION OF FLIGHT CON<br>WATE SUPERVISION OF FL<br>D IN INITIATING GO-ARO | IGHT  |               |             |                                   |                                                                            |
|        | TERRAI                                                  | LANEQUS - EVASIVE N<br>N - WET.SOFT GROUND<br>N - HIGH OBSTRUCTIO             | INS                                                                         |       |               | ETE         | LD.TURNED TO AVDID FENCE          | SOFT CND                                                                   |

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| FILE  | DATE                                                                 | LOCATION                              | AIRCRAFT DATA                                    | IN    |     |         |       | FLIGHT<br>PURPOSE                         | PILOT DATA                                                                   |
|-------|----------------------------------------------------------------------|---------------------------------------|--------------------------------------------------|-------|-----|---------|-------|-------------------------------------------|------------------------------------------------------------------------------|
| -1443 | 5/28/77 NR<br>TIME - 1030                                            | ALBANY, OR                            | HILLER ACFT UH-12C<br>N8108H<br>DAMAGE-DESTROYED |       |     |         |       |                                           | COMMERCIAL, AGE 29, 286<br>TOTAL HOURS, 69 IN TYPE,<br>NOT INSTRUMENT RATED. |
|       | DEPARTURE P                                                          | DINT                                  | INTENDED DESTINATION                             |       |     |         | •     |                                           |                                                                              |
|       | ALBANY,OR<br>TYPE OF ACC<br>COLLIDED                                 | IDENT<br>WITH WIRES/POLES             | LOCAL                                            |       | P   |         |       | DF OPERATION<br>IGHT LOW PASS             |                                                                              |
|       | FACTOR(S)                                                            | COMMAND - FAILED                      | TO SEE AND AVOID OBJEC                           | -     |     | 3 S T F | NCI   | TIONS                                     |                                                                              |
|       | TERRAIN -<br>MISCELLAN                                               | HIGH OBSTRUCTION<br>EOUS ACTS.CONDITI | S<br>ONS - AIRCRAFT CAME TO                      | REST  | IN  |         |       |                                           |                                                                              |
|       | REMARKS- FL                                                          | YING UPRIVER 40-5                     | OFT AGL.STRUCK ELECT T                           | RANSM | 155 | SION    | I W 1 | RE,FELL INTO RIVER.                       | ·                                                                            |
|       |                                                                      |                                       |                                                  |       |     |         |       |                                           | ∆GE 42. °                                                                    |
| -1387 | 5/29/77<br>TIME - 1520                                               | CRESWELL, OR                          | LUSCOMBE 8A<br>N71725<br>Damage-substantial      |       |     |         |       | NDNCOMMERCIAL<br>Pleasure/personal transp | PRIVATE, AGE 46, 124<br>Total Hours, 36 in Type,<br>Not instrument rated.    |
|       | NAME OF AIR<br>DEPARTURE PI<br>CRESWELL.<br>TYPE OF ACC<br>UNDERSHOD | DR<br>I DENT                          | LD<br>INTENDED DESTINATION<br>LOCAL              |       | P   |         |       | F OPERATION<br>(NG FINAL APPROACH         | •                                                                            |
|       | PROBABLE CAU<br>PILOT IN<br>FACTOR(S)<br>TERRAIN -                   | COMMAND - MISJUDG                     | ED DISTANCE AND ALTITU                           |       |     | Ľ       | NDI   | NG LEVEL OFF/TOUCHDOWN                    |                                                                              |
|       |                                                                      |                                       |                                                  |       |     |         |       |                                           |                                                                              |
| -1386 | 5/30/77<br>TIME - 1030                                               | CHILOQUIN.OR                          | TAYLORCRAFT F19<br>N3586T<br>Damage-substantial  |       |     |         |       | NONCOMMERCIAL<br>Pleasure/personal transp | PRIVATE, AGE 45, 97 TOTA<br>Hours, 6 in type, not<br>Instrument rated.       |
|       | NAME OF AIR<br>DEPARTURE P<br>MEDFORD.D                              |                                       | STATE                                            |       |     |         |       |                                           |                                                                              |
| -     | TYPE OF ACC                                                          | IDENT<br>TER LOOP-SWERVE              |                                                  |       | F   | L       | ND    | NF OPERATION<br>ING ROLL<br>ING ROLL      |                                                                              |
|       | PROBABLE CAU<br>PILOT IN<br>FACTOR(S)                                |                                       | TO MAINTAIN DIRECTION                            | L COŅ | TRO | DL      |       |                                           |                                                                              |
|       | AIRPORTS/                                                            |                                       | S - AIRPORT CONDITIONS                           |       | Т   | ѕноι    | JLDI  | ERS                                       |                                                                              |

| FILE  | DATE                                                                                                                                                                            | LOCATION                                                                                                                                                                                                                               | AIRCRAFT DATA                                                                                                                                                                                      | INJURIES<br>F S M/N                                                                             | FLIGHT                                                                         | PILOT DATA                                                                      |
|-------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| -1385 | 5/30/77<br>TIME - 163                                                                                                                                                           | GOLD BEACH, OR<br>O                                                                                                                                                                                                                    | AERONCA 7AC<br>N83341<br>DAMAGE-SUBSTANTIAL                                                                                                                                                        |                                                                                                 | NDNCOMMERCIAL<br>Pleasure/personal trans                                       | COMMERCIAL, AGE 61, 1199<br>P TOTAL HOURS, 815 IN TYPE<br>NOT INSTRUMENT RATED. |
|       |                                                                                                                                                                                 | RPORT - GOLD BEAC                                                                                                                                                                                                                      |                                                                                                                                                                                                    |                                                                                                 |                                                                                |                                                                                 |
|       |                                                                                                                                                                                 | POINT                                                                                                                                                                                                                                  | INTENDED DESTINATION                                                                                                                                                                               |                                                                                                 |                                                                                |                                                                                 |
|       | GRANTS P<br>TYPE DF AC                                                                                                                                                          |                                                                                                                                                                                                                                        | GOLD BEACH, OR                                                                                                                                                                                     | BROOK                                                                                           | TNGS+UR<br>DE OPERATION                                                        |                                                                                 |
|       |                                                                                                                                                                                 | ATER LOOP-SWERVE                                                                                                                                                                                                                       |                                                                                                                                                                                                    |                                                                                                 | NG ROLL                                                                        |                                                                                 |
|       | NOSE OVE                                                                                                                                                                        |                                                                                                                                                                                                                                        |                                                                                                                                                                                                    |                                                                                                 | NG ROLL                                                                        |                                                                                 |
|       | PROBABLE C                                                                                                                                                                      | AUSE(S)                                                                                                                                                                                                                                |                                                                                                                                                                                                    |                                                                                                 |                                                                                |                                                                                 |
|       |                                                                                                                                                                                 |                                                                                                                                                                                                                                        | ED WRONG RUNWAY RELATIV                                                                                                                                                                            | E TO EXISTING                                                                                   | WIND                                                                           |                                                                                 |
|       | PILOT IN                                                                                                                                                                        | COMMAND - FAILED                                                                                                                                                                                                                       | TO MAINTAIN DIRECTION                                                                                                                                                                              | AL CONTROL                                                                                      |                                                                                |                                                                                 |
|       | FACTOR(S)                                                                                                                                                                       |                                                                                                                                                                                                                                        |                                                                                                                                                                                                    |                                                                                                 |                                                                                |                                                                                 |
|       | MISCELLANEOUS ACT                                                                                                                                                               |                                                                                                                                                                                                                                        |                                                                                                                                                                                                    |                                                                                                 |                                                                                |                                                                                 |
|       |                                                                                                                                                                                 |                                                                                                                                                                                                                                        |                                                                                                                                                                                                    | 07.150                                                                                          |                                                                                |                                                                                 |
|       | AIRPORTS                                                                                                                                                                        | /AIRWAYS/FACILITI                                                                                                                                                                                                                      | ES - AIRPORT CONDITIONS                                                                                                                                                                            |                                                                                                 |                                                                                | D OVER                                                                          |
|       | AIRPORTS<br>REMARKS- L                                                                                                                                                          | /AIRWAYS/FACILITI                                                                                                                                                                                                                      | ES - AIRPORT CONDITIONS                                                                                                                                                                            | CH.RAN OFF SID                                                                                  | DE OF RWY INTO BRUSH.NOSE                                                      | -                                                                               |
| ×     | AIRPORTS                                                                                                                                                                        | /AIRWAYS/FACILITI                                                                                                                                                                                                                      | ES - AIRPORT CONDITIONS                                                                                                                                                                            |                                                                                                 | DE OF RWY INTO BRUSH.NOSE                                                      | D OVÊR.                                                                         |
| -1668 | AIRPORTS<br>REMARKS- L                                                                                                                                                          | /AIRWAYS/FACILITI                                                                                                                                                                                                                      | ES - AIRPORT CONDITIONS<br>KT GUSTS.STRAIGHT-IN AN                                                                                                                                                 | CH.RAN OFF SID                                                                                  |                                                                                | -                                                                               |
| -1668 | AIRPORTS<br>REMARKS- L<br>5/30/77<br>TIME - 121                                                                                                                                 | /AIRWAYS/FACILITI<br>ANDED DOWNWIND↓20                                                                                                                                                                                                 | ES - AIRPORT CONDITIONS<br>KT GUSTS.STRAIGHT-IN AN<br>CHAMPION 7GC<br>N8933R                                                                                                                       | CR- 0 0 1<br>PX- 0 0 1                                                                          | NONCOMMEPCIAL<br>Pleasure/personal trans                                       | PRIVATE, AGE 42, 398<br>P TOTAL HOURS, 12 IN TYPE,                              |
| -1668 | AIRPORTS<br>REMARKS- L<br>5/30/77<br>TIME - 121                                                                                                                                 | /AIRWAYS/FACILITI<br>ANDED DOWNWIND,20<br>GRANDE RONDE,0R                                                                                                                                                                              | ES - AIRPORT CONDITIONS<br>KT GUSTS.STRAIGHT-IN AN<br>CHAMPION 7GC                                                                                                                                 | CR- 0 0 1<br>PX- 0 0 1                                                                          | NONCOMMEPCIAL<br>Pleasure/personal trans                                       | PRIVATE, AGE 42, 398                                                            |
| -1668 | AIRPORTS<br>REMARKS- L<br>5/30/77<br>TIME - 121<br>NAME OF AI                                                                                                                   | /AIRWAYS/FACILITI<br>ANDED DOWNWIND,20<br>GRANDE RONDE,0R<br>0<br>RPORT - ANDERSON                                                                                                                                                     | ES - AIRPORT CONDITIONS<br>KT GUSTS.STRAIGHT-IN AN<br>CHAMPION 7GC<br>N8933R                                                                                                                       | CR- 0 0 1<br>PX- 0 0 1                                                                          | NONCOMMEPCIAL<br>Pleasure/personal trans                                       | PRIVATE, AGE 42, 398<br>P TOTAL HOURS, 12 IN TYPE,                              |
| -1668 | AIRPORTS<br>REMARKS- L<br>5/30/77<br>TIME - 121<br>NAME OF AI                                                                                                                   | /AIRWAYS/FACILITI<br>ANDED DOWNWIND,20<br>GRANDE RONDE,0R<br>0<br>RPORT - ANDERSON<br>POINT                                                                                                                                            | ES - AIRPORT CONDITIONS<br>KT GUSTS.STRAIGHT-IN AF<br>CHAMPION 7GC<br>N8933R<br>DAMAGE-SUBSTANTIAL                                                                                                 | CR- 0 0 1<br>PX- 0 0 1                                                                          | NONCOMMEPCIAL<br>Pleasure/personal trans                                       | PRIVATE, AGE 42, 398<br>P TOTAL HOURS, 12 IN TYPE,                              |
| -1668 | AIRPORTS<br>REMARKS- L<br>5/30/77<br>TIME - 121<br>NAME OF AI<br>DEPARTURE<br>MCMINNVI<br>TYPE OF AC                                                                            | /AIRWAYS/FACILITI<br>ANDED DOWNWIND,20<br>GRANDE RONDE,0R<br>0<br>RPORT - ANDERSON<br>POINT<br>LLE,0R<br>CIDENT                                                                                                                        | ES - AIRPORT CONDITIONS<br>KT GUSTS.STRAIGHT-IN AN<br>CHAMPION 7GC<br>N8933R<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION                                                                         | CR- 0 0 1<br>PX- 0 0 1<br>PX- 0 0 1                                                             | NONCOMMEPCIAL<br>PLEASURE/PERSONAL TRANS<br>DE OPERATION                       | PRIVATE, AGE 42, 398<br>P TOTAL HOURS, 12 IN TYPE,                              |
| -1668 | AIRPORTS<br>REMARKS- L<br>5/30/77<br>TIME - 121<br>NAME OF AI<br>DEPARTURE<br>MCMINNVI<br>TYPE OF AC<br>COLLIDED                                                                | /AIRWAYS/FACILITI<br>ANDED DOWNWIND,20<br>GRANDE RONDE,0R<br>0<br>RPORT - ANDERSON<br>POINT<br>LLE.OR<br>CIDENT<br>WITH OBJECT                                                                                                         | ES - AIRPORT CONDITIONS<br>KT GUSTS-STRAIGHT-IN AN<br>CHAMPION 7GC<br>N8933R<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>GLENEDEN BEACH-OR                                                    | CR- 0 0 1<br>PX- 0 0 1<br>PX- 0 0 1<br>PHASE 0<br>LANDI                                         | NONCOMMEPCIAL<br>PLEASURE/PERSONAL TRANS<br>DF OPERATION<br>NG ROLL            | PRIVATE, AGE 42, 398<br>P TOTAL HOURS, 12 IN TYPE,                              |
| -1668 | AIRPORTS<br>REMARKS- L<br>5/30/77<br>TIME - 121<br>NAME OF AI<br>DEPARTURE<br>MCMINNVI<br>TYPE OF AC                                                                            | /AIRWAYS/FACILITI<br>ANDED DOWNWIND,20<br>GRANDE RONDE,0R<br>0<br>RPORT - ANDERSON<br>POINT<br>LLE.OR<br>CIDENT<br>WITH OBJECT                                                                                                         | ES - AIRPORT CONDITIONS<br>KT GUSTS-STRAIGHT-IN AN<br>CHAMPION 7GC<br>N8933R<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>GLENEDEN BEACH-OR                                                    | CR- 0 0 1<br>PX- 0 0 1<br>PX- 0 0 1<br>PHASE 0<br>LANDI<br>LANDI                                | NONCOMMEPCIAL<br>PLEASURE/PERSONAL TRANS<br>DE OPERATION                       | PRIVATE, AGE 42, 398<br>P TOTAL HOURS, 12 IN TYPE,                              |
| -1668 | AIRPORTS<br>REMARKS- L<br>5/30/77<br>TIME - 121<br>NAME OF AI<br>DEPARTURE<br>MCMINNVI<br>TYPE OF AC<br>COLLIDED<br>NOSE OVE<br>PROBABLE C                                      | /AIRWAYS/FACILITI<br>ANDED DOWNWIND,20<br>GRANDE RONDE,0R<br>0<br>RPORT - ANDERSON<br>POINT<br>LLE,0R<br>CIDENT<br>WITH OBJECT<br>R/DOWN<br>AUSE(S)                                                                                    | ES - AIRPORT CONDITIONS<br>KT GUSTS.STRAIGHT-IN AN<br>CHAMPION 7GC<br>N8933R<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>GLENEDEN REACH.OR                                                    | CR- 0 0 1<br>PX- 0 0 1<br>PX- 0 0 1<br>PHASE 0<br>LANDI                                         | NONCOMMEPCIAL<br>PLEASURE/PERSONAL TRANS<br>DF OPERATION<br>NG ROLL            | PRIVATE, AGE 42, 398<br>P TOTAL HOURS, 12 IN TYPE,                              |
| -1668 | AIRPORTS<br>REMARKS- L<br>5/30/77<br>TIME - 121<br>NAME OF AI<br>DEPARTURE<br>MCMINNEI<br>TYPE OF AC<br>COLLIDED<br>NOSE OVE<br>PROBABLE C<br>PILOT IN                          | /AIRWAYS/FACILITI<br>ANDED DOWNWIND,20<br>GRANDE RONDE,0R<br>0<br>RPORT - ANDERSON<br>POINT<br>LLE.OR<br>CIDENT<br>WITH OBJECT<br>R/DOWN<br>AUSE(S)<br>COMMAND - SELECT                                                                | ES - AIRPORT CONDITIONS<br>KT GUSTS-STRAIGHT-IN AN<br>CHAMPION 7GC<br>N8933R<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>GLENEDEN BEACH-OR                                                    | CR- 0 0 1<br>PX- 0 0 1<br>PX- 0 0 1<br>PHASE 0<br>LANDI<br>LANDI                                | NONCOMMEPCIAL<br>PLEASURE/PERSONAL TRANS<br>DE OPERATION<br>NG ROLL<br>NG ROLL | PRIVATE, AGE 42, 398<br>P TOTAL HOURS, 12 IN TYPE,                              |
| -1668 | AIRPORTS<br>REMARKS- L<br>5/30/77<br>TIME - 121<br>NAME OF AI<br>DEPARTURE<br>MCMINNEI<br>TYPE OF AC<br>COLLIDED<br>NOSE OVE<br>PROBABLE C<br>PILOT IN                          | /AIRWAYS/FACILITI<br>ANDED DOWNWIND,20<br>GRANDE RONDE,0R<br>0<br>RPORT - ANDERSON<br>POINT<br>LLE.OR<br>CIDENT<br>WITH OBJECT<br>R/DOWN<br>AUSE(S)<br>COMMAND - SELECT                                                                | ES - AIRPORT CONDITIONS<br>KT GUSTS.STRAIGHT-IN AF<br>CHAMPION 7GC<br>N8933R<br>OAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>GLENEDEN BEACH.OR<br>ED UNSUITABLE TERRAIN                           | CR- 0 0 1<br>PX- 0 0 1<br>PX- 0 0 1<br>PHASE 0<br>LANDI<br>LANDI                                | NONCOMMEPCIAL<br>PLEASURE/PERSONAL TRANS<br>DE OPERATION<br>NG ROLL<br>NG ROLL | PRIVATE, AGE 42, 398<br>P TOTAL HOURS, 12 IN TYPE,                              |
| -1668 | AIRPORTS<br>REMARKS- L<br>5/30/77<br>TIME - 121<br>NAME OF AI<br>DEPARTURE<br>MCMINNVI<br>TYPE OF AC<br>COLLIDED<br>NOSE OVE<br>PROBABLE C<br>PILOT IN<br>FACTOR(S)             | /AIRWAYS/FACILITI<br>ANDED DOWNWIND,20<br>GRANDE RONDE,DR<br>O<br>RPORT - ANDERSON<br>POINT<br>LLE.OR<br>CIDENT<br>WITH OBJECT<br>R/DOWN<br>AUSE(S)<br>COMMAND - SELECT<br>COMMAND - FAILED                                            | ES - AIRPORT CONDITIONS<br>KT GUSTS.STRAIGHT-IN AF<br>CHAMPION 7GC<br>N8933R<br>OAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>GLENEDEN BEACH.OR<br>ED UNSUITABLE TERRAIN                           | CR- 0 0 1<br>PX- 0 0 1<br>PMASE 0<br>LANDI<br>LANDI                                             | NONCOMMEPCIAL<br>PLEASURE/PERSONAL TRANS<br>DE OPERATION<br>NG ROLL<br>NG ROLL | PRIVATE, AGE 42, 398<br>P TOTAL HOURS, 12 IN TYPE,                              |
| -1668 | AIRPORTS<br>REMARKS- L<br>5/30/77<br>TIME - 121<br>NAME OF AI<br>DEPARTURE<br>MCMINNVI<br>TYPE OF AC<br>COLLIDED<br>NOSE OVE<br>PROBABLE C<br>PILOT IN<br>FACTOR(S)<br>AIRPORTS | /AIRWAYS/FACILITI<br>ANDED DOWNWIND,20<br>GRANDE RONDE,0R<br>0<br>RPORT - ANDERSON<br>POINT<br>LLE.OR<br>CIDENT<br>WITH OBJECT<br>R/DOWN<br>AUSE(S)<br>COMMAND - SELECTI<br>COMMAND - FAILED<br>/AIRWAYS/FACILITI<br>CIRCUMSTANCES - P | ES - AIRPORT CONDITIONS<br>KT GUSTS.STRAIGHT-IN AN<br>CHAMPION 7GC<br>N8933R<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>GLENEDEN REACH.OR<br>ED UNSUITABLE TERRAIN<br>TO SEE AND AVOID DBJEC | CR- 0 0 1<br>PX- 0 0 1<br>PX- 0 0 1<br>LANDI<br>LANDI<br>CTS OR OBSTRUCT<br>S OTHER<br>LAIRPORT | NONCOMMEPCIAL<br>PLEASURE/PERSONAL TRANS<br>DE OPERATION<br>NG ROLL<br>NG ROLL | PRIVATE, AGE 42, 398<br>P TOTAL HOURS, 12 IN TYPE,                              |

| CELLANEDIJS ACTS.CONDI<br>CT IN COMMAND - IMPRI<br>ETE POWER LOSS - COMM<br>ENCY CIRCUMSTANCES -<br>AFTER IMPACT<br>KS- ENG QUIT AT 500F<br>7 NR.DAYS CREEK.OR<br>- 1230<br>DF AIRPORT - MILLER A                                                                                                                                                       | TAILWIND W8<br>N9EG<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>YELM.WA<br>NCTION<br>FOUATE PREFLIGHT PREPARA<br>TIONS - WATER IN FUEL<br>PER LEVEL OFF<br>FORCED LANDING OFF AIRP<br>FORCED LANDING OFF AIRP<br>T AGL.LNDD HARD IN SMALL<br>CESSNA 172M<br>N44180<br>DAMAGE-SUBSTANTIAL | CR- 0<br>PX- 0<br>F<br>F<br>CR- 0<br>PX- 0<br>CLEARING<br>CLEARING<br>CR- 0<br>PX- 0                                                                                                                                      | 1 0<br>0 1<br>PHASE<br>TAKE<br>LAND<br>YOR PL<br>NGINE<br>S.WAJE                                                                                                                                                                                                                                    | NONCO<br>PLEAS<br>OF OPER<br>OFF IN<br>ING LE<br>ANNING<br>R IN CA                                                                                                                                                                                 | OMMERCIAL<br>SURE/PERSONAL TR<br>RATION<br>NITIAL CLIMB<br>EVEL OFF/TOUCHDO<br>ARB FOWL.                                                                                                                                                                                                                       | PRIVATE, AGE 37, 46 T(                                                                                                                                                                                                                                                                                            |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| - 1515<br>DF AIRPORT - ALBANY<br>TIRE POINT<br>ANY.OR<br>DF ACCIDENT<br>INE FAILURE OR MALFUND<br>D LANDING<br>BLE CAUSE(S)<br>DT JN COMMAND - INADI<br>CELLANEOUS ACTS.CONDI<br>OT IN COMMAND - IMPRI<br>ETE POWER LOSS - COM<br>ENCY CIRCUMSTANCES -<br>AFTER IMPACT<br>KS- ENG OUIT AT 500F<br>7 NR.DAYS CREEK.DR<br>- 1230<br>DF AIRPORT - MILLER A | NYEG<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>YELM.WA<br>NCTION<br>COUATE PREFLIGHT PREPARA<br>TIONS - WATER IN FUEL<br>PER LEVEL OFF<br>FORCED LANDING OFF AIRP<br>FORCED LANDING OFF AIRP<br>T AGL.LNDD HARD IN SMALL<br>CESSNA 172M<br>NA4180<br>DAMAGE-SUBSTANTIAL                | PX- 0<br>F<br>TION AND<br>MEOUT-1 E<br>ORT ON L<br>CLEARING<br>CR- 0<br>PX- 0                                                                                                                                             | O 1<br>PHASE<br>TAKE<br>LAND<br>YOR PL<br>NGINE<br>S.WATE<br>O 1                                                                                                                                                                                                                                    | PLEAS<br>OF DPER<br>OFF IN<br>ING LE<br>ANNING<br>R IN CA                                                                                                                                                                                          | SURE/PERSONAL TR<br>NATION<br>NITIAL CLIMB<br>EVEL OFF/TOUCHDO<br>ARB ROWL.                                                                                                                                                                                                                                    | ANSP TOTAL HOURS, 138 IN TY<br>NOT INSTRUMENT RATED.                                                                                                                                                                                                                                                              |
| TURE POINT<br>ANY, OR<br>DF ACCIDENT<br>INE FAILURE OR MALFUI<br>D LANDING<br>BLE CAUSE(S)<br>DT IN COMMAND - INADI<br>CELLANEDUS ACTS.CONDI<br>CT IN COMMAND - IMPRE<br>ETE POWER LOSS - COM<br>ETE POWER LOSS - COM<br>ENCY CIRCUMSTANCES -<br>AFTER IMPACT<br>KS- ENG QUIT AT 500F<br>7 NR.DAYS CREEK.DR<br>- 1230<br>DF AIRPORT - MILLER A          | INTENDED DESTINATION<br>YELM.WA<br>NCTION<br>EQUATE PREFLIGHT PREPARA<br>TIONS - WATER IN FUEL<br>PER LEVEL OFF<br>FORCED LANDING OFF AIRP<br>FORCED LANDING OFF AIRP<br>T AGL.LNDD HARD IN SMALL<br>CESSNA 172M<br>N44180<br>DAMAGE-SUBSTANTIAL                                            | TION AND<br>MEOUT-1 E<br>ORT ON LA<br>CLEARING<br>CR- O<br>PX- O                                                                                                                                                          | TAKE<br>LAND<br>YOR PL<br>NGINE<br>S.WATE                                                                                                                                                                                                                                                           | OFF IN<br>ING LE<br>ANNING<br>R IN CA                                                                                                                                                                                                              | NITIAL CLIMB<br>EVEL OFF/TOUCHOO<br>ARB ROWL.                                                                                                                                                                                                                                                                  | PRIVATE, AGE 37, 46 T(                                                                                                                                                                                                                                                                                            |
| DF ACCIDENT<br>INE FAILURE OR MALFUN<br>D LANDING<br>BLE CAUSE(S)<br>DT IN COMMAND - INADD<br>CELLANEOUS ACTS.COND<br>OT IN COMMAND - IMPRI<br>ETE POWER LOSS - COM<br>ENCY CIRCUMSTANCES -<br>AFTER IMPACT<br>KS- ENG QUIT AT 500F<br>7 NR.DAYS CREEK.OR<br>- 1230<br>DF AIRPORT - MILLER A                                                            | ACTION<br>EQUATE PREFLIGHT PREPARA<br>TIONS - WATER IN FUEL<br>BPER LEVEL OFF<br>LETE ENGINE FAILURE/FLAU<br>FORCED LANDING OFF AIRP<br>I AGL.LNDD HARD IN SMALL<br>CESSNA 172M<br>N44180<br>DAMAGE-SUBSTANTIAL                                                                             | TION AND<br>MEOUT-1 E<br>ORT ON LA<br>CLEARING<br>CR- O<br>PX- O                                                                                                                                                          | TAKE<br>LAND<br>YOR PL<br>NGINE<br>S.WATE                                                                                                                                                                                                                                                           | OFF IN<br>ING LE<br>ANNING<br>R IN CA                                                                                                                                                                                                              | NITIAL CLIMB<br>EVEL OFF/TOUCHOO<br>ARB ROWL.                                                                                                                                                                                                                                                                  | PRIVATE, AGE 37, 46 T(                                                                                                                                                                                                                                                                                            |
| DT IN COMMAND - INAD<br>CELLANEOUS ACTS.COND<br>OT IN COMMAND - IMPRI<br>ETE POWER LOSS - COM<br>ENCY CIRCUMSTANCES -<br>AFTER IMPACT<br>KS- ENG OUIT AT 500F<br>7 NR.DAYS CREEK.DR<br>- 1230<br>DF AIRPORT - MILLER J                                                                                                                                  | TIONS - WATER IN FUEL<br>PER LEVEL OFF<br>FORCED LANDING OFF AIRP<br>T AGL.LNDD HARD IN SMALL<br>CESSNA 172M<br>N44180<br>DAMAGE-SUBSTANTIAL                                                                                                                                                | MEDUT-1 E<br>ORT ON LA<br>CLEARING<br>CR- O<br>PX- O                                                                                                                                                                      | NGINE<br>ND<br>G.WAJE<br>O 1                                                                                                                                                                                                                                                                        | R IN CA                                                                                                                                                                                                                                            | ARB BOWL.                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                   |
| ENCY CIRCUMSTANCES -<br>AFTER IMPACT<br>KS- ENG QUIT AT 500F<br>7 NR.DAYS CREEK.DR<br>- 1230<br>DF AIRPORT - MILLER A                                                                                                                                                                                                                                   | FORCED LANDING OFF AIRP<br>F AGL.LNDD HARD IN SMALL<br>CESSNA 172M<br>N44180<br>DAMAGE-SUBSTANTIAL                                                                                                                                                                                          | CLEARING<br>CLEARING<br>CR- 0<br>PX- 0                                                                                                                                                                                    | ND<br>G.WATE<br>0 1                                                                                                                                                                                                                                                                                 | R IN C∆<br>Nonco                                                                                                                                                                                                                                   | OMMERCIAL                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                   |
| 7 NR.DAYS CREEK.OR<br>- 1230<br>DF AIRPORT - MILLER A                                                                                                                                                                                                                                                                                                   | CESSNA 172M<br>N44180<br>DAMAGE-SUBSTANTIAL                                                                                                                                                                                                                                                 | CR- 0<br>PX- 0                                                                                                                                                                                                            | 0 1                                                                                                                                                                                                                                                                                                 | NONCO                                                                                                                                                                                                                                              | OMMERCIAL                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                   |
| - 1230<br>DF AIRPORT - MILLER A                                                                                                                                                                                                                                                                                                                         | N44180<br>DAMAGE-SUBSTANTIAL                                                                                                                                                                                                                                                                | PX- 0                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                   |
|                                                                                                                                                                                                                                                                                                                                                         | IRSTRIP                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                    | SURE/PERSUNAL IR.                                                                                                                                                                                                                                                                                              | ANSP HOURS, ALL IN TYPE, NO<br>INSTRUMENT RATED.                                                                                                                                                                                                                                                                  |
| TURE POINT<br>ANY.OR                                                                                                                                                                                                                                                                                                                                    | INTENDED DESTINATION<br>DAYS CREEK.OR                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                   |
| OF ACCIDENT<br>LIDED WITH TREES                                                                                                                                                                                                                                                                                                                         | DATS GREEK+UK                                                                                                                                                                                                                                                                               | I                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                     | NF DPER<br>ING GN                                                                                                                                                                                                                                  | RATION<br>O-AROUND                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                   |
| DT IN COMMAND - MISJU<br>DT IN COMMAND - DELA<br>R(S)<br>RAIN - HIGH OBSTRUCT                                                                                                                                                                                                                                                                           | IDGEN DISTANCE-SPEED-AND<br>YED IN INITIATING GO-ARD<br>INNS                                                                                                                                                                                                                                | ALT I TUDE                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                     | ITY LEV                                                                                                                                                                                                                                            | VEL .                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                   |
|                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                             | EAVY.                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                   |
|                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                             | PAGE 7                                                                                                                                                                                                                    | 32                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                   |
|                                                                                                                                                                                                                                                                                                                                                         | OT IN COMMAND - ATTEN<br>DT IN COMMAND - MISJU<br>OT IN COMMAND - DELAY<br>R(S)<br>RAIN - HIGH OBSTRUCT<br>CELLANEOUS ACTS+CONDI                                                                                                                                                            | OT IN COMMAND - ATTEMPTED OPERATION BEYOND E<br>DT IN COMMAND - MISJUDGED DISTANCE-SPEED-AND<br>OT IN COMMAND - DELAYED IN INITIATING GO-ARD<br>R(S)<br>RAIN - HIGH OBSTRUCTIONS<br>CELLANEOUS ACTS-CONDITIONS - DOWNWIND | OT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE<br>DT IN COMMAND - MISJUDGED DISTANCE.SPEED.AND ALTITUDE<br>OT IN COMMAND - DELAYED IN INITIATING GO-AROUND<br>R(S)<br>RAIN - HIGH OBSTRUCTIONS<br>CELLANEOUS ACTS.CONDITIONS - DOWNWIND<br>KS- NEW PVT PLT.2ND ATMT TO LAND MTN STRIP.HEAVY. | OT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABL<br>DT IN COMMAND - MISJUDGED DISTANCE-SPEED-AND ALTITUDE<br>OT IN COMMAND - DELAYED IN INITIATING GO-ARQUND<br>R(S)<br>RAIN - HIGH OBSTRUCTIONS<br>CELLANEQUS ACTS-CONDITIONS - DOWNWIND | OT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LE<br>DT IN COMMAND - MISJUDGED DISTANCE-SPEED-AND ALTITUDE<br>OT IN COMMAND - DELAYED IN INITIATING GO-ARDUND<br>R(S)<br>RAIN - HIGH OBSTRUCTIONS<br>CELLANEOUS ACTS-CONDITIONS - DOWNWIND<br>KS- NEW PUT PLT-2ND ATMT TO LAND MIN STRIP-HEAVY. | OT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL<br>DT IN COMMAND - MISJUDGED DISTANCE.SPEED.AND ALTITUDE<br>OT IN COMMAND - DELAYED IN INITIATING GO-AROUND<br>R(S)<br>RAIN - HIGH OBSTRUCTIONS<br>CELLANEOUS ACTS.CONDITIONS - DOWNWIND<br>KS- NEW PVT PLT.2ND ATMT TO LAND MTN STRIP.HEAVY. |

|        | DATE                                                                                                                                                                                                              | LOCATION                                                                                                                                                                                                 | AIRCRAFT DATA                                                                                                                                          | INJ<br>F   | URIES<br>S M/N                                                                           | PURPOSE                                                                           | PILOT DATA                                                                                                                  |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|------------|------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|
| 3-1229 | 6/8/77<br>TIME - 08                                                                                                                                                                                               |                                                                                                                                                                                                          | N73382<br>DAMAGE-DESTROYED                                                                                                                             |            |                                                                                          | INSTRUCTIONAL<br>DUAL                                                             | CÚMMERCIAL, FL.INSTR.,<br>AGE 27, 663 TOTAL HOUR<br>75 IN TYPE, INSTRUMENT<br>RATED.                                        |
|        | DEPARTURE<br>AURORA,<br>TYPE OF A                                                                                                                                                                                 | OR<br>CCIDENT                                                                                                                                                                                            | INTENDED DESTINATION<br>GRANTS PASS.OR                                                                                                                 |            |                                                                                          | OPERATION                                                                         |                                                                                                                             |
|        | COLLISE                                                                                                                                                                                                           | ON WITH GROUND/WA1                                                                                                                                                                                       | FER CONTROLLED                                                                                                                                         |            | IN FL                                                                                    | IGHT CLIMB TO CRUISE                                                              |                                                                                                                             |
|        | FACTOR(S)                                                                                                                                                                                                         | N COMMAND - CONTI                                                                                                                                                                                        | NUED VER FLIGHT INTO AD                                                                                                                                | VERSE W    | EATHER C                                                                                 | CONDITIONS                                                                        |                                                                                                                             |
|        | TERRAIN<br>WEATHER B                                                                                                                                                                                              | - HIGH OBSTRUCTIO                                                                                                                                                                                        | DNS<br>BY FLIGHT SERVICE PERS<br>I SUBSTANTIALLY CORRECT                                                                                               |            | BY PHONE                                                                                 | :                                                                                 |                                                                                                                             |
|        | SKY CONDI<br>OBSCURA                                                                                                                                                                                              |                                                                                                                                                                                                          |                                                                                                                                                        |            | CEILING                                                                                  | AT ACCIDENT SITE                                                                  |                                                                                                                             |
|        |                                                                                                                                                                                                                   | Y AT ACCIDENT SITE                                                                                                                                                                                       | E                                                                                                                                                      |            |                                                                                          | TATION AT ACCIDENT SI                                                             | TE .                                                                                                                        |
|        | FOG                                                                                                                                                                                                               | ONS TO VISION AT                                                                                                                                                                                         | ACCIDENT SITE                                                                                                                                          |            | TYPE OF                                                                                  | WEATHER CONDITIONS                                                                |                                                                                                                             |
|        | TYPE OF F<br>VFR                                                                                                                                                                                                  | LIGHT PLAN                                                                                                                                                                                               |                                                                                                                                                        |            |                                                                                          |                                                                                   |                                                                                                                             |
|        | FIRE AFTE                                                                                                                                                                                                         |                                                                                                                                                                                                          |                                                                                                                                                        |            |                                                                                          |                                                                                   |                                                                                                                             |
| - 1/75 | FIRE AFTE<br>REMARKS-                                                                                                                                                                                             | ENCOUNTERED CLOUD                                                                                                                                                                                        | S IN MTN PASS.DESCENDIN                                                                                                                                |            |                                                                                          |                                                                                   |                                                                                                                             |
| 3-1675 | FIRE AFTE<br>REMARKS-<br>6/10/77<br>TIME - 08                                                                                                                                                                     | ENCOUNTERED CLOUD<br>LAKEVIEW+OR<br>00                                                                                                                                                                   | BOEING PT-17<br>N62394<br>DAMAGE-DESTROYED                                                                                                             | CR-        | 0 0 1.                                                                                   | COMMERCIAL                                                                        | WITH GND.HIT MTN.<br>COMMERCIAL. AGE 35. 20<br>ITY TOTAL HOURS. 1071 IN<br>TYPE. NOT INSTRUMENT<br>RATED.                   |
| 3-1675 | FIRE AFTE<br>REMARKS-<br>6/10/77<br>TIME - 08<br>NAME OF A<br>DEPARTURE                                                                                                                                           | ENCOUNTERED CLOUD<br>LAKEVIEW.OR<br>00<br>.IRPORT - DUSTER S<br>PDINT                                                                                                                                    | BOEING PT-17<br>N62394<br>DAMAGE-DESTROYED<br>TRIP<br>INTENDED DESTINATION                                                                             | CR-<br>PX- | 0 0 1.                                                                                   | COMMERCIAL                                                                        | COMMERCIAL. AGE 35. 20<br>ITY TOTAL HOURS. 1071 IN<br>TYPE. NOT INSTRUMENT                                                  |
| 3-1675 | FIRE AFTE<br>REMARKS-<br>6/10/77<br>TIME - 08<br>NAME OF A<br>DEPARTURE<br>LAKEVIE<br>TYPE OF A<br>ENGINE                                                                                                         | ENCOUNTERED CLOUD<br>LAKEVIEW.OR<br>00<br>IRPORT - DUSTER S<br>POINT                                                                                                                                     | BOEING PT-17<br>N62394<br>DAMAGE-DESTROYED<br>TRIP<br>INTENDED DESTINATION<br>LOCAL<br>CTION                                                           | CR-<br>PX- | 0 0 1<br>0 0 0<br>PHASE 0<br>TAKE0                                                       | COMMERCIAL                                                                        | COMMERCIAL. AGE 35. 20<br>ITY TOTAL HOURS. 1071 IN<br>TYPE. NOT INSTRUMENT                                                  |
| 3-1675 | FIRE AFTE<br>REMARKS-<br>6/10/77<br>TIME - 08<br>NAME OF A<br>DEPARTURE<br>LAKEVIE<br>TYPE OF A<br>ENGINE<br>COLLIDE<br>PROBABLE<br>POWERPL<br>TERRAIN                                                            | ENCOUNTERED CLOUD<br>LAKEVIEW.OR<br>00<br>IRPORT - DUSTER S<br>POINT<br>W.OR<br>CCIDENT<br>FAILURE OR MALFUNN<br>D WITH DITCHES<br>CAUSE(S)<br>ANT - MISCELLANED<br>- ROUGH/UNEVEN                       | BOEING PT-17<br>N62394<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>LOCAL<br>CTION                                                                   | CR-<br>PX- | 0 0 1<br>0 0 0<br>PHASE 0<br>TAKE0<br>LANDI                                              | COMMERCIAL<br>ASSOC CROP CTL ACTIV<br>F OPERATION<br>NFF INITIAL CLIMB<br>NG ROLL | COMMERCIAL. AGE 35. 20<br>ITY TOTAL HOURS. 1071 IN<br>TYPE. NOT INSTRUMENT                                                  |
| 3-1675 | FIRE AFTE<br>REMARKS-<br>6/10/77<br>TIME - 08<br>NAME OF A<br>DEPARTURE<br>LAKEVIE<br>TYPE OF A<br>ENGINE<br>COLLIDE<br>PROBABLE<br>POWERPL<br>TERRAIN<br>EMERGENCY                                               | ENCOUNTERED CLOUD<br>LAKEVIEW.OR<br>OO<br>IRPORT - DUSTER S<br>POINT<br>W.OR<br>CCIDENT<br>FAILURE OR MALFUNN<br>D WITH DITCHES<br>CAUSE(S)<br>ANT - MISCELLANEOU<br>- ROUGH/UNEVEN<br>CIRCUMSTANCES - N | BOEING PT-17<br>N62394<br>DAMAGE-DESTROYED<br>TRIP<br>INTENDED DESTINATION<br>LOCAL                                                                    | CR-<br>PX- | 0 0 1<br>0 0 0<br>PHASE 0<br>TAKE0<br>LANDI                                              | COMMERCIAL<br>ASSOC CROP CTL ACTIV<br>F OPERATION<br>NFF INITIAL CLIMB<br>NG ROLL | COMMERCIAL. AGE 35. 20<br>ITY TOTAL HOURS. 1071 IN<br>TYPE. NOT INSTRUMENT                                                  |
| 3-1675 | FIRE AFTE<br>REMARKS-<br>6/10/77<br>TIME - 08<br>NAME OF A<br>DEPARTURE<br>LAKEVIE<br>TYPE OF A<br>ENGINE<br>COLLIDE<br>PROBABLE<br>POWERPL<br>TERRAIN<br>EMERGENCY<br>SPECIAL D<br>TOTAL H<br>KIND OF<br>PILOT'S | ENCOUNTERED CLOUD<br>LAKEVIEW.OR<br>OO<br>IRPORT - DUSTER S<br>POINT<br>W.OR<br>CCIDENT<br>FAILURE OR MALFUNN<br>D WITH DITCHES<br>CAUSE(S)<br>ANT - MISCELLANEOU<br>- ROUGH/UNEVEN<br>CIRCUMSTANCES - N | BOEING PT-17<br>N62394<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>LOCAL<br>CTION<br>US POWERPLANT FAILURE<br>FORCED LANDING OFF AIRP<br>ROL - 2014 | CR-<br>PX- | 0 0 1<br>0 0 0<br>PHASE 0<br>TAKE0<br>LANDI<br>ETERMINE<br>LAND<br>KIND<br>TYPE<br>GLOVE | COMMERCIAL<br>ASSOC CROP CTL ACTIV<br>F OPERATION<br>NFF INITIAL CLIMB<br>NG ROLL | COMMERCIAL. AGE 35. 20<br>ITY TOTAL HOURS. 1071 IN<br>TYPE, NOT INSTRUMENT<br>RATED.<br>IZING (DUST)<br>Y CHEMICAL-NONTOXIC |
| 3-1675 | FIRE AFTE<br>REMARKS-<br>6/10/77<br>TIME - 08<br>NAME OF A<br>DEPARTURE<br>LAKEVIE<br>TYPE OF A<br>ENGINE<br>COLLIDE<br>PROBABLE<br>POWERPL<br>TERRAIN                                                            | ENCOUNTERED CLOUD<br>LAKEVIEW.OR<br>00<br>IRPORT - DUSTER S<br>POINT<br>W.OR<br>CCIDENT<br>FAILURE OR MALFUNN<br>D WITH DITCHES<br>CAUSE(S)<br>ANT - MISCELLANED<br>- ROUGH/UNEVEN                       | BOEING PT-17<br>N62394<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>LOCAL<br>CTION                                                                   | CR-<br>PX- | 0 0 1<br>0 0 0<br>PHASE 0<br>TAKE0<br>LANDI                                              | COMMERCIAL<br>ASSOC CROP CTL ACTIV<br>F OPERATION<br>NFF INITIAL CLIMB<br>NG ROLL | COMMERCIAL. AGE<br>ITY TOTAL HOURS. 10<br>TYPE, NOT INSTR                                                                   |

| FILE   | DATE                                                                                            | LOCATION                                                                                 | AIRCRAFT DATA                                                       |                | S M                        | N      | PURPOSE                                                                                                                                                           | PILOT DATA                                                                     |
|--------|-------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|---------------------------------------------------------------------|----------------|----------------------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| 3-1674 | TIME - 1110                                                                                     | r I                                                                                      | GRUMMAN G-164A<br>N66620<br>DAMAGE-DESTROYED<br>NTENDED DESTINATION | CR- 0<br>PX- 0 | 0<br>0                     | 1<br>0 | COMMERCIAL<br>AERIAL APPLICATION                                                                                                                                  | COMMERCIAL, AGE 38, 9200<br>TOTAL HOURS, 1300 IN<br>TYPE, INSTRUMENT RATED.    |
|        | TYPE OF ACCIDE                                                                                  | WT<br>WIRES/POLES                                                                        |                                                                     |                |                            |        | F OPERATION<br>GHT SWATH RUN                                                                                                                                      |                                                                                |
|        | PILOT IN COMP<br>FACTOR(S)                                                                      | AND - INADEQUA                                                                           | TE PREFLIGHT PREPARAT<br>D SEE AND AVOID OBJEC                      |                | -                          | -      |                                                                                                                                                                   |                                                                                |
|        | KIND OF CROP<br>PILOT'S SEAT<br>GOGGLES - NOT<br>COCKPIT CRASI<br>TANK/HOPPER-I<br>ELEVATION-AR | - OTHER<br>BELT - UNKNOWN<br>USED<br>IPAD - INSTALLE<br>DCATION - FORW<br>A BEING TREATE | /NOT REPORTED<br>D<br>ARD OF PILOT<br>D-FEET - 4200                 |                | GL<br>GL<br>CR<br>CR<br>TE |        | DF OPERATION - SPRAYING O<br>DF CHEMICAL USED - LIQUIO<br>S - USED<br>HELMET - AVAILABLE USED<br>BAR - INSTALLED<br>IN-TYPE - LEVEL.FLAT<br>EN BY GROVE OF TREES. | CHEMICAL-TOXIC                                                                 |
| 8-1672 | 7/4/77 ASHI<br>TIME - 1300                                                                      |                                                                                          | RYAN ST-3KR<br>N2860D<br>DAMAGE-SUBSTANTIAL                         |                |                            |        |                                                                                                                                                                   | COMMERCIAL, AGE 19, 600<br>> TOTAL HOURS, 12 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE POIN<br>ASHLAND.OR<br>TYPE OF ACCIDE<br>COLLIDED WITH                                 |                                                                                          | NTENDED DESTINATION<br>MEDFORD.OR                                   |                | -                          | -      | F OPERATION<br>IGHT NORMAL CRUISE                                                                                                                                 |                                                                                |
|        | MISCELLANEOUS<br>FACTOR (S)                                                                     | AAND - FAILED T                                                                          | N SEE AND AVOID ORJEC<br>NS - UNWARRANTED LOW                       |                | BSTR                       | тэц    | TONS                                                                                                                                                              |                                                                                |

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| 3-1673       7/9/77       FIELDS.OR       M-SAULNIER MS893E       CR-0001       01       NONCOMMERCIAL       PRIVATE, AGE 53, 255         TIME - 1100       DAMAGE-SUBSTANTIAL       O011       PLEASURE/PERSONAL TRANSP       TOTAL HOURS, 18 IN T         DEPARTURE POINT       INTENDED DESTINATION       FIELDS.OR       LOCAL       PHASE OF OPERATION       NOT INSTRUMENT RATED         TYPE OF ACCIDENT       INTENDED DESTINATION       FACOR       PHASE OF OPERATION       NOT INSTRUMENT RATED         PROBABLE CAUSE(S)       PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT       PILOT IN COMMAND - REMATURE LIFT-OFF         FACTOR(S)       INSTRUMENTS/EQUIPMENT AND ACCESSORIES - FLIGHT AND NAVIGATION INSTRUMENTS AIRSPEED       PILOT IN COMMAND - INADECUIST RELIGHT PREPARATION AND/OR PLANNING         WEATHER - HIGH DENSITY ALTITUDE       WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED       CEILING AT ACCIDENT SITE         SKY CONDITION       CELAR       UNLIMITED       PRECIDENT SITE         OBSTRUCTIONS TO VISION AT ACCIDENT SITE       THEMPERATURE-F       90         WIND VELOCITY-KNOTS       VFR       VFR         WIND VELOCITY-KNOTS       VFR       VFR         TYPE OF FLIGHT PLAN       VFR       VFR         NONE       REMARKS- PLT RPTS A/S IND READS HIGH.TKOF WITH CARB HEAT ON.DENSITY ALT ART 7050FT. <th>FILE</th> <th>DATE</th> <th>LOCATION</th> <th>AIRCRAFT</th> <th>DATA</th> <th></th> <th></th> <th>ES<br/>M/N</th> <th></th> <th></th> <th>PILOI DATA</th> | FILE   | DATE                                       | LOCATION                                                                                                                                                                                                                                           | AIRCRAFT        | DATA    |         |      | ES<br>M/N |                     |      | PILOI DATA |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|--------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------|---------|------|-----------|---------------------|------|------------|--|--|--|--|
| FIELDS.OR       LOCAL         TYPE OF ACCIDENT       PHASE OF OPERATION         STALL MUSH       TAKEOFF INITIAL CLIMB         PROBABLE CAUSE(S)       PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT         PILOT IN COMMAND - PREMATURE LIFT-OFF       FACTOR(S)         INSTRUMENTS/EQUIPMENT AND ACCESSORIES - FLIGHT AND NAVIGATION INSTRUMENTS AIRSPEED         PILOT IN COMMAND - INADEQUATE PREFILENT PREPARATION AND/OR PLANNING         WEATHER - HIGH DENSITY ALTITUDE         WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED         SKY CONDITION       CEILING AT ACCIDENT SITE         CLEAR       UNLIMITED         VISIBILITY AT ACCIDENT SITE       PRECIPITATION AT ACCIDENT SITE         SRUCTIONS TO VISION AT ACCIDENT SITE       TEMPERATURE-F         NONE       90         WIND VELOCITY-KNOTS       TYPE OF WEATHER CONDITIONS         CALM       VFR         TYPE OF FLIGHT PLAN       VFR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3-1673 |                                            |                                                                                                                                                                                                                                                    | NIOIGT          |         |         | -    |           |                     |      |            |  |  |  |  |
| STALL MUSH       TAKEDEF INITIAL CLIMB         PROBABLE CAUSE(S)       PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT         PILOT IN COMMAND - PREMATURE LIFT-OFF       FACTOR(S)         INSTRUMENTS/EQUIPMENT AND ACCESSORIES - FLIGHT AND NAVIGATION INSTRUMENTS AIRSPEED         PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING         WEATHER - HIGH DENSITY ALTITUDE         WEATHER BRIEFING - ND RECORD OF BRIEFING RECEIVED         SKY CONDITION       CEILING AT ACCIDENT SITE         CLEAR       UNLIMITED         VISIBILITY AT ACCIDENT SITE       PRECIPITATION AT ACCIDENT SITE         SRUCTIONS TO VISION AT ACCIDENT SITE       TEMPERATURE-F         NONE       90         WIND VELOCITY-KNOTS       TYPE OF WEATHER CONDITIONS         CALM       VER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |        |                                            |                                                                                                                                                                                                                                                    |                 | NATION  |         |      |           |                     |      |            |  |  |  |  |
| PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT         PILOT IN COMMAND - PREMATURE LIFT-OFF         FACTOR(S)         INSTRUMENTS/EQUIPMENT AND ACCESSORIES - FLIGHT AND NAVIGATION INSTRUMENTS AIRSPEED         PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING         WEATHER - HIGH DENSITY ALTITUDE         WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED         SKY CONDITION       CEILING AT ACCIDENT SITE         CLEAR       UNLIMITED         VISIBILITY AT ACCIDENT SITE       PRECIPITATION AT ACCIDENT SITE         SOR OVER(UNLIMITED)       TEMPERATURE-F         NONE       90         WIND VELOCITY-KNOTS       TYPE OF WEATHER CONDITIONS         CALM       VFR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |        |                                            |                                                                                                                                                                                                                                                    |                 |         |         |      |           |                     |      |            |  |  |  |  |
| CLEAR     UNLIMITED       VISIBILITY AT ACCIDENT SITE     PRECIPITATION AT ACCIDENT SITE       5 OR OVER (UNLIMITED)     NONE       OBSTRUCTIONS TO VISION AT ACCIDENT SITE     TEMPERATURE-F       NONE     90       WIND VELOCITY-KNOTS     TYPE OF WEATHER CONDITIONS       CALM     VFR       TYPE OF FLIGHT PLAN     NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |        | FACTOR(S)<br>INSTRUM<br>PILOT I<br>WEATHER | PILOT IN COMMAND - PREMATURE LIFT-OFF<br>FACTOR(S)<br>INSTRUMENTS/EQUIPMENT AND ACCESSORIES - FLIGHT AND NAVIGATION INSTRUMENTS AIRSPEED<br>PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING<br>WEATHER - HIGH DENSITY ALTITUDE |                 |         |         |      |           |                     |      |            |  |  |  |  |
| VISIBILITY AT ACCIDENT SITE<br>5 OR OVER (UNLIMITED)<br>OBSTRUCTIONS TO VISION AT ACCIDENT SITE<br>NONE<br>WIND VELOCITY-KNOTS<br>CALM<br>TYPE OF FLIGHT PLAN<br>NONE<br>PO<br>VER<br>PRECIPITATION AT ACCIDENT SITE<br>NONE<br>PO<br>PO<br>VER<br>VER<br>PRECIPITATION AT ACCIDENT SITE<br>NONE<br>PRECIPITATION AT ACCIDENT SITE<br>NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        |                                            | TION                                                                                                                                                                                                                                               |                 |         |         | сe   | ILIN      | G AT ACCIDENT SITE  |      |            |  |  |  |  |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE<br>NONE<br>WIND VELOCITY-KNOTS<br>CALM<br>TYPE OF FLIGHT PLAN<br>NONE<br>TOTAL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        | VISIBILIT                                  |                                                                                                                                                                                                                                                    | E               |         |         | PR   | ECIP      |                     | SITE |            |  |  |  |  |
| CALM VFR<br>TYPE OF FLIGHT PLAN<br>NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |        | OBSTRUCTI                                  |                                                                                                                                                                                                                                                    | ACCIDENT SITE   |         | TEMPER  |      |           | ERATURE-F           |      |            |  |  |  |  |
| NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |        | CALM                                       |                                                                                                                                                                                                                                                    |                 | •       |         |      |           | F WEATHER CONDITION | S    |            |  |  |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |        | NONE                                       |                                                                                                                                                                                                                                                    | READS HIGH.TKOF | WITH CA | RB HEAT | . 01 | .DEN      | SITY ALT ABT 7050FT | •    |            |  |  |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |        |                                            |                                                                                                                                                                                                                                                    |                 |         |         |      |           |                     |      |            |  |  |  |  |

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| FILE   | DATE LOCATION                                                                                                                                                                                                                                                               | AIRCRAFT DATA                                                                                                | F    | S                                       | M/N                                                             | PURPOSE                                                                                                                           |           | . PILOT DATA                                                                 |
|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|------|-----------------------------------------|-----------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|-----------|------------------------------------------------------------------------------|
| 3-1670 | 7/22/77 SISTERS.OR<br>TIME - 1530                                                                                                                                                                                                                                           | BLANIK L-13<br>N90846<br>DAMAGE-SUBSTANTIAL                                                                  | CR-  | 0 0                                     | 0 1                                                             |                                                                                                                                   |           | COMMERCIAL, AGE 44, 213<br>TOTAL HOURS, ALL IN TYPE<br>NOT INSTRUMENT RATED. |
|        | NAME OF AIRPORT - SISTERS<br>DEPARTURE POINT                                                                                                                                                                                                                                | INTENDED DESTINATION                                                                                         |      |                                         | · .                                                             |                                                                                                                                   |           |                                                                              |
|        | SISTERS.OR                                                                                                                                                                                                                                                                  | LOCAL                                                                                                        |      |                                         |                                                                 |                                                                                                                                   |           |                                                                              |
|        | TYPE OF ACCIDENT                                                                                                                                                                                                                                                            |                                                                                                              |      |                                         |                                                                 | F OPERATION                                                                                                                       |           |                                                                              |
|        | GROUND-WATER LOOP-SWERVE                                                                                                                                                                                                                                                    |                                                                                                              |      |                                         |                                                                 | FF RUN                                                                                                                            |           |                                                                              |
|        | COLLIDED WITH PARKED AI                                                                                                                                                                                                                                                     | RCRAFT                                                                                                       |      |                                         | AKED                                                            | IFF RUN                                                                                                                           |           |                                                                              |
|        | PILOT IN COMMAND - MISJU<br>FACTOR(S)<br>PERSONNEL - MISCELLANEOL                                                                                                                                                                                                           | S-PERSONNEL GROUND CREW                                                                                      |      | D/OR                                    | ΥΡ <b>μ</b> α                                                   | NNING                                                                                                                             |           |                                                                              |
|        | PILOT IN COMMAND - MISJU<br>FACTOR(S)                                                                                                                                                                                                                                       | IDGED CLEARANCE<br>IS-PERSONNEL GROUND CREM<br>ND CONDITIONS                                                 |      | D/OR                                    | C PĽA                                                           | NNING                                                                                                                             |           |                                                                              |
|        | PILOT IN COMMAND - MISJU<br>FACTOR(S)<br>PERSONNEL - MISCELLANEOU<br>WEATHER - UNFAVORABLE WI<br>WEATHER BRIEFING - NO RECT<br>SKY CONDITION                                                                                                                                | IDGED CLEARANCE<br>IS-PERSONNEL GROUND CREM<br>ND CONDITIONS                                                 |      | CEI                                     | ILING                                                           | S AT ACCIDENT SITE                                                                                                                |           |                                                                              |
|        | PILOT IN COMMAND - MISJU<br>FACTOR(S)<br>PERSONNEL - MISCELLANEOL<br>WEATHER - INFAVORABLE WI<br>WEATHER BRIEFING - NO RECO<br>SKY CONDITION<br>SCATTERED<br>VISIBILITY AT ACCIDENT SIT                                                                                     | DGED CLEARANCE<br>US-PERSONNEL GROUND CREW<br>ND CONDITIONS<br>ND OF BRIEFING RECEIVED                       |      | CEI<br>L<br>PRE                         | ILING<br>INLIM<br>ECIPI                                         |                                                                                                                                   | T SITE    |                                                                              |
|        | PILOT IN COMMAND - MISJU<br>FACTOR(S)<br>PERSONNEL - MISCELLANEOU<br>WEATHER - UNFAVORABLE WI<br>WEATHER BRIEFING - NO RECO<br>SKY CONDITION<br>SCATTERED<br>VISIBILITY AT ACCIDENT SIT<br>5 OR OVER(UNLIMITED)                                                             | DGED CLEARANCE<br>IS-PERSONNEL GROUND CREW<br>ND CONDITIONS<br>IRD OF BRIEFING RECEIVED                      |      | CEI<br>U<br>PRE                         | ILING<br>INLIM<br>ECIPI                                         | 5 AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDEN                                                                                   |           |                                                                              |
|        | PILOT IN COMMAND - MISJU<br>FACTOR(S)<br>PERSONNEL - MISCELLANEOL<br>WEATHER - INFAVORABLE WI<br>WEATHER BRIEFING - NO RECO<br>SKY CONDITION<br>SCATTERED<br>VISIBILITY AT ACCIDENT SIT                                                                                     | DGED CLEARANCE<br>IS-PERSONNEL GROUND CREW<br>ND CONDITIONS<br>IRD OF BRIEFING RECEIVED                      |      | CEI<br>U<br>PRE<br>REL                  | ILING<br>INLIM<br>ECIPI<br>IONE<br>ATIV                         | S AT ACCIDENT SITE                                                                                                                |           |                                                                              |
|        | PILOT IN COMMAND - MISJU<br>FACTOR(S)<br>PERSONNEL - MISCELLANEOL<br>WEATHER - INFAVORABLE WI<br>WEATHER BRIEFING - NO RECO<br>SKY CONDITION<br>SCATTERED<br>VISIBILITY AT ACCIDENT SIT<br>5 OR OVER(UNLIMITED)<br>OBSTRUCTIONS TO VISION AT<br>NONE<br>TEMPERATURE-F       | DGED CLEARANCE<br>US-PERSONNEL GROUND CREW<br>ND CONDITIONS<br>ND OF BRIEFING RECEIVED<br>E<br>ACCIDENT SITE | MAN  | CEL<br>U<br>PRE<br>REL<br>L<br>WIN      | ILING<br>INLIM<br>ECIPI<br>IONE<br>ATIV<br>.EFT<br>IO DI        | S AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDEN<br>VE BEARING OF WIND                                                             |           |                                                                              |
|        | PILOT IN COMMAND - MISJU<br>FACTOR(S)<br>PERSONNEL - MISCELLANEOU<br>WEATHER - INFAVORABLE WI<br>WEATHER BRIEFING - NO RECO<br>SKY CONDITION<br>SCATTERED<br>VISIBILITY AT ACCIDENT SIT<br>5 OR OVER(UNLIMITED)<br>OBSTRUCTIONS TO VISION AT<br>NONE<br>TEMPERATURE-F<br>85 | DGED CLEARANCE<br>US-PERSONNEL GROUND CREW<br>ND CONDITIONS<br>ND OF BRIEFING RECEIVED<br>E<br>ACCIDENT SITE | MAN  | CEI<br>U<br>PRE<br>REL<br>L<br>WIN<br>3 | ILING<br>INLIM<br>ECIPI<br>IONE<br>ATIV<br>EFT<br>IO DI<br>1000 | G AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDEN<br>VE BEARING OF WIND<br>CROSS WIND 248-29;<br>RECTION-DEGREES                    | 2 DEGREES |                                                                              |
|        | PILOT IN COMMAND - MISJU<br>FACTOR(S)<br>PERSONNEL - MISCELLANEOL<br>WEATHER - INFAVORABLE WI<br>WEATHER BRIEFING - NO RECO<br>SKY CONDITION<br>SCATTERED<br>VISIBILITY AT ACCIDENT SIT<br>5 OR OVER(UNLIMITED)<br>OBSTRUCTIONS TO VISION AT<br>NONE<br>TEMPERATURE-F       | DGED CLEARANCE<br>US-PERSONNEL GROUND CREW<br>ND CONDITIONS<br>ND OF BRIEFING RECEIVED<br>E<br>ACCIDENT SITE | VMAN | CEI<br>PRE<br>REL<br>UIN<br>3<br>TYF    | ILING<br>INLIM<br>ECIPI<br>IONE<br>ATIV<br>EFT<br>IO DI<br>1000 | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDEN<br>WE BEARING OF WIND<br>CROSS WIND 248-293<br>RECTION-DEGREES<br>WEATHER CONDITION | 2 DEGREES |                                                                              |

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-1248 3/25/77 PHILIPSBURG,PA SCHWEIZER 2-33A CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, FL.INSTR., TIME - 0730 N5758S PX- 0 0 0 PLEASURE/PERSONAL TRANSP AGE 29, 1643 TOTAL HOURS, DAMAGE-MINOR 25 IN TYPE. NOT INSTRU-MENT RATED. NAME OF AIRPORT - MIDSTATE DEPARTURE POINT INTENDED DESTINATION JULIAN.PA MARSHALL.MI PHASE OF OPERATION TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER - TURBULENCE, ASSOCIATED R/CLOUDS AND/OR THUNDERSTORMS WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT ADVERSE/UNFAVORABLE WEATHER SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS NONE VER TYPE OF FLIGHT PLAN NONE REMARKS- LNDD ENROUTE DUE TURBULENCE. 3-0912 3/26/77 ALTOONA, PA CR- 0 0 1 NONCOMMERCIAL ESSLSTYN RS-15 PRIVATE. AGE UNK/NR. 296 TIME - 1500 N96Y PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 57 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION JUL TAN, PA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS

| FILE  | DATE                                       | LOCATION                                                                                    | AIRCRAFT DATA                                        | F              | S M           | /N           | PURPOSE                                              | PILOT DATA                                                                                  |
|-------|--------------------------------------------|---------------------------------------------------------------------------------------------|------------------------------------------------------|----------------|---------------|--------------|------------------------------------------------------|---------------------------------------------------------------------------------------------|
| -1105 | 4/9/77                                     | READING, PA<br>56                                                                           | CESSNA 195<br>N4377N<br>DAMAGE-DESTROYED             | CR- 1<br>PX- 0 | 0<br>0        | 0<br>0       | NONCOMMERCIAL<br>BUSINESS                            | COMMERCIAL, AGE 53,<br>UNK/NR TOTAL HOURS,<br>UNK/NR IN TYPE, NOT<br>INSTRUMENT RATED.      |
|       | LINCOL<br>TYPE OF A                        | N PARK.NJ                                                                                   | INTENDED DESTINATION<br>YORK,PA<br>BOTH IN FLIGHT    |                |               |              | OPERATION<br>GHT NORMAL CRUIS                        |                                                                                             |
|       |                                            | N COMMAND - FAILE                                                                           | ) TO SEE AND AVOID OTHE<br>S-PERSONNEL PILOT OF O    |                |               | г            |                                                      |                                                                                             |
|       | CONTROL<br>TRAFFIC<br>EVASIVE<br>FIRE AFTE | S OF AVIATION INV<br>LING AGENCY - NO (<br>ADVISORY ISSUED<br>ACTION TAKEN - NO<br>R IMPACT | —                                                    |                | R A I<br>C DI | DAR<br>NTRI  | CTL/SURVEILLANCE<br>DL ZONE/AREA - NO                |                                                                                             |
| -1105 | 4/9/77<br>TIME - 13                        |                                                                                             | NORD 262<br>N7886A<br>DAMAGE-DESTROYED               | PX- 0          | 0             | 0            | MISCELLANEOUS<br>FERRY                               | AIRLINE TRANSPORT, AGE<br>54, 8680 TOTAL HOURS,<br>1380 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|       | PHILAD<br>Type of A                        | ELPHIA, PA                                                                                  | INTENDED DESTINATION<br>READING.PA<br>BOTH IN FLIGHT |                | WII<br>Phasi  | LMII<br>E Of | OUTE STOP<br>IGTON+DE<br>OPERATION<br>GHT DESCENDING |                                                                                             |
|       |                                            | N COMMAND - FAILED                                                                          | ) TO SEE AND AVOID OTHE<br>S-PERSONNEL PILOT OF O    |                |               | т            |                                                      |                                                                                             |
|       | CONTROL<br>TRAFFIC<br>EVASIVE<br>FIRE AFTE | S OF AVIATION INV<br>LING AGENCY - TOW<br>ADVISORY ISSUED<br>ACTION TAKEN - N<br>R IMPACT   |                                                      |                | R AI<br>COM   | DAR<br>NTR(  | CTL/SURVEILLANCE<br>L ZONE/AREA - NO                 | - NOT UNDER RADAR CONTACT                                                                   |
|       | REMARKS-                                   | NURD ALFT DSUNDS                                                                            | -UR LNDG AT RDG ARPI.CE                              | SSNA ALF       | I EN          | <00          | E FRM LINCULN PK                                     | NJ TU YUKK,PA.                                                                              |
|       | an a   |                                                                                             |                                                      | PAGE 7         | 38            |              |                                                      |                                                                                             |
|       |                                            |                                                                                             |                                                      |                |               |              | an a             |                                                                                             |
|       |                                            | 1                                                                                           | ·                                                    |                |               |              |                                                      |                                                                                             |

BRIEFS OF ACCIDENTS AIRCRAFT DATA FILE DATE LOCATION INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-1104 4/15/77 STROUDSBURG,PA BELL 47G-4 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 29, 1242 PX- 0 0 0 FIRE CONTROL TOTAL HOURS, 260 IN TYPE, TIME - 1245 N1150¥ DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. INTENDED DESTINATION DEPARTURE POINT DELAWARE WTR GAP.PA MT POCOMO,PA TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE TAIL ROTOR IN FLIGHT NORMAL CRUISE COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) ROTORCRAFT - ROTOR ASSEMBLIES TAIL ROTOR BLADES MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PREV DMG BY CTC WITH WATER BUCKET BFOR TKOF. 3-0913 4/18/77 WEST MIFFLIN, PA MEYERS 200A CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 33, 278 TIME - 2000 N485C PX- 0 0 2 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 122 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - ALLEGHENY COUNTY DEPARTURE POINT INTENDED DESTINATION MONONGAHELA.PA WEST MIFFLIN,PA TYPE OF ACCIDENT PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN HARD LANDING COLLIDED WITH RUNWAY OR APPROACH LIGHTS LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF REMARKS- STRUCK RWY LIGHT. 3-1103 5/7/77 BEAVER FALLS, PA ALON 4-2 CR- 0 0 1 INSTRUCTIONAL STUDENT. AGE 28. 22 TOTAL N5470E PX- 0 0 0 TRAINING HOURS, ALL IN TYPE, NOT TIME - 1315 INSTRUMENT RATED. DAMAGE-SUBSTANTIAL NAME OF AIRPORT - BEAVER COUNTY DEPARTURE POINT INTENDED DESTINATION BEAVER FALLS.PA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN HARD LANDING LANDING LEVEL OFF/ TOUCHDOWN GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING ۹. ჯ. FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- STUDENT PILOT NOTED HIGH SINK RATE ON FINAL.

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|       | DATE                                                 |                                                                             |                                                  | <br>T 1 1  |     | 1   |     | <br>     |                      |        |                                                                               |
|-------|------------------------------------------------------|-----------------------------------------------------------------------------|--------------------------------------------------|------------|-----|-----|-----|----------|----------------------|--------|-------------------------------------------------------------------------------|
| FILE  | DATE                                                 |                                                                             | AIRCRAFT DATA                                    |            | F   | S I | 1/N | PURP     | OSE                  |        | PILOT DATA                                                                    |
|       |                                                      | WAYNESBURG, PA                                                              | SMITH MINI<br>N39F<br>DAMAGE-SUBSTANTIAL         | CR-<br>PX- | 0   | 0   | 1   | NONCOMM  | ERCIAL               |        | PRIVATE, AGE 22, 179<br>TOTAL HOURS, 12 IN TYPE,<br>NOT INSTRUMENT RATED.     |
|       | DEPARTURE P<br>BELLE VER<br>TYPE OF ACC<br>GROUND-WA | NON, PA<br>INENT<br>TER - LOOP-SWERVE                                       |                                                  |            | Ρ   | L   | NDI | F OPERAT |                      |        |                                                                               |
|       | FACTOR(S)                                            | USE(S)<br>COMMAND - FAILED                                                  | TO MAINTAIN DIRECTION                            |            | TRO |     |     | NG ROLL  |                      |        |                                                                               |
|       |                                                      |                                                                             |                                                  |            |     |     |     |          |                      |        |                                                                               |
| -1245 | 5/21/77<br>TIME - 0830                               |                                                                             | CESSNA 1704<br>N5424C<br>DAMAGE-SURSTANTIAL      |            |     |     |     |          | ERCIAL<br>E/PERSONAL |        | PRIVATE, AGE 30, 141<br>Total Hours, 51 In Type,<br>Not Instrument Rated.     |
|       | DEPARTURE P<br>PARKMAN.O<br>TYPE OF ACC<br>HARD LAND | H<br>IDENT<br>ING                                                           | INTENDED DESTINATION<br>APOLLO.PA                |            |     | L   | NDI |          | L OFF/TOUC           | HDOWN  | NOT INSTROMENT RATED.                                                         |
|       |                                                      | WITH TREES                                                                  |                                                  |            |     | ι,  |     | NG GO-A  |                      |        |                                                                               |
|       | PILOT IN<br>FACTOR(S)<br>MISCELLAN<br>TERRAIN -      | COMMAND — IMPROP<br>COMMAND — IMPROP<br>EOUS ACTS,CONDIT<br>HIGH OBSTRUCTIO | ER RECOVERY FROM BOUNCE                          | RETRAC     | TIO | N   |     | •        |                      |        |                                                                               |
|       |                                                      |                                                                             |                                                  |            |     |     |     |          |                      |        |                                                                               |
| 1246  | 5/22/77<br>TIME - 1337                               | BROWNSVILLE, PA                                                             | SCHWEIZER SGS125<br>N17908<br>DAMAGE-SUBSTANTIAL |            |     |     |     | NONCOMM  |                      | TRANSP | COMMERCIAL, FL.INSTR.,<br>AGE 47, 219 TOTAL HOURS,<br>81 IN TYPE, NOT INSTRU- |
|       | DEPARTURE P<br>EIGHTY FO<br>TYPE OF ACC<br>OVERSHOOT | UR + PA<br>I DENT                                                           | INTENDED DESTINATION<br>BEDFORD+PA               |            | PI  | L   | NDI |          | L OFF/TOUC           | HDOWN  | MENT RATED.                                                                   |
|       | COLLIDED                                             | WITH OBJECT                                                                 |                                                  | •          |     | L   | NDI | NG ROLL  |                      |        |                                                                               |
|       | PILOT IN<br>FACTOR(S)                                | COMMAND - IMPROP<br>COMMAND - MISJUD                                        | ER IN-FLIGHT DECISIONS<br>GED DISTANCE AND SPEED | OR PL      | ANN | IN  | ;   |          |                      |        |                                                                               |
|       | TERRAIN -                                            | HIGH DBSTRUCTIO                                                             | NS                                               |            |     |     |     |          |                      |        |                                                                               |

BRIEFS OF ACCIDENTS AIRCRAFT DATA INJURIES PILCIT DATA FILE DATE LOCATION FLIGHT F S M/N PURPOSE CR- 0 0 1 MISCELLANEOUS 3-1247 6/2/77 FAIRFIELD, PA SCHNEIDER LS-1 COMMERCIAL, AGE 42, 2870 TOTAL HOURS, 900 IN TYPE. TIME - 1345 NBBCH PX- 0 0 0 OTHER NOT INSTRUMENT RATED. DAMAGE-SUBSTANTIAL NAME OF AIRPORT - CHARNITA DEPARTURE POINT INTENDED DESTINATION FAIRFIELD.PA LOCAL PHASE OF OPERATION TYPE OF ACCIDENT COLLIDED WITH. WIRES/POLES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- SOARING COMPETITION.PILOT ATTEMPTED TO RETURN TAKEOFF APT.RAN OUT OF UPDPAFTS. AVOCA.PA PRIVATE, AGE 50. 557 3-1465 6/5/77 PIPER PA-28 CR- 0 0 1 NONCOMMERCIAL TIME - 1115 N16380 PX- 0 0 2 PLEASURE/PERSONAL TRANSP TOTAL HOURS, ALL IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - WILKES-BARRE DEPARTURE POINT INTENDED DESTINATION AVOCA+PA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH LANDING GO-APOUND PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND WEATHER - UNFAVORABLE WIND CONDITIONS FACTOR (S) TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT CEILING AT ACCIDENT SITE SKY CONDITION UNKNOWN/NOT REPORTED UNLIMITED **VISIBILITY AT ACCIDENT SITE** PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE RELATIVE BEARING OF WIND OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE RIGHT QUARTERING HEAD WIND 023-067 DEGREES WIND VELOCITY-KNOTS WIND DIRECTION-DEGREES 290 14 TYPE OF WEATHER CONDITIONS. TYPE OF FLIGHT PLAN VFR NONE REMARKS- WIND GUSTING 30 KTS. LNDD IN TREES

| FILE  | DATE                                                                             | LOCATION                                                                                                                | AIRCRAFT DATA                                                                                                                                |       |                  | IES<br>S M/I                                                      | N               | FLIGHT<br>PURPOSE                                                                                                            | PILOT DATA                                                                   |
|-------|----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|-------|------------------|-------------------------------------------------------------------|-----------------|------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| -1466 | 7/6/77<br>TIME - 16                                                              | WARRINGTON + PA<br>530                                                                                                  | PIPER PA-24<br>N5473P<br>DAMAGE-SUBSTANTIAL                                                                                                  |       |                  |                                                                   |                 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                                                                                    | COMMERCIAL, AGE 43, 360<br>Total Hours, 73 in Type,<br>Not instrument rated. |
|       | DEPARTURE<br>MARTINS<br>TYPE OF A<br>OVERSHO                                     | BURG.VA                                                                                                                 | INTENDED DESTINATION<br>WARRINGTON, PA                                                                                                       |       | Ρ                | LAN                                                               | NIN             | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG ROLL                                                                             |                                                                              |
|       | PILOT I<br>PILOT I<br>FACTOP(SI<br>WEATHEF<br>AIRPORT<br>WEATHER E               | IN COMMAND - FAILED<br>R - UNFAVORABLE WIN                                                                              | ES - AIRPORT CONDITIONS<br>NOT REPORTED                                                                                                      | WE T  | RU               | NWAY                                                              |                 |                                                                                                                              |                                                                              |
|       | VISIBILI<br>5 OR OV<br>OBSTRUCTI<br>HAZE<br>WIND DIRE<br>240<br>TYPE OF W<br>VFR | VINDT REPORTED<br>TY AT ACCIDENT SITE<br>VER(UNLIMITED)<br>IONS TO VISION AT AN<br>ECTION-DEGREES<br>VEATHER CONDITIONS |                                                                                                                                              | D GUS | P<br>R<br>W<br>T | 350<br>RECIE<br>RAIE<br>ELATI<br>LEF<br>IND<br>15<br>YPE (<br>NDN |                 | AT ACCIDENT SITE<br>TATION AT ACCIDENT SITE<br>E BEARING OF WIND<br>CROSS WIND 248-292 DEGREE<br>LOCITY-KNDTS<br>FLIGHT PLAN | S                                                                            |
| -1787 | TIME - 19<br>DEPARTURE<br>HENDERS<br>TYPE OF A<br>PROPELL                        | E POINT<br>SONVILLE.NC                                                                                                  |                                                                                                                                              | -     | 0                | 0<br>HASE<br>IN F                                                 | 0<br>0<br>= L 1 | INSTRUCTIONAL<br>SOLO<br>F OPERATION<br>IGHT NORMAL CRUISE<br>NG ROLL                                                        | PRIVATE, AGE 29, 165<br>TOTAL HOURS, 61 IN TYPE,<br>NOT INSTRUMENT-RATED.    |
|       | POWERPL<br>MISCELI<br>FACTOR(SI<br>MISCELI<br>EMERGENCY                          | LANEDUS ACTS.CONDIT<br>LANEDUS ACTS.CONDIT<br>C CIRCUMSTANCES - FI                                                      | D ACCESSORIES BLADES<br>IONS - MATERIAL FAILURE<br>IONS - SEPARATION IN FL<br>ORCED LANDING OFF AIRPO<br>ROP/ENGINE VIBRATION<br>N FROM TIP. | IGHT  | LA               | ND                                                                |                 |                                                                                                                              |                                                                              |

|         |                                                          |                                                                                                      | BRIEF                                                                                                                       | S OF ACCIDENTS                                                      |                                                            |                                                                                                                                             |
|---------|----------------------------------------------------------|------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| FILE    | DATE                                                     | LOCATION                                                                                             | AIRCRAFT DATA                                                                                                               |                                                                     | FLIGHT<br>PURPOSE                                          | PILOT DATA                                                                                                                                  |
| . –     | PROBABLE CAU<br>PILOT IN C<br>MISCELLANE<br>FIRE AFTER I | INT<br>PORT.SC<br>DENT<br>WITH GROUND/WATE<br>SE(S)<br>OMMAND - INADEQU<br>DUS ACTS.CONDITI<br>MPACT | N2JL<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>LOCAL                                                                   | PX- 1 0 0<br>PHASE O<br>IN FL<br>TION AND/OR PLA<br>ED AIRCRAFT-WEI | F OPERATION<br>IGHT ACROBATICS<br>NNING<br>GHT-AND/OR C.G. | COMMERCIAL, AGE 46. 1410<br>P TOTAL HOURS, 1C IN TYPE<br>NOT INSTRUMENT RATED.                                                              |
| 3-1019  | TIME - 1630                                              | HAMPTON.SC<br>ORT - HAMPTON                                                                          |                                                                                                                             | CR- 0 0 1<br>PX- 0 0 0                                              |                                                            | COMMERCIAL, AGE 26. 697<br>Total Hüurs, 10 in type<br>Not instrument rated.                                                                 |
|         | BARNWELL+S                                               | C<br>DENT<br>LURE OR MALFUNCT                                                                        | INTENDED DESTINATION<br>ESTILL.SC<br>ION                                                                                    | IN FL                                                               | F OPERATION<br>IGHT NORMAL CRUISE<br>NG FINAL APPROACH     |                                                                                                                                             |
| · · · · | MISCELLANE<br>PILOT IN C<br>COMPLETE POW                 | OMMAND - INADEQU<br>OUS ACTS₊CONDITI<br>OMMAND - FAILED<br>ER LOSS'- COMPLE                          | ATE PREFLIGHT PREPARAT<br>ONS - WATER IN FUEL<br>TO OBTAIN/MAINTAIN FLY<br>TE ENGINE FAILURE/FLAN<br>RCED LANDING OFF AIRPO | YING SPEED<br>MEDUT-1 ENGINE                                        | an an an an an an                                          | an gun an gan san gun san fast<br>San San San San San San San<br>San San San San San San San San San<br>San San San San San San San San San |
|         |                                                          |                                                                                                      |                                                                                                                             |                                                                     |                                                            |                                                                                                                                             |

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BRIEFS OF ACCIDENTS \_\_\_\_\_ LOCATION AIRCRAFT DATA FILE DATE INJURIES FLIGHT PILOT DATA F S M/N PURPOSE CR- 0 0 1 NONCOMMERCIAL 3-1317 6/4/77 NR.BARNWELL.SC PIPER PA-28 PRIVATE, AGE 27, 150 TIME - 0852 N56648 PX- 0 0 3 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 65 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION WILMINGTON .NC SWAINSBORO.GA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH FENCE, FENCEPOSTS LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VER FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING EACTOR(S) WEATHER - FOG TERRAIN - HIGH DBSTRUCTIONS EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT LOW ON FUEL ADVERSE/UNFAVORABLE WEATHER SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3 MILES OR LESS NONE DESTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FOG VER TYPE OF FLIGHT PLAN VFR REMARKS- PILOT LANDED ON A PAVED ROAD PRIOR TO FUEL EXHAUSTION AND STRUCK & FENCE 3-1788 7/17/77 ISLE OF PALMS.SC CESSNA 140 CR- 0 1 0 NONCOMMERCIAL ATP.FLIGHT INSTR., AGE PX- 0 1 0 PLEASURE/PERSONAL TRANSP 42, 4911 TOTAL HOURS, 170 TIME - 1913 N241 BN DAMAGE-DESTROYED IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - WILLSON MEMORIAL DEPARTURE POINT INTENDED DESTINATION ISLE OF PALMS.SC CHARLESTON, SC PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION TAKEDEE INITIAL CLIMB COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER FIRE AFTER IMPACT REMARKS- CRASHED IN CANAL

BRIEFS OF ACCIDENTS FILE DATE LOCATION \_\_\_\_\_ INJURIES FLIGHT AIRCRAFT DATA PILOT DATA F S M/N PURPOSE 3-1786 7/18/77 NR.ST MATTHEWS.SC BEECH E33 CR- 0 0 1 NONCOMMERCIAL PRIVATE. AGE 30. 230 TIME - 1448 N7842R PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS. 150 IN TYPE. 3-1786 7/18/77 NR.ST MATTHEWS.SC DAMAGE-DESTROYED NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION COLUMBIA.SC GEORGETOWN, SC TYPE OF ACCIDENT PHASE OF OPERATION FIRE OR EXPLOSION IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - FIRE OF UNDETERMINED ORIGIN MISCELLANEOUS ACTS.CONDITIONS - INTENTIONAL WHEELS-UP EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT SMOKE IN COCKPIT 3-1785 8/6/77 NR.LIVINGSTON.SC CESSNA A188B CR- 0 0 1 COMMERCIAL ATP, FLIGHT INSTR.. AGE PX- 0 0 0 AERIAL APPLICATION TIME - 1200 N5854G 48. 21000 TOTAL HOURS. DAMAGE-DESTROYED 1000 IN TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION ORANGEBURG.SC LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT PROCEDURE TURNAROUND COLLIDED WITH OBJECT LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS TERRAIN - OTHER PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 5500 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - BEANS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE-NOT USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL.FLAT ELEVATION-AREA BEING TREATED-FEET - 390 SWATH RUN-HOW FLOWN - CROSSWIND PROCEDURE TURNAROUND - THIRD 1/3 TURN REMARKS- HIT BALE OF HAY.

|        |                                     |                                                            | BRIEFS                                                                                                  | OF         | ACC I       | DEN    | τs          |                                          |                                                                                     |
|--------|-------------------------------------|------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|------------|-------------|--------|-------------|------------------------------------------|-------------------------------------------------------------------------------------|
|        |                                     |                                                            | AIRCRAFT DATA                                                                                           |            | F           | SM     | /N          | PURPOSE                                  | PILOT DATA                                                                          |
|        |                                     | HDT SPRINGS, SD                                            | CESSNA 172H<br>N3893R<br>DAMAGE-SUBSTANTIAL                                                             | CR-        | 0           | 0      | 1           | NONCOMMERCIAL                            | PRIVATE, AGE 63, 1106<br>TOTAL HOURS, 108 IN TYPE<br>NOT INSTRUMENT RATED.          |
|        | DEPARTURE                           | CIDENT                                                     | SS<br>INTENDED DESTINATION<br>HOT SPRINGS.SD                                                            |            |             |        | -           | F DPERATION<br>Ng Roll                   |                                                                                     |
|        | MISCELLA                            | COMMAND - IMPROP<br>NEOUS ACTS.CONDIT<br>/AIRWAYS/FACILITI | ER IN-FLIGHT DECISIONS<br>IONS - NOT ALIGNED WITH<br>ES - AIRPORT FACILITIES<br>UNCTIONED.PILOT THOUGHT | RUN        | KAY/<br>WAY | LI     | END<br>GH T |                                          | D LEFT OF RUNWAY                                                                    |
| 3-1120 | 5/2/77<br>TIME - 180                |                                                            | PIPER PA-28<br>N5025W<br>DAMAGE-SUBSTANTIAL                                                             | CR-<br>PX- | 0<br>0      | 0<br>0 | 1<br>0      | NONCOMMERCIAL<br>Pleasure/personal trans | PRIVATE, AGE 64, 5100<br>P TOTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | DEPARTURE<br>LEMMON+S<br>TYPE OF AC | D                                                          | INTENDED DESTINATION<br>MCLAUGHLIN,SD                                                                   |            |             |        |             | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN    |                                                                                     |
|        | PILOT IN<br>MISCELLA                | COMMAND - FAILED<br>COMMAND - IMPROP<br>NEOUS - ANIMAL(S)  | TO SEE AND AVOID OBJEC<br>ER IN-FLIGHT DECISIONS<br>ON RUNWAY/TAXIWAY/RAMP<br>S BFOR APCH.HIT COWS.     | OR PI      |             |        |             | IONS                                     |                                                                                     |

| FILE   | DATE                                                                | LOCATION                                                                          | AIRCRAFT DATA                                                                                        | -     |     | IES<br>SM |                                                                                                                                                                     | FLIGHT<br>PURPOSE                        | PILOT DATA                                                                              |
|--------|---------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|-------|-----|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-----------------------------------------------------------------------------------------|
| 3-1119 | 5/8/77 N<br>TIME - 120                                              | R.MARTIN,SD<br>O                                                                  | GRUMMAN G-164A<br>N8367<br>DAMAGE-SUBSTANTIAL                                                        |       |     |           |                                                                                                                                                                     | COMMERCIAL<br>AERIAL APPLICATION         | CUMMERCIAL, FL.INSTR.,<br>AGE 33. 5236 TOTAL HOURS<br>200 IN TYPE, INSTRUMENT<br>RATED. |
|        | NAME OF AI<br>DEPARTURE<br>MARTIN+SD                                |                                                                                   | INTENDED DESTINATION                                                                                 |       |     |           |                                                                                                                                                                     |                                          |                                                                                         |
|        | TYPE OF AC                                                          | CIDENT<br>AILURE OR MALFUNC                                                       | ,                                                                                                    |       |     | IN        | FL                                                                                                                                                                  | F OPERATION<br>IGHT SWATH RUN<br>NG ROLL |                                                                                         |
|        | MISCELLA<br>TERRAIN<br>COMPLETE P                                   | COMMAND - INADEOU<br>NEOUS ACTS.CONDIT<br>- HIGH VEGETATION<br>OWER LOSS - COMPLE | JATE PREFLIGHT PREPARAT<br>IONS - WATER IN FUEL<br>TE ENGINE FAILURE/FLAM<br>IRCED LANDING OFF AIRPO | EDUT- | 1 E | NGI       |                                                                                                                                                                     | NNING                                    |                                                                                         |
|        | KIND OF<br>GLOVES -<br>CRASH HE<br>CRASH BA<br>TERRAIN-<br>SWATH RU |                                                                                   | NDT USED                                                                                             | RTEN  |     |           | KIND OF OPERATION - SPRAT<br>TYPE OF CHEMICAL USED - I<br>GOGGLES - NOT USED<br>COCKPIT CRASHPAD - INSTAI<br>TANK/HOPPER-LOCATION - UN<br>ELEVATION-AREA BEING TREA |                                          | DUID CHÉMICAL-NONTOXIC<br>D<br>DWN/NOT REPORTED                                         |
| 3-1118 | 5/8/77 N<br>TIME - 180                                              | R•PIERRE•SD<br>0                                                                  | PIPER PA-18<br>N4582A<br>DAMAGE-SURSTANTIAL                                                          |       |     |           |                                                                                                                                                                     | NONCOMMERCIAL<br>Pleasure/personal tra   | COMMERCIAL, ARE 22, 865<br>NSP TOTAL HOURS, 300 IN TYPE<br>NOT INSTRUMENT RATED.        |
|        | NAME OF AI<br>DEPARTURE<br>PIERRE.SD<br>TYPE DF AC<br>STALL         |                                                                                   | INTENDED DESTINATION<br>LOCAL                                                                        |       |     |           |                                                                                                                                                                     | F OPERATION<br>IGHT CLIME TO CRUISE      |                                                                                         |
|        |                                                                     | COMMAND - FAILED                                                                  | TO OBTAIN/MAINTAIN FLY<br>R OPERATION OF FLIGHT                                                      |       |     |           |                                                                                                                                                                     |                                          |                                                                                         |

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| FILE  | DATE                                                                                                     | LOCATION                                                                                                                                                                               | AIRCRAFT DATA                                                              | INJURIES<br>F S M/N                  |                                 | PILOT DATA                                                                       |
|-------|----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|--------------------------------------|---------------------------------|----------------------------------------------------------------------------------|
| -1739 | 5/19/77<br>TIME - 120<br>DEPARTURE                                                                       | NORTHVILLE,SD<br>5                                                                                                                                                                     | AERONCA 7GCB<br>N9871Y<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION         | PX- 0 0 0                            | COMMERCIAL<br>AERIAL APPLICAT   | COMMERCIAL, AGE 32, 275<br>ION TOTAL HOURS, 10 IN TYPE,<br>NOT INSTRUMENT RATED. |
|       | NORTHVIL<br>TYPE OF AC<br>STALL S                                                                        | LE,SD<br>CIDENT                                                                                                                                                                        | LOCAL                                                                      |                                      | OF OPERATION<br>LIGHT PROCEDURE | TURNAROUND                                                                       |
|       | FACTOR(S)                                                                                                | AUSE(S)                                                                                                                                                                                | D TO OBTAIN/MAINTAIN FL                                                    | YING SPEED                           |                                 |                                                                                  |
|       | SKY CONDIT                                                                                               | *                                                                                                                                                                                      |                                                                            | CELLIN                               | IG AT ACCIDENT SIT              | ·                                                                                |
|       | BROKEN                                                                                                   | AT ACCIDENT SIT                                                                                                                                                                        | E                                                                          | 2500                                 |                                 |                                                                                  |
|       |                                                                                                          | R(UNLIMITED)<br>NS TO VISION AT                                                                                                                                                        | ACCIDENT SITE                                                              | NDNE<br>WIND C<br>180                | IRECTION-DEGREES                |                                                                                  |
|       | WIND VELOC<br>8                                                                                          | ITY-KNOTS                                                                                                                                                                              |                                                                            | TYPE C<br>VFR                        | F WEATHER CONDITION             | ONS                                                                              |
|       | TYPE OF FL<br>NONE                                                                                       |                                                                                                                                                                                        |                                                                            |                                      |                                 | · ·                                                                              |
|       | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HOP<br>ELEVATIO<br>PROCEDUR<br>FIRE AFTER<br>REMARKS- P | URS IN CROP CONT<br>CROP - GRAIN FIE<br>SEAT BELT - FAST<br>- NOT USED<br>CRASHPAD - INSTA<br>PER-LOCATION - BI<br>N-AREA BEING TRE<br>E TURNAROUND - SI<br>IMPACT<br>LT RPTD GUSTS TO | LDS<br>ENED-PROPERLY<br>LLED<br>ELLY<br>ATED-FEET - 1350<br>ECOND 1/3 TURN | TYPE<br>GLOV<br>CRAS<br>CRAS<br>TERR |                                 | FLAT                                                                             |
|       |                                                                                                          | en de la constante de la constante<br>References                                                                                                                                       |                                                                            | ·                                    |                                 |                                                                                  |
| -1541 | 5/26/77 N<br>TIME - 100                                                                                  | R•FT PIERRE•SD<br>0                                                                                                                                                                    | PIPER PA-18<br>N6999V<br>DAMAGE-SUBSTANTIAL                                | CR- 0 0 1<br>PX- 0 0 0               | NONCOMMERCIAL<br>BUSINESS       | STUDENT, AGE 23, 200<br>Total Hours, All In Type<br>Not instrument rated.        |
| -     | NAME OF AI<br>DEPARTURE<br>FT PIERRE<br>TYPE OF AC<br>GEAR COL                                           | • SD<br>CIDENT                                                                                                                                                                         | RIP<br>INTENDED DESTINATION<br>LOCAL                                       |                                      | OF OPERATION<br>DING ROLL       |                                                                                  |
|       | PROBABLE C<br>PILOT IN<br>FACTOR(S)<br>MISCELLA                                                          | AUSE(S)<br>COMMAND - SELEC                                                                                                                                                             | TED UNSUITABLE TERRAIN<br>TIONS - OVERLOAD FAILUR<br>APSED.                |                                      |                                 |                                                                                  |

|        |                                                                 |                    | BRIEFS                                       | OF AC  | C I | DEI | NTS      |                                          |        |                                                                           |
|--------|-----------------------------------------------------------------|--------------------|----------------------------------------------|--------|-----|-----|----------|------------------------------------------|--------|---------------------------------------------------------------------------|
| FILE   |                                                                 | LOCATION           | AIRCRAFT DATA                                | IN.    |     |     | 5<br>4/N | FLIGHT<br>PURPOSE                        |        | PILOT DATA                                                                |
|        | 5/29/77 ETH<br>TIME - 1800                                      |                    |                                              |        |     |     |          | NONCOMMERCIAL<br>Pleasure/personal       | TRANSP | PRIVATE, AGE 29, 135<br>TOTAL HOURS, 45 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | NAME OF AIRPOR<br>DEPARTURE POIN<br>MITCHELL.SD                 |                    | TRIP<br>INTENDED DESTINATION<br>ETHAN,SD     |        |     |     |          |                                          |        |                                                                           |
|        | TYPE OF ACCIDE<br>COLLIDED WIT                                  | NT<br>H FENCE,FENC | EPOSTS                                       |        |     |     |          | F OPERATION<br>NG GD-AROUND <sup>.</sup> |        |                                                                           |
|        | FACTOR(S)                                                       | MAND - DELAYE      | ED IN INITIATING GO-AROU                     |        | _   |     |          |                                          |        | ·<br>·                                                                    |
|        | AIRPORTS/AIR                                                    | WAYS/FACILITI      | IES - AIRPORT CONDITIONS                     | WEI    | RU  | INW | AY .     |                                          |        |                                                                           |
| 9-1539 | 6/6/77 NR.MU<br>TIME - 2100                                     | RDD, SD            | CESSNA 170<br>N2573C<br>DAMAGE-SUBSTANTIAL   |        |     |     |          |                                          | TRANSP | PRIVATE, AGE 43, 264<br>TOTAL HOURS, 96 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | NAME OF AIRPOR<br>DEPARTURE POIN<br>Murdo, SD<br>Type of Accide | т                  |                                              |        | Р   | на  | SE O     | F OPERATION                              |        |                                                                           |
|        | STALL MUSH                                                      |                    |                                              |        |     |     |          | FF INITIAL CLIMB                         |        |                                                                           |
|        | PROBABLE CAUSE<br>PILOT IN COM                                  |                    | ) TO OBTAIN/MAINTAIN FLY                     | ING SF | PEE | D   |          |                                          |        |                                                                           |
|        |                                                                 |                    |                                              |        |     |     |          |                                          |        |                                                                           |
| -1538  | 6/11/77 FT<br>TIME - 1100                                       | THOMP SON, SD      | STINSON 108-2<br>N392C<br>DAMAGE-SUBSTANTIAL |        |     |     |          | NONCOMMERCIAL<br>BUSINESS                |        | PRIVATE, AGE 34, 330<br>TOTAL HOURS, ALL IN TYPE<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE POIN<br>FT THOMPSON,<br>TYPE OF ACCIDE                | SD                 | INTENDED DESTINATION<br>PIERRE+SD            |        |     |     | . E . O  | F OPERATION                              |        |                                                                           |
|        |                                                                 | H FENCE,FENC       | CEPOSTS                                      |        | F.  |     |          | FF RUN                                   |        |                                                                           |
|        |                                                                 | MAND - FAILED      | TO MAINTAIN DIRECTIONA                       | L CONT | rro | L   |          |                                          |        |                                                                           |
|        | FACTOR(S)<br>TERRAIN - OT                                       |                    | ED UNSUITABLE TERRAIN                        |        |     |     |          |                                          |        |                                                                           |

| -1628 6      | DATE LOCATION<br>6/15/77 PHILIP,SD<br>TIME - 1700                                                                           | PIPER PA-24                                                                         |      |          | IES<br>S M/ |     | FLIGHT<br>PURPOSE                         | PILOT DATA                                                                                                     |
|--------------|-----------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|----------|-------------|-----|-------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| ۲<br>۱<br>۱  | 6/15/77 PHILIP,SD<br>TIME - 1700                                                                                            | PIPER PA-24                                                                         |      |          |             |     |                                           |                                                                                                                |
| Ę            | NAME OF ATDOODT DUTITO                                                                                                      | N8916P<br>DAMAGE-SUBSTANTIAL                                                        |      |          |             |     | NONCOMMERCIAL<br>BUSINESS                 | COMMERCIAL, AGE 37, 1086<br>TOTAL HOURS, 600 IN TYPE,<br>INSTRUMENT RATED.                                     |
|              | NAME OF AIRPORT - PHILIP<br>DEPARTURE POINT<br>PIERRE,SD<br>TYPE OF ACCIDENT                                                | INTENDED DESTINATION<br>PHILIP+SD                                                   |      |          |             |     | OPERATION                                 |                                                                                                                |
|              | OVERSHOOT<br>COLLIDED WITH FENCE, FENC                                                                                      | CEPOSTS                                                                             |      |          | LAN         | DIN | G LEVEL OFF/TOUCHDOWN<br>G GO-AROUND      |                                                                                                                |
|              | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - SELEC<br>PILOT IN COMMAND - DELAY<br>FACTOR(S)                                      | ED IN INITIATING GO-AROU                                                            |      | EXI      | ξ           |     | IIND                                      | · · ·                                                                                                          |
| . 1          | MISCELLANEOUS ACTS,CONDI<br>REMARKS- INTENTIONAL GEAR                                                                       |                                                                                     | N TO | APŤ      | •           |     |                                           |                                                                                                                |
|              | al an tha an                                    |                                                                                     |      |          | . '         |     |                                           |                                                                                                                |
|              | 6/17/77 ONIDA,SD<br>TIME - 2130                                                                                             | PIPER PA-20<br>N1507A<br>DAMAGE-DESTROYED                                           |      |          |             |     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL.INSTR.,<br>AGE 30, 2402 TOTAL HOURS,<br>320 IN TYPE, INSTRUMENT<br>RATED.                       |
|              | DEPARTURE POINT<br>ONIDA↓SD<br>TYPE OF ACCIDENT                                                                             | INTENDED DESTINATION<br>GETTYSBURG,SD                                               |      | .'<br>Pi |             |     | OPERATION                                 |                                                                                                                |
|              | STALL SPIN                                                                                                                  |                                                                                     |      |          | IN          | FLI | GHT NORMAL CRUISE                         |                                                                                                                |
| ·            | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAILE<br>PILOT IN COMMAND - PHYSI(<br>MISCELLANEOUS ACTS,CONDI<br>FIRE AFTER IMPACT | CAL IMPAIRMENT<br>TIONS - ALCOHOLIC IMPAIR                                          |      |          |             | CIE | NCY AND JUDGMENT                          |                                                                                                                |
| Ĩ            | REMARKS- BLOOD-ALCOHOL LVL                                                                                                  | 126MG%.                                                                             |      |          |             |     |                                           | · .                                                                                                            |
|              |                                                                                                                             |                                                                                     |      |          |             |     |                                           | · · · · · · · · · · · · · · · · · · ·                                                                          |
| -            | 6/27/77 NR.CAMP CROOK,SD<br>TIME - 1700<br>DEPARTURE POINT<br>RAPID CITY,SD                                                 | CESSNA 172<br>N2763U<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>CAMP CROCK+SD |      |          |             |     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 52, 675<br>Total Hours, 195 in Type,<br>Not instrument rated.                                     |
| .1           | TYPE OF ACCIDENT<br>STALL MUSH                                                                                              |                                                                                     |      | P        |             | -   | OPERATION<br>GHT LOW PASS                 |                                                                                                                |
|              | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - DIVER<br>PILOT IN COMMAND - FAILE                                                   | D TO OBTAIN/MAINTAIN FLY                                                            |      |          |             |     | т                                         | and a second |
| - <b>-</b> F | REMARKS- INSPECTING HAY FI                                                                                                  | ELD FOR POSS LDG SITE.                                                              |      |          |             |     |                                           |                                                                                                                |
|              |                                                                                                                             |                                                                                     |      |          |             |     |                                           |                                                                                                                |
|              |                                                                                                                             | and the second second second                                                        | PAGE | 75       | 0           |     |                                           |                                                                                                                |

## RRIFES DE ACCIDENTS

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BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-1627 6/27/77 CR- 0 1 0 COMMERCIAL TUR TON, SD CESSNA 1888 COMMERCIAL, AGE 55, 5030 TIME - 0645 N91974 PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 1695 IN DAMAGE-SUBSTANTIAL TYPE, NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION DOLAND, SD LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH IN FLIGHT PROCEDURE TURNAROUND PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 3880 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - GRAIN FIELDS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 1320 SWATH RUN-HOW FLOWN - CROSSWIND PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 31, 31 TOTAL 3-1629 7/12/77 CAMP CROOK, SD BELLANCA 7GCBC TIME - 0810 PX- 0 0 0 SOLO HOURS, 4 IN TYPE, NOT N5132X DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - SKY RANCH DEPARTURE POINT INTENDED DESTINATION CAMP CROOK . SD LOCAL PHASE OF OPERATION TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION CEILING AT ACCIDENT SITE UNL IMITED CLEAR **VISIBILITY AT ACCIDENT SITE** PRECIPITATION AT ACCIDENT SITE' 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND LEFT QUARTERING HEAD WIND 293-337 DEGREES NONE TEMPERATURE-F WIND DIRECTION-DEGREES 60 160 TYPE OF WEATHER CONDITIONS WIND VELOCITY-KNOTS VFR . 12 TYPE OF FLIGHT PLAN NONE REMARKS- WND GUSTING 18 KTS

|       |                                                      |                                               | BRIEF                                                                          | S 0F A | CCI | DEN        | 15   |                                                             |                                                                                    |
|-------|------------------------------------------------------|-----------------------------------------------|--------------------------------------------------------------------------------|--------|-----|------------|------|-------------------------------------------------------------|------------------------------------------------------------------------------------|
| FILE  | DATE                                                 | LOCATION                                      | AIRCRAFT DATA                                                                  | -      | F   | IES<br>S M | /N   | FLIGHT<br>PURPOSE                                           | PILOT DATA                                                                         |
| -1007 | 2/16/77<br>TIME - 1500<br>DEPARTURE                  |                                               | CESSNA 177<br>N43980<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION               | CR-    | 0   | 0          | 1    | NONCOMMERCIAL<br>BUSINESS                                   | PRIVATE, AGE 43, 220<br>TOTAL HOURS, 24 IN TYPE,<br>NOT INSTRUMENT RATED.          |
|       | GAINSVILI<br>TYPE OF ACC<br>ENGINE FA<br>GEAR COLI   | CIDENT<br>AILURE OR MALFUNG                   | BOWLING GREEN.KY                                                               |        | Ρ   | IN         | FL   | F OPERATION<br>IGHT NORMAL CRUISE<br>NG LEVEL OFF/TOUCHDOWN |                                                                                    |
|       | PILOT IN                                             | COMMAND - INABEC<br>COMMAND - MISMA           |                                                                                | ION A  | ND/ | OR         | PLAI | INING                                                       |                                                                                    |
|       | FACTOR(S)<br>TERRAIN -                               | - ROUGH/UNEVEN                                | TIONS - FUEL EXHAUSTION                                                        | -      |     |            |      |                                                             |                                                                                    |
| ·     | COMPLETE P                                           | DWER LOSS - COMPI                             | TIONS - OVERLOAD FAILUR<br>ETE ENGINE FAILURE/FLAD<br>FORCED LANDING OFF AIRPO | 4EOUT- |     |            | ٧E   |                                                             |                                                                                    |
|       |                                                      |                                               |                                                                                |        |     |            |      |                                                             |                                                                                    |
| -1143 | 3/26/77<br>TIME - 1630                               | POWELL,TN<br>D                                | PIPER PA-28<br>N8690W<br>DAMAGE-DESTROYED                                      |        | 3   | 0          | 0    | NONCOMMERCIAL<br>Pleasure/personal trans                    | PRIVATE, AGE 48, 155<br>P Total Hours, Unk/NR IN<br>Type, Not Instrument<br>Rated. |
|       | NAME OF AI<br>DEPARTURE F<br>POWELL.TI<br>TYPE OF AC | N                                             | INTENDED DESTINATION                                                           |        | P   | HAS        | E 01 | - OPERATION                                                 | •<br>•<br>•                                                                        |
|       | UNDERSHO<br>COLLIDED                                 | DT<br>WITH OBJECT                             |                                                                                |        |     |            |      | NG FINAL APPROACH<br>NG FINAL APPROACH                      |                                                                                    |
|       | PILOT IN                                             | COMMAND - MISJU<br>COMMAND - FAILED<br>IMPACT | DGED DISTANCE AND ALTIT                                                        | CTS OR |     |            |      |                                                             |                                                                                    |
|       | REMARKS- H                                           | IT TRACIOR IRAIL                              | R ON HWY LOCATED 610FT                                                         | FKM D  | ISP | LAC        | EU   | THRESHOLD.EFFECTIVE RWY                                     | GRADIENT PLUS 0.60%                                                                |
| -1489 | 4/10/77<br>TIME - 170                                | HUNTINGDON.TN<br>0                            | RAVEN RX6<br>N1035R<br>DAMAGE-SUBSTANTIAL                                      |        |     |            |      | COMMERCIAL<br>AERIAL ADVERTISING                            | COMMERCIAL, AGE 26, 99<br>Total Hours, all in type<br>Not instrument rated.        |
|       | DEPARTURE<br>HUNTINGDO<br>TYPE OF ACO                | DN.TN<br>CIDENT                               | INTENDED DESTINATION<br>UNKNOWN/NOT REPORTED                                   |        | P   |            |      | F OPERATION                                                 |                                                                                    |
|       | COLLIDED                                             | WITH WIRES/POL                                | ES .                                                                           |        |     | ΤA         | KEO  | F INITIAL CLIMB                                             |                                                                                    |
|       |                                                      | L - MISCELLANEOU                              | S-PERSONNEL SPECTATOR<br>DLA AFTER LIFTOFF. HIT I                              | POLES  |     |            |      |                                                             |                                                                                    |
|       |                                                      |                                               |                                                                                |        |     |            |      |                                                             |                                                                                    |
|       |                                                      |                                               |                                                                                | PAGE   | 75  | 2          | •    |                                                             |                                                                                    |

| FILE   | DATE                                | LOCATION                              | AIRCRAFT DATA                                   | IN    |     | IES<br>S M |     | FLIGHT<br>PURPOSE                                                                                                               |      | PILOT DATA                                                                |
|--------|-------------------------------------|---------------------------------------|-------------------------------------------------|-------|-----|------------|-----|---------------------------------------------------------------------------------------------------------------------------------|------|---------------------------------------------------------------------------|
| 3-1006 |                                     | SEWANEE, TN<br>+5                     | BEECH 35<br>N3195V<br>DAMAGE-SUBSTANTIAL        |       |     |            |     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TR                                                                                           | ANSP | COMMERCIAL, AGE 33, 2400<br>TOTAL HOURS, 25 IN TYPE,<br>INSTRUMENT RATED. |
|        | NAME OF AL<br>DÉPARTURE<br>SEWANEE  |                                       | COUNTY<br>INTENDED DESTINATION<br>LOCAL         |       |     |            |     | ана стана<br>1970 — Стана Стана<br>1971 — Стана С |      |                                                                           |
|        | TYPE OF AC                          |                                       |                                                 |       | Ρ   |            | KEC | F OPERATION<br>FF INITIAL CLIMB                                                                                                 |      |                                                                           |
|        | PILOT IN                            | COMMAND - IMPROPE                     | R OPERATION OF FLIGHT<br>TO OBTAIN/MAINTAIN FLY |       |     |            |     |                                                                                                                                 |      | · · · · · · · · · · · · · · · · · · ·                                     |
|        |                                     |                                       |                                                 |       |     |            |     |                                                                                                                                 |      |                                                                           |
| 8-1005 | 4/19/77<br>TIME - 151               | KNOXVILLE.TN                          | BEECH C23<br>N9224S<br>DAMAGE-DESTROYED         |       |     |            |     | NONCOMMERCIAL<br>Pleasure/personal Tr                                                                                           |      | PRIVATE, AGE 54, 131<br>TOTAL HOURS, 122 IN TYPE<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE                           | IRPORT - COX SKY R/<br>POINT<br>.E.TN |                                                 |       |     |            |     |                                                                                                                                 |      |                                                                           |
|        | TYPE OF AC                          | CIDENT                                |                                                 |       | P   |            |     | F OPERATION<br>FF INITIAL CLIMB                                                                                                 |      |                                                                           |
|        | FACTOR(S)                           |                                       | TO OBTAIN/MAINTAIN FLY                          | ING S | PEE | D          |     |                                                                                                                                 |      |                                                                           |
|        |                                     |                                       |                                                 |       |     |            |     |                                                                                                                                 |      |                                                                           |
| 3-1490 | 5/2/77<br>TIME - 150                |                                       | BEECH 58P<br>N6039S<br>DAMAGE-SUBSTANTIAL       | -     |     | -          |     | COMMERCIAL<br>AIR TAXI-PASSG                                                                                                    |      | COMMERCIAL, AGE 33, 3966<br>TDTAL HOURS, 220 IN TYPE<br>INSTRUMENT RATED. |
|        | NAME OF AL<br>DEPARTURE<br>KNOXVILL |                                       | INTENDED DESTINATION<br>WASHINGTON+DC           |       |     |            |     |                                                                                                                                 |      |                                                                           |
|        | TYPE OF AC                          |                                       |                                                 |       | Ρ   |            | -   | F OPERATION<br>FF ABORTED                                                                                                       |      |                                                                           |
|        |                                     | I COMMAND - DELAYED                   | ACTION IN ABORTING TA<br>DNS - HYDROPLANING ON  |       |     | ΔΥ         |     |                                                                                                                                 |      |                                                                           |

|        |                                                 | ,                                            | BRIEFS                                                           | OF AC  | CIDENT         | S   |                                           |                                                                                 |
|--------|-------------------------------------------------|----------------------------------------------|------------------------------------------------------------------|--------|----------------|-----|-------------------------------------------|---------------------------------------------------------------------------------|
| FILE   | DATE                                            | LOCATION                                     | AIRCRAFT DATA                                                    |        | URIES<br>S_M/I |     | FLIGHT<br>PURPOSE                         | PILOT DATA                                                                      |
| 3-1492 | 6/6/77<br>TIME - 143                            | CENTENNIAL ISL.TN<br>30                      | CESSNA 180<br>N25NW<br>DAMAGE-SUBSTANTIAL                        |        |                |     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 43, 1100<br>TOTAL HOURS, 100 IN TYPE,<br>NOT INSTRUMENT RATED.     |
|        | DEPARTURE<br>CENTENNI<br>TYPE OF AC             | IAL ISL.TN                                   | NTENDED DESTINATION                                              |        |                | EOI | - OPERATION<br>FF RUN                     |                                                                                 |
|        | PROBABLE (<br>PILOT IN                          |                                              | O MAINTAIN DIRECTIONA                                            | L CONT | ROL            |     | •                                         |                                                                                 |
| 3-1491 | TIME - 12                                       |                                              | N6098K<br>DAMAGE-DESTROYED                                       |        |                |     | NONCOMMERCIAL<br>PRACTICE                 | STUDENT, AGE 30, 92 TOTAL<br>Hours, 30 in type, not<br>Instrument rated.        |
|        | DEPARTURE<br>SPARTA,<br>TYPE OF AC<br>COLLISIO  | TN                                           | INTENDED DESTINATION<br>LOCAL<br>CONTROLLED                      |        |                |     | F OPERATION<br>IGHT BUZZING               |                                                                                 |
|        | MISCELLA<br>FACTOR(S)<br>MISCELLA               | N COMMAND - EXERCISE<br>ANEOUS ACTS.CONDITIO | D PODR JUDGMENT<br>NS - UNWARRANTED LOW<br>NS - AIRCRAFT CAME TO |        | IN WAT         |     |                                           |                                                                                 |
|        | •, •                                            |                                              |                                                                  |        |                |     |                                           |                                                                                 |
| 3-1754 | TIME - 075                                      |                                              | N7129A<br>DAMAGE-DESTROYED                                       |        |                |     | MISCELLANEDUS<br>UNKNDWN/NOT REPORTED     | NO CERTIFICATE, AGE 41, O<br>TOTAL HOURS, ALL IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE<br>KNDXVILI<br>TYPE DF AC<br>COLLISIO | LE+TN                                        | NTENDED DESTINATION<br>UNKNOWN/NOT REPORTED                      |        |                |     | F OPERATION<br>IGHT LOW PASS              |                                                                                 |
|        |                                                 | ANEOUS - UNQUALIFIED                         | PERSON OPERATED AIRC<br>BLOOD OF PLT & PSGR.                     | RAFT   |                |     |                                           |                                                                                 |
|        |                                                 |                                              |                                                                  |        |                |     |                                           |                                                                                 |
|        | •                                               |                                              |                                                                  | PAGE   | 754            |     |                                           |                                                                                 |
|        |                                                 |                                              |                                                                  |        |                |     |                                           |                                                                                 |

BRIEFS OF ACCIDENTS ETLE DATE LOCATION ATRCRAFT DATA TN HIRTES FLIGHT PILOT DATA F S M/N PHRPOSE \_\_\_\_ 3-1755 8/2/77 UNION CITY-TN CR- 1 0 0 NONCOMMERCIAL BOFING A75N-1 COMMERCIAL, AGE 46, 1954 TIME - 1545 N46998 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 1500 TN DAMAGE-DESTROYED TYPE. INSTRUMENT RATED. NAME OF AIRPORT - EVERETT STEWART DEPARTURE POINT INTENDED DESTINATION UNION CITY, TN MOSCOW, TN TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT ACROBATICS PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PTLOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS MISCELLANEOUS ACTS.CONDITIONS - UNWARRANTED LOW FLYING FIRE AFTER IMPACT REMARKS- ATMTD LOW ALT ROLL. 3-1082 2/3/77 NR. BECKMAM, TX SWEARINGEN SA266T CR- 2 0 0 NONCOMMERCIAL AIRLINE TRANSPORT, AGE TIME -0.054N345M PX- 0 0 0 CORP/EXEC 56, 18812 TOTAL HOURS. DAMAGE-DESTROYED 283 IN TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION SEATTLE-WA SAN ANTONIO,TX TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES LANDING INITIAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG MISCELLANEOUS ACTS+CONDITIONS - PILOT FATIGUE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 200 PRECIPITATION AT ACCIDENT SITE VISIBILITY AT ACCIDENT SITE 2 MILES DR LESS DRIZZLE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 49 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 7 20 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR FIRE AFTER IMPACT REMARKS- CLRD FOR ILS APCH RWY 12R, NAV RCVR TUNED TO FREQ FOR ILS APCH RWY 3R.

| FILE   | DATE                                                                                                                                       | LOCATION                                                                                                                                            | AIRCRAFT DATA                                                                                            |        |                              |                                                                 |                                                       | FLIGHT                                 |           | PILOT DATA                                                            |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|--------|------------------------------|-----------------------------------------------------------------|-------------------------------------------------------|----------------------------------------|-----------|-----------------------------------------------------------------------|
| 3-1204 | 2/23/77<br>TIME - 21                                                                                                                       | SHERMAN,TX<br>15                                                                                                                                    |                                                                                                          | PX-    |                              |                                                                 |                                                       |                                        |           | PRIVATE, AGE 38, 403<br>TOTAL HOURS, 296 IN TYPE<br>INSTRUMENT RATED. |
|        | NAME OF A                                                                                                                                  | IRPORT - GRAYSON C                                                                                                                                  |                                                                                                          |        |                              |                                                                 |                                                       |                                        |           |                                                                       |
|        |                                                                                                                                            |                                                                                                                                                     | INTENDED DESTINATION                                                                                     |        |                              |                                                                 |                                                       |                                        |           |                                                                       |
|        | TYPE OF A                                                                                                                                  |                                                                                                                                                     | SHERMAN+TX                                                                                               |        | DI                           |                                                                 | ne i                                                  | OPERATION                              |           |                                                                       |
|        |                                                                                                                                            | ON WITH GROUND/WAT                                                                                                                                  |                                                                                                          |        |                              |                                                                 |                                                       | MISSED APP                             | RUACH     |                                                                       |
|        | MISCELL<br>FACTOR(S)<br>WEATHER                                                                                                            | ANEOUS ACTS, CONDIT                                                                                                                                 | TO FOLLOW APPROVED PRO                                                                                   | READ O | R F                          | AILE                                                            | D TO                                                  |                                        |           |                                                                       |
|        | MISCELL<br>FACTOR(S)<br>WEATHER<br>WEATHER<br>WEATHER B                                                                                    | ANEOUS ACTS,CONDIT<br>- LOW CEILING<br>- TURBULENCE, ASS<br>RIEFING - BRIEFED                                                                       |                                                                                                          | READ O | DER                          | AILE                                                            | D TO                                                  |                                        |           |                                                                       |
|        | MISCELL<br>FACTOR(S)<br>WEATHER<br>WEATHER B<br>WEATHER F<br>SKY CONDI                                                                     | ANEOU'S ACTS, CONDIT<br>- LOW CEILING<br>- TURBULENCE, ASS<br>RIEFING - BRIEFED<br>ORECAST - FORECAST<br>TION                                       | DONS - INSTRUMENTS-MISH<br>COCIATED W/CLOUDS AND/OF<br>BY FLIGHT SERVICE PERSH                           | READ O | DER<br>DER                   | AILE<br>STOR<br>RAD<br>EILI                                     | D TO<br>MS<br>IO<br>NG A                              |                                        | I TE      |                                                                       |
|        | MISCELL<br>FACTOR(S)<br>WEATHER<br>WEATHER B<br>WEATHER B<br>WEATHER F<br>SKY CONDI<br>OVERCAS                                             | ANEOU'S ACTS, CONDIT<br>- LOW CEILING<br>- TURBULENCE, ASS<br>RIEFING - BRIEFED<br>ORECAST - FORECAST<br>TION                                       | TIONS - INSTRUMENTS-MIS<br>COCIATED W/CLOUDS AND/OF<br>BY FLIGHT SERVICE PERS<br>SUBSTANTIALLY CORRECT   | READ O | DER<br>DER<br>BY             | AILE<br>STOR<br>RAD<br>EILI<br>900                              | D TO<br>MS<br>ID<br>NG A                              | READ                                   |           |                                                                       |
|        | MISCELL<br>FACTOR(S)<br>WEATHER<br>WEATHER B<br>WEATHER B<br>WEATHER F<br>SKY CONDI<br>OVERCAS                                             | ANEOU'S ACTS, CONDIT<br>- LOW CEILING<br>- TURBULENCE, ASS<br>RIEFING - BRIEFED<br>ORECAST - FORECAST<br>TION<br>T<br>Y AT ACCIDENT SITE            | TIONS - INSTRUMENTS-MIS<br>COCIATED W/CLOUDS AND/OF<br>BY FLIGHT SERVICE PERS<br>SUBSTANTIALLY CORRECT   | READ O | DER<br>DER<br>BY             | AILE<br>STOR<br>RAD<br>EILI<br>900                              | D TO<br>MS<br>ID<br>NG A<br>PITA                      | READ<br>T ACCIDENT S                   |           |                                                                       |
|        | MISCELL<br>FACTOR(S)<br>WEATHER<br>WEATHER B<br>WEATHER F<br>SKY CONDI<br>OVERCAS<br>VISIBILIT<br>1 MILE                                   | ANEOU'S ACTS, CONDIT<br>- LOW CEILING<br>- TURBULENCE, ASS<br>RIEFING - BRIEFED<br>ORECAST - FORECAST<br>TION<br>T<br>Y AT ACCIDENT SITE            | TIONS - INSTRUMENTS-MISH<br>COCIATED W/CLOUDS AND/OF<br>BY FLIGHT SERVICE PERSI<br>SUBSTANTIALLY CORRECT | READ O | DER<br>DER<br>BY<br>CI       | AILE<br>STOR<br>RAD<br>EILI<br>90C<br>RECI<br>NON               | D TO<br>MS<br>IO<br>NG A<br>PITA<br>E<br>DIRE         | READ<br>T ACCIDENT S                   | DENT SITE |                                                                       |
|        | MISCELL<br>FACTOR(S)<br>WEATHER<br>WEATHER B<br>WEATHER B<br>WEATHER F<br>SKY CONDI<br>OVERCAS<br>VISIBILIT<br>1 MILE<br>OBSTRUCTI<br>DUST | ANEOU'S ACTS, CONDIT<br>- LOW CEILING<br>- TURBULENCE, ASS<br>RIEFING - BRIEFED<br>ORECAST - FORECAST<br>TION<br>T<br>Y AT ACCIDENT SITE<br>OR LESS | TIONS - INSTRUMENTS-MISH<br>COCIATED W/CLOUDS AND/OF<br>BY FLIGHT SERVICE PERSI<br>SUBSTANTIALLY CORRECT | READ O | DER<br>DER<br>BY<br>CI<br>PI | AILE<br>STOR<br>RAD<br>EILI<br>90C<br>RECI<br>NON<br>IND<br>29C | D TO<br>MS<br>IO<br>NG A<br>PITA<br>E<br>DIRE<br>OF W | READ<br>T ACCIDENT SI<br>TION AT ACCID | DENT SITE |                                                                       |

| FILE          | DATE                                                                         | LOCATION                                             | AIRCRAFT DATA                                  | INJUF<br>F | RIES<br>S M/             |                             | FLIGHT<br>PURPOSE                                                                                                               | PILOT DATA                                                                               |
|---------------|------------------------------------------------------------------------------|------------------------------------------------------|------------------------------------------------|------------|--------------------------|-----------------------------|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| -1227         | 3/6/77 KNO<br>TIME - 1350                                                    | X CITY.TX                                            | PIPER PA-25<br>N4940Y<br>DAMAGE-DESTROYED      |            |                          |                             | COMMERCIAL<br>VERIAL APPLICATION                                                                                                | COMMERCIAL, AGE 52, 2530<br>TOTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT<br>RATED.     |
|               | DEPARTURE POIN                                                               |                                                      | INTENDED DESTINATION                           |            |                          |                             |                                                                                                                                 |                                                                                          |
|               | KNOX CITY,TX                                                                 |                                                      | LOCAL                                          |            |                          |                             | ODEDATION                                                                                                                       |                                                                                          |
|               | TYPE OF ACCIDE<br>Collision WI                                               |                                                      | R UNCONTROLLED                                 | •          |                          |                             | OPERATION<br>GHT PULLUP FROM SWAT                                                                                               | TH RUN                                                                                   |
|               | FACTOR(S)                                                                    | (S)<br>S - UNDETERMIN<br>WNDRAFT,UPDRAF              |                                                |            |                          |                             |                                                                                                                                 |                                                                                          |
|               | SKY CONDITION                                                                |                                                      |                                                | (          | CEILI                    | NG 4                        | ACCIDENT SITE                                                                                                                   |                                                                                          |
|               | CLEAR                                                                        |                                                      |                                                |            |                          | IMIT                        |                                                                                                                                 |                                                                                          |
|               | VISIBILITY AT<br>5 OR OVER(UN                                                |                                                      |                                                | •          | NON                      |                             | TION AT ACCIDENT SIT                                                                                                            | lE                                                                                       |
|               | OBSTRUCTIONS T                                                               |                                                      | CIDENT SITE                                    |            | TEMPE                    | _                           | JRE-F                                                                                                                           |                                                                                          |
|               | NONE<br>Type of Weathe<br>Vfr                                                | R CONDITIONS                                         |                                                |            | 65<br>TYPE<br>NON        |                             | LIGHT PLAN                                                                                                                      |                                                                                          |
|               | KIND OF CROP<br>PILOT'S SEAT<br>GOGGLES - NO<br>TANK/HOPPER-<br>ELEVATION-AR | - OTHER<br>BELT - UNKNOW<br>T.USED<br>LOCATION - FOR | ED-FEET - 1500                                 | TED        | TYP<br>GLO<br>CRA<br>TER | E OF<br>VES<br>SH H<br>RAIN | DPERATION - SPRAYIN<br>CHEMICAL USED - LIQ<br>- NDT USED<br>HELMET - AVAILABLE US<br>-TYPE - LEVEL.FLAT<br>UN-HOW FLOWN - CROSS | UID CHEMICAL-TOXIC                                                                       |
|               |                                                                              |                                                      |                                                | а<br>12    |                          |                             |                                                                                                                                 |                                                                                          |
| <b>3-1091</b> | 3/6/77 POW<br>TIME - 1705                                                    |                                                      | CESSNA 150L<br>N18027<br>DAMAGE-DESTROYED      | PX- 0      |                          |                             |                                                                                                                                 | COMMERCIAL, FL.INSTR.,<br>Age 59, 1751 Total Hours,<br>211 In Type, Instrument<br>Rated. |
|               | NAME OF AIRPOR                                                               |                                                      |                                                |            |                          |                             |                                                                                                                                 |                                                                                          |
|               | DEPARTURE POIN<br>POWDERLY.TX                                                |                                                      | INTENDED DESTINATION<br>LOCAL                  |            |                          |                             |                                                                                                                                 |                                                                                          |
|               | TYPE OF ACCIDE                                                               |                                                      | LUCAL                                          | F          | HASE                     | OF                          | OPERATION                                                                                                                       |                                                                                          |
|               | STALL SPIN                                                                   |                                                      |                                                |            | LAN                      | DING                        | GO-AROUND                                                                                                                       |                                                                                          |
|               | PILOT IN COM                                                                 | MAND - IMPROPE                                       | R OPERATION OF FLIGHT<br>TO OBTAIN/MAINTAIN FL |            |                          |                             |                                                                                                                                 |                                                                                          |
|               | FACTOR(S)<br>TERRAIN - HI                                                    | GH OBSTRUCTION                                       | ç                                              |            |                          |                             | a an                                                                                        |                                                                                          |
|               | IEKKAIN - HI                                                                 | UDSIKULIIUN                                          | J                                              | ~          |                          |                             |                                                                                                                                 |                                                                                          |
|               |                                                                              |                                                      |                                                |            |                          |                             |                                                                                                                                 |                                                                                          |

BRIEFS OF ACCIDENTS

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BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE . 3-1586 4/15/77 NR.HOUSTON.TX BEECH G35 CR- 0 0 2 INSTRUCTIONAL COMMERCIAL, FL.INSTR., TIME - 1945 N4297D PX- 0 0 0 DUAL AGE 40, 2153 TOTAL HOURS, DAMAGE-SUBSTANTIAL 7 IN TYPE, INSTRUMENT 4 RATED. DEPARTURE POINT INTENDED DESTINATION HOUSTON, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH TREES LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS TERRAIN - HIGH OBSTRUCTIONS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND 3-1199 4/21/77 GRUVER + TX PIPER PA-28 CR- 1 0 0 NONCOMMERCIAL STUDENT, AGE 49, 86 TOTAL N276V HOURS, ALL IN TYPE, NOT TIME - 2007 PX- 0 0 0 BUSINESS DAMAGE-DESTROYED INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION LAMAR,CO WOODWARD, OK TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - CONTINUED VER FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 600 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS DRIZZLE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FDG 56 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 310 10 TYPE OF FLIGHT PLAN TYPE OF WEATHER CONDITIONS NONE IFR

BRIEFS DE ACCIDENTS

FILE DATE LOCATION AIRCRAFT DATA TN.IURTES FITGHT PILOT DATA F S M/N PURPOSE 3-1046 4/24/77 ABILENE.TX CESSNA 150 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 37. 72 TOTAL TIME - 2055 N3976U PX- 0 0 2 PLEASURE/PERSONAL TRANSP HOURS, 47 IN TYPE, NOT INSTRUMENT RATED. DAMAGE-SUBSTANTIAL NAME OF ATRPORT - FINDALE DEPARTURE POINT INTENDED DESTINATION ABILENE .TX LOCAL TYPE DE ACCIDENT PHASE DE OPERATION UNDERSHOOT LANDING ETNAL APPROACH COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR (S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH REMARKS- IMPROPER USE OF CARB HEAT 3-1155 5/1/77 MANSFIELD.TX BOEING E75 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 34, 234 TIME - 1700 N55292 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS. 33 IN TYPE. DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - BARBER AIR PARK DEPARTURE POINT INTENDED DESTINATION GRAND PRAIRIE.TX 1.00.41 TYPE OF ACCIDENT PHASE DE OPERATION ASE OF GRY NOSE OVER/DOWN LANDING ROLL CANDING RE 1. 2.1 PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) TERRAIN - WET, SOFT GROUND 3-1226 5/8/77 FORT WORTH, TX CHAMPION 7KCAB CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 18, 100 TIME - 1830 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS. 2 IN TYPE. N1641G DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - OAK GROVE DEPARTURE POINT INTENDED DESTINATION FORT WORTH.TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH FENCE, FENCEPOSTS LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL

| FILE     | DATE                                 | LOCATION                                              | AIRCRAFT DATA                                 |            |        |               |                 | FLIGHT<br>PURPOSE                                |        | PILOT DATA                                                                     |
|----------|--------------------------------------|-------------------------------------------------------|-----------------------------------------------|------------|--------|---------------|-----------------|--------------------------------------------------|--------|--------------------------------------------------------------------------------|
| 3-1113   | 5/9/77                               | DANBURY,TX                                            | GRUMMAN G-164A<br>N7985<br>DAMAGE-SUBSTANTIAL | PX-        |        |               |                 |                                                  | VITY 1 | COMMERCIAL, AGE 20, 451<br>Cotal Hours, all in Type,<br>Not instrument rated.  |
|          | DEPARTURE P                          | PORT - KEILLOR<br>DINT                                | INTENDED DESTINATION                          |            |        |               |                 |                                                  | ·      |                                                                                |
|          | DANBURY T                            |                                                       | LOCAL                                         |            | P      | HASE          | 0F 01           | PERATION                                         |        |                                                                                |
|          | STALL MU                             | 54                                                    |                                               |            |        | TAKE          | OFF             | INITIAL CLIMB                                    |        |                                                                                |
| . 1      |                                      |                                                       | TO OBTAIN/MAINTAIN FLY                        | ING S      | PEE    | D             |                 |                                                  |        |                                                                                |
|          | WEATHER -                            | SUDDEN WINDSHIF<br>THUNDERSTORM AC<br>HIGH OBSTRUCTIO | TIVITY                                        |            |        |               |                 |                                                  |        |                                                                                |
|          | SKY CONDITI<br>CLEAR                 | אכ                                                    |                                               |            |        |               | NG AT           | ACCIDENT SITE                                    |        |                                                                                |
|          | VISIBILITY<br>5 OR OVER              | AT ACCIDENT SITE<br>(UNLIMITED)                       |                                               |            | Ρ      | RECIE<br>NONE | PITAT:<br>E     | ON AT ACCIDENT S                                 | ITE    |                                                                                |
|          |                                      | S TO VISION AT A                                      | CCIDENT SITE                                  |            |        | EMPER<br>85   | RATUR           | -F                                               |        |                                                                                |
|          | TYPE OF WEA                          | THER CONDITIONS                                       | · · · · · · · ·                               |            |        | -             | _               | GHT PLAN                                         |        |                                                                                |
|          |                                      | · .                                                   |                                               |            |        |               |                 |                                                  |        |                                                                                |
| -1041    | 5/15/77<br>TIME - 0713               |                                                       | BDEING E75N1<br>N4575N<br>DAMAGE-DESTROYED    | CR-<br>PX- | 1<br>0 | 00            | D COM           | MERCIAL                                          | 1      | COMMÈRCIAL, AGE 29, 5133<br>Total Hours, all in Type,<br>Not instrument rated. |
| <u>.</u> | DEPARTURE P                          | DINT                                                  | INTENDED DESTINATION                          |            |        |               |                 |                                                  |        |                                                                                |
|          | BEAUMONT,<br>TYPE OF ACC<br>COLLIDED |                                                       | LOCAL                                         |            | Ρ      |               |                 | ERATION<br>SWATH RUN                             |        |                                                                                |
|          | PROBABLE CAN<br>PILOT IN             |                                                       | TO SEE AND AVOID OBJE                         | TS OR      | OB     | STRUC         | CTIONS          | <b>i</b>                                         |        |                                                                                |
|          |                                      | S IN CROP CONTR                                       | OL - UNKNOWN/NOT REPORT                       | ED         |        |               |                 | PERATION - SPRAY                                 |        |                                                                                |
|          |                                      | ROP - RICE<br>EAT BELT - FASTE<br>USED                | NED-PROPERLY                                  |            |        | GLOV          | /ES -           | HEMICAL USED - L<br>Not Used<br>.Met - Available |        | TEMICAL-TUXIC                                                                  |
|          | COCKPIT C                            | RASHPAD - INSTAL<br>ER-LOCATION - FO                  | RWARD OF PILOT                                |            |        | CRAS          | SH BAR<br>RAIN- | - NOT INSTALLED                                  |        |                                                                                |
|          | ELEVATION<br>FIRE AFTER              | -AREA BEING TREA<br>Impact                            | IEU-FEEI - 31                                 |            |        | SWAI          | IH RU           | HOW FLOWN - WIN                                  | U LALM |                                                                                |
|          |                                      | -                                                     |                                               |            |        |               |                 |                                                  |        | 1                                                                              |

| FILE   | DATE                                                                      |                                                                                  | AIRCRAFT DATA                                                                                                        |      | F   | S I     | 4/N  | FLIGHT<br>PURPOSE                                                                                                                                                                                                                  | PILOT DATA                                                                                                                                                                                                                         |
|--------|---------------------------------------------------------------------------|----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|------|-----|---------|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|        | 5/15/77 NR.<br>TIME - 1430                                                | SAN ANGELO,TX                                                                    | RYAN ST-3KR<br>N47432<br>DAMAGE-DESTROYED                                                                            | CR-  | 1   | 0       | · O  | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF                                                                                                                                                                                          | COMMERCIAL, AGE 37, 2000<br>TOTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT<br>RATED.                                                                                                                                               |
|        | DEPARTURE PO                                                              | ORT - MATHIS FIEL                                                                | D<br>NTENDED DESTINATION                                                                                             |      |     |         |      | -<br>-                                                                                                                                                                                                                             |                                                                                                                                                                                                                                    |
|        | SAN ANGELO.<br>Type of Acci                                               |                                                                                  | LOCAL                                                                                                                |      | c   |         | -    | FOPERATION                                                                                                                                                                                                                         |                                                                                                                                                                                                                                    |
|        |                                                                           | WITH GROUND/WATER                                                                | CONTROLLED                                                                                                           |      |     |         |      | IGHT ACROBATICS                                                                                                                                                                                                                    | an an an Anna ang Pangalan an Anna ang Pangalan ang Pangalan ang Pangalan ang Pangalan ang Pangalan ang Pangal<br>Pangalan ang Pangalan |
|        | PILOT IN C                                                                | OMMAND - EXERCISE                                                                | P POOR JUDGMENT<br>D ALTITUDE AND CLEARA<br>NS - UNWARRANTED LOW                                                     | NCE  |     |         |      | •                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                    |
|        |                                                                           |                                                                                  |                                                                                                                      |      |     |         |      | an george an earlier a<br>The second and the sec |                                                                                                                                                                                                                                    |
| 3-1053 | 5/16/77 NR.                                                               | <b>BANDERA.TX</b>                                                                | BEECH D50                                                                                                            | C.R- | 0   | 0       | 1    | COMMERCIAL                                                                                                                                                                                                                         | CERTIFICATE UNKNOWN, AGE                                                                                                                                                                                                           |
|        | TIME - 0900                                                               |                                                                                  | N4337D<br>DAMAGE-SUBSTANTIAL                                                                                         |      |     | 0       | 0    | OTHER                                                                                                                                                                                                                              | UNK/NR, UNK/NP TOTAL<br>Hours, unk/nr in type.                                                                                                                                                                                     |
|        | NAME OF AIRP<br>DEPARTURE PO<br>UNKNOWN/NOT<br>TYPE OF ACCI<br>GEAR COLLA | REPORTED DENT                                                                    | <pre>K K K K K K K K K K K K K K K K K K K</pre>                                                                     |      | F   |         |      | F OPERATION<br>NG ROLL                                                                                                                                                                                                             | UNK/NR INSTRUMENT RATED.                                                                                                                                                                                                           |
|        | AIRPORTS/A<br>AIRPORTS/A<br>FACTOR(S)<br>MISCELLANE                       | OMMAND - SELECTED<br>IRWAYS/FACILITIES<br>IRWAYS/FACILITIES<br>DUS ACTS.CONDITIO | UNSUITABLE TERRAIN<br>- AIRPORT CONDITIONS<br>- AIRPORT CONDITIONS<br>NS - OVERLOAD FAILURE<br>SUMED. TRANSPORTING M | 5 SD | FTR | RUN     |      |                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                    |
|        |                                                                           | · · · · ·                                                                        |                                                                                                                      |      |     |         |      |                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                    |
| -1045  | 5/20/77 S<br>TIME - 1330                                                  |                                                                                  | CESSA 150<br>N4570R<br>DAMAGE-SUBSTANTIAL                                                                            |      |     |         |      | NONCOMMERCIAL<br>Pleasure/personal transf                                                                                                                                                                                          | PRIVATE, AGE 45, 82 TOTAL<br>P HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.                                                                                                                                                        |
|        | DEPARTURE PO<br>CALLAS.TX                                                 | INT I                                                                            | NTENDED DESTINATION                                                                                                  |      |     |         |      |                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                    |
|        | TYPE OF ACCI<br>COLLIDED W                                                |                                                                                  |                                                                                                                      |      | P   |         |      | F OPERATION<br>IGHT LOW PASS                                                                                                                                                                                                       |                                                                                                                                                                                                                                    |
|        | FACTOR(S)                                                                 | OMMAND - FAILED T                                                                | D SEE AND AVOID OBJEC<br>NS - UNWARRANTED LOW                                                                        |      |     | 3 S T I | RUCT | IONS                                                                                                                                                                                                                               |                                                                                                                                                                                                                                    |

BRIEFS OF ACCIDENTS

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| FILE   | DATE                                                                                                                                | LOCATION                                                                                                                                                                                | AIRCRAFT DATA                                                                      |         |                                                                     | FLIGHT<br>PURPOSE                                             | PILOT DATA                                                                    |  |  |  |
|--------|-------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|---------|---------------------------------------------------------------------|---------------------------------------------------------------|-------------------------------------------------------------------------------|--|--|--|
| 3-1571 | TIME - OB                                                                                                                           |                                                                                                                                                                                         | N6736D<br>DAMAGE-DESTROYED                                                         |         |                                                                     | MISCELLANEOUS<br>HIGHWAY TRAFFIC ADVISC                       | COMMERCIAL, AGE 29, 3450<br>DRY TOTAL HOURS, 47 IN TYPE,<br>INSTRUMENT RATED. |  |  |  |
|        |                                                                                                                                     | NIRPORT - LOVE FIELD<br>POINT<br>TX                                                                                                                                                     |                                                                                    |         |                                                                     |                                                               |                                                                               |  |  |  |
|        |                                                                                                                                     | TYPE OF ACCIDENT PHASE OF OPERATION<br>AIRFRAME FAILURE IN FLIGHT IN FLIGHT NORMAL CRUISE                                                                                               |                                                                                    |         |                                                                     |                                                               |                                                                               |  |  |  |
|        | FACTOR (S                                                                                                                           | N COMMAND - FAILED                                                                                                                                                                      | R OPERATION OF FLIGHT<br>TO MAINTAIN ADEQUATE F                                    |         |                                                                     |                                                               |                                                                               |  |  |  |
|        | FACTOR(S<br>WEATHER<br>MISCELI                                                                                                      | N COMMAND - FAILED<br>- TURBULENCE IN FL<br>ANEOUS ACTS,CONDIT                                                                                                                          | TO MAINTAIN ADEQUATE F<br>IGHT.CLEAR AIR<br>IONS - SEPARATION IN F                 | ROTOR R | • P • M •                                                           | AT ACCIDENT SITE                                              |                                                                               |  |  |  |
|        | FACTOR (S<br>WEATHER<br>MISCELI                                                                                                     | N COMMAND - FAILED<br>- TURBULENCE IN FL<br>ANEDUS ACTS,CONDIT<br>ITION                                                                                                                 | TO MAINTAIN ADEQUATE F<br>IGHT.CLEAR AIR<br>IONS - SEPARATION IN F                 | ROTOR R | .P.M.                                                               | G AT ACCIDENT SITE                                            |                                                                               |  |  |  |
|        | FACTOR(S<br>WEATHER<br>MISCELI<br>SKY COND<br>SCATTER<br>VISIBILIT                                                                  | N COMMAND - FAILED<br>- TURBULENCE IN FL<br>ANEOUS ACTS,CONDIT<br>ITION                                                                                                                 | TO MAINTAIN ADEQUATE F<br>IGHT.CLEAR AIR<br>IONS - SEPARATION IN F                 | ROTOR R | CEILIN                                                              | AITED<br>ITATION AT ACCIDENT SITE                             | E                                                                             |  |  |  |
|        | FACTOR(S<br>WEATHER<br>MISCELI<br>SKY COND<br>SCATTER<br>VISIBILII<br>5 OR DV                                                       | N COMMAND - FAILED<br>- TURBULENCE IN FL<br>ANEOUS ACTS,CONDIT<br>ITION<br>ED<br>IY AT ACCIDENT SITE<br>FR (UNLIMITED)<br>IONS TO VISION AT AC                                          | TO MAINTAIN ADEQUATE F<br>IGHT•CLEAR AIR<br>IONS - SEPARATION IN F                 | ROTOR R | CEILIN<br>UNLIN<br>PRECIP<br>NONE                                   | AITED<br>ITATION AT ACCIDENT SITE                             | Ē                                                                             |  |  |  |
|        | FACTOR (S<br>WEATHER<br>MISCELI<br>SKY COND<br>SCATTER<br>VISIBILIT<br>5 OR DV<br>OBSTRUCT<br>NONE<br>WIND DIRE                     | N COMMAND - FAILED<br>- TURBULENCE IN FL<br>ANEOUS ACTS,CONDIT<br>ED<br>Y AT ACCIDENT SITE<br>YER (UNLIMITED)<br>IONS TO VISION AT AC<br>ECTION-DEGREES                                 | TO MAINTAIN ADEQUATE F<br>IGHT.CLEAR AIR<br>IGNS — SEPARATION IN F<br>CONS — SITE  | ROTOR R | CEILIN<br>UNLIN<br>PRECIP<br>NONE<br>TEMPERJ<br>77<br>WIND VI<br>12 | MITED<br>ITATION AT ACCIDENT SITE<br>ATURE-F<br>ELOCITY-KNOTS |                                                                               |  |  |  |
|        | FACTOR (S<br>WEATHER<br>MISCELI<br>SKY COND<br>SCATTER<br>VISIBILI<br>5 OR OV<br>OBSTRUCTI<br>NONE<br>WIND DIRE<br>160<br>TYPE OF W | N COMMAND - FAILED<br>- TURBULENCE IN FL<br>ANEOUS ACTS, CONDITI<br>TION<br>ED<br>Y AT ACCIDENT SITE<br>TER (UNLIMITED)<br>TONS TO VISION AT AC<br>ECTION-DEGREES<br>WEATHER CONDITIONS | TO MAINTAIN ADEQUATE F<br>IGHT.CLEAR AIR<br>IONS - SEPARATION IN F<br>COIDENT SITE | ROTOR R | CEILIN<br>UNLIN<br>PRECIP<br>NONE<br>TEMPERJ<br>77<br>WIND VI<br>12 | MITED<br>ITATION AT ACCIDENT SITE<br>ATURE-F                  | E<br>                                                                         |  |  |  |

|        |                                                    |                                                                   | BRIEF                                                                 | S OF 4 | CC I        | DENT                                        | s                         |                                                                              |         |                                                                                |
|--------|----------------------------------------------------|-------------------------------------------------------------------|-----------------------------------------------------------------------|--------|-------------|---------------------------------------------|---------------------------|------------------------------------------------------------------------------|---------|--------------------------------------------------------------------------------|
| FILE   | DATE                                               | LOCATION                                                          | AIRCRAFT DATA                                                         |        | -           | IES<br>S M/                                 |                           |                                                                              |         | PILOT DATA                                                                     |
| 3-1228 | 5/20/77<br>TIME - 093                              |                                                                   | CESSNA 310N<br>N41530<br>DAMAGE-DESTROYED<br>AIR TERM                 |        |             |                                             |                           | NONCOMMERCIAL<br>PLEASURE/PERSONAL                                           |         | COMMERCIAL, AGE 54, 15000<br>TOTAL HOURS, UNK/NR IN<br>TYPE, INSTRUMENT RATED. |
|        | DEPARTURE<br>AMARILLO<br>TYPE OF AC                | POINT<br>D.TX<br>CCIDENT                                          | INTENDED DESTINATION<br>MINERAL WELLS.TX                              | -      |             |                                             | OF                        | OPERATION<br>GHT UNCONTROLLED                                                | DESCENT |                                                                                |
|        | FACTOR(S)<br>WEATHER<br>WEATHER<br>WEATHER BE      | N COMMAND - SPATIA<br>- LOW CEILING<br>- FOG<br>RIEFING - BRIEFED | NL DISORIENTATION<br>BY WEATHER BUREAU PERSO<br>SUBSTANTIALLY CORRECT | )NNEL, | IN          | PER                                         | SON                       |                                                                              |         |                                                                                |
|        | 1/4 MILE<br>OBSTRUCTIO<br>FOG<br>WIND DIREO<br>140 |                                                                   | -                                                                     |        | P<br>T<br>W | 0<br>RECI<br>NON<br>EMPE<br>62<br>IND<br>11 | PITA<br>E<br>RATU<br>VELO | AT ACCIDENT SITE<br>ATION AT ACCIDENT<br>JRE-F<br>DCITY-KNOTS<br>FLIGHT PLAN | SITE    |                                                                                |

PRIFES OF ACCIDENT

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|        |                                            |                                                                                     | BRIEFS                                      | S OF A | ссі | DEN             | тs  |                                                     |                                                                            |  |
|--------|--------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------|--------|-----|-----------------|-----|-----------------------------------------------------|----------------------------------------------------------------------------|--|
| FILE   | DATE                                       | LOCATION                                                                            |                                             |        | F   | S M.            | /N  |                                                     | PILOT DATA                                                                 |  |
| 3-1202 | TIME - 15<br>NAME OF A                     | LUBBOCK,TX<br>30<br>IRPORT - TOWN & CO                                              | N3592R<br>DAMAGE-SUBSTANTIAL<br>DUNTRY      | CR-    | 0   | 0               | 1   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP           | PRIVATE, AGE 30, 55 TOTAL<br>HOURS, O IN TYPE, NDT<br>INSTRUMENT RATED.    |  |
|        | LUBBOCK<br>TYPE OF A<br>STALL              | CCIDENT                                                                             | INTENDED DESTINATION                        |        | Ρ   |                 |     | F OPERATION<br>FF INITIAL CLIMB                     |                                                                            |  |
|        | PILOT I<br>MISCELL<br>FACTOR(S)<br>WEATHER | N COMMAND - INADEO<br>N COMMAND - FAILED<br>ANEOUS ACTS,CONDIT<br>- HIGH DENSITY AL |                                             | ING S  | PEE | D               |     |                                                     |                                                                            |  |
|        |                                            | RIEFING - UNKNOWN                                                                   | TNOT REPORTED                               |        |     | _               |     | ·                                                   |                                                                            |  |
|        | SKY CONDI<br>CLEAR                         | TION<br>Y AT ACCIDENT SIT                                                           | <b>r</b>                                    |        |     | UN              | IM  | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDENT SITE |                                                                            |  |
|        | 5 OR OV<br>OBSTRUCTI                       | ER (UNLIMITED)<br>ONS TO VISION AT A                                                |                                             |        |     | NOI<br>EMP      | ١E  | TURE-F                                              |                                                                            |  |
|        | NONE<br>WIND DIRE<br>200                   | CTION-DEGREES                                                                       |                                             |        | W   | 80<br>IND<br>12 | ٧E  | LOCITY-KNOTS                                        |                                                                            |  |
|        |                                            | EATHER CONDITIONS                                                                   |                                             |        | Т   |                 | -   | FLIGHT PLAN                                         |                                                                            |  |
|        | REMARKS-                                   | 5 SOB+APRX 46.5LB                                                                   | S OVR MAX GWT+1.65IN BEY                    | OND F  | WD  | CG              | _MT | DENS ALT APRX 5700FT.                               | •                                                                          |  |
|        |                                            |                                                                                     |                                             |        |     |                 |     |                                                     |                                                                            |  |
| 8-1044 | TIME - 18                                  |                                                                                     | CESSNA 195A<br>N195JC<br>DAMAGE-SUBSTANTIAL | PX-    |     |                 |     |                                                     | COMMERCIAL, AGE 41, 4975<br>TOTAL HOURS, 150 IN TYPE,<br>INSTRUMENT RATED. |  |
|        | DEPARTURE<br>FTWORT                        | H,TX                                                                                | INTENDED DESTINATION<br>LOCAL               |        |     |                 |     |                                                     |                                                                            |  |
|        |                                            | CCIDENT<br>WATER LOOP-SWERVE<br>LLAPSED                                             |                                             |        | Р   | LA              | ١D  | FOPERATION<br>NG ROLL<br>NG ROLL                    |                                                                            |  |
|        | PROBABLE<br>PILOT I<br>FACTOR(S)           | N COMMAND - FAILER                                                                  | D TO MAINTAIN DIRECTIONA                    | L CON  | TRO | L               |     |                                                     |                                                                            |  |
|        | MISCELL<br>MISCELL                         | ANEOUS ACTS,CONDI<br>ANEOUS ACTS,CONDI<br>LNDD ON FARM FIELD                        |                                             |        |     |                 |     |                                                     |                                                                            |  |
|        | 1                                          |                                                                                     |                                             |        |     |                 |     |                                                     |                                                                            |  |

|        |                                                                                                                                                                                                |                                                                               | S OF ACCI   |                |                                  |                                                                                                                                                                          |                                                                                |
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| FILE   | DATE LOCATION                                                                                                                                                                                  | AIRCRAFT DATA                                                                 | INJUR<br>F  | IES<br>S M     | /N                               | FLIGHT<br>PURPOSE                                                                                                                                                        | PILOT DATA                                                                     |
| 3-1043 | 5/21/77 ROANDKE,TX<br>TIME - 1755<br>DEPARTURE POINT<br>ROANDKE,TX                                                                                                                             | PIPER J3C-65<br>N5341N<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL |             |                |                                  | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSI                                                                                                                                | COMMERCIAL, AGE 19, 499<br>P TOTAL HOURS, 43 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | TYPE OF ACCIDENT<br>STALL MUSH                                                                                                                                                                 |                                                                               | Ρ           |                |                                  | - OPERATION<br>IGHT LOW PASS                                                                                                                                             |                                                                                |
|        | FACTOR(S)                                                                                                                                                                                      | LED TO OBTAIN/MAINTAIN FLI<br>DITIONS - UNWARRANTED LOW                       |             | D              |                                  |                                                                                                                                                                          |                                                                                |
| 3-1050 | 5/24/77 KATY+TX<br>TIME - 0930                                                                                                                                                                 | GRUMMAN G-164A<br>N8641U<br>DAMAGE-DESTROYED                                  |             |                | _                                | COMMERCIAL<br>AERIAL APPLICATION                                                                                                                                         | COMMERCIAL, FL.INSTR.,<br>AGE 33, 3289 TOTAL HOURS<br>1550 IN TYPE, INSTRUMENT |
|        | DEPARTURE POINT<br>KATY,TX                                                                                                                                                                     | INTENDED DESTINATION<br>LOCAL                                                 |             |                |                                  |                                                                                                                                                                          | RATED.                                                                         |
|        | TYPE OF ACCIDENT<br>COLLIDED WITH WIRES/PO                                                                                                                                                     | DLES                                                                          | Р           |                |                                  | E OPERATION<br>IGHT SWATH RUN                                                                                                                                            |                                                                                |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAIL<br>FACTOR(S)<br>TERRAIN - HIGH OBSTRUCT                                                                                                           | LEN TO SEE AND AVOID OBJEC                                                    | TS OR OB    | STR            | JCT                              | IONS                                                                                                                                                                     |                                                                                |
|        | SPECIAL DATA<br>TOTAL HOURS IN CROP CON<br>KIND OF CROP - RICE<br>PILOT'S SEAT BELT - UNI<br>GOGGLES - NOT USED<br>COCKPIT CRASHPAD - INS<br>TANK/HOPPER-LOCATION -<br>ELEVATION-AREA BEING TO | TALLED<br>FORWARD OF PILOT                                                    | FED         | CR<br>CR<br>CR | DVE<br>DVE<br>ASH<br>ASH<br>RRAI | DF OPERATION - FERTILIZIO<br>JF CHEMICAL USED - DRY CH<br>S - NOT USED<br>HELMET - AVAILABLE USED<br>BAR - INSTALLED<br>(N-TYPE - LEVEL+FLAT<br>RUN-HOW FLOWN - DOWNWING | IEMICAL-NONTOXIC                                                               |
| 3-1042 | 5/27/77 EDOM.TX<br>TIME - 1515                                                                                                                                                                 | BEECH 23<br>N2309L<br>DAMAGE-SUBSTANTIAL                                      | CR0<br>PX-0 |                |                                  | MISCELLANEOUS<br>FERRY                                                                                                                                                   | COMMERCIAL, AGE 56, 7800<br>TOTAL HOURS, 550 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE POINT<br>EDOM,TX                                                                                                                                                                     | INTENDED DESTINATION<br>TYLER.TX                                              | D           |                |                                  |                                                                                                                                                                          |                                                                                |
|        | TYPE OF ACCIDENT<br>GROUND-WATER LOOP-SWERY<br>COLLIDED WITH FENCE+FE                                                                                                                          |                                                                               | ٣           | TA             | KEO                              | = OPERATION<br>EF RUN<br>EF RUN                                                                                                                                          |                                                                                |
|        | TERRAIN - HIGH OBSTRUCT<br>FACTOR(S)                                                                                                                                                           | LED TO MAINTAIN DIRECTION/<br>TIONS                                           | AL CONTRO   | )L             |                                  |                                                                                                                                                                          |                                                                                |
|        | TERRAIN - OTHER                                                                                                                                                                                |                                                                               |             |                |                                  |                                                                                                                                                                          |                                                                                |

BRIEFS OF ACCIDENTS

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| FILE  |                                                                            |                                                                                                                                            | AIRCRAFT DATA                                                                | -          | -            | C M                        | ZNI                            |                                                                                                                                                                          | PILOT DATA                                                                             |
|-------|----------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|------------|--------------|----------------------------|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|       | 5/28/77<br>TIME - 1610<br>DEPARTURE F<br>SAN ANGEL<br>TYPE OF ACC          | SAN ANGELD.TX<br>POINT<br>.O.TX<br>SIDENT<br>AILURE OR MALFUNC                                                                             | PIPER PA-25<br>N4860Y<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL | CR-<br>PX- | 0<br>0       | 0<br>0<br>HAS<br>IN        | 1<br>0<br>E 0<br>FL            | COMMERCIAL<br>AERIAL APPLICATION<br>F OPERATION<br>IGHT PROCEDURE TURNAROUN<br>NG LEVEL OFF/TOUCHDOWN                                                                    | COMMERCIAL, AGE 31, 1850<br>TOTAL HOURS, 730 IN TYPE,<br>NOT INSTRUMENT RATED.         |
|       | PILOT IN<br>MISCELLAN<br>PILOT IN<br>COMPLETE PO                           | UATE PREFLIGHT PREPARAT<br>AGEMENT OF FUEL<br>IONS - FUEL EXHAUSTION<br>ER LEVEL OFF<br>ETE ENGINE FÀILURE/FLAM<br>ORCED LANDING OFF AIRPO | EOUT-1                                                                       | ιE         | NGI          |                            | NNING                          |                                                                                                                                                                          |                                                                                        |
|       | KIND OF O<br>PILOT'S S<br>GOGGLES -<br>COCKPIT O<br>TANK/HOPF<br>ELEVATION | JRS IN CROP CONTR<br>ROP - CORN<br>SEAT BELT - FASTE<br>- NOT USED<br>CRASHPAD - INSTAL<br>SER-LOCATION - FO<br>N-AREA BEING TREA          | NED-PROPERLY<br>LED<br>RWARD OF PILOT                                        |            |              | TY<br>GL<br>CR<br>CR<br>TE | PE<br>OVE<br>ASH<br>ASH<br>RRA | OF OPERATION - SPRAYING C<br>OF CHEMICAL USED - LIQUID<br>S - NOT USED<br>HELMET - AVAILABLE USED<br>BAR - INSTALLED<br>IN-TYPE - LEVEL,FLAT<br>RUN-HOW FLOWN - CROSSWIN | CHEMICAL-TOXIC                                                                         |
| -1436 | TIME - 2000                                                                |                                                                                                                                            | BELLANCA 7KCAB<br>N4103Y<br>DAMAGE-DESTROYED                                 |            |              |                            |                                | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                                                                                                                                | COMMERCIAL, FL.INSTR.,<br>AGE 36, 1845 TOTAL HOURS<br>53 IN TYPE, INSTRUMENT<br>RATED. |
|       |                                                                            | CIDENT                                                                                                                                     | S<br>INTENDED DESTINATION<br>LOCAL                                           |            |              |                            |                                | F OPERATION<br>IGHT ACROBATICS                                                                                                                                           | •<br>•                                                                                 |
|       | PILOT IN<br>FACTOR(S)<br>MISCELLAM                                         | SED POOR JUDGMENT<br>GED ALTITUDE<br>IONS - UNWARRANTED LOW<br>IONS - IMPROPERLY LOADE                                                     |                                                                              |            | \е т <u></u> | WET                        |                                |                                                                                                                                                                          |                                                                                        |

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|        |                                                                                                                                                                                                                                                                                         | BRIEF                                                  | S OF ACC                 | IDENIS                               |                                                                                                                                                                               |                                                                                           |  |  |  |  |
|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|--------------------------|--------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|--|--|--|--|
| FILE   | DATE LOCATION                                                                                                                                                                                                                                                                           | AIRCRAFT DATA                                          | F                        | RIES<br>S M/N                        | FLIGHT<br>PURPOSE                                                                                                                                                             | PILOT DATA                                                                                |  |  |  |  |
| 9-1703 | 5/30/77 PLAINVIEW,TX<br>TIME - 2300                                                                                                                                                                                                                                                     | CESSNA A188B<br>N4700R<br>DAMAGE-SUBSTANTIAL           | CR- 0<br>PX- 0           | 0 1                                  | COMMERCIAL<br>AERIAL APPLICATION                                                                                                                                              | CDMMERCIAL, FL.INSTR.,<br>AGE 43, 12350 TOTAL<br>HOURS, 150 IN TYPE,<br>INSTRUMENT RATED. |  |  |  |  |
|        | DEPARTURE POINT<br>PLAINVIEW,TX<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALF<br>COLLIDED WITH DITCHES                                                                                                                                                                                  |                                                        |                          | IN F                                 | OF OPERATION<br>LIGHT PROCEDURE TURNAROU<br>ING ROLL                                                                                                                          |                                                                                           |  |  |  |  |
|        | COLLIDED WITH DITCHES<br>PROBABLE CAUSE(S)<br>POWERPLANT - ENGINE STRUCTURE MASTER AND CONNECTING RODS<br>MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE<br>TERRAIN - ROUGH/UNEVEN<br>FACTOR(S)<br>PERSONNEL - MAINTENANCE.SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION |                                                        |                          |                                      |                                                                                                                                                                               |                                                                                           |  |  |  |  |
|        |                                                                                                                                                                                                                                                                                         | MPLETE ENGINE FAILURE/FLA<br>- FORCED LANDING OFF AIRP |                          |                                      |                                                                                                                                                                               |                                                                                           |  |  |  |  |
|        | SPECIAL DATA<br>TOTAL HOURS IN CROP CO<br>KIND OF CROP - CORN<br>PILOT'S SEAT BELT - UN<br>GOGGLES - USED<br>COCKPIT CRASHPAD - INS<br>TANK/HOPPER-LOCATION -<br>ELEVATION-AREA BEING T<br>PROCEDURE TURNAROUND -                                                                       | KNOWN/NOT REPORTED<br>TALLED<br>FORWARD DF PILOT       |                          | TYPE<br>GLOV<br>CRAS<br>CRAS<br>TERR | OF OPERATION - FERTILIZI<br>OF CHEMICAL USED - DRY C<br>ES - NOT USED<br>H HELMET - AVAILABLE USED<br>H BAR - INSTALLED<br>AIN-TYPE - LEVEL.FLAT<br>H RUN-HOW FLOWN - WIND CA | HEMICAL-NON TOXIC                                                                         |  |  |  |  |
| 3-1052 | 5/31/77 FOWLERTON,TX<br>TIME - 1500                                                                                                                                                                                                                                                     | CESSNA 188<br>N9857V<br>DAMAGE-SUBSTANTIAL             | PX- 0                    |                                      | COMMERCIAL<br>ASSOC CROP CTL ACTIVITY                                                                                                                                         | TYPE, NOT INSTRUMENT                                                                      |  |  |  |  |
|        | DEPARTURE POINT<br>FOWLERTON,TX<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALF<br>COLLIDED WITH FENCE,F                                                                                                                                                                                  |                                                        |                          | IN F                                 | OF OPERATION<br>LIGHT LOW PASS<br>ING ROLL                                                                                                                                    | RATED.                                                                                    |  |  |  |  |
|        | PILOT IN COMMAND - MIS<br>MISCELLANEOUS ACTS,CON<br>TERRAIN - ROUGH/UNEVEN<br>FACTOR(S)<br>POWERPLANT - POWERPLAN<br>MISCELLANEOUS ACTS,CON<br>COMPLETE POWER LOSS - CO                                                                                                                 | DITIONS - FUEL EXHAUSTION                              | ITY GAUG<br>E<br>MEDUT-1 | E                                    |                                                                                                                                                                               |                                                                                           |  |  |  |  |

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| FILE   | DATE                                                                            | LOCATION                                                                                                                          | AIRCRAFT DATA                                                  |        |     | IES<br>SM/                      |                               | FLIGHT<br>PURPOSE                                                                                                                                            | PILOT DATA                                                                         |
|--------|---------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|--------|-----|---------------------------------|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| 3-1049 | 5/31/77<br>TIME - 1400                                                          | GARWOOD +TX                                                                                                                       | GRUMMAN G-164A<br>N4309<br>DAMAGE-DESTROYED                    |        |     |                                 |                               | COMMERCIAL<br>AERIAL APPLICATION                                                                                                                             | COMMERCIAL, AGE 37, 3721<br>TOTAL HOURS, 3400 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | DEPARTURE<br>GARWOOD                                                            |                                                                                                                                   | INTENDED DESTINATION                                           |        |     |                                 |                               |                                                                                                                                                              |                                                                                    |
|        | TYPE OF AC                                                                      |                                                                                                                                   |                                                                |        |     |                                 |                               | - OPERATION                                                                                                                                                  |                                                                                    |
|        | STALL M                                                                         | 12H                                                                                                                               |                                                                |        |     | ΙN                              | ۴Ľ                            | GHT PULLUP FROM SWAT                                                                                                                                         | 'H RUN                                                                             |
|        | FACTOR(S)                                                                       |                                                                                                                                   | D TO OBTAIN/MAINTAIN FLY                                       | ING SP | EEC | C                               |                               |                                                                                                                                                              |                                                                                    |
|        |                                                                                 | EQUIS - VORTEX TI                                                                                                                 |                                                                |        |     |                                 |                               |                                                                                                                                                              |                                                                                    |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HOPI<br>ELEVATIO<br>FIRE AFTER | URS IN CROP CONT<br>CROP - RICE<br>SEAT RELT - UNKN(<br>- NOT USED<br>CRASHPAD - INSTAL<br>CRESLOCATION - FO<br>N-AREA BEING TREA | DWN/NOT REPORTED<br>LLED<br>DRWARD OF PILOT<br>ATED-FEET - 160 |        |     | TYP<br>GLC<br>CRA<br>CRA<br>TER | E (<br>VE:<br>SH<br>SH<br>RA] | DF OPERATION - FERTILI<br>DF CHEMICAL USED - DRY<br>S - NOT USED<br>HELMET - AVAILABLE US<br>RAR - INSTALLED<br>N-TYPE - LEVEL+FLAT<br>RUN-HOW FLOWN - CROSS | CHEMICAL-NONTOXIC                                                                  |
|        |                                                                                 |                                                                                                                                   |                                                                |        |     |                                 |                               |                                                                                                                                                              |                                                                                    |
| -1051  | 6/1/77<br>TIME - 1300                                                           | WADSWNRTH↓TX<br>D                                                                                                                 | CESSNA 188<br>N4707Q<br>DAMAGE-SUBSTANTIAL                     |        |     |                                 |                               | COMMERCIAL<br>ASSOC CROP CTL ACTIVI                                                                                                                          |                                                                                    |
|        | NAME OF AI<br>DEPARTURE I<br>WADSWORT                                           |                                                                                                                                   | INTENDED DESTINATION                                           |        |     |                                 |                               |                                                                                                                                                              |                                                                                    |
|        | TYPE OF ACC                                                                     |                                                                                                                                   |                                                                |        |     |                                 |                               | F INITIAL CLIMB                                                                                                                                              |                                                                                    |
|        |                                                                                 |                                                                                                                                   |                                                                |        |     |                                 |                               |                                                                                                                                                              |                                                                                    |

| FILE   | DATE LOCAT                                                                                                                                                           | ION AIRCRAFT DATA                                                                                                                                        | F S M/N                                             |                                   | PILOT DATA                                                                      |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|-----------------------------------|---------------------------------------------------------------------------------|
| 3-1357 | 6/5/77 PEARLAND,<br>TIME - 1530                                                                                                                                      | TX BELLANCA 7KCAB<br>N78955<br>DAMAGE-SUBSTANTIAL                                                                                                        | CR- 0 1 0<br>PX- 0 1 0                              | NONCOMMERCIAL                     | PRIVATE. AGE 32. 190<br>MANSP TOTAL HOURS. 50 IN TYPF.<br>NOT INSTRUMENT RATED. |
|        | NAME OF AIRPORT - HOL                                                                                                                                                |                                                                                                                                                          |                                                     |                                   | <b>i</b>                                                                        |
|        | DEPARTURE POINT<br>PEARLAND,TX                                                                                                                                       | INTENDED DESTINATION<br>LOCAL                                                                                                                            |                                                     |                                   |                                                                                 |
|        | TYPE OF ACCIDENT<br>STALL MUSH                                                                                                                                       |                                                                                                                                                          |                                                     | DF OPERATION<br>DFF INITIAL CLIMB |                                                                                 |
|        |                                                                                                                                                                      | FAILED TO OBTAIN/MAINTAIN FL                                                                                                                             | YING SPEED                                          |                                   |                                                                                 |
|        | MISCELLANEOUS ACTS                                                                                                                                                   | INADEQUATE PREFLIGHT PREPARA<br>CONDITIONS - IMPROPERLY LOAD<br>CONDITIONS - DOWNWIND<br>GROSS WT.AFT CG.                                                |                                                     |                                   |                                                                                 |
| 3-1191 | PILOT IN COMMAND -<br>MISCELLANEOUS ACTS<br>MISCELLANEOUS ACTS                                                                                                       | .CONDITIONS - IMPROPERLY LOAD<br>CONDITIONS - DOWNWIND<br>GROSS WT.AFT CG.                                                                               | ED AIRCRAFT-WE                                      | IGHT-AND/DR C.G.<br>Instructional | COMMERCIAL, FL.INSTR.,<br>AGE 25, 589 TOTAL HOURS,<br>31 IN TYPE, INSTRUMENT    |
| 3-1191 | PILOT IN COMMAND -<br>MISCELLANEOUS ACTS<br>MISCELLANEOUS ACTS<br>REMARKS- 44 LBS OVER<br>6/5/77 MARION.TX                                                           | CONDITIONS - IMPROPERLY LOAD<br>CONDITIONS - DOWNWIND<br>GROSS WT.AFT CG.<br>AMERICAN AA-1A<br>N6415L<br>DAMAGE-DESTROYED                                | ED AIRCRAFT-WE                                      | IGHT-AND/DR C.G.<br>Instructional | AGE 25. 589 TOTAL HOURS.                                                        |
| 3-1191 | PILOT IN COMMAND -<br>MISCELLANEOUS ACTS<br>MISCELLANEOUS ACTS<br>REMARKS- 44 LBS OVER<br>6/5/77 MARION.TX<br>TIME - 1820<br>NAME OF AIRPORT - ZU<br>DEPARTURE POINT | CONDITIONS - IMPROPERLY LOAD<br>CONDITIONS - DOWNWIND<br>GROSS WT.AFT CG.<br>AMERICAN AA-1A<br>N6415L<br>DAMAGE-DESTROYED<br>EHL<br>INTENDED DESTINATION | ED AIRCRAFT-WE<br>CR- 2 0 0<br>PX- 0 0 0<br>PHASE C | IGHT-AND/DR C.G.<br>Instructional | AGE 25. 589 TOTAL HOURS.<br>31 IN TYPE, INSTRUMENT                              |

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| FILE   | DATE                                            | LOCATION                                                                                                                                              |                                                                                 | F     |    | SM                   | /N                                                 |                                                                                                                                              | PILOT DATA                                                                     |  |  |  |
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| 3-1047 |                                                 | 845<br>E POINT                                                                                                                                        | BELLANCA RGCBC<br>N86782<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL | CR-   | 0  | 0                    | 1                                                  | COMMERCIAL<br>AERIAL APPLICATION                                                                                                             | COMMERCIAL, AGE 44, 3325<br>TOTAL HOURS, 110 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |
|        | TYPE OF ACCIDENT<br>COLLIDED WITH WIRES/POLES   |                                                                                                                                                       |                                                                                 |       |    |                      | PHASE OF OPERATION<br>IN FLIGHT STARTING SWATH RUN |                                                                                                                                              |                                                                                |  |  |  |
|        | PILDT<br>FACTDR(S<br>TERRAI                     |                                                                                                                                                       |                                                                                 | TS OR | OB | STR                  | ист                                                | IONS                                                                                                                                         |                                                                                |  |  |  |
|        | KIND OF<br>PILOT<br>GOGGLE<br>COCKPI<br>TANK/HO | DATA<br>HOURS IN CROP CONT<br>F CROP - COTTON<br>S SEAT BELT - UNKN<br>S - NOT USED<br>T CRASHPAD - NOT I<br>DPPER-LOCATION - B<br>RUN-HOW FLOWN - CR | NWN/NOT REPORTED                                                                |       |    | TY<br>GL<br>CR<br>CR | PE<br>DVE<br>ASH<br>ASH                            | OF OPERATION - SPRAYING<br>DF CHEMICAL USED - LIQUI<br>S - NOT USED<br>HELMET - AVAILABLE-NOT<br>BAR - NOT INSTALLED<br>IN-TYPE - LEVEL+FLAT | D CHEMICAL-TOXIC                                                               |  |  |  |
| 3-1201 | 6/7/77<br>TIME - 08                             | BOVINA+TX<br>840                                                                                                                                      | CESSNA A188B<br>N9261R<br>DAMAGE-SUBSTANTIAL                                    |       |    |                      |                                                    | COMMERCIAL<br>ASSOC CROP CTL ACTIVITY                                                                                                        | AGE 30, 1660 TOTAL HOURS,<br>188 IN TYPE, NOT INSTRU-                          |  |  |  |
|        | BOVINA<br>TYPE OF                               |                                                                                                                                                       | INTENDED DESTINATION<br>LOCAL                                                   |       | Ρ  |                      |                                                    | F OPERATION<br>NG ROLL                                                                                                                       | MENT RATED.                                                                    |  |  |  |
|        | PILOT<br>FACTOR(S<br>TERRAI                     |                                                                                                                                                       | TED UNSUITABLE TERRAIN                                                          |       |    |                      |                                                    |                                                                                                                                              |                                                                                |  |  |  |

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| FILE   | DATE LO                                                                                                                                                           | DCATION                                                                             | AIRCRAFT DATA                                  |                                |                                          | FLIGHT<br>PURPOSE                                                                                                          |                                      | PILOT DATA.                                                                                    |  |  |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------------------------------------------------|--------------------------------|------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|--------------------------------------|------------------------------------------------------------------------------------------------|--|--|
| -1579  | 6/7/77 LAMESA<br>TIME - 1300                                                                                                                                      | .,ТХ                                                                                | PIPER PA-25<br>NB736L<br>DAMAGE-SUBSTANTIAL    |                                |                                          | ) 1 COMMERCIAL<br>) 0 AERIAL APPLICATION                                                                                   |                                      | COMMERCIAL, FL.INSTR.,<br>AGE 34, 1500 TOTAL HOURS,<br>250 IN TYPE, NOT INSTRU-<br>MENT RAIED. |  |  |
|        | DEPARTURE POINT<br>LAMESA.TX                                                                                                                                      | I                                                                                   | TENDED DESTINATION                             |                                |                                          |                                                                                                                            |                                      | MENT RATED.                                                                                    |  |  |
|        | TYPE OF ACCIDENT                                                                                                                                                  |                                                                                     | LUCAL                                          | PI                             | HASE C                                   | F OPERATION                                                                                                                |                                      |                                                                                                |  |  |
|        | STALL MUSH                                                                                                                                                        |                                                                                     |                                                | IN FLIGHT PROCEDURE TURNAROUND |                                          |                                                                                                                            |                                      |                                                                                                |  |  |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAN<br>Factor(S)<br>WEATHER - HIGH                                                                                               | ND - FAILED T                                                                       | D OBTAIN/MAINTAIN FLY                          | TING SPEE                      | D                                        |                                                                                                                            |                                      |                                                                                                |  |  |
|        | SKY CONDITION                                                                                                                                                     |                                                                                     |                                                | CI                             | EILING                                   | AT ACCIDENT SI                                                                                                             | TE                                   |                                                                                                |  |  |
|        | CLEAR                                                                                                                                                             |                                                                                     |                                                |                                | UNLIN                                    |                                                                                                                            |                                      |                                                                                                |  |  |
|        | VISIBILITY AT ACC<br>5 OR OVER(UNLIN                                                                                                                              |                                                                                     |                                                | PI                             | NONE                                     | TATION AT ACCID                                                                                                            | IENT STIE                            |                                                                                                |  |  |
|        | OBSTRUCTIONS TO V                                                                                                                                                 |                                                                                     | IDENT SITE                                     | т                              | EMPERA                                   | TURE-F                                                                                                                     |                                      |                                                                                                |  |  |
|        | NONE<br>WIND DIRECTION-DE                                                                                                                                         | GREES                                                                               |                                                | W                              | 95<br>IND VE                             | LOCITY-KNOTS                                                                                                               |                                      |                                                                                                |  |  |
|        | 135                                                                                                                                                               |                                                                                     |                                                |                                | 10                                       |                                                                                                                            |                                      |                                                                                                |  |  |
|        | TYPE OF WEATHER (<br>VFR                                                                                                                                          | CONDITIONS                                                                          |                                                | T                              | YPE OF<br>NONE                           | FLIGHT PLAN                                                                                                                |                                      |                                                                                                |  |  |
|        | SPECIAL DATA<br>TOTAL HOURS IN<br>KIND OF CROP –<br>PILOT'S SEAT BE<br>GOGGLES – NOT U<br>COCKPIT CRASHPA<br>TANK/HOPPER-LOO<br>ELEVATION-AREA<br>PROCEDURE TURNA | COTTON<br>ELT - UNKNOWN<br>JSED<br>AD - INSTALLEI<br>CATJON - FORW<br>BEING TREATER | ANDT REPORTED<br>AND OF PILOT<br>D-FEET - 3000 |                                | TYPE<br>GLOVE<br>CRASE<br>CRASE<br>TERRA | OF OPERATION -<br>OF CHEMICAL USE<br>S - NOT USED<br>HELMEI - AVAIL<br>NAR - INSTALLE<br>NIN-TYPE - LEVEL<br>RUN-HOW FLOWN | D - LIQUID<br>ABLE USED<br>D<br>FLAT | CHEMICAL-NONTOXIC                                                                              |  |  |
| 9-1297 | 6/9/77 ALVORT<br>TIME - 1100                                                                                                                                      | D <b>+</b> TX                                                                       | STARDUSTER TOO<br>N13GH<br>DAMAGE-DESTROYED    |                                |                                          | NONCOMMERCIAL<br>Pleasure/perso                                                                                            |                                      | AIRLINE TRANSPORT, AGE<br>53, 26000 TOTAL HOURS, 40<br>IN TYPE, NOT INSTRUMENT<br>RATED.       |  |  |
|        | DEPARTURE POINT                                                                                                                                                   | =                                                                                   | TENDED DESTINATION                             |                                |                                          |                                                                                                                            |                                      | KATED.                                                                                         |  |  |
|        | DENTON.TX LOCAL<br>TYPE OF ACCIDENT<br>COLLISION WITH GROUND/WATER CONTROLLED                                                                                     |                                                                                     |                                                |                                |                                          | DE OPERATION<br>Ight Acrobatic                                                                                             | S                                    |                                                                                                |  |  |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAN<br>FACTOR(S)                                                                                                                 |                                                                                     | ALTITUDE                                       |                                |                                          |                                                                                                                            |                                      |                                                                                                |  |  |
|        |                                                                                                                                                                   | CTC CONDITIO                                                                        | NS - UNWARRANTED LOW                           | ELVINC.                        |                                          |                                                                                                                            |                                      |                                                                                                |  |  |

|        |                                |                                                                                   | BRIEFS                                                                  | OF A | CCI | DEN    | TS          |                                                             |                                                                                       |
|--------|--------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------|------|-----|--------|-------------|-------------------------------------------------------------|---------------------------------------------------------------------------------------|
| FILE   | DATE                           | LOCATION                                                                          | AIRCRAFT DATA                                                           | IN   | -   |        | I/N         | FLIGHT<br>PURPOSE                                           | PILOT DATA                                                                            |
| 8-1200 | 6/11/77<br>TIME - 0            | FORT WORTH,TX<br>715                                                              | SONERAI 1<br>N89JC<br>DAMAGE-SUBSTANTIAL                                | PX-  | 0   | 0<br>0 | 1<br>0      | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                   | PRIVATE, AGE 41, 1117<br>TOTAL HOURS, 115 IN TYPE,<br>NOT INSTRUMENT RATED.           |
|        | DEPARTUR<br>Fort W(<br>Type of | DRTH,TX                                                                           | INTENDED DESTINATION<br>LOCAL                                           |      | P   |        |             | IF OPERATION<br>IGHT CLIMB TO CRUISE                        |                                                                                       |
|        | PROBABLE                       |                                                                                   | POWERPLANT FAILURE F                                                    |      |     | TER M  | INE         | NG ROLL<br>D REASONS                                        |                                                                                       |
|        |                                |                                                                                   | TE ENGINE FAILURE/FLAM<br>RCFD LANDING OFF AIRPO                        |      |     |        | NE          |                                                             |                                                                                       |
|        | 3 (1 - 1<br>1)                 |                                                                                   |                                                                         |      |     |        |             |                                                             |                                                                                       |
| -1581  | 6/11/77<br>TIME - 1            | M4NDR↓TX<br>800                                                                   | CESSNA 210K<br>NB262M<br>DAMAGE-SUBSTANTIAL                             |      |     |        |             | INS TRUCTIONAL<br>DUAL                                      | ATP,FLIGHT INSTR., AGE<br>53, 16300 TOTAL HOURS,<br>200 IN TYPE, INSTRUMENT<br>RATED. |
|        |                                |                                                                                   | INTENDED DESTINATION                                                    |      |     |        |             |                                                             |                                                                                       |
|        | ENGINE                         | ACCIDENT<br>FAILURE OR MALFUNCT<br>OLLAPSED                                       | ΙŪΝ                                                                     |      | P   | IN     | FL          | F OPERATION<br>IGHT NORMAL CRUISE<br>NG LEVEL OFF/TQUCHDOWN |                                                                                       |
|        | POWERPI                        | CAUSE(S)<br>LANT - ENGINE STRUCTI<br>LANEDUS ACTS.CONDITI<br>R - DOWNDRAFT.UPDRAF | ONS - FATIGUE FRACTUR                                                   |      |     |        |             |                                                             |                                                                                       |
|        | MISCEL                         | LANT - PROPELLER AND<br>LANEOUS ACTS.CONDITI                                      | ACCESSORIES BLADES<br>ONS - SEPARATION IN FI<br>DNS - WINDSHIELD, DIRTY |      | Y۰E | TC.    | -RE         | STRICTED VISION                                             |                                                                                       |
|        |                                |                                                                                   | TE ENGINE FAILURE/FLAN<br>RCED LANDING ON AIRPO                         |      |     |        |             | E/HELIPT.                                                   |                                                                                       |
|        | SKY COND<br>SCATTE             |                                                                                   |                                                                         |      | c   |        |             | G AT ACCIDENT SITE                                          |                                                                                       |
|        | 5 OR O<br>OBSTRUCT             | TY AT ACCIDENT SITE<br>VER(UNLIMITED)<br>IONS TO VISION AT AC                     | CIDENT SITE                                                             |      |     | NC     | NE<br>PER A | TATION AT ACCIDENT SITE                                     |                                                                                       |
|        |                                | ECTION-DEGREES                                                                    |                                                                         |      | ۲   |        |             | LOCITY-KNOTS                                                |                                                                                       |
|        | 110<br>TYPE OF<br>VFR          | WEATHER CONDITIONS                                                                |                                                                         |      | . 1 |        | E OF        | FLIGHT PLAN                                                 |                                                                                       |
|        | REMARKS-                       | TID SHORT OF RWY IN                                                               | ROUGH TERRAIN.                                                          |      |     |        |             |                                                             |                                                                                       |

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-1225 6/12/77 TEXAS CITY,TX ERCO 415-C CR- 0 1 0 MISCELLANEOUS, PRIVATE, AGE 35, 94 TOTAL TIME - 1830 N3045H PX- 0 0 0 OTHER HOURS, O IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT PATED. NAME OF AIRPORT - TEXAS CITY DEPARTURE POINT INTENDED DESTINATION TEXAS CITY,TX LOCAL PHASE OF OPERATION TYPE OF ACCIDENT UNDER SHOOT LANDING FINAL APPROACH COLLIDED WITH DITCHES LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED SPEED PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE REMARKS- MECH/PLT INADVERTENTLY BECAME AIRBORNE DRG HI-SPEED TAXI TEST. 10 3-1048 6/13/77 SEAGRAVES,TX CR- 0 0 1 COMMERCIAL PIPER PA-25 COMMERCIAL, AGE 29. 686 TIME - 2000 N8639L PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 73 IN TYPE. DAMAGE-SUBSTANTIAL INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION SEAGRAVES.TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION الديوم الاراهيدار ENGINE FAILURE OR MALFUNCTION IN FLIGHT PROCEDURE TURNAROUND O TOTAL RUL NOSE OVER/DOWN LANDING ROLL "" GISMI 10 PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS.CONDITIONS - FUEL EXHAUSTION TERRAIN - ROUGH/UNEVEN TERRAIN - WET-SOFT GROUND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 386 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - CORN TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - ROLLING ELEVATION-AREA BEING TREATED-FEET - 3300 SWATH RUN-HOW FLOWN - CROSSWIND PROCEDURE TURNAROUND - THIRD 1/3 TURN

BRIEFS OF ACCIDENTS

| FILE  | DATE                                            | LOCATION                                                                | AIRCRAFT DATA                                        | IN          |     | IES<br>S M |         | FLIGHT<br>PURPOSE                            | PILOT DATA                                                                |
|-------|-------------------------------------------------|-------------------------------------------------------------------------|------------------------------------------------------|-------------|-----|------------|---------|----------------------------------------------|---------------------------------------------------------------------------|
| -1591 | 6/14/77<br>TIME - 163<br>NAME OF AI             |                                                                         | CESSNA 180<br>N15HW<br>DAMAGE-SUBSTANTIAL<br>COUNTY  |             |     |            |         | NONCOMMERCIAL<br>BUSINESS                    | COMMERCIAL, AGE 45, 4257<br>Total Hours, 77 in Type,<br>Instrument Rated. |
|       | DEPARTURE<br>ADDISON,<br>TYPE OF AC<br>NOSE OVE | TX<br>CIDENT                                                            | INTENDED DESTINATION<br>VERNON.TX                    |             | Ρ   |            |         |                                              |                                                                           |
|       | FACTOR(S)<br>WEATHER-<br>WEATHER BR             | COMMAND - IMPROF<br>- UNFAVORABLE WIN                                   | RECEIVED-METHOD UNKNOW                               |             | DIT | ION        | 5       |                                              |                                                                           |
|       | SKY CONDIT                                      | ION                                                                     |                                                      |             | С   |            |         | AT ACCIDENT SITE                             |                                                                           |
|       |                                                 | AT ACCIDENT SITE                                                        | E                                                    |             | ₽   |            | Ι٩Ι     | ITED<br>TATION AT ACCIDENT SITE              |                                                                           |
|       | OBSTRUCTIO                                      | 5 OR OVER(UNLIMITED)<br>OBSTRUCTIONS TO VISION AT ACCIDENT SITE<br>NONE |                                                      |             |     |            | ΓĪV     | E BEARING OF WIND<br>CROSS WIND 068-112 DEGR | REES                                                                      |
|       |                                                 | TEMPERATURE-F                                                           |                                                      |             |     |            |         | RECTION-DEGREES                              |                                                                           |
|       | 15<br>TYPE OF FL                                | IND VELOCITY-KNOTS                                                      |                                                      |             |     |            | OF<br>L | WEATHER CONDITIONS                           |                                                                           |
|       |                                                 | IND GUSTING 30K                                                         |                                                      |             |     |            |         |                                              |                                                                           |
|       |                                                 |                                                                         |                                                      |             |     |            |         |                                              |                                                                           |
| -1569 |                                                 | CLEBURNE +TX<br>0                                                       | CESSNA 150M<br>N714GZ<br>DAMAGE-SUBSTANTIAL          | Р <b>Х-</b> |     |            |         | INSTRUCTIONAL<br>SOLO                        | STUDENT, AGE 24, 29 TOTA<br>Hours, all in type, not<br>Instrument rated.  |
|       | DEPARTURE<br>QUANAHA,                           |                                                                         | INTENDED DESTINATION<br>CORSICANA.TX                 |             |     |            |         | ROUTE STOP<br>AL WELLS, TX                   |                                                                           |
|       | TYPE OF AC                                      | CIDENT                                                                  |                                                      |             | ρ   | HAS        | 0       | FOPERATION                                   |                                                                           |
|       | COLLIDED                                        | WITH FENCEFENC                                                          | EPDSTS                                               |             |     |            |         | NG FINAL APPROACH<br>NG FINAL APPROACH       |                                                                           |
|       |                                                 | COMMAND - INADEC                                                        | DUATE PREFLIGHT PREPARAT                             |             | ND  | OR         | ۶L۵     | NNING                                        |                                                                           |
|       | MISCELLA                                        |                                                                         | E LOST/DISORIENTED<br>FIONS - FUEL EXHAUSTION<br>DNS |             |     | ÷          |         |                                              |                                                                           |
|       |                                                 |                                                                         | LETE ENGINE FAILURE/FLAM<br>DRCED LANDING OFF AIRPO  |             |     |            | ٧E      |                                              |                                                                           |

|        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |           | BRIEFS                                        | 0F 40                                       | C I                     | DEN                                                                                                                                                                 | T S                 |                                       |                                                                                |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------------------------------------------|---------------------------------------------|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|---------------------------------------|--------------------------------------------------------------------------------|
| FILE   | DATE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | LOCATION  | AIRCRAFT DATA                                 | INJ<br>F                                    | -                       | IES<br>S M                                                                                                                                                          |                     | ELIGHT<br>PURPOSE                     | PILOT DATA                                                                     |
| 3-1222 | COMMERCIAL       COMMERCIAL       COMMERCIAL       COMMERCIAL       COMMERCIAL       COMMERCIAL       COMMERCIAL       COMMERCIAL, AG         TIME - 0900       N7998       PX-000       AERIAL APPLICATION       TOTAL HOURS, A         DAMAGE-DESTROYED       DAMAGE-DESTROYED       NOT INSTRUMENT         DEPARTURE POINT       INTENDED DESTINATION       NOT INSTRUMENT         SAN BENITO,TX       LOCAL       PHASE OF OPERATION         TYPE OF ACCIDENT       IN FLIGHT SWATH RUN |           |                                               |                                             |                         |                                                                                                                                                                     |                     |                                       |                                                                                |
|        | FACTOR(S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |           | TO SEE AND AVOID OBJEC                        | OB                                          | STR                     | UCI                                                                                                                                                                 | IIONS               |                                       |                                                                                |
|        | SPECIAL DATA<br>TOTAL HOURS<br>KIND OF CRI<br>PILOT'S SEJ<br>GOGGLES - '<br>COCKPIT CRI<br>TANK/HOPPET<br>ELEVATION-/                                                                                                                                                                                                                                                                                                                                                                       |           |                                               | TY<br>GL<br>CR<br>CR<br>TE                  | PE<br>OVE<br>ASH<br>RRA | OF OPERATION - SPRAYIN<br>OF CHEMICAL USED - LIG<br>S - NOT USED<br>H HELMET - AVAILABLE US<br>I BAR - INSTALLED<br>NIN-TYPE - LEVEL.FLAT<br>I RUN-HOW FLOWN - WIND | QUID CHEMICAL-TOXIC |                                       |                                                                                |
| 3-1296 | 6/15/77 A<br>TIME - 1330                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | BILENE,TX | CESSNA 177RG<br>N7236V<br>DAMAGE-SUBSTANTIAL  |                                             |                         |                                                                                                                                                                     |                     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TR | PRIVATE, AGE 43, 334<br>ANSP TOTAL HOURS, 21 IN TYPF,<br>NOT INSTRUMENT RATED, |
|        | NAME OF AIRPO<br>DEPARTURE PO<br>ABILENETX<br>TYPE OF ACCIO<br>STALL MUSO                                                                                                                                                                                                                                                                                                                                                                                                                   | DENT      | LD<br>INTENDED DESTINATION<br>ARANSAS PASS+TX | PHASE OF OPERATION<br>TAKEOFF INITIAL CLIMB |                         |                                                                                                                                                                     |                     |                                       |                                                                                |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED<br>PILOT IN COMMAND - PREMATURE LIFT-OFF<br>PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS<br>FACTOR(S)<br>AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER<br>"EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND<br>REMARKS- RUNWAY SLOPES UPWARD-DEGREE UNKNOWN                                                                                                                 |           |                                               |                                             |                         |                                                                                                                                                                     |                     |                                       |                                                                                |

| FILE   | DATE                                                                                 | LOCATION                                                                                                                                             | AIRCRAFT DATA                                                                                                                                         | IN                  | IJUR<br>F | I E<br>S | S<br>M/N | FLIGHT<br>Purposé                                   | PILOT DATA                                                                    |
|--------|--------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-----------|----------|----------|-----------------------------------------------------|-------------------------------------------------------------------------------|
| 3-1224 | 6/16/77 +<br>TIME - 1310                                                             |                                                                                                                                                      | BEECH M35<br>N9733R<br>DAMAGE-SUBSTANTIAL                                                                                                             | CR-<br>PX-          | 0<br>0    | 0        | 1<br>3   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF           | PRIVATE, AGE 43, 737<br>TOTAL HOURS, 180 IN TYPE<br>INSTRUMENT RATED.         |
|        | DEPARTURE PO<br>BEAUMONT,<br>TYPE OF ACCI                                            | AIRPORT - RUSK COUNTY<br>RE POINT INTENDED DESTINATION<br>DNT+TX TULSA+OK<br>ACCIDENT PHASE OF OPERATION<br>E FAILURE OR MALFUNCTION IN FLIGHT NORMA |                                                                                                                                                       | LIGHT NORMAL CRUISE |           |          |          |                                                     |                                                                               |
|        | MISCELLANE<br>MISCELLANE<br>FACTOR(S)<br>MISCELLANE<br>COMPLETE PO                   | COMMAND — MISMAN<br>DUS ACTS,CONDIT<br>DUS ACTS,CONDIT<br>EQUS ACTS,CONDIT<br>EQUS ACTS,CONDIT<br>VER LOSS — COMPLI                                  | AGEMENT OF FUEL<br>IONS - FUEL STARVATION<br>IONS - NOT ALIGNED WITH<br>IONS - POORLY PLANNED A<br>ETE ENGINE FAILURE/FLAM<br>ORCED LANDING ON AIRPOR | PPRO4               | СН<br>1 Е | NG       | INE      | · ·                                                 |                                                                               |
|        |                                                                                      |                                                                                                                                                      |                                                                                                                                                       |                     |           |          |          |                                                     |                                                                               |
| 3-1112 | 6/18/77  <br>TIME - 1110                                                             |                                                                                                                                                      | CESSNA 172E<br>N221FB<br>DAMAGE-SUBSTANTIAL                                                                                                           |                     |           |          |          | NONCOMMERCIAL<br>Pleasure/personal transf           | PRIVATE, AGE 24, 64 TOTA<br>Hours, 8 in type, not<br>Instrument rated.        |
|        | NAME OF AIRF<br>DEPARTURE PO<br>EL PASO,T)<br>TYPE OF ACC<br>HARD LANDI<br>GEAR COLL | K<br>IDENT<br>ING                                                                                                                                    | INTENDED DESTINATION                                                                                                                                  |                     | P         | L        | AND      | DF OPERATION<br>ING LEVEL OFF/TOUCHDOWN<br>ING ROLL | INSTRUMENT RAILU.                                                             |
|        | FACTOR(S)                                                                            | COMMAND - IMPROPI                                                                                                                                    | ER LEVEL OFF<br>Ions - overload failure                                                                                                               |                     |           |          |          |                                                     |                                                                               |
| 3-1267 | 6/20/77 V<br>TIME - 1200                                                             | VACD+TX                                                                                                                                              | CESSNA 150<br>N9167U .<br>DAMAGE-SUBSTANTIAL                                                                                                          | PX-                 |           |          |          | INSTRUCTIONAL<br>DUAL                               | COMMERCIAL, FL.INSTR.,<br>AGE 22, 441 TOTAL HOURS,<br>281 IN TYPE, INSTRUMENT |
|        | NAME OF AIRF<br>DEPARTURE PO<br>WACO.TX<br>TYPE OF ACC<br>HARD LANDI<br>GEAR COLL    | IDENT                                                                                                                                                | CHRIST<br>INTENDED DESTINATION<br>· LOCAL                                                                                                             |                     | P         | L        | AND      | DF OPERATION<br>ING LEVEL OFF/TOUCHDOWN<br>ING ROLL | RATED.                                                                        |
|        | DUAL STUD<br>FACTOR(S)<br>AIRPORTS/                                                  | COMMAND - INADEO<br>ENT - IMPROPER L<br>AIRWAYS/FACILITI                                                                                             | UATE SUPERVISION OF FL<br>EVEL OFF<br>ES - AIRPORT CONDITIONS<br>IONS - OVERLOAD FAILURE                                                              | 5 POC               | RLY       | , M      | AIN      | TAINED RUNWAY SURFACE                               |                                                                               |

| ~      | DATE LOCATION                                                                                                                                                                                    | AIRCRAFT DATA                                                                      | INJURIES<br>F S M/N           |                                          | PILOT DATA                                                                              |  |  |  |  |  |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------|------------------------------------------|-----------------------------------------------------------------------------------------|--|--|--|--|--|
| 3-1268 | 6/24/77 RICHARDSON,T<br>TIME - 1445                                                                                                                                                              | X GRUM AMER AA5B<br>N74101<br>DAMAGE-DESTROYED                                     |                               |                                          | COMMERCIAL, FL.INSTR.,<br>AGE 44, 1631 TOTAL HOURS<br>201 IN TYPE, INSTRUMENT<br>RATED. |  |  |  |  |  |
|        | NAME OF AIRPORT - SHILO<br>DEPARTURE POINT<br>DALLAS.TX<br>TYPE OF ACCIDENT<br>HARD LANDING<br>GEAR COLLAPSED                                                                                    | · · · · · · · · · · · · · · · · · · ·                                              |                               |                                          |                                                                                         |  |  |  |  |  |
|        | GEAR COLLAPSED<br>PROBABLE CAUSE(S)<br>OUAL STUDENT - IMPROPER LEVEL OFF<br>PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT<br>FACTOR(S)<br>MISCELLANEOUS ACTS+CONDITIONS - OVERLOAD FAILURE |                                                                                    |                               |                                          |                                                                                         |  |  |  |  |  |
|        |                                                                                                                                                                                                  | ^                                                                                  |                               |                                          |                                                                                         |  |  |  |  |  |
| -1568  |                                                                                                                                                                                                  |                                                                                    |                               |                                          |                                                                                         |  |  |  |  |  |
| 9-1568 | 6/25/77 NEW BRAUNFEL<br>TIME – 1430<br>DEPARTURE POINT<br>HOUSTON-TX                                                                                                                             | NGPT<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION                                 | PX- 0 0 1                     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS | COMMERCIAL, ACE 35, 893<br>SP IOTAL HOURS, 260 IN TYPE<br>NOT INSTRUMENT RATED.         |  |  |  |  |  |
| 3-1568 | TIME - 1430                                                                                                                                                                                      | N6PT<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>NEW BRAUNFELS,TX<br>FUNCTION | PX- 0 0 1<br>PHASE (<br>IN FI |                                          | SP TOTAL HOURS, 260 IN TYPE                                                             |  |  |  |  |  |

| FILE  | DATE                                                                                                       | LOCATION                                                                                                                                                  |                                                                                        |            | F :         | S M.                                   | /N                                    |                                                                                                                                                                                                    | PILOT DATA                                                                  |
|-------|------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|------------|-------------|----------------------------------------|---------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
|       | 6/28/77 NR.<br>TIME - 1530<br>DEPARTURE PO<br>NOLAN.TX<br>TYPE OF ACC<br>TURBULENCE                        | DINT                                                                                                                                                      |                                                                                        | CR-        | 1<br>0<br>P | 0<br>O<br>HASI                         | 0<br>0                                | COMMERCIAL                                                                                                                                                                                         | COMMERCIAL, AGE 21, 266<br>TOTAL HOURS, 77 IN TYPE,<br>Instrument rated.    |
|       | COLLISION<br>PROBABLE CAU<br>PILOT IN (                                                                    | WITH GROUND/WA                                                                                                                                            |                                                                                        |            |             | ΙN                                     |                                       | IGHT UNCONTROLLED DESCE                                                                                                                                                                            |                                                                             |
|       | KIND OF CO<br>PILOT'S SE<br>GOGGLES -<br>COCKPIT CE<br>TANK/HOPPE<br>ELEVATION-<br>PROCEDURE<br>FIRE AFTER | RS IN CROP CONTR<br>ROP - COTTON<br>EAT BELT - FASTE<br>NOT USED<br>RASHPAD - NOT IN<br>ER-LOCATION - FE<br>-AREA BEING TREA<br>TURNAROUND - TE<br>IMPACT | ENED-PROPERLY<br>NSTALLED<br>DRWARD OF PILOT<br>NTED-FEET - 2500<br>HIRD 1/3 TURN      | AG AC      |             | TYI<br>GLU<br>CRI<br>CRI<br>TEI<br>SWI | PE<br>DVE<br>ASH<br>ASH<br>RRA<br>ATH | DF OPERATION - SPRAYING O<br>DF CHEMICAL USED - LIQUI<br>S - NDT USED<br>HELMET - AVAILABLE USED<br>BAR - INSTALLED<br>IN-TYPE - LEVEL.FLAT<br>RUN-HOW FLOWN - CROSSWI<br>IL WENT NOSE UP THEN NDS | D CHEMICAL-TOXIC                                                            |
| -1702 | 6/30/77 I<br>TIME - 1857<br>NAME OF AIRI<br>DEPARTURE PI                                                   | PORT - LOVE                                                                                                                                               | CESSNA 177RG<br>N1977Q<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>CADDO MILLS,TX | CR-<br>PX- | 0           | 0                                      | 2                                     | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS<br>F OPERATION                                                                                                                                            | PRIVATE, AGE 26, 171<br>P TOTAL HOURS, 15 IN TYPE,<br>NOT INSTRUMENT RATED. |

|        |                                              |                                                                                                                   | BRIEFS                                         | 0F 4 | CCIDEN                         | тs                                 |                                                                                                                      |                                                                            |
|--------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------------|------------------------------------------------|------|--------------------------------|------------------------------------|----------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| FILE   | DATE                                         | LOCATION                                                                                                          | AIRCRAFT DATA                                  |      | JURIES<br>F S M                |                                    | FLIGHT<br>PURPOSE                                                                                                    | PILOT DATA                                                                 |
| 3-1358 | TIME - 16                                    | 00                                                                                                                | CESSNA 182P<br>N71187<br>DAMAGE-SUBSTANTIAL    | -    | 0 0 0                          | -                                  | NONCOMMERCIAL<br>BUSINESS                                                                                            | PRIVATE, AGE 45, 392<br>TOTAL HOURS, 227 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE<br>ARLINGT<br>TYPE OF A<br>HARD LA |                                                                                                                   | N MUNI<br>INTENDED DESTINATION<br>ARLINGTON,TX |      | LO<br>Phas<br>La               | NGVI<br>E DF<br>NDIN               | DUTE STOP<br>EW,TX<br>OPERATION<br>G LEVEL OFF/TOUCHDOWN<br>G LEVEL OFF/TOUCHDOWN                                    |                                                                            |
|        | FACTOR(S)<br>WEATHER<br>MISCELL<br>WEATHER B | PER LEVEL OFF<br>ND CONDITIONS<br>TIONS - OVERLOAD FAILURE<br>G RECEIVED-METHOD UNKNOW<br>T SUBSTANTIALLY CORRECT |                                                |      |                                |                                    | n<br>La constanta de la constanta de |                                                                            |
|        | 5 OR OV<br>OBSTRUCTI<br>NONE                 | ED<br>Y AT ACCIDENT SIT<br>ER(UNLIMITED)<br>ONS TO VISION AT                                                      |                                                |      | UN<br>PREC<br>NO<br>RELA<br>HE | LIMI<br>IPIT<br>NE<br>TIVE<br>AD W | ATION AT ACCIDENT SITE<br>BEARING OF WIND<br>IND 338-022 DEGREES                                                     |                                                                            |
|        | 15<br>TYPE OF F<br>NONE                      | RE-F<br>CITY-KNOTS<br>LIGHT PLAN<br>GUSTING TO 30K.                                                               |                                                |      | 16                             | OF                                 | ECTION-DEGREES<br>WEATHER CONDITIONS                                                                                 |                                                                            |

| FILE   | DATE                                                                             | LOCATION                                                                    | AIRCRAFT DATA                                                                                   | INJ<br>F |                   | ES<br>M/N                                                                | FLIGHT<br>PURPOSE                                                                                                                       | PILOT DATA                                                                  |
|--------|----------------------------------------------------------------------------------|-----------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|----------|-------------------|--------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
|        | 7/3/77<br>TIME - 15<br>NAME OF A<br>DEPARTURE<br>ARTESIA<br>TYPE OF A<br>OVERSHO | JOHNSON CITY,TX<br>30<br>IRPORT - BAMBURGER<br>POINT<br>WELLS,TX<br>CCIDENT | PIPER PA-20<br>N7052K<br>DAMAGE-SUBSTANTIAL<br>RANCH<br>INTENDED DESTINATION<br>JOHNSON CITY+TX | PX-      | PH                | 2 0<br>ASE D<br>LANDI                                                    | NONCOMMERCIAL<br>BUSINESS<br>IF OPERATION<br>NG LEVEL OFF/TOUCHDO<br>NG GO-ARDUND                                                       | PRIVATE, AGE 34, 352<br>TOTAL HOURS, 275 IN TYPE,<br>NOT INSTRUMENT RATED.  |
|        | PILDT I<br>FACTOR(S)<br>WEATHER                                                  | N COMMAND - MISJUDG<br>N COMMAND - DELAYET<br>- DOWNDRAFT.UPDRAF            | ED DISTANCE AND SPEED<br>IN INITIATING GO-AROL<br>TS<br>ONS - POORLY PLANNED A                  |          | н                 |                                                                          |                                                                                                                                         |                                                                             |
|        | 5 DR OV<br>ORSTRUCTI<br>NONE<br>TEMPERATU<br>85<br>WIND VELO<br>10               | Y AT ACCIDENT SITE<br>ER(UNLIMITED)<br>ONS TO VISION AT AC                  | CIDENT SITE                                                                                     |          | PRI<br>REI<br>WIT | UNLIM<br>ECIPI<br>NONE<br>LATIV<br>RIGHT<br>ND DI<br>120<br>PE DF<br>VFR | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDENT SI<br>E BEARING OF WIND<br>QUARTERING TAIL WIND<br>RECTION-DEGREES<br>WEATHER CONDITIONS |                                                                             |
| 3-1590 | 7/4/77<br>TIME - 12<br>DEPARTURE<br>MIDLAND<br>TYPE OF A<br>STALL                | POINT<br>•TX<br>CCIDENT                                                     | CESSNA 150<br>N2969J<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL                     |          | о (<br>РН/        | 0 1<br>ASE O                                                             | NONCOMMERCIAL<br>BUSINESS<br>F OPERATION<br>NG FINAL APPROACH                                                                           | PRIVATE, AGE 48, 2000<br>Total Hours, 120 in Type,<br>Not instrument rated. |
|        | PROBABLE<br>PILOT I                                                              | CAUSE(S)                                                                    | TO OBTAIN/MAINTAIN FLY<br>TUDE"FM EST 20FT.                                                     | 'ING SP  |                   |                                                                          |                                                                                                                                         |                                                                             |

| FILE  |                                                                                    |                             | AIRCRAFT DATA                               |            | F      | S M.       | /N                                            | FLIGHT<br>PURPOSE                              | PILOT DATA                                                                              |
|-------|------------------------------------------------------------------------------------|-----------------------------|---------------------------------------------|------------|--------|------------|-----------------------------------------------|------------------------------------------------|-----------------------------------------------------------------------------------------|
|       | 7/5/77 BAY1<br>TIME - 1630                                                         |                             | PIPER PA-28<br>N44761<br>DAMAGE-SUBSTANTIAL | CR-<br>PX- | 0      | 0<br>0     | 2<br>0                                        | INSTRUCTIONAL<br>DUAL                          | COMMERCIAL, FL.INSTR.,<br>AGE 24. 1060 TOTAL HOURS<br>ROO IN TYPE. INSTRUMENT<br>RATED. |
|       | DEPARTURE POINT<br>BAYTOWN,TX<br>TYPE OF ACCIDEN<br>ENGINE FAILUR<br>COLLIDED WITH | T<br>E OR MALFUNC           |                                             |            | Ρ      | IN         | FL                                            | F DPERATION<br>IGHT CLIMB TO CRUISE<br>NG ROLL |                                                                                         |
|       | PROBABLE CAUSE<br>POWERPLANT -<br>MISCELLANEDUS<br>TERRAIN - HIG                   | ENGINE STRUC                |                                             |            |        |            |                                               |                                                |                                                                                         |
|       | EMERGENCY CIRCI<br>REMARKS- NR 2 E                                                 |                             | RCED LANDING OFF AIRPO<br>CK OPEN.          | RT ON      | LΔ     | ND         |                                               |                                                |                                                                                         |
| -1294 | 7/5/77 LUBE<br>TIME - 1030                                                         |                             | CESSNA 180<br>N9425C<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX- | 0<br>0 | 0          | 1<br>1                                        | NONCOMMERCIAL<br>Pleasure/personal transf      | PRIVATE, AGE 49, 2000<br>• TOTAL HOURS, UNK/NR IN<br>Type, NOT INSTRUMENT<br>Rated.     |
|       | NAME OF AIRPORT<br>DEPARTURE POINT<br>MIDLAND.TX<br>TYPE OF ACCIDEN                | . –                         | INTENDED DESTINATION                        |            | D      |            | : o                                           | - OPERATION                                    |                                                                                         |
|       | GROUND-WATER<br>NOSE OVER/DOW                                                      | LOOP-SWERVE                 |                                             |            |        | LAN        | IDI                                           | NG ROLL                                        |                                                                                         |
|       | FACTOR (S)                                                                         | AND - IMPROP                | ER OPERATION OF BRAKES                      |            |        |            |                                               | CONTROLS                                       |                                                                                         |
|       | WEATHER - UNF                                                                      | AVORABLE WIN<br>G - BRIEFED | BY FLIGHT SERVICE PERSC                     |            |        |            |                                               |                                                |                                                                                         |
|       | SKY CONDITION<br>CLEAR                                                             |                             |                                             |            | С      |            |                                               | AT ACCIDENT SITE                               |                                                                                         |
|       | VISIBILITY AT A<br>5 DR DVER(UNL                                                   |                             |                                             | P          |        | PI         | TATION AT ACCIDENT SITE                       |                                                |                                                                                         |
|       | OBSTRUCTIONS TO<br>NONE                                                            | CCIDENT SITE                |                                             |            | RIG    | нT         | E BEARING OF WIND<br>CRDSS WIND 068-112 DEGRE | ES                                             |                                                                                         |
|       | TEMPERATURE-F<br>74                                                                |                             |                                             |            | W      | IND<br>190 |                                               | RECTION-DEGREES                                |                                                                                         |
|       | WIND VELOCITY-K                                                                    | NOTS                        |                                             |            | T      | YPE        | ٥F                                            | WEATHER CONDITIONS                             |                                                                                         |

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|       |                                               |                                                                                                                                                                       | BRIEFS                                                                                       | S OF ACCIDENTS                           |                                                                                                                                                                          |                                                                                |  |
|-------|-----------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|--|
| FILE  | DATE                                          | LOCATION                                                                                                                                                              | AIRCRAFT DATA                                                                                | INJURIES<br>F S M/N                      | FLIGHT<br>PURPOSE                                                                                                                                                        | PILOT DATA                                                                     |  |
| -1266 | 7/8/77<br>TIME - 1<br>DEPARTUR                | RE POINT                                                                                                                                                              | SNOW S2A<br>N9403R<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION                             | CR- 0 0 1<br>PX- 0 0 0                   | COMMERCIAL<br>AERIAL APPLICATION                                                                                                                                         | COMMERCIAL, AGE 31, 1275<br>Total Hours, 750 in Type,<br>Not instrument rated. |  |
|       | TYPE OF<br>ENGINE                             | NGSON RANCH,TX<br>ACCIDENT<br>E FAILURE OR MALFUNCT<br>DED WITH TREES                                                                                                 | LOCAL<br>FION                                                                                | IN FL                                    | F OPERATION<br>IGHT SWATH RUN<br>NG LEVEL OFF/TOUCHDOWN                                                                                                                  |                                                                                |  |
|       | POWERF<br>TERRAI<br>COMPLETE                  | IN - HIGH OBSTRUCTION<br>E POWER LOSS - COMPLE                                                                                                                        | S POWERPLANT FAILURE F<br>NS<br>ETE ENGINE FAILURE/FLAN<br>ORCED LANDING OFF AIRPO           | EDUT-1 ENGINE                            | DREASONS                                                                                                                                                                 |                                                                                |  |
|       | KIND (<br>PILOT<br>GOGGLE<br>COCKPI<br>TANK/H | DATA<br>HOURS IN CROP CONTRO<br>OF CROP - COTTON<br>'S SEAT BELT - UNKNOW<br>ES - NOT USED<br>IT CRASHPAD - INSTALL<br>HOPPER-LOCATION - AFT<br>TION-AREA BEING TREAT | N/NOT REPORTED<br>ED<br>T of Pilot                                                           | TYPE<br>GLOVE<br>CRASH<br>CRASH<br>TERRA | OF OPERATION - SPRAYING C<br>OF CHEMICAL USED - LIQUID<br>S - NOT USED<br>HELMET - AVAILABLE USED<br>BAR - INSTALLED<br>IN-TYPE - LEVEL+FLAT<br>RUN-HOW FLOWN - CROSSWIN | CHEMICAL-TOXIC                                                                 |  |
| -1715 | 7/8/77<br>TIME - 1                            | LANCASTER.TX<br>1730                                                                                                                                                  | PIPER PA-28<br>N32025<br>DAMAGE-SUBSTANTIAL                                                  |                                          | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                                                                                                                                | PRIVATE, AGE 22, 150<br>TOTAL HOURS, 5 IN TYPE,<br>NOT INSTRUMENT RATED.       |  |
|       | DEPARTUR<br>DALLAS<br>TYPE OF<br>HARD I       |                                                                                                                                                                       | INTENDED DESTINATION<br>LANCASTER.TX                                                         | LANDI                                    | F OPERATION<br>ING LEVEL OFF/TOUCHDOWN<br>NG ROLL                                                                                                                        |                                                                                |  |
|       | PILOT<br>PILOT<br>FACTOR(S<br>MISCEL          | S)<br>LLANEOUS ACTS, CONDITI                                                                                                                                          | ER LEVEL OFF<br>ER RECOVERY FROM BOUNCE<br>IONS - OVERLOAD FAILURE<br>URTHER DMG ON SUBSEQUE | E                                        |                                                                                                                                                                          |                                                                                |  |
|       |                                               |                                                                                                                                                                       |                                                                                              | PAGE 782                                 |                                                                                                                                                                          |                                                                                |  |
| ,     |                                               |                                                                                                                                                                       |                                                                                              |                                          |                                                                                                                                                                          |                                                                                |  |
|       |                                               |                                                                                                                                                                       |                                                                                              |                                          |                                                                                                                                                                          |                                                                                |  |

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA PURPOSE F S M/N 3-1583 7/9/77 PORTLAND, TX AERONCA 65-CA CR- 0 0 2 INSTRUCTIONAL PRIVATE, AGE 69, UNK/NR TIME - 1100 N36507 PX- 0 0 0 TRAINING TOTAL HOURS, UNK/NR IN DAMAGE-SUBSTANTIAL TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - HUNT INTENDED DESTINATION DEPARTURE POINT PORTLAND, TX LOCAL PHASE OF OPERATION TYPE OF ACCIDENT TAKEOFF INITIAL CLIMB STALL MUSH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS 3-1585 7/10/77 DALLAS,TX CESSNA 140 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 21, 35 TOTAL TIME - 0800 N2021N PX- 0 0 0 SOLO HOURS. 6 IN TYPE. NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - AIRPARK DEPARTURE POINT INTENDED DESTINATION DALLAS.TX LOCAL PHASE OF OPERATION TYPE OF ACCIDENT GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC. MISCELLANEOUS ACTS.CONDITIONS - MISSING MISCELLANEOUS ACTS.CONDITIONS - OVERLOAD FAILURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE REMARKS- 1 LDG GR ATTACH BOLT NOT FND.2 FAILED OVERLOAD, FOURTH THREADS STRIPPED. PRIVATE, AGE 40, 118 3-1714 7/10/77 MC KINNEY.TX CESSNA 150L CR- 0 0 1 NONCOMMERCIAL N15980 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 83 IN TYPE. TIME - 1700 DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - JOHN DOWELL INTENDED DESTINATION SPARTURE POINT C KINNEY,TX LOCAL THE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH FENCE, FENCEPOSTS LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND

| FILE   |                                                                                                                                          | AIRCRAFT DATA                                                                                                                                                                                               | F                                 | SM              | /N | PURPOSE                                   | PILOT DATA                                                                 |
|--------|------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-----------------|----|-------------------------------------------|----------------------------------------------------------------------------|
|        | 7/16/77 DUMAS.TX<br>TIME - 2230<br>NAME OF AIRPORT - DUMAS                                                                               | BEECH B-23<br>N3585R<br>DAMAGE-SUBSTANTIAL                                                                                                                                                                  |                                   |                 |    |                                           | PRIVATE, AGE 39, 562<br>TOTAL HOURS, 35 IN TYPE,<br>NOT INSTRUMENT RATED.  |
|        |                                                                                                                                          | INTENDED DESTINATION<br>LOCAL                                                                                                                                                                               | P                                 |                 |    | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN     |                                                                            |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IM                                                                                               | PROPER LEVEL DEF                                                                                                                                                                                            |                                   |                 |    |                                           |                                                                            |
|        | i jeri da segur                                                                                                                          |                                                                                                                                                                                                             |                                   |                 |    |                                           |                                                                            |
| 3-1437 | 7/17/77 ALLEN.TX<br>TIME - 1540<br>DEPARTURE POINT<br>ATHENS.TX                                                                          |                                                                                                                                                                                                             |                                   |                 |    | NDNCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 453<br>TOTAL HOURS, 50 IN TYPE,<br>NOT INSTRUMENT RATED.  |
|        | TYPE OF ACCIDENT                                                                                                                         |                                                                                                                                                                                                             |                                   |                 |    | F OPERATION                               |                                                                            |
|        | ENGINE FAILURE OR MAL                                                                                                                    | FUNCTION                                                                                                                                                                                                    |                                   |                 |    | IGHT NORMAL CRUISE<br>NG FINAL APPROACH   |                                                                            |
|        | PILOT IN COMMAND - MI<br>MISCELLANEOUS ACTS.CO<br>PILOT IN COMMAND - FA<br>FACTOR(S)<br>MISCELLANEOUS ACTS.CO<br>COMPLETE POWER LOSS - C | ADEQUATE PREFLIGHT PREPARAT<br>SMANAGEMENT OF FUEL<br>NDITIONS - FUEL EXHAUSTION<br>ILED TO OBTAIN/MAINTAIN FLY<br>NDITIONS - INATTENTIVE TO F<br>OMPLETE ENGINE FAILURE/FLAM<br>- FORCED LANDING OFF AIRPO | TING SPEE<br>UEL SUPP<br>EDUT-1 E | D<br>PLY<br>NGI |    | ΝΝΙΝΟ                                     |                                                                            |
|        |                                                                                                                                          | and the second                                                                                            |                                   |                 |    |                                           |                                                                            |
| 3-1710 | 7/22/77 DEL RID.TX<br>TIME - 1000                                                                                                        |                                                                                                                                                                                                             | PX- 0                             | 0               | 0  | MISCELLANEOUS<br>TEST                     | PRIVATE, AGE 27, 294<br>Total Hours, all in Type,<br>Not instrument rated. |
|        | NAME OF AIRPORT - DEL R<br>DEPARTURE POINT<br>DEL RIO,TX<br>TYPE OF ACCIDENT                                                             |                                                                                                                                                                                                             |                                   |                 |    | F OPERATION                               |                                                                            |
|        | COLLISION WITH AIRCRA                                                                                                                    | FT BOTH ON GROUND                                                                                                                                                                                           |                                   | -               | -  | C ENGINE RUNUP                            |                                                                            |
|        | PROBABLE CAUSE(S)<br>PERSONNEL - MISCELLAN                                                                                               | EQUS-PERSONNEL PILOT OF O                                                                                                                                                                                   | THER AIRC                         | RAF             | т  |                                           |                                                                            |

| FILE   | DATE                                           | LOCATION            | AIRCRAFT DATA                                  | IN     | √JUR<br>F |   |   |                                           | PILOT DATA                                                              |
|--------|------------------------------------------------|---------------------|------------------------------------------------|--------|-----------|---|---|-------------------------------------------|-------------------------------------------------------------------------|
| 3-1710 | 7/22/77<br>TIME - 10                           | DEL RIO,TX<br>DO    | BEECH C-45<br>N87689<br>DAMAGE-SUBSTANTIAL     | PX-    | 0         | 0 | 0 | MISCELLANEOUS<br>OTHER PUBLIC             | COMMERCIAL, ∆GE 56, 9<br>TOTAL HOURS, 25RR IN<br>TYPE, INSTRUMENT R∆TE  |
|        |                                                |                     |                                                |        |           |   |   |                                           |                                                                         |
|        | TYPE OF A                                      |                     | BOTH ON GROUND                                 |        |           |   |   | F OPERATION<br>FROM LANDING               |                                                                         |
|        |                                                | N COMMAND - FAILE   | D TO SEE AND AVOID OTHER<br>ADICATION FLY ORDP | R AIR( | CRAF      | т |   |                                           |                                                                         |
| 3-1587 | 7/22/77<br>TIME - 16                           | GEORGETOWN.TX<br>30 | CESSNA 305A<br>N5314G<br>DAMAGE-SUBSTANTIAL    |        |           |   |   | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP | PRIVATE. AGE 33. 1160<br>TOTAL HOURS. 785 IN T<br>NGT INSTRUMENT RATED. |
|        | NAME OF A<br>DEPARTURE<br>KILLEEN              |                     |                                                |        |           |   |   |                                           |                                                                         |
|        | TYPE OF A                                      | CCIDENT             |                                                |        | P         |   |   | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN     |                                                                         |
|        |                                                | N COMMAND - IMPRO   | PER LEVEL OFF<br>PER RECOVERY FROM BOUNCI      | ED LAP | NDIN      | e |   |                                           |                                                                         |
|        |                                                | N COMMAND - IMPRO   | PER OPERATION OF FLIGHT                        | CONTR  | ROLS      |   |   |                                           |                                                                         |
| 3-1582 | 7/24/77<br>TIME - 20                           | SHERMAN+TX<br>23    | WOLF-HIRTH HI-27<br>NI3LS<br>DAMAGE-DESTROYED  |        |           |   |   | NONCOMMERCIAL<br>Pleasure/personal transp | UNK/NR IN TYPE, NOT                                                     |
|        | NAME OF A<br>Departure<br>Sherman<br>Type of A | •TX                 | COUNTY<br>INTENDED DESTINATION<br>ADDISON+TX   |        |           |   |   |                                           | INSTRUMENT RATED.                                                       |
|        | STALL                                          |                     |                                                |        | P         |   |   | F OPERATION<br>FF INITIAL CLIMB           |                                                                         |
|        | PROBABLE                                       | CALLETCY            |                                                |        |           |   |   |                                           |                                                                         |

BRIEFS DE ACCIDENTS

- demonstration and extension

| FILE   | DATE                                                                                                                                                 | LOCATION                                                                          | AIRCRAFT DATA                             | -                                             | JURIES<br>= SM/N              |                                                                     | PILOT DATA                                                                         |  |  |  |  |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------|-----------------------------------------------|-------------------------------|---------------------------------------------------------------------|------------------------------------------------------------------------------------|--|--|--|--|
| 3-1701 | 7/24/77 S<br>TIME - 1420                                                                                                                             | CHELBYVILLE,TX                                                                    | MOONEY M20<br>N5243B<br>DAMAGE-DESTROYED  |                                               |                               | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                            | PRIVATE, AGE 48, 700<br>P TOTAL HOURS, UNK/NR IN<br>Type, NOT INSTRUMENT<br>RATED. |  |  |  |  |
|        | DEPARTURE PC                                                                                                                                         |                                                                                   | INTENDED DESTINATION                      |                                               |                               |                                                                     |                                                                                    |  |  |  |  |
|        | GALVESTON,<br>TYPE OF ACCI                                                                                                                           |                                                                                   | SPR INGHILL+LA                            |                                               |                               | OF OPERATION                                                        |                                                                                    |  |  |  |  |
|        |                                                                                                                                                      | LURE OR MALFUNC                                                                   | TION                                      |                                               |                               | LIGHT NORMAL CRUISE                                                 |                                                                                    |  |  |  |  |
|        |                                                                                                                                                      | TH TREES                                                                          | 100                                       |                                               |                               | ING LEVEL OFF/TOUCHDOWN                                             |                                                                                    |  |  |  |  |
|        | 1. A                                                                                                                                                 |                                                                                   |                                           |                                               |                               |                                                                     |                                                                                    |  |  |  |  |
|        | PROBABLE CAU                                                                                                                                         |                                                                                   |                                           | TINC                                          |                               |                                                                     |                                                                                    |  |  |  |  |
|        | POWERPLANT - LUBRICATING SYSTEM LINES.HOSES.FITTING<br>MISCELLANEOUS ACTS.CONDITIONS - MATERIAL FAILURE                                              |                                                                                   |                                           |                                               |                               |                                                                     |                                                                                    |  |  |  |  |
|        | MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE<br>MISCELLANEOUS ACTS, CONDITIONS - OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM                       |                                                                                   |                                           |                                               |                               |                                                                     |                                                                                    |  |  |  |  |
|        |                                                                                                                                                      | HIGH OBSTRUCTIO                                                                   |                                           |                                               |                               |                                                                     |                                                                                    |  |  |  |  |
|        |                                                                                                                                                      |                                                                                   | L LOSS OF POWER - 1 EN                    |                                               |                               |                                                                     |                                                                                    |  |  |  |  |
|        |                                                                                                                                                      |                                                                                   | ORCED LANDING OFF AIRPO                   |                                               |                               |                                                                     |                                                                                    |  |  |  |  |
|        | REMARKS- BUL                                                                                                                                         | INCED INTO, IREES                                                                 | DRG LUG IN 1200FT BY                      | 300-1                                         | LEAKING                       | SURROUNDED BY TREES.RUBB                                            | ER HUSE RUPTURED.                                                                  |  |  |  |  |
|        | the second                                                                                                                                           | and the second                                                                    | the second second second                  |                                               | iy .                          | en an eine eine eine                                                |                                                                                    |  |  |  |  |
| 3-1705 | 7/25/77 E<br>TIME - 1000                                                                                                                             |                                                                                   | PIPER PÅ-25<br>N8682L<br>DAMAGE-DESTROYED |                                               |                               | COMMERCIAL<br>AERIAL APPLICATION                                    | COMMERCIAL, AGE 37, 201<br>Total Hours, 650 in type<br>Not instrument rated.       |  |  |  |  |
|        | DEPARTURE PO                                                                                                                                         | TNT                                                                               | INTENDED DESTINATION                      |                                               |                               |                                                                     |                                                                                    |  |  |  |  |
|        | EDMONSON .T                                                                                                                                          |                                                                                   | LOCAL                                     |                                               |                               |                                                                     |                                                                                    |  |  |  |  |
|        | TYPE OF ACCI                                                                                                                                         |                                                                                   |                                           |                                               |                               | OF OPERATION                                                        |                                                                                    |  |  |  |  |
|        | STALL MUS                                                                                                                                            | 54                                                                                | •                                         |                                               | IN F                          | LIGHT PROCEDURE TURNAROU                                            | ND                                                                                 |  |  |  |  |
|        |                                                                                                                                                      | ISE(S)                                                                            |                                           |                                               |                               |                                                                     |                                                                                    |  |  |  |  |
|        | PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED                                                                                            |                                                                                   |                                           |                                               |                               |                                                                     |                                                                                    |  |  |  |  |
|        |                                                                                                                                                      |                                                                                   |                                           |                                               |                               |                                                                     |                                                                                    |  |  |  |  |
|        | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING<br>MISCELLANEOUS ACTS.CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. |                                                                                   |                                           |                                               |                               |                                                                     |                                                                                    |  |  |  |  |
|        | SPECIAL DATA                                                                                                                                         | <b>A</b> <sup>1</sup>                                                             | An english and the second                 |                                               |                               |                                                                     |                                                                                    |  |  |  |  |
|        |                                                                                                                                                      | S IN CROP CONTR                                                                   | 0L - 1250                                 |                                               | KIND                          | OF OPERATION - DUSTING C                                            | ROPS                                                                               |  |  |  |  |
|        | TOTAL HOUR                                                                                                                                           |                                                                                   |                                           | TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC |                               |                                                                     |                                                                                    |  |  |  |  |
|        | KIND OF CR                                                                                                                                           | ROP - CORN                                                                        |                                           |                                               | 1150                          |                                                                     | LITCHE NONTOXIC                                                                    |  |  |  |  |
|        | KIND OF CR<br>PILOT'S SE                                                                                                                             | ROP - CORN<br>AT BELT - UNKNO                                                     | WN/NOT REPORTED                           |                                               | GLOV                          | ES - NOT USED                                                       |                                                                                    |  |  |  |  |
|        | KIND OF CR<br>PILOT'S SE<br>GOGGLES -                                                                                                                | ROP - CORN<br>AT BELT - UNKNO<br>NOT USED                                         |                                           |                                               | GLOV                          | ES - NOT USED<br>H HELMET - AVAILABLE USED                          |                                                                                    |  |  |  |  |
|        | KIND DF CR<br>PILOT'S SE<br>GOGGLES -<br>COCKPIT CR                                                                                                  | ROP - CORN<br>AT BELT - UNKNO<br>NOT USED<br>ASHPAD - INSTAL                      | LED                                       |                                               | GLOVI<br>CRAS<br>CRAS         | ES - NOT USED<br>H HELMET - AVAILABLE USED<br>H BAR - NOT INSTALLED |                                                                                    |  |  |  |  |
|        | KIND OF CR<br>PILOT'S SE<br>GOGGLES -<br>COCKPIT CR<br>TANK/HOPPE                                                                                    | ROP - CORN<br>AT BELT - UNKNO<br>NOT USED<br>RASHPAD - INSTAL<br>ER-LOCATION - FO |                                           | •                                             | GLOVI<br>CRAS<br>CRAS<br>TERR | ES - NOT USED<br>H HELMET - AVAILABLE USED                          |                                                                                    |  |  |  |  |

FILE DATE LOCATION ATRCRAFT DATA TN.IURTES FLIGHT PILOT DATA PURPOSE E S M/N 3-1712 7/27/77 BROWNETELD.TX PIPER PA-25 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 48. 7500 TIME - 1600 N87391 PX- 0 0. 0 AERIAL APPLICATION TOTAL HOURS, 60 IN TYPE, DAMAGE-SUBSTANTIAL INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION BROWNFIELD, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1600 KIND DE OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC KIND OF CROP. - GRAIN FIELDS PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL .FLAT ELEVATION-AREA BEING TREATED-FEET - 3267 SWATH RUN-HOW FLOWN - CROSSWIND 3-1584 7/28/77 LAKE JACKSON, TX CESSNA 150J CR- 0 0 1 NDNCOMMERCIAL PRIVATE, AGE 37, 321 TIME - 1530 N60866 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 139 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION LAKE JACKSON.TX ANGLETON, TX TYPE OF ACCIDENT PHASE DE OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH DITCHES LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM VENTS, DRAINS, TANK CAPS MISCELLANEOUS ACTS, CONDITIONS - IMPROPER/INADEQUATE VENTING MISCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- OBSTRUCTION IN L WING TANK VENT LINE.

| FILE | DATE                                                                            | LOCATION                                                                                                                 | AIRCRAFT DATA                                                   |         | JURI | ES                                   |                            | FLIGHT                                                                                                                                | PILOT DATA                                                                           |
|------|---------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|---------|------|--------------------------------------|----------------------------|---------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
|      |                                                                                 | s                                                                                                                        |                                                                 |         | F 5  | 5 M/N                                |                            | PURPOSE                                                                                                                               |                                                                                      |
|      | 7/29/77 E<br>TIME - 1215                                                        | DELL CITY.TX                                                                                                             | CESSNA 188<br>N5654J<br>DAMAGE-SUBSTANTIAL                      | CR-     | 0    | 0 1                                  | CO                         |                                                                                                                                       | COMMERCIAL, AGE 49, 5704<br>TOTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|      | DEPARTURE PO                                                                    |                                                                                                                          | INTENDED DESTINATION                                            |         |      |                                      |                            |                                                                                                                                       |                                                                                      |
|      | TYPE OF ACCI                                                                    |                                                                                                                          |                                                                 |         | P۲   | ASE                                  | OF O                       | PERATION                                                                                                                              |                                                                                      |
|      | STALL MUS                                                                       | н                                                                                                                        |                                                                 |         |      | IN F                                 | LIGH                       | T PROCEDURE TURNAL                                                                                                                    | ROUND                                                                                |
|      | FACTOR (S)                                                                      |                                                                                                                          | D TO OBTAIN/MAINTAIN FLU                                        | 'ING SI | PEEC | )                                    |                            |                                                                                                                                       |                                                                                      |
|      | SKY CONDITIO                                                                    | )N <sup>.</sup>                                                                                                          |                                                                 |         | CE   | ILIN                                 | G AT                       | ACCIDENT SITE                                                                                                                         |                                                                                      |
|      | OLEAN                                                                           | ·                                                                                                                        |                                                                 |         |      | UNLI                                 |                            | -                                                                                                                                     |                                                                                      |
|      |                                                                                 | AT ACCIDENT SITE                                                                                                         | -                                                               |         |      | NONE                                 |                            | ION AT ACCIDENT SI                                                                                                                    | TE                                                                                   |
|      |                                                                                 | TO VISION AT A                                                                                                           | ACCIDENT SITE                                                   |         |      | MPER                                 |                            | E-F                                                                                                                                   |                                                                                      |
|      | NONE                                                                            |                                                                                                                          |                                                                 |         |      | 100                                  |                            |                                                                                                                                       |                                                                                      |
|      | WIND VELOCIT                                                                    | Y-KNOTS                                                                                                                  |                                                                 |         |      |                                      | F WE                       | ATHER CONDITIONS                                                                                                                      |                                                                                      |
|      | CALM<br>TYPE OF FLIG                                                            |                                                                                                                          |                                                                 |         |      | VFR                                  |                            |                                                                                                                                       |                                                                                      |
|      | NONE                                                                            | HI FLAM                                                                                                                  |                                                                 |         |      |                                      |                            |                                                                                                                                       |                                                                                      |
|      | SPECIAL DATA                                                                    |                                                                                                                          |                                                                 |         |      |                                      |                            |                                                                                                                                       |                                                                                      |
|      | TOTAL HOUR<br>KIND OF CR<br>PILOT'S SE<br>GOGGLES -<br>COCKPIT CR<br>TANK/HOPPE | S IN CROP CONT<br>OP - UNKNOWN/NO<br>AT BELT - UNKNO<br>NOT USED<br>ASHPAD - INSTAL<br>R-LOCATION - FO<br>AREA BEING TRE | DWN/NOT REPORTED<br>LLED<br>DRWARD OF PILOT<br>ATED-FEET - 3701 | ED      |      | TYPE<br>GLOV<br>CRAS<br>CRAS<br>TERR | OF<br>ES -<br>H HE<br>H BA | OPERATION - UNKNOW<br>CHEMICAL USED - LIG<br>NGT USED<br>LMET - AVAILABLE-NG<br>R - INSTALLED<br>TYPE - ROLLING<br>N-HOW FLOWN - WIND | QUID CHEMICAL-NONTOXIC                                                               |

| FILE   | DATE                                                                      | LOCATION                                                                                                                                                 | AIRCRAFT DATA                                                                | -     |    | RIES<br>S M/                    |                                | FLIGHT<br>PURPOSE                                                                                                                                                 | ΡΙΙΟΤ ΔΑΤΔ                                                                    |
|--------|---------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|-------|----|---------------------------------|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| 3-1704 | TIME - OS<br>DEPARTURE<br>GRUVER.<br>TYPE OF A                            | POINT<br>TX                                                                                                                                              | PIPER PA-25<br>N9628P<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL | CR-   | 0  | 0<br>PHASE                      | 0<br>E 0                       | COMMERCIAL<br>AERIAL APPLICATION<br>F DPERATION<br>IGHT PROCEDURE TURNARC                                                                                         | COMMERCIAL, AGE 39, 402<br>TOTAL HOURS, 35 IN TYPE,<br>INSTRUMENT RATED.      |
|        | PROBABLE<br>PILOT 1                                                       |                                                                                                                                                          | TED ATTENTION FROM OPER                                                      | ATION | DF | AIR                             | CRA                            | FT                                                                                                                                                                |                                                                               |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>ELEVATI<br>PROCEDU | IOURS IN CROP CONT<br>CROP - CORN<br>SEAT BELT - UNKN<br>- NOT USED<br>CRASHPAD - INSTA<br>OPPER-LOCATION - F<br>ON-AREA BEING TRE<br>JRE TURNAROUND - S | DWN/NOT REPORTED<br>LLED<br>ORWARD OF PILOT<br>ATED-FEET - 3200              |       |    | TYP<br>GLC<br>CR/<br>CR/<br>TEP | PE<br>IVE<br>ASH<br>ASH<br>RRA | OF OPERATION - SPRAYING<br>OF CHEMICAL USED - LIOL<br>S - NOT USED<br>HELMET - AVAILARLE USE<br>RAR - INSTALLED<br>IN-TYPE - LEVEL.FLAT<br>RUN-HOW FLOWN - CROSSE | JID CHEMICAL-TOXIC                                                            |
| 3-1580 | TIME - 10                                                                 | IRPORT - DAK GROV<br>PDINT                                                                                                                               | N99016<br>DAMAGE-SUBSTANTIAL<br>E<br>INTENDED DESTINATION<br>LOCAL           |       |    |                                 |                                | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAM                                                                                                                           | PRIVATE, AGE 62, 164<br>NSP TOTAL HOURS, 54 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | TYPE OF A<br>UNDERSH                                                      |                                                                                                                                                          | ,                                                                            |       | P  | LAP                             | ND I                           | F OPER∆TIΩN<br>NG - FINAL APPRO∆CH<br>NG - LEVEL OFF/TOUCHDOWN                                                                                                    |                                                                               |

BRIEFS OF ACCIDENTS

| FILE  | DATE                                                               | LOCATION                                                                                            | AIRCRAFT DATA                                                                     |         | JRIES<br>SM                                 |                                              | FLIGHT<br>PURPOSE                                                                                                                 | PILOT DATA                                                                       |
|-------|--------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------|---------------------------------------------|----------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| -1711 | 8/2/77 F<br>TIME - 1800                                            | T.WORTH.TX                                                                                          | CESSNA 150L<br>N12660<br>DAMAGE-SUBSTANTIAL                                       |         |                                             |                                              | NONCOMMERCIAL<br>PRACTICE                                                                                                         | PRIVATE, AGE 30, 44 TOTAL<br>Hours, all in type, not<br>instrument rated.        |
|       | NAME OF AIRP<br>DEPARTURE PO<br>FT.WORTH.T                         | -                                                                                                   | ELD<br>INTENDED DESTINATION<br>LOCAL                                              |         |                                             |                                              |                                                                                                                                   |                                                                                  |
| •     | TYPE OF ACCI<br>GROUND-WAT                                         |                                                                                                     |                                                                                   |         | LĂ                                          | NDI                                          | OPERATION<br>NG ROLL<br>NG ROLL                                                                                                   |                                                                                  |
|       | PILOT IN C<br>FACTOR(S)<br>WEATHER -<br>MISCELLANE<br>WEATHER BRIE | COMMAND - FAILED<br>COMMAND - DIVERTE<br>UNFAVORABLE WIND<br>COUS ACTS+CONDITI                      | ONS - TOUCH AND GO LAN<br>OF BRIEFING RECEIVED                                    | TION OF |                                             | CRAF                                         | T                                                                                                                                 |                                                                                  |
|       | 5 OR OVER(                                                         | AT ACCIDENT SITE<br>UNLIMITED)<br>5 TO VISION AT AC<br>-F                                           | CIDENT SITE                                                                       |         | UN<br>PREC<br>NO<br>RELA<br>RI<br>WIND<br>6 | LIMI<br>IPI<br>NE<br>TIVE<br>GHT<br>DIF<br>0 | AT ACCIDENT SITE<br>TED<br>TATION AT ACCIDENT<br>E BEARING OF WIND<br>CROSS WIND 068-112<br>RECTION-DEGREES<br>WEATHER CONDITIONS | ·                                                                                |
|       | 8<br>TYPE OF FLIC<br>NONE                                          | GHT PLAN                                                                                            | CHING FOR FLAP LEVER.                                                             |         | VF                                          |                                              | WEATHER CONDITIONS                                                                                                                |                                                                                  |
| -1578 | TIME - 1856<br>DEPARTURE PC<br>CAMERON.MO                          | ) .                                                                                                 | BEECH C35<br>N726D<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>FORT WORTH,TX | PX- (   | 0 0<br>0 0<br>LAST<br>0K                    | 2<br>2<br>ENF<br>MUL                         | ROUTE STOP<br>GEE+OK                                                                                                              | PRIVATE, AGE 53, 258<br>TRANSP TOTAL HOURS, 27 IN TYPE,<br>NOT INSTRUMENT RATED. |
|       | TYPE OF ACCI<br>COLLISION                                          | UDENT<br>WITH AIRCRAFT. E                                                                           | NOTH IN FLIGHT                                                                    |         |                                             |                                              | OPERATION<br>IGHT DESCENDING                                                                                                      |                                                                                  |
|       | PERSONNEL<br>FACTOR(S)                                             | COMMAND - FAILED                                                                                    | TO SEE AND AVOID OTHER<br>PERSONNEL PILOT OF OT<br>IONS - SUNGLARE                |         |                                             | т                                            |                                                                                                                                   |                                                                                  |
|       | CONTROLLIN<br>TRAFFIC AU<br>CONVERGENU<br>VERTICAL (               | DF AVIATION INVOL<br>NG AGENCY - NO CO<br>DVISORY ISSUED -<br>CF ANGLE-DEGREES<br>COLLISION ANGLE-D | NONE<br>- 60                                                                      |         | R A<br>C 0<br>H 0                           | DAR<br>NTR(<br>RIZ                           |                                                                                                                                   |                                                                                  |

|                  |                                                                          |                                                                                                     | BRIEFS                                                              | OF AC    | CI     | DENTS                | 5                      |                                                 |         |                                                                                                                  |
|------------------|--------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|----------|--------|----------------------|------------------------|-------------------------------------------------|---------|------------------------------------------------------------------------------------------------------------------|
| FILE             | DATE                                                                     | LOCATION                                                                                            | AIRCRAFT DATA                                                       |          |        | IES<br>S M/M         | N                      | FLIGHT<br>PURPOSE                               |         | PILOT DATA                                                                                                       |
| 3-1578.          | 8/5/77 N<br>TIME - 185                                                   | IR.FORT WORTH.TX<br>6                                                                               | CESSNA 177RG<br>N7541V<br>DAMAGE-SUBSTANTIAL                        | PX-      | 0      | 0 0                  | ) DL                   |                                                 |         | AIRLINE TRANSPORT, AGE<br>29, 2021 TOTAL HOURS, 214<br>IN TYPE, INSTRUMENT<br>RATED.                             |
|                  | DEPARTURE<br>FORT WOR                                                    | TH,TX                                                                                               | INTENDED DESTINATION<br>LOCAL                                       |          |        |                      |                        |                                                 |         |                                                                                                                  |
|                  | COLLISIO                                                                 | CIDENT<br>N WITH AIRCRAFT                                                                           | BOTH IN FLIGHT                                                      |          | P      |                      |                        | PERATION<br>IT NORMAL CRUISE                    |         |                                                                                                                  |
|                  |                                                                          | COMMAND - FAILER                                                                                    | ) TO SEE AND AVOID OTHER<br>-PERSONNEL PILOT OF OT                  |          |        |                      |                        |                                                 |         |                                                                                                                  |
|                  | CONTROLL<br>TRAFFIC<br>CONVERGE<br>VERTICAL                              | OF AVIATION INVO<br>ING AGENCY - NO C<br>ADVISORY ISSUED -<br>NCE ANGLE-DEGREES<br>COLLISION ANGLE- | - NONE<br>- 60                                                      | 4.5<br>1 | U      | RADA<br>CONT<br>HORI | AR CI<br>TROL<br>IZONI |                                                 | .E-DEGR | DER RADAR CONTACT<br>EES – 60                                                                                    |
| -1707            | 8/7/77<br>TIME - 123                                                     | EL PASO, TX                                                                                         | PIPER PA-28<br>N929E                                                | -        |        |                      |                        | DNCOMMERCIAL<br>EASURE/PERSONAL 1               | FRANSP  | PRIVATE, AGE 36, 214<br>Total Hours, 181 IN Type,                                                                |
|                  | NAME OF AJ<br>DEPARTURE<br>EL PASO<br>Type of ac<br>Undersho<br>Hard Lan | TX<br>CIDENT<br>DOT                                                                                 | DAMAGE-SUBSTANTIAL<br>INTL<br>INTENDED DESTINATION<br>LOCAL         |          | PI     | LAN                  | DING                   | PPERATION<br>Final approach<br>Level off/Touchd | DOWN    | NOT INSTRUMENT RATED.                                                                                            |
| ۰<br>۱۹۰۹ -      | PILOT IN<br>FACTOR(S)                                                    | I COMMAND - MISJUU<br>I COMMAND - IMPROP                                                            | DGED DISTANCE AND ALTITU<br>ER LEVEL DEE<br>IONS - PODRLY PLANNED A |          | ч<br>н |                      |                        |                                                 |         |                                                                                                                  |
| ۰.<br>س          | AIRPORTS<br>REMARKS- D                                                   | /AIRWAYS/FACILIT                                                                                    | ES - AIRPORT CONDITIONS<br>D.HARD LDG ON TAXIWAY S                  | отне     | R<br>F | THRES                | SHOLO                  | )-                                              |         |                                                                                                                  |
|                  | TIME - 160                                                               |                                                                                                     | BEECH 58TC<br>N1048T<br>DAMAGE-SUBSTANTIAL                          | CR-      | 0      |                      |                        | NCOMMERCIAL<br>EASURE/PERSONAL 1                | [RANSP  | PRIVATE, AGE 44, 1412<br>TOTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT                                          |
|                  |                                                                          | BEL, TX                                                                                             | IO INTL<br>INTENDED DESTINATION<br>SAN ANTONIO.TX                   |          | P      |                      | OF (                   | PERATION                                        |         | RATED.                                                                                                           |
|                  | GEAR RET                                                                 | RACTED                                                                                              |                                                                     |          |        |                      |                        | ROLL                                            |         | and the second |
|                  |                                                                          | COMMAND - INADVE                                                                                    | RTENTLY RETRACTED GEAR<br>) FOR FLAP HANDLE.                        |          |        |                      |                        |                                                 |         |                                                                                                                  |
| . <sup>1</sup> 2 |                                                                          |                                                                                                     |                                                                     |          |        |                      |                        |                                                 |         |                                                                                                                  |

|       |                                                                                                                                                                                                                          |                                                                                                                  | BRIEF                                                                                                   | S OF 40                         | CIDE                                | NTS                                  |                                                                 | <br>                                                                      |
|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|---------------------------------|-------------------------------------|--------------------------------------|-----------------------------------------------------------------|---------------------------------------------------------------------------|
| FILE  | DATE LO                                                                                                                                                                                                                  | CATION                                                                                                           | AIRCRAFT DATA                                                                                           | F                               | S                                   | M/N                                  | FLIGHT<br>PURPOSE                                               | PILOT DATA                                                                |
| -1709 | 8/17/77 FORT W<br>TIME - 1202                                                                                                                                                                                            | IORTH,TX                                                                                                         | CESSNA 150L<br>N15EB<br>DAMAGE-DESTROYED                                                                | CR-<br>PX-                      | 1 0                                 | 0                                    | INSTRUCTIONAL                                                   | STUDENT, AGE 20, 15 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |
|       | NAME OF AIRPORT -                                                                                                                                                                                                        | - MEACHAM FIE                                                                                                    | ĹD                                                                                                      | •                               |                                     |                                      |                                                                 |                                                                           |
|       | DEPARTURE POINT<br>Fort Worth+TX                                                                                                                                                                                         | I                                                                                                                | NTENDED DESTINATION                                                                                     |                                 |                                     |                                      |                                                                 |                                                                           |
|       | STALL MUSH                                                                                                                                                                                                               |                                                                                                                  |                                                                                                         |                                 |                                     |                                      | OPERATION<br>F INITIAL CLIMB                                    |                                                                           |
|       |                                                                                                                                                                                                                          | D - FAILED T                                                                                                     | N OBTAIN/MAINTAIN FL'<br>OR FAILED TO USE FLAD                                                          |                                 | EED                                 |                                      |                                                                 |                                                                           |
|       |                                                                                                                                                                                                                          | CTS.CONDITIO                                                                                                     | FAMILIARITY WITH AIR<br>NS - TOUCH AND GD LAM                                                           |                                 |                                     |                                      |                                                                 |                                                                           |
|       | REMARKS- THIRD SO                                                                                                                                                                                                        |                                                                                                                  | WITH FULL FLAPS.                                                                                        |                                 |                                     |                                      |                                                                 |                                                                           |
|       |                                                                                                                                                                                                                          |                                                                                                                  |                                                                                                         |                                 |                                     |                                      |                                                                 |                                                                           |
| -1713 | R/22/77 PECOS.<br>TIME - 2235                                                                                                                                                                                            | тх                                                                                                               | CESSNA 1778<br>N34760<br>DAMAGE-SUBSTANTIA                                                              | PX-                             |                                     |                                      |                                                                 | PRIVATE, AGE 27, 967<br>Total Hours, 32 in type,<br>Not instrument rated. |
| -1713 |                                                                                                                                                                                                                          |                                                                                                                  |                                                                                                         | PX-                             |                                     |                                      |                                                                 |                                                                           |
| -1713 | TIME - 2235                                                                                                                                                                                                              | - PECOS MUNI                                                                                                     | N34760<br>DAMAGE-SUBSTANTIAL                                                                            | PX-                             | 0 0<br>LAS<br>PHA                   | 3<br>T ENR<br>ECOS<br>SE OF          | PLEASURE/PERSONAL                                               | TOTAL HOURS, 32 IN TYPE,                                                  |
| -1713 | TIME - 2235<br>NAME OF AIRPORT -<br>DEPARTURE POINT<br>LAS VEGAS.NV<br>TYPE OF ACCIDENT<br>COLLIDED WITH<br>PRORABLE CAUSE(S)<br>PILOT IN COMMAN<br>PILOT IN COMMAN                                                      | - PECOS MUNJ<br>I<br>TREES<br>D - IMPROPER<br>D - IMPROPER                                                       | N34760<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION<br>VICTORIA+TX                                      | PX-                             | 0 0<br>LAS<br>PHA<br>L              | 3<br>T ENR<br>ECOS<br>SE OF          | PLEASURE/PERSONA<br>OUTE STOP<br>TX<br>OPERATION                | TOTAL HOURS, 32 IN TYPE,                                                  |
| -1713 | TIME - 2235<br>NAME OF AIRPORT -<br>DEPARTURE POINT<br>LAS VEGAS+NV<br>TYPE OF ACCIDENT<br>COLLIDED WITH<br>PRORABLE CAUSE(S)<br>PILOT IN COMMAN<br>PILOT IN COMMAN<br>FACTOR(S)<br>MISCELLANEDUS A<br>EMERGENCY CIRCUMS | - PECOS MUNJ<br>I<br>TREES<br>D - IMPROPER<br>D - IMPROPER<br>D - DELAYED<br>CTS.CONDITIO<br>TANCES - PRE<br>DOD | N34760<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION<br>VICTORIA.TX<br>LEVEL OFF<br>RECOVERY FROM BOUNCI | PX-<br>ED LANE<br>ND<br>N AIRPE | C O<br>LAS<br>PHA<br>L<br>L<br>NING | 3<br>T ENR<br>ECOS<br>SE OF<br>ANDI™ | PLEASURE/PERSONA<br>OUTE STOP<br>TX<br>OPERATION<br>G GO-AROUND | TOTAL HOURS, 32 IN TYPE,                                                  |

| FILE   | DATE LOCATION                                                                                                                                                                      | AIRCRAFT DATA                                          | F S M/N                                 | PURPOSE                                                        | PILOT DATA |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|-----------------------------------------|----------------------------------------------------------------|------------|
| 3-1298 | 4/12/77 NR.DUCHESNE.UT<br>TIME - 1230                                                                                                                                              |                                                        |                                         | NONCOMMERCIAL<br>BUSINESS                                      |            |
|        | DEPARTURE POINT                                                                                                                                                                    | INTENDED DESTINATION                                   |                                         |                                                                |            |
|        | SALT LAKE CITY,UT                                                                                                                                                                  | VERNAL.UT                                              | 5                                       |                                                                |            |
|        | TYPE OF ACCIDENT,                                                                                                                                                                  |                                                        | PHASE                                   | OF OPERATION                                                   |            |
|        | COLLISION WITH GROUND/                                                                                                                                                             | WATER UNCONTROLLED                                     | IN F                                    | LIGHT UNCONTROLLED DE                                          | SCENT      |
|        | PILOT IN COMMAND - SPA<br>FACTOR(S)                                                                                                                                                | TIAL DISORIENTATION                                    |                                         |                                                                |            |
|        | WEATHER - SNDW<br>WEATHER BRIEFING - ND RE                                                                                                                                         | CORD OF BRIEFING RECEIVED<br>AST SUBSTANTIALLY CORRECT |                                         |                                                                |            |
|        | WEATHER - SNOW<br>WEATHER BRIEFING - NO RE<br>WEATHER FORECAST - FOREC<br>. XY CONDITION                                                                                           |                                                        |                                         | G AT ACCIDENT SITE                                             |            |
|        | WEATHER - SNDW<br>WEATHER BRIEFING - NO RE<br>WEATHER FORECAST - FOREC                                                                                                             | AST SUBSTANTIALLY CORRECT                              | CEILIN<br>O<br>PRECIP                   | G AT ACCIDENT SITE<br>ITATION AT ACCIDENT SI<br>• SNOW SHOWERS | TE         |
|        | WEATHER - SNDW<br>WEATHER BRIEFING - NO RE<br>WEATHER FORECAST - FOREC<br>.XY CONDITION<br>OBSCURATION<br>VISIBILITY AT ACCIDENT S                                                 | AST SUBSTANTIALLY CORRECT                              | CEILIN<br>O<br>PRECIP<br>SNOW           | ITATION AT ACCIDENT SI                                         | TE         |
|        | WEATHER - SNOW<br>WEATHER BRIEFING - NO RE<br>WEATHER FORECAST - FOREC<br>.KY CONDITION<br>OBSCURATION<br>VISIBILITY AT ACCIDENT S<br>1/4 MILE OR LESS<br>OBSTRUCTIONS TO VISION A | AST SUBSTANTIALLY CORRECT<br>ITE<br>T ACCIDENT SITE    | CEILIN<br>O<br>PRECIP<br>SNOW<br>TYPE O | ITATION AT ACCIDENT SI<br>• SNOW SHOWERS                       | TE         |

| FILE |                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | AIRCRAFT DATA                                                                                                    | -     | F                | SM                                   | /N                                             | PURPOSE                                                  | PILOT DATA                                                                               |
|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|-------|------------------|--------------------------------------|------------------------------------------------|----------------------------------------------------------|------------------------------------------------------------------------------------------|
|      | 5/16/77 PARAWON<br>TIME - 0840                                                                                                                                                                                                              | υT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | CESSNA 150B<br>N4414U<br>DAMAGE-SUBSTANTIAL                                                                      | CR-   | 0                | 0                                    | 1 1                                            |                                                          | COMMERCIAL, FL.INSTR.,<br>AGE 27, 2000 TOTAL HOURS,<br>500 IN TYPE, INSTRUMENT<br>RATED. |
|      | NAME OF AIRPORT - 1<br>DEPARTURE POINT                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | INTENDED DESTINATION                                                                                             |       |                  |                                      |                                                |                                                          |                                                                                          |
|      | PARAWON                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | KANAB, UT                                                                                                        |       |                  |                                      |                                                |                                                          |                                                                                          |
|      | TYPE OF ACCIDENT                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                  |       |                  |                                      |                                                | OPERATION                                                |                                                                                          |
|      | STALL MUSH                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | · · ·                                                                                                            |       |                  |                                      |                                                | INITIAL CLIMB                                            |                                                                                          |
|      |                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                  |       |                  |                                      |                                                |                                                          |                                                                                          |
|      |                                                                                                                                                                                                                                             | - FAILED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | TO OBTAIN/MAINTAIN FL                                                                                            |       |                  |                                      | KEOFF                                          | ABOR TED                                                 |                                                                                          |
|      | PROBABLE CAUSE(S)<br>PILOT IN COMMAND<br>PILOT IN COMMAND<br>FACTOR(S)<br>PILOT IN COMMAND<br>WEATHER - HIGH D                                                                                                                              | - FAILED<br>- DELAYE<br>- MISHSE<br>NSITY AL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | D TO OBTAIN/MAINTAIN FL<br>D ACTION IN ABORTING T<br>D OR FAILED TO USE FLA                                      | AKEOF | F                |                                      | KEOFF                                          | ▲BOR TED                                                 |                                                                                          |
|      | PROBABLE CAUSE(S)<br>PILOT IN COMMAND<br>PILOT IN COMMAND<br>FACTOR(S)<br>PILOT IN COMMAND<br>WEATHER - HIGH D<br>MISCELLANEOUS ACT<br>SKY CONDITION                                                                                        | - FAILED<br>- DELAYE<br>- MISHSE<br>NSITY AL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | D TO OBTAIN/MAINTAIN FL<br>D ACTION IN ABORTING T<br>D OR FAILED TO USE FLA<br>TITUDE                            | AKEOF | F                | Ð                                    | ING A                                          | T ACCIDENT SITE                                          |                                                                                          |
|      | PROBABLE CAUSE(S)<br>PILOT IN COMMAND<br>PILOT IN COMMAND<br>FACTOR(S)<br>PILOT IN COMMAND<br>WEATHER - HIGH D<br>MISCELLANEOUS ACT<br>SKY CONDITION<br>SCATTERED                                                                           | - FAILED<br>- DELAYE<br>- MISHSE<br>ENSITY AL<br>IS+CONDIT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | D TO OBTAIN/MAINTAIN FL<br>D ACTION IN ABORTING T<br>D OR FAILED TO USE FLA<br>TITUDE<br>IONS - RAN OFF END OF D | AKEOF | F<br>Y<br>C      | EIL                                  | ING A                                          | T ACCIDENT SITE                                          | · · ·                                                                                    |
|      | PROBABLE CAUSE(S)<br>PILOT IN COMMAND<br>PILOT IN COMMAND<br>FACTOR(S)<br>PILOT IN COMMAND<br>WEATHER - HIGH D<br>MISCELLANEOUS ACT<br>SKY CONDITION                                                                                        | - FAILED<br>- DELAYE<br>- MISHSE<br>ENSITY AL<br>S.CONDIT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | D TO OBTAIN/MAINTAIN FL<br>D ACTION IN ABORTING T<br>D OR FAILED TO USE FLA<br>TITUDE<br>IONS - RAN OFF END OF D | AKEOF | F<br>Y<br>C      | EIL                                  | ING A                                          | T ACCIDENT SITE                                          | ·<br>·                                                                                   |
|      | PROBABLE CAUSE(S)<br>PILOT IN COMMAND<br>PILOT IN COMMAND<br>FACTOR(S)<br>PILOT IN COMMAND<br>WEATHER - HIGH D<br>MISCELLANEOUS AC<br>SKY CONDITION<br>SCATTERED<br>VISIBILITY AT ACCIN                                                     | - FAILED<br>- DELAYE<br>- MISHSE<br>ENSITY AL<br>IS.CONDIT<br>DENT SITE<br>FED)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | D TO OBTAIN/MAINTAIN FL<br>D ACTION IN ABORTING T<br>D OR FAILED TO USE FLA<br>TITUDE<br>IONS - RAN OFF END OF U | AKEOF | F<br>Y<br>C<br>P | EIL<br>UN<br>PREC<br>NO              | ING A<br>LIMIT<br>IPITA<br>NE                  | T ACCIDENT SITE                                          |                                                                                          |
|      | PROBABLE CAUSE(S)<br>PILOT IN COMMAND<br>PILOT IN COMMAND<br>FACTOR(S)<br>PILOT IN COMMAND<br>WEATHER - HIGH D<br>MISCELLANEOUS AC<br>SKY CONDITION<br>SCATTERED<br>VISIBILITY AT ACCIN<br>5 OR OVER(UNLIMI)<br>ORSTRUCTIONS TO VIS<br>NONE | - FAILED<br>- DELAYE<br>- MISUSE<br>- M | D TO OBTAIN/MAINTAIN FL<br>D ACTION IN ABORTING T<br>D OR FAILED TO USE FLA<br>TITUDE<br>IONS - RAN OFF END OF U | AKEOF | F<br>Y<br>C<br>P | EIL<br>UN<br>REC<br>NO<br>IEMP<br>60 | ING A<br>LIMIT<br>IPITA<br>NE<br>ERATU         | T ACCIDENT SITE<br>TED<br>TION AT ACCIDENT SITE<br>TRE-F |                                                                                          |
|      | PROBABLE CAUSE(S)<br>PILOT IN COMMAND<br>PILOT IN COMMAND<br>FACTOR(S)<br>PILOT IN COMMAND<br>WEATHER - HIGH D<br>MISCELLANEOUS AC<br>SKY CONDITION<br>SCATTERED<br>VISIBILITY AT ACCIN<br>5 OR OVER(UNLIMI<br>OBSTRUCTIONS TO VI           | - FAILED<br>- DELAYE<br>- MISUSE<br>- M | D TO OBTAIN/MAINTAIN FL<br>D ACTION IN ABORTING T<br>D OR FAILED TO USE FLA<br>TITUDE<br>IONS - RAN OFF END OF U | AKEOF | F<br>Y<br>C<br>P | EIL<br>UN<br>REC<br>NO<br>IEMP<br>60 | ING A<br>LIMIT<br>IPITA<br>NE<br>ERATU<br>OF F | T ACCIDENT SITE<br>IED<br>TION AT ACCIDENT SITE          |                                                                                          |

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| FILE   | DATE                                                                                                                                                     | LOCATION                                                                                                                                                     | AIRCRAFT DATA                                                                                                                                  |                 | JURIES<br>FSM                                                |                                                        | FLIGHT<br>PURPOSE      |          |          | PILOT DATA                                                           |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------------------------------------------------------|--------------------------------------------------------|------------------------|----------|----------|----------------------------------------------------------------------|
| 3-1162 | TIME - 151                                                                                                                                               |                                                                                                                                                              | CESSNA 172M<br>N42000<br>DAMAGE-DESTROYED                                                                                                      |                 | 0 1<br>0 1                                                   |                                                        | NCOMMERCI<br>EASURE/PE |          | TR AN SP | PRIVATE, AGE 33, 86 TO<br>HOURS, 74 IN TYPE, NO<br>INSTRUMENT RATED. |
|        | DEPARTURE                                                                                                                                                |                                                                                                                                                              | INTENDED DESTINATION<br>ST GEORGE.UT                                                                                                           |                 |                                                              |                                                        |                        |          |          |                                                                      |
|        | TYPE OF AC                                                                                                                                               |                                                                                                                                                              | ST GEORGE OF                                                                                                                                   |                 | PHAS                                                         | E ÓE O                                                 | PERATION               |          |          |                                                                      |
|        | STALL M                                                                                                                                                  |                                                                                                                                                              |                                                                                                                                                |                 |                                                              |                                                        | T NORMAL               | CRUISE   |          |                                                                      |
|        | COLLIDED                                                                                                                                                 | WITH TREES                                                                                                                                                   |                                                                                                                                                |                 | IN                                                           | FLIGH                                                  | T NORMA                | L CRUISE |          |                                                                      |
|        | PILOT IN<br>PILOT IN<br>MISCELLA                                                                                                                         | COMMAND - FAILE                                                                                                                                              | PPER IN-FLIGHT DECISIONS<br>ED TO OBTAIN/MAINTAIN FL<br>TIONS - FLEW INTO BLIND                                                                | YING S          | PEED                                                         |                                                        |                        |          |          |                                                                      |
|        | PILOT IN<br>PILOT IN<br>MISCELLA<br>FACTOR(S)<br>WEATHER<br>WEATHER BR                                                                                   | COMMAND - IMPRO<br>COMMAND - FAILE<br>NEOUS ACTS.CONDI<br>- HIGH DENSITY A<br>IEFING - BRIEFED                                                               | ED TO OBTAIN/MAINTAIN FL<br>TIONS - FLEW INTO BLIND                                                                                            | YING S<br>CANYO | PEED<br>N                                                    |                                                        |                        |          |          |                                                                      |
|        | PILOT IN<br>PILOT IN<br>MISCELLA<br>FACTOR(S)<br>WEATHER<br>WEATHER BR                                                                                   | COMMAND - IMPRC<br>COMMAND - FALLE<br>NEOUS ACTS.CONDI<br>- HIGH DENSITY A<br>IEFING - BRIEFER<br>RECAST - FORECAS                                           | ED TO OBTAIN/MAINTAIN FL<br>TIONS - FLEW INTO BLIND<br>ALTITUDE<br>D BY FLIGHT SERVICE PERS                                                    | YING S<br>CANYO | PEED<br>N<br>By RA                                           | DIO<br>Ing At                                          | ACCIDEN                | r site   |          |                                                                      |
|        | PILOT IN<br>PILOT IN<br>MISCELLA<br>FACTOR(S)<br>WEATHER WEATHER BU<br>WEATHER FOU<br>SKY CONDIT<br>BROKEN<br>VISIBILITY                                 | COMMAND - IMPRC<br>COMMAND - FALLE<br>NEOUS ACTS.CONDI<br>- HIGH DENSITY A<br>IEFING - BRIEFER<br>RECAST - FORECAS<br>ION<br>AT ACCIDENT SIT                 | ED TO OBTAIN/MAINTAIN FL<br>TIONS - FLEW INTO BLIND<br>ALTITUDE<br>D BY FLIGHT SERVICE PERS<br>T SUBSTANTIALLY CORRECT                         | YING S<br>CANYO | PEED<br>N<br>BY RA<br>CEIL<br>70<br>PREC                     | DIO<br>ING AT<br>OO<br>IPITAT                          | TCU PT PC              |          | SI TE    |                                                                      |
|        | PILOT IN<br>PILOT IN<br>MISCELLAI<br>FACTOR(S)<br>WEATHER BU<br>WEATHER FOU<br>SKY CONDIT<br>BROKEN<br>VISIBILITY<br>5 OR OVE                            | COMMAND - IMPRC<br>COMMAND - FALLE<br>NEOUS ACTS.CONDI<br>- HIGH DENSITY A<br>IEFING - BRIEFER<br>RECAST - FORECAS<br>ION<br>AT ACCIDENT SIT<br>R(UNLIMITED) | ED TO OBTAIN/MAINTAIN FL<br>TIONS - FLEW INTO BLIND<br>ALTITUDE<br>D BY FLIGHT SERVICE PERS<br>ST SUBSTANTIALLY CORRECT                        | YING S<br>CANYO | PEED<br>N<br>BY RA<br>CEIL<br>70<br>PREC<br>NO               | DIO<br>ING ∆T<br>OO<br>IPIT∆T<br>NE                    | ION AT AC              |          | SI TE    |                                                                      |
|        | PILOT IN<br>PILOT IN<br>MISCELLA<br>FACTOR(S)<br>WEATHER BR<br>WEATHER BR<br>WEATHER FOU<br>SKY CONDIT<br>BROKEN<br>VISIBILITY<br>5 OR OVE<br>OBSTRUCTIO | COMMAND - IMPRC<br>COMMAND - FALLE<br>NEOUS ACTS.CONDI<br>- HIGH DENSITY A<br>IEFING - BRIEFER<br>RECAST - FORECAS<br>ION<br>AT ACCIDENT SIT                 | ED TO OBTAIN/MAINTAIN FL<br>TIONS - FLEW INTO BLIND<br>ALTITUDE<br>D BY FLIGHT SERVICE PERS<br>ST SUBSTANTIALLY CORRECT                        | YING S<br>CANYO | PEED<br>N<br>BY RA<br>CEIL<br>70<br>PREC<br>NO<br>TEMP       | DIO<br>ING AT<br>OO<br>IPITAT<br>NE<br>ERATUR          | ION AT AC              |          | SI TE    |                                                                      |
|        | PILOT IN<br>PILOT IN<br>MISCELLAN<br>FACTOR(S)<br>WEATHER BR<br>WEATHER FO<br>SKY CONDIT<br>BROKEN<br>VISIBILITY<br>5 OR OVE<br>OBSTRUCTIO<br>NONE       | COMMAND - IMPRC<br>COMMAND - FALLE<br>NEOUS ACTS.CONDI<br>- HIGH DENSITY A<br>IEFING - BRIEFER<br>RECAST - FORECAS<br>ION<br>AT ACCIDENT SIT<br>R(UNLIMITED) | ED TO OBTAIN/MAINTAIN FL<br>TIONS - FLEW INTO BLIND<br>ALTITUDE<br>D BY FLIGHT SERVICE PERS<br>ST SUBSTANTIALLY CORRECT<br>TE<br>ACCIDENT SITE | YING S<br>CANYO | PEED<br>N<br>BY RA<br>CEIL<br>70<br>PREC<br>NO<br>TEMP<br>70 | DIO<br>ING AT<br>OO<br>IPITAT<br>NE<br>ERATUR<br>DF FL | ION AT AC              | CIDENT   | SI TE    |                                                                      |

|                                                                                         |                                                                                                              | AIRCRAFT DATA                                                               | F              | S M/N                                            |                                                                                                                                                                                   | PILOT DATA                                                                    |
|-----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|----------------|--------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| 6/13/77 N<br>TIME - 070<br>DEPARTURE<br>VERNAL.U<br>TYPE OF AC                          | R.VERNAL.UT<br>0<br>POINT I<br>T                                                                             | CESSNA 1888<br>N9300R<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION<br>LOCAL | CR- 0<br>PX- 0 | 0 1<br>0 0                                       | COMMERCIAL                                                                                                                                                                        | COMMERCIAL, AGE 50, 1082<br>Total Hours, 15 in type,<br>Not instrument rated. |
| PILOT IN<br>PILOT IN<br>FACTOR(S)<br>WEATHER<br>WEATHER                                 | COMMAND - INADEQUA<br>COMMAND - MISJUDGE<br>COMMAND - IMPROPER<br>- HIGH DENSITY ALTI<br>- DOWNDRAFT.UPDRAFT | IN-FLIGHT DECISIONS                                                         |                |                                                  | NNING                                                                                                                                                                             |                                                                               |
| 5 OR OVE<br>OBSTRUCTIO<br>NONE<br>WIND DIREC<br>360                                     | AT ACCIDENT SITE<br>R(UNLIMITED)<br>NS TO VISION AT ACC<br>TION-DEGREES                                      | IDENT SITE                                                                  | ר<br>א         | TE                                               |                                                                                                                                                                                   |                                                                               |
| VFR<br>SPECIAL DA<br>TOTAL HO<br>KIND OF<br>PILOT'S<br>CRASH HE<br>CRASH BA<br>TERRAIN- | CROP — OTHER<br>SEAT BELT — FASTENE<br>LMET — AVAILABLE US                                                   | - UNKNOWN/NOT REPORT<br>D-PROPERLY<br>ED.<br>IND                            | ED             | KIND<br>TYPE<br>GLOVE<br>COCKE<br>TANK/<br>ELEV4 | FLIGHT PLAN<br>OF OPERATION - OTHER<br>OF CHEMICAL USED - LII<br>S - NOT USED<br>IT CRASHPAD - INSTALL<br>HOPPER-LOCATION - FOR<br>TION-AREA BEING TREAT<br>DURE TURNAROUND - THI | WARD OF PILOT<br>ED-FEET - 8500                                               |

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BRIEFS OF ACCIDENTS LOCATION AIRCRAFT DATA INJURIES FLIGHT FILE DATE PILOT DATA F S M/N . PURPOSE 3-1369 6/22/77 NR.BENJAMIN.UT PIPER PA-28 CR- 0 0 2 INSTRUCTIONAL COMMERCIAL, FL.INSTR... AGE 32. 2020 TOTAL HOURS. N9627K PX- 0 0 DUAL TIME - 2015 DAMAGE-SUBSTANTIAL 49 IN TYPE. INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION PROVO.UT LOCAL PHASE DE OPERATION TYPE OF ACCIDENT STALL MUSH LANDING GO-AROUND PROBABLE CAUSE(S) DUAL STUDENT - IMPROPER OPERATION OF FLIGHT CONTROLS DUAL STUDENT - FALLED TO OBTAIN/MAINTAIN FLYING SPEED PLIDT IN COMMAND - DELAYED IN INITIATING GO-AROUND PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS FACTOR(S) MISCELLANEOUS ACTS.CONDITIONS - ENGINE LOADED UP REMARKS- STUDENT BANKED AND RAISED NOSE AT LOW ALTITUDE. PIPER PA-28 CR- 0 1 0 NONCOMMERCIAL COMMERCIAL, AGE 32, 1049 3-1602 7/4/77 BEAVER, UT N490FL PX- 0 0 O PLEASURE/PERSONAL TRANSP TOTAL HOURS, ALL IN TYPE, TIME - 0940 DAMAGE-DESTROYED INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP MILFORD, UT MONTEREY, CA LAMAR,CO PHASE OF OPERATION TYPE OF ACCIDENT LANDING FINAL APPROACH COLLIDED WITH TREES PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FLEW INTO BLIND CANYON FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 10000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE TEMPERATURE-F OBSTRUCTIONS TO VISION AT ACCIDENT SITE 72 NONE TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR VFR REMARKS- TRAPPED IN CANYON, ELECTED TO CRASH LAND. DENS ALT ABT 10500FT.

| FILE   | DATE                               |                                                               | AIRCRAFT DATA                                                        | . E            | S M/          | 'N           | FLIGHT<br>PURPOSE                                                 | PILOT DATA                                                                   |
|--------|------------------------------------|---------------------------------------------------------------|----------------------------------------------------------------------|----------------|---------------|--------------|-------------------------------------------------------------------|------------------------------------------------------------------------------|
| 8-1106 | 5/17/77                            | POST MILLS,VT                                                 |                                                                      | CR- (<br>PX- ( | 0 1           | 0            | NONCOMMERCIAL                                                     | PRIVATE, AGE 55, 134<br>TOTAL HOURS, 84 IN TYPE,<br>NOT INSTRUMENT RATED.    |
|        | DEPARTURE                          | RPORT - POST MILL<br>POINT<br>DNWAY NH                        | INTENDED DESTINATION                                                 | <br>           | · .           |              |                                                                   |                                                                              |
|        | TYPE OF AC<br>OVERSHOD<br>COLLIDED | CIDENT                                                        |                                                                      |                | LAN           | DIN          | OPERATION<br>G LEVEL OFF7TOUCHDOWN<br>G GO-AROUND                 |                                                                              |
|        | PILOT IN<br>FACTOR(S)<br>TERRAIN   | N COMMAND - MISJUD<br>N COMMAND - DELAYE<br>- HIGH OBSTRUCTIO | NS                                                                   | UND            |               | •            |                                                                   |                                                                              |
|        | REMARKS- A                         | AIRPORT OPERATOR S                                            | TATED GO-AROUND ATTEMP                                               | TED 1600       | DFT DO        | )WN          | 2300FT RUNWAY.                                                    | u .                                                                          |
|        |                                    |                                                               |                                                                      |                |               | • •          |                                                                   |                                                                              |
| -1284  |                                    | WINDHAM,VT<br>D4                                              | PIPER PA-24<br>N5039P<br>DAMAGE-DESTROYED.                           | PX-            |               |              |                                                                   | PRIVATE, AGE 57, 836<br>P TOTAL HOURS, ALL IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | TYPE OF A                          | T.ME                                                          | INTENDED DESTINATION<br>FARMINGTON+MI                                |                | UNKN<br>PHASE | IOWN<br>E OF | OUTE STOP<br>/NOT REPORTED<br>OPERATION<br>GHT UNCONTROLLED DESCE |                                                                              |
|        | PROBABLE C                         |                                                               | 1                                                                    |                |               |              |                                                                   |                                                                              |
|        | . PILOT IN                         |                                                               | TED OPERATION REYOND E<br>FR IN-FLIGHT DECISIONS<br>L DISORIENTATION |                |               | LIT          | Y LEVEL                                                           |                                                                              |
|        | WEATHER                            | - OTHER                                                       |                                                                      |                |               |              |                                                                   |                                                                              |
|        |                                    |                                                               | P∙PILOT CHECKED WEATHE<br>SLIGHTLY BETTER THAN F                     |                |               |              |                                                                   |                                                                              |
|        | SKY CONDIT                         |                                                               |                                                                      |                |               |              | AT ACCIDENT SITE                                                  |                                                                              |
|        |                                    | Y AT ACCIDENT SITE                                            |                                                                      |                |               | PIT          | ATION AT ACCIDENT SITE                                            |                                                                              |
|        | OBSTRUCTIO                         | ER(UNLIMITED)<br>DNS TO VISION AT A                           | CCIDENT SITE                                                         |                | TYPE          | 0F           | HOWERS<br>WEATHER CONDITIONS                                      |                                                                              |
|        | HAZE<br>TYPE OF FU<br>NONE         | LIGHT PLAN                                                    |                                                                      |                | VFR           | ξ.           |                                                                   |                                                                              |
|        |                                    |                                                               |                                                                      |                |               |              |                                                                   |                                                                              |

|        | DATE                                                                                          | LOCATION                                                                                                   | AIRCRAFT DATA                                                                                                         | INJURIES<br>F S M/N    | PURPOSE                                      | PILOT DATA                                                                      |
|--------|-----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|------------------------|----------------------------------------------|---------------------------------------------------------------------------------|
| 8-1008 | 2/14/77 ROA<br>TIME - 1858                                                                    | ANOKE,VA                                                                                                   | PIPER PA-30<br>N8455Y<br>DAMAGE-SUBSTANTIAL                                                                           | CR- 0 1 0<br>PX- 0 2 0 | NONCOMMERCIAL                                | PRIVATE, AGE 55, 2350<br>TOTAL HOURS, 1950 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | NAME OF AIRPOR<br>Departure Poin<br>Summit.De                                                 |                                                                                                            | JNICIPAL<br>INTENDED DESTINATION<br>CHICAGO+IL                                                                        |                        |                                              |                                                                                 |
|        | TYPE OF ACCIDE                                                                                | RE OR MALFUNCT                                                                                             |                                                                                                                       | LAND                   | F OPERATION<br>ING FINAL APPROACH<br>NG ROLL |                                                                                 |
|        | PILOT IN COM<br>MISCELLANEOU<br>FACTOR(S)<br>TERRAIN - RO<br>MISCELLANEOU<br>COMPLETE POWER   | MMAND - INADEQU<br>MMAND - MISMANA<br>JS ACTS,CONDITI<br>DUGH/UNEVEN<br>JS ACTS,CONDITI<br>R LOSS - COMPLE | JATE PREFLIGHT PREPARA<br>GEMENT OF FUEL<br>IONS - FUEL EXHAUSTION<br>ONS - OVERLOAD FAILUR<br>FTE ENGINE FAILURE/FLA | E<br>MEDUT-2 ENGINES   |                                              |                                                                                 |
|        | EMERGENCY CIRC                                                                                | CUMSTANCES - FO                                                                                            | RCED LANDING OFF AIRP                                                                                                 | DRT ON LAND            |                                              |                                                                                 |
| -1010  |                                                                                               | CUMSTANCES - FU                                                                                            | RCED LANDING OFF AIRP<br>BEECH C23<br>N2259L<br>DAMAGE-SUBSTANTIAL                                                    | CR- 0 0 2<br>PX- 0 0 0 |                                              | COMMERCIAL, FL.INSTR.,<br>AGE 22, 944 TOTAL HOURS<br>43 IN TYPE, INSTRUMENT     |
| -1010  | 3/4/77 POR<br>TIME - 0945<br>NAME OF AIRPOR<br>DEPARTURE POIN<br>NORFOLK,VA<br>TYPE OF ACCIDE | RTSMOUTH.VA<br>RT - CHESAPEAKE<br>RT<br>ENT<br>IRE OR MALFUNCT                                             | BEECH C23<br>N2259L<br>DAMAGE-SUBSTANTIAL<br>PORTSM<br>INTENDED DESTINATION<br>PORTSMOUTH+VA                          | CR- 0 0 2<br>PX- 0 0 0 |                                              | AGE 22, 944 TOTAL HOURS                                                         |

RRIEES DE ACCIDENTS

| FILE   |                                 |                                           | AIRCRAFT DATA                                                          |            | F      | SΜ               | /N     | PURPOSE                                       | PILOT DATA                                                                              |
|--------|---------------------------------|-------------------------------------------|------------------------------------------------------------------------|------------|--------|------------------|--------|-----------------------------------------------|-----------------------------------------------------------------------------------------|
|        |                                 | FOREST.VA                                 |                                                                        |            |        |                  |        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF     | COMMERCIAL, FL.INSTR.,<br>AGE 36, 1218 TOTAL HOURS<br>191 IN TYPE, INSTRUMENT<br>RATED. |
|        | DEPARTURE<br>FDREST+V           | /Δ                                        | INTENDED DESTINATION<br>LEESBURG.VA                                    |            |        | _                | _      |                                               |                                                                                         |
|        | TYPE OF AU<br>STALL S           |                                           |                                                                        |            | Þ      |                  |        | F OPERATION<br>FF INITI∆L CLIMB               |                                                                                         |
|        |                                 | N COMMAND - IMPROPE                       | P. OPERATION OF FLIGHT<br>D. ATTENTION FROM OPER                       |            |        |                  | CR 4   | = T <sup>:</sup>                              |                                                                                         |
|        | FACTOR (S)                      |                                           | ATE PREFLIGHT PREPARA                                                  |            |        | 00               |        |                                               |                                                                                         |
|        |                                 | DBS SAW GR RECYCLE.                       |                                                                        | 1104 2     | 107    | UK               | гца    | 4/01/072                                      |                                                                                         |
| 3-1069 | 4/8/77<br>TIME - 130            |                                           | STAMPE SV4C<br>N47SV<br>DAMAGE-DESTROYED                               | CR-<br>PX- | 0<br>0 | 0<br>0           | 1<br>0 | NONCOMMERCIAL<br>Pleasure/personal transf     | AIRLINE TRANSPORT, AGE<br>51. 17000 TDTAL HOURS, 2<br>IN TYPE, INSTRUMENT<br>RATED.     |
|        |                                 | IRPORT - FLYING CIR<br>POINT<br>ON VA     | CUS<br>INTENDED DESTINATION<br>BEALETON•VA                             |            |        |                  |        |                                               |                                                                                         |
|        | TYPE OF A                       |                                           | NEALLIGNERE                                                            |            | Ρ      | HAS              | ΕO     | F OPERATION                                   |                                                                                         |
|        |                                 | E FAILURE IN FLIGH                        | IT                                                                     |            |        |                  |        | IGHT NORMAL CRUISE<br>NG ROLL                 |                                                                                         |
|        | MISCELL<br>PILOT I<br>FACTOR(S) | E - FLIGHT CONTROL<br>ANEOUS ACTS.CONDITI | SURFACES AILERON SUR<br>ONS - MATERIAL FAILUR<br>D WRONG RUNWAY RELATI | E          |        |                  |        |                                               |                                                                                         |
|        | SKY CONDI                       |                                           | 0.0040111(                                                             |            | c      | FTI              | ING    | AT ACCIDENT SITE                              |                                                                                         |
|        | CLEAR                           |                                           |                                                                        |            | -      |                  |        | I TED                                         |                                                                                         |
|        |                                 | Y AT ACCIDENT SITE                        |                                                                        |            | P      |                  |        | TATION AT ACCIDENT SITE                       |                                                                                         |
|        |                                 | ER(UNLIMITED)<br>ONS TO VISION AT AC      | CIDENT SITE                                                            |            | R      |                  | TIV    | E BEARING OF WIND<br>CROSS WIND 068-112 DEGRE | ES                                                                                      |
|        |                                 | CTION-DEGREES                             |                                                                        |            | h      | INC              | VE     | LOCITY-KNOTS                                  |                                                                                         |
|        | 310<br>TYPE OF W<br>VER         | EATHER CONDITIONS                         |                                                                        |            | ı      | 25<br>TYPE<br>NO | OF     | FLIGHT PLAN                                   |                                                                                         |
|        |                                 |                                           | WY INTO WIND AVAILABL                                                  | E C        |        |                  |        |                                               |                                                                                         |

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| FILE   | DATE                                                          | LOCATION                                                                             | AIRCRAFT DATA                                                                                                              | IN.<br>F     |      | IES<br>SM  |                | FLIGHT<br>PURPOSE                                                                    | PILOT DATA                                                                     |
|--------|---------------------------------------------------------------|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|--------------|------|------------|----------------|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| 8-1145 | 4/9/77<br>TIME - 155                                          | WINDSOR+VA<br>50                                                                     | SCHWEIZER 1-26B<br>N680U<br>DAMAGE-SUBSTANTIAL                                                                             |              |      |            |                | INSTRUCTIONAL<br>SOLO                                                                | STUDENT, AGE 32, 16 TOTAL<br>Hours. 1 in type, not<br>instrument rated.        |
|        | NAME OF AI<br>DEPARTURE<br>WINDSOR,<br>TYPE OF AC<br>HARD LAN | CLIDENT                                                                              | INTENDED DESTINATION<br>LOCAL                                                                                              |              | Ρ    |            |                | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN                                                |                                                                                |
|        | FACTOR(S)                                                     | N COMMAND - IMPROP                                                                   | PER OPERATION OF FLIGHT                                                                                                    |              | )L S |            |                |                                                                                      |                                                                                |
|        |                                                               |                                                                                      |                                                                                                                            |              |      |            |                |                                                                                      |                                                                                |
| -1497  | 4/24/77<br>TIME - 141                                         | WONDBRIDGE,VA<br>0                                                                   | PIPER PA-288<br>N5271T<br>DAMAGE-SUBSTANTIAL                                                                               |              |      |            |                | INSTRUCTIONAL<br>Solo                                                                | STUDENT, AGE 35, 136<br>TOTAL HOURS, ALL IN TYPE,<br>NOT INSTRUMENT RATED.     |
|        | DEPARTURE<br>POMONKEY<br>TYPE OF AC                           | (,MD<br>CCIDENT<br>AILURE DR MALFUNC                                                 | E<br>INTENDED DESTINATION<br>LOCAL                                                                                         |              |      | ١N         | FĻ             | F OPERATION<br>IGHT DESCENDING<br>NG ROLL                                            |                                                                                |
| . *    | MISCELLA<br>FACTOR(S)<br>MISCELLA<br>NISCELLA<br>EMERGENCY    | I COMMAND - MISMAN<br>ANEOUS ACTS.CONDIT<br>ANEOUS ACTS.CONDIT<br>INEOUS ACTS.CONDIT | AGEMENT OF FUEL<br>IONS - FUEL STARVATION<br>IONS - NOT ALIGNED WITH<br>IONS - OVERLOAD FAILURE<br>ORCED LANDING ON AIRPOR |              |      |            |                |                                                                                      |                                                                                |
| 1.00   |                                                               |                                                                                      |                                                                                                                            |              | ~    | 0          |                |                                                                                      |                                                                                |
| -1498  | TIME - 113                                                    |                                                                                      | CESSNA 182<br>N7103E<br>Damage-Substantial                                                                                 | Р <b>Х —</b> | 0    | 0          | 0              | NONCOMMERCIAL<br>Pleasure/personal transp                                            | PRIVATE, AGE UNK/NR, 1500<br>TOTAL HOURS, 13 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE<br>SUFFOLK,                                         | ,VA                                                                                  | INTENDED DESTINATION<br>ISLE OF WRIGHT-VA                                                                                  |              |      |            |                |                                                                                      |                                                                                |
|        | TYPE OF AC<br>COLLISIO                                        | CIDENT<br>DN WITH AIRCRAFT                                                           | BOTH IN FLIGHT                                                                                                             |              | þ    |            |                | E OPERATION<br>IGHT NORMAL CRUISE                                                    |                                                                                |
|        | PROBABLE C<br>PERSONNE                                        |                                                                                      | -PERSONNEL PILOT OF OT                                                                                                     | HER AI       | RC   | R∆F        | т              |                                                                                      |                                                                                |
|        | CONTROLL<br>TRAFFIC<br>CONTROL                                | 5 OF AVIATION INVO<br>ING AGENCY - NO C<br>ADVISORY ISSUED -<br>ZONE/AREA - NO       |                                                                                                                            |              | . U  | R A<br>C D | D A R<br>N T R | AV.<br>CTL/SURVEILLANCE - NOT U<br>OLLED/UNCONTROLLED AIRPOR<br>VE ACTION TAKEN - NO |                                                                                |

| PILOT DATA<br>TE, AGE 59, 9700<br>HOURS, 2000 IN<br>NOT INSTRUMENT<br>NAT CONTACT<br>INTROLLED AIRPORT |
|--------------------------------------------------------------------------------------------------------|
| HOURS, 2000 IN<br>NOT INSTRUMENT                                                                       |
| DAR CONTACT                                                                                            |
|                                                                                                        |
|                                                                                                        |
|                                                                                                        |
|                                                                                                        |
|                                                                                                        |
| CIAL, AGE 34, 254<br>HOURS, 2028 IN<br>NOT INSTRUMENT                                                  |
| -                                                                                                      |
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| FILE  | DATE                                           | LOCATION                                     | AIRCRAFT DATA                                                                                      | INJURIES<br>F S M/N    | FLIGHT<br>PURPOSE                                                                                              | PILOT DATA                                                                           |
|-------|------------------------------------------------|----------------------------------------------|----------------------------------------------------------------------------------------------------|------------------------|----------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| -1144 | 5/12/77 ALE<br>TIME - 0037                     |                                              | PIPER PA-28<br>N5382L<br>DAMAGE-SUBSTANTIAL                                                        | PX- 1 0 0              | NONCOMMERCIAL<br>Pleasure/personal tra                                                                         | PRIVATE, AGE 44, 771<br>NSP TOTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|       | NAME OF AIRPOR                                 | T - WASHINGT                                 | ON NATL                                                                                            |                        | $(X_{i}) = \int_{\Omega} dx  dx  dx = \int_{\Omega} dx  dx  dx$                                                | ATED.                                                                                |
|       |                                                |                                              | INTENDED DESTINATION                                                                               | ~                      |                                                                                                                |                                                                                      |
|       | BRUNSWICK, GA                                  |                                              | BALTIMORE, MD                                                                                      |                        | 5. 0050 L 7101                                                                                                 |                                                                                      |
|       | TYPE OF ACCIDE<br>ENGINE FAILU                 |                                              | CTION                                                                                              |                        | F OPERATION<br>IGHT DESCENDING                                                                                 |                                                                                      |
|       | COLLIDED WIT                                   |                                              |                                                                                                    | LANDI                  | NG LEVEL OFF/TOUCHDOW                                                                                          | N                                                                                    |
|       | PILOT IN COM<br>PILOT IN COM                   | MAND - INADE<br>MAND - IMPRO<br>MAND - MISMA | QUATE PREFLIGHT PREPARAT<br>PER IN-FLIGHT DECISIONS<br>NAGEMENT OF FUEL<br>TIONS - FUEL EXHAUSTION | OR PLANNING            | 1                                                                                                              |                                                                                      |
|       | TERRAIN - HI<br>MISCELLANEOU<br>COMPLETE POWER | S ACTS+CONDI<br>LOSS - COMP<br>UMSTANCES -   | TIONS - PILOT FATIGUE<br>Lete Engine Failure/Flam<br>Forced Landing OFF Airpo                      | DRT ON LAND            |                                                                                                                |                                                                                      |
|       |                                                |                                              | · · · · · · ·                                                                                      |                        | the state of the                                                                                               |                                                                                      |
|       |                                                |                                              |                                                                                                    | •                      | and a second |                                                                                      |
| -1757 | 5/14/77 WAY<br>TIME - 1330                     | NESBORD.VA                                   | CESSNA 177<br>N29306<br>DAMAGE-SUBSTANTIAL                                                         |                        | NONCOMMERCI∆L<br>Ple∆sure/person∆l tra                                                                         | PRIVATE, AGE 22, 156<br>NSP TOTAL HOURS, 3 IN TYPE,<br>NOT INSTRUMENT RATED.         |
|       | NAME OF AIRPOR<br>Departure poin<br>Luray+VA   |                                              | RO<br>INTENDED DESTINATION<br>WAYNESBORD,VA                                                        |                        |                                                                                                                |                                                                                      |
|       | TYPE OF ACCIDE<br>STALL MUSH                   | •                                            |                                                                                                    |                        | F OPERATION<br>NG GO-AROUND                                                                                    |                                                                                      |
|       | PROBABLE CAUSE                                 | (5)                                          | n an                                                           |                        |                                                                                                                |                                                                                      |
|       | MISCELLANEOU                                   | S ACTS, CONDI<br>MAND - FAILE                | TIONS - PREMATURE FLAP P<br>D TO OBTAIN/MAINTAIN FLY                                               | KETRAL LINN'           |                                                                                                                | an a                                             |
|       |                                                | MAND - IMPRO                                 | OF FAMILIARITY WITH AIRC<br>PER RECOVERY FROM BOUNCE<br>D-AROUND.                                  |                        |                                                                                                                |                                                                                      |
|       |                                                |                                              |                                                                                                    |                        |                                                                                                                |                                                                                      |
| -1011 | 5/20/77 NOK<br>TIME - 1150                     |                                              | PIPER PA-18<br>N703CB<br>DAMAGE-SUBSTANTIAL                                                        | CR- 0 0 1<br>PX- 0 0 0 | NONCOMMERCIAL<br>Pleasure/personal tra                                                                         | PRIVATE, AGE 35, 620<br>NSP TOTAL HOURS, 20 IN TYPE<br>NOT INSTRUMENT PATED.         |
|       |                                                | т                                            | IEW<br>INTENDED DESTINATION                                                                        |                        | ROUTE STOP                                                                                                     |                                                                                      |
|       | MANASSAS,VA<br>TYPE OF ACCIDE                  | NT                                           | MANASSAS+VA                                                                                        | PHASE O                | VILLE.VA<br>F OPERATION                                                                                        |                                                                                      |
|       | NOSE OVER/DO                                   | WN .                                         |                                                                                                    |                        | NG ROLL                                                                                                        |                                                                                      |

| FILE  | DATE                                                                                                                                                                                                                                                         |                                                                                                                                                                                           | AIRCRAFT DATA                                                                                                                                                                                          | IN                             | IJUR<br>F                                  | IES<br>S M/                                                                     | FLIC<br>N PURF                                                                                                                                |                                                                                       | PILOT DATA                                                                 |
|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|--------------------------------------------|---------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| -1494 | 6/5/77<br>TIME - 20<br>DEPARTURE<br>SALUDA.<br>TYPE OF A<br>COLLIDE<br>NOSE OV<br>PROBABLE<br>PILOT II<br>PILOT II<br>TERRAIN<br>FACTOR(S)<br>WEATHER<br>EMERGENCY<br>SKY CONDI<br>OVERCAS<br>VISIBILIT<br>2 MILES<br>OBSTRUCTII<br>FOG<br>TYPE OF F<br>NONE | LYELLS.VA<br>50<br>PDINT<br>VA<br>CCIDENT<br>D WITH DBJECT<br>ER/DOWN<br>CAUSE(S)<br>N COMMAND - INAQEC<br>N COMMAND - CONTIN<br>- HIDDEN OBSTRUC<br>- THUNDERSTORM AU<br>CIRCUMSTANCES - | NG903W<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>NEWRERG.MD<br>DUATE PREFLIGHT PREPARAT<br>NUED VER FLIGHT INTO ADV<br>FIONS<br>CTIVITY<br>PRECAUTIONARY LANDING OF<br>ADVERSE/UNFAVORABLE WEAT | CR-<br>PX-<br>TION AN<br>VERSE | O<br>O<br>P<br>ND/<br>WEA<br>POR<br>C<br>P | 0<br>0<br>HASE<br>LAN<br>LAN<br>OR P<br>THER<br>T<br>EILI<br>250<br>RECI<br>RAI | 1 NONCOMM<br>3 PLEASUF<br>OF OPERAT<br>DING ROLL<br>DING ROLL<br>LANNING<br>CONDITION<br>NG AT ACC1<br>PITATION A<br>N, THUNDER<br>DF WEATHER | MERCIAL<br>RE/PERSONAL TRANSP<br>TION<br>S<br>S<br>S<br>DENT SITE<br>NT ACCIDENT SITE | PRIVATE, AGE 47, 1180<br>TOTAL HOURS, 400 IN TYPE<br>NOT INSTRUMENT RATED. |
| -1496 | TIME - 17<br>DEPARTURE<br>MIDLAND<br>TYPE OF A<br>ENGINE<br>HARD LA<br>PROBABLE<br>PILOT II<br>FACTOR(S)<br>PILOT II<br>TERRAIN<br>EMERGENCY                                                                                                                 | PDINT<br>,VA<br>CCIDENT<br>FAILURE OR MALFUND<br>NDING<br>CAUSE(S)<br>N COMMAND - MISMAN<br>N COMMAND - SELEC<br>N COMMAND - MISJUD<br>- OTHER<br>CIRCUMSTANCES - 1                       |                                                                                                                                                                                                        | P <b>X</b> -                   | ō<br>P                                     | O<br>HASE<br>IN<br>LAN                                                          | DF OPERAT                                                                                                                                     |                                                                                       | PRIVATE, AGE 34, 432<br>TOTAL HOURS, 248 IN TYPE<br>NOT INSTRUMENT RATED.  |

|        | PROBABLE CAUSE(S)<br>POWERPLANT - ENGINE STRUCTURE MASTER AND CONNECTING RODS<br>TERRAIN - OTHER<br>COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE<br>EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND<br>REMARKS- LNDD ON RD.WING HIT BANK.NO 3 CYL CONROD CAP BOLT MISSING.CYL HOLD DN STUDS SHEARED. |  |                                                                            |                                                                              |  |  |  |  |  |  |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------|------------------------------------------------------------------------------|--|--|--|--|--|--|
|        |                                                                                                                                                                                                                                                                                                                                      |  |                                                                            |                                                                              |  |  |  |  |  |  |
| 3-1760 | 6/24/77 LEEDSVILLE.VA<br>TIME - 1450                                                                                                                                                                                                                                                                                                 |  | CR- 0 0 1 NONCOMMERCIAL<br>XX- 0 0 0 PLEASURE/PERSONAL TRANS               | PRIVATE. AGE 43. 467<br>P TOTAL HOURS, 289 IN TYPE.<br>NOT INSTRUMENT RATED. |  |  |  |  |  |  |
|        | NAME OF AIRPORT - FISHERS F<br>DEPARTURE POINT<br>MANASSAS.VA<br>TYPE OF ACCIPENT<br>COLLIDED WITH OBJECT                                                                                                                                                                                                                            |  | PHASE OF OPERATION<br>Landing Roll                                         |                                                                              |  |  |  |  |  |  |
|        | PROBABLE CAUSE(S)<br>TERRAIN - HIDDEN OBSTRUC<br>REMARKS- WHEEL STRUCK CHUCH                                                                                                                                                                                                                                                         |  | an an an an Araba an Araba<br>An Araba an Araba an Araba<br>Araba an Araba |                                                                              |  |  |  |  |  |  |
|        |                                                                                                                                                                                                                                                                                                                                      |  |                                                                            | a<br>Alexandra<br>Alexandra                                                  |  |  |  |  |  |  |

FACTOR(S) MISCELLANEOUS ACTS.CONDITIONS - RAN OFF END OF RUNWAY PIPER PA-28R CR- 0 0 1 NONCREMERCIAL 3-1759 6/22/77 NR. DANVILLE. VA PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 180 IN TYPE. TIME - 1425 N9302N DAMAGE-SUBSTANTIAL INTENDED DESTINATION DEPARTURE POINT SALISBURY, NC CHURCHVILLE.MD

FILE DATE LOCATION AIRCRAFT DATA INJURIES

AEROSTAR 600

TYPE OF ACCIDENT

ENGINE FAILURE OR MALFUNCTION

COLLIDED WITH DIRT BANK

PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEDER

3-1761 6/21/77 SOUTH HILL,VA CR- 0 0 1 NONCOMMERCIAL TIME - 1655 N97CC PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 517 IN TYPE. DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - SOUTH HILL DEPARTURE POINT INTENDED DESTINATION SOUTH HILL, VA HUNTINGTON+WV PHASE OF OPERATION TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE TAKEDEE RUN TAKEOFE ABORTED COLLIDED WITH CROP PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL

BRIEFS OF ACCIDENTS

F S M/N PURPOSE

PHASE OF OPERATION

LANDING ROLL

IN FLIGHT NORMAL CRUISE

FLIGHT

PILOT DATA

PRIVATE, AGE 48, 1445

PRIVATE. 4GE 31. 419

NOT INSTRUMENT RATED.

|       |                                                                    |                                                         | BRIEF                                                                                               | S OF AC  |     | ENT      | ۲ <b>Տ</b>  |                                                       |          |                                                                           |
|-------|--------------------------------------------------------------------|---------------------------------------------------------|-----------------------------------------------------------------------------------------------------|----------|-----|----------|-------------|-------------------------------------------------------|----------|---------------------------------------------------------------------------|
| FILE  | DATE                                                               | LOCATION                                                | AIRCRAFT DATA                                                                                       | INJ<br>F |     | ES<br>M/ |             | FLIGHT<br>PURPOSE                                     |          | PILOT DATA                                                                |
| -1499 | TIME - 1800                                                        |                                                         | PIPER J3C-65<br>N7157H<br>DAMAGE-SUBSTANTIAL                                                        |          |     |          |             | NONCOMMERCIAL<br>PLEASURE/PERSONAL                    | TRANSP   | STUDENT, AGE 58, 149<br>TOTAL HOURS, 2 IN TYPE,<br>NOT INSTRUMENT RATED.  |
|       | DEPARTURE F<br>WOOLWINE<br>TYPE OF ACC<br>STALL SI                 | ,VA<br>CIDENT                                           | INTENDED DESTINATION<br>LOCAL                                                                       |          |     |          |             | OPERATION<br>IG GO-ARDUND                             |          |                                                                           |
|       | PROBABLE CA<br>PILOT IN                                            |                                                         | TO OBTAIN/MAINTAIN FLY                                                                              | ING SP   | :E0 |          |             |                                                       |          |                                                                           |
| -1493 | 7/3/77<br>TIME - 200                                               | WICOMICO CHUR.VA                                        | CESSNA 182<br>N3467S<br>DAMAGE-SUBSTANTIAL                                                          |          |     |          |             |                                                       | TRANSP   | PRIVATE, AGE 31, 306<br>Total Hours, 18 in type,<br>Not instrument rated. |
|       | DEPARTURE F<br>SALUDAVV<br>TYPE OF ACC                             | ↓                                                       | IRFIELD<br>INTENDED DESTINATION<br>WICOMICO CHUR.VA                                                 |          |     | -        |             | OPERATION<br>NG ROLL                                  |          |                                                                           |
|       | MISCELLA<br>FACTOR(S)<br>AIRPORTS,                                 | - LANDING GEAR<br>DEDUS ACTS+CONDIT<br>AIRWAYS/FACILITI | BRAKING SYSTEM (NORMAL<br>IONS - MATERIAL FAILUR<br>ES - AIRPORT CONDITIONS<br>TCH AND FLIPPED OVER |          |     |          |             |                                                       |          |                                                                           |
|       |                                                                    |                                                         |                                                                                                     |          |     |          |             |                                                       |          |                                                                           |
| -1762 | 7/10/77<br>TIME - 1431                                             | WARRENTΩN∳VA                                            | GRUM AMER AA5-A.<br>N983611<br>DAMAGE-DESTROYED                                                     | -        |     | -        |             | NONCOMMERCIAL<br>PLEASURE/PERSONAL                    | TRANSP   | COMMERCIAL, AGE 28, 304<br>Total Hours, 31 in Type,<br>Instrument rated.  |
|       | NAME OF AIR<br>DEPARTURE (<br>WASHINGTO<br>TYPE OF ACO<br>STALL MU | DN.DC<br>CIDENT                                         | AIRPARK<br>INTENDED DESTINATION<br>RETURN                                                           |          | P۲  | WAR      | REN<br>E DI | COUTE STOP<br>ITON,VA<br>OPERATION<br>F INITIAL CLIMB |          |                                                                           |
|       | PILOT IN<br>FACTOR(S)                                              | COMMAND - MISJUD<br>COMMAND - IMPROP                    | GED DISTANCE AND SPEED<br>ER OPERATION OF FLIGHT<br>TED OPERATION BEYOND E)                         |          |     | A R 1    | 1.1.1       | Y LEVEL                                               |          |                                                                           |
|       | MISCELLA                                                           | HEOUS ACTS.CONDIT                                       | IONS - TOUCH AND GO LAT<br>WR WITH BOOFT TO GO.OVE                                                  | NDING    |     |          |             |                                                       | SOD RWYS | •                                                                         |

| FILE   | DATE                                                                                     | LOCATION                                                                                                    | AIRCRAFT DATA                                                                                                                                                 | -               |     | IES<br>S M/ |        | FLIGHT<br>PURPOSE                                                             | ριίοτ σάτα                                                                |
|--------|------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----|-------------|--------|-------------------------------------------------------------------------------|---------------------------------------------------------------------------|
| 3-1495 | TIME - 1430<br>DEPARTURE POI<br>MANASSAS,VA<br>TYPE OF ACCID                             |                                                                                                             | PIPER PA-18<br>N9147D<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL                                                                                  |                 | 0   | 0<br>HASE   | 0<br>0 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP<br>- OPERATION<br>GHT NORMAL CRUISE | PRIVATE, AGE 57, 200<br>TOTAL HOURS, 19 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | PROBABLE CAUS<br>POWERPLANT<br>MISCELLANEC<br>TERRAIN - H<br>EMERGENCY CIR               | - ENGINE STRUCT<br>US ACTS.CONDIT<br>IDDEN OBSTRUCTI                                                        | DRCED LANDING OFF AIRPO                                                                                                                                       |                 |     | s           |        | NG ROLL                                                                       |                                                                           |
| -1756  | 7/29/77 CA<br>TIME - 1210                                                                | PRON, VA                                                                                                    | PIPER PA-22<br>N1681P                                                                                                                                         |                 |     |             |        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                                     | PRIVATE, AGE 44, 225<br>Total Hours, 88 In Type,                          |
|        | DEPARTURE POI<br>S.BOSTON,VA<br>TYPE OF ACCIC<br>ENGINE FAIL<br>GEAR COLLAP              | ENT<br>URE OR MALFUNCI                                                                                      | DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>FRANKLIN,VA                                                                                                     |                 | PI  | IN          | FLI    | - OPERATION<br>GHT NORMAL CRUISE -<br>VG LEVEL OFF/TOUCHDOWN                  | NOT INSTRUMENT RATED.                                                     |
|        | MISCELLANED<br>MISCELLANED<br>FACTOR(S)<br>TERRAIN - H<br>COMPLETE POWE<br>EMERGENCY CIR | - LUBRICATING S<br>US ACTS+CONDIT<br>US ACTS+CONDIT<br>IGH VEGETATION<br>R LOSS - COMPLI<br>CUMSTANCES - FO | SYSTEM LINES-HOSES,FIT<br>IONS - MATERIAL FAILURE<br>IONS - OIL EXHAUSTION-E<br>ETE ENGINE FAILURE/FLAN<br>ORCED LANDING DEF AIRPO<br>( HOSE,P/N72791-02,FAIL | NGINE<br>NEOUT- | 1 E | NGI⊧<br>ND  | E      |                                                                               |                                                                           |
| 8-1392 | TIME - 0900                                                                              | PEZ ISLAND.WA                                                                                               | CESSNA 182<br>N1816X<br>DAMAGE-SHRSTANTIAL                                                                                                                    |                 |     |             |        | NDNCOMMERCIAL<br>RUSINESS                                                     | PRIVATE. AGE 35. 557<br>TOTAL HOURS. 58 IN TYPE.<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE POI<br>CENTER ISLA<br>TYPE OF ACCID<br>GROUND-WATE                             | ND,WA                                                                                                       | INTENDED DESTINATION<br>LOPEZ ISLAND,WA                                                                                                                       |                 | P   | LAN         | DIN    | GPERATION<br>NG ROLL<br>ROLL                                                  |                                                                           |
|        | PILOT IN CO<br>FACTOR(S)<br>AIRPORTS/AI                                                  | MMAND - SELECTE<br>MMAND - FAILED                                                                           | D UNSUITABLE TERBAIN<br>TO MAINTAIN DIRECTIONS<br>ES - AIRPORT CONDITIONS<br>SLUSHY SNOW.                                                                     |                 |     |             | אס     | RUNWAY                                                                        |                                                                           |

|           |                                           |                                      | BK1EF                                                                      | S OF ACCIDEN                                                                   |                                               |                      |                                                                          |         |
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| FILE      | DATE                                      | LOCATION                             | AIRCRAFT DATA                                                              | INJURIES<br>F S M/                                                             |                                               |                      | PILOT DATA                                                               |         |
| 3-1608    | 1/27/77 (<br>TIME - 1909                  | DLYMPIA,WA                           | PIPER PA-32R<br>N6638F<br>DAMAGE-DESTROYED                                 | CR- 1 0<br>PX- 0 0                                                             | 0 MISCELLANI<br>0 FERRY                       | EOUS                 | AIRLINE TRANSPORT,<br>34, 3400 TOTAL HOU<br>IN TYPE, INSTRUMEN<br>RATED. | JRS. 24 |
|           | DEPARTURE PO<br>PORTLAND.C<br>TYPE OF ACC | )R                                   | INTENDED DESTINATION<br>OLYMPIA.WA                                         |                                                                                | OF OPERATION                                  |                      |                                                                          |         |
|           | MISCELLANE                                | COMMAND - IMPROP<br>EOUS ACTS+CONDIT | ER IFR OPERATION<br>IONS - NOT ALIGNED WIT<br>TO SEE AND AVOID OBJE        |                                                                                |                                               | AREA                 |                                                                          |         |
| * . I     | WEATHER -<br>WEATHER -<br>WEATHER BRI     | OBSTRUCTIONS TO<br>EFING - PARTIAL   |                                                                            | VICE PERSONN                                                                   | EL. BY PHONE/                                 | RADIO, LIMITED       | BY PILOT ACTION                                                          |         |
|           |                                           | DN<br>BSCURATION<br>AT ACCIDENT SITE | ang san                                | UNI                                                                            | NG AT ACCIDE<br>Nown/NOT REP<br>PITATION AT A | DRTEÐ                |                                                                          |         |
|           | SMDKE<br>TEMPERATURE-<br>32               |                                      | CCIDENT SITE                                                               | CAI<br>TYPE                                                                    | TIVE BEARING (<br>,m<br>.df weather C(<br>R   |                      |                                                                          |         |
|           |                                           | CONDITIONS ON TO                     | P)<br>RODS ATOP CONTROL TWR                                                | SMOKE OBSCU                                                                    | IRNG VISION.                                  | - <b>1</b>           |                                                                          |         |
|           |                                           |                                      |                                                                            |                                                                                |                                               |                      |                                                                          |         |
|           |                                           |                                      | •                                                                          | PAGE 808                                                                       |                                               |                      |                                                                          |         |
|           | $(e_1, \dots, e_{n-1}) \in e_n$           |                                      |                                                                            |                                                                                |                                               |                      |                                                                          |         |
|           |                                           |                                      | i to post of the<br>generation of the sector                               |                                                                                |                                               |                      |                                                                          |         |
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| . * .<br> |                                           |                                      | ter (* 1995)<br>1990 - State State (* 1997)<br>1990 - State State (* 1997) | e a construction<br>1995 -<br>1995 - Construction<br>1995 - State Construction |                                               |                      | n an                                 | • • •   |
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| 3/6/77 GARDIN<br>TIME - 1730                       | ER,WA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | CESSNA 150<br>N5911E<br>DAMAGE-SUBSTANTIAL                                                                                                                                                                                                                                                                                                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| 3/19/77 WESTPO<br>TIME - 1530                      | RT+NA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | PIPER PA-28<br>N75331<br>DAMAGE-SUBSTANTIAL                                                                                                                                                                                                                                                                                               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                                                                                                                                                                                                                                                                                                                                   | COMMERCIAL, FL.INSTR.,<br>AGÊ 27, 9RO TOTAL HOURS,<br>459 IN TYPE, INSTRUMENT<br>RATED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| DEPARTURE POINT<br>WESTPORT,WA<br>TYPE OF ACCIDENT |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | INTENDED DESTINATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | LAST<br>OLY<br>PHASE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | ENROU<br>MPIA,<br>OF D                                                                                                                                                                                                                                                                                                                                                                      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| PILOT IN COMMAN<br>PILOT IN COMMAN                 | D - SELECTED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                           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| AIRPORTS/AIRWAY<br>AIRPORTS/AIRWAY                 | S/FACILITIES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 5 - AIRPORT CONDITIONS<br>5 - AIRPORT CONDITIONS                                                                                                                                                                                                                                                                                          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|                                                    | 3/6/77 GARDIN<br>TIME - 1730<br>NAME OF AIRPORT -<br>DEPARTURE POINT<br>PORT TOUNSEND, M.<br>TYPE OF ACCIDENT<br>GROUND-WATER LOI<br>NOSE OVER/DOWN<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAN<br>FACTOR(S)<br>WEATHER - UNFAVI<br>WEATHER BRIEFING<br>SKY CONDITION<br>OVERCAST<br>VISIBILITY AT ACC<br>5 OR OVER(UNLIM<br>OBSTRUCTIONS TO V<br>NONE<br>WIND DIRECTION-DE<br>180<br>TYPE OF WEATHER C<br>VFR<br>REMARKS- SWERVED,<br>3/19/77 WESTPO<br>TIME - 1530<br>NAME OF AIRPORT -<br>DEPARTURE POINT<br>WESTPORT, WA<br>TYPE OF ACCIDENT<br>COLLIDED WITH<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAN<br>FACTOR(S)<br>AIRPORTS/AIRWAY | 3/6/77 GARDINER.WA<br>TIME - 1730<br>NAME OF AIRPORT - DIAMOND POI<br>DEPARTURE POINT<br>PORT TOWNSEND.WA<br>TYPE OF ACCIDENT<br>GROUND-WATER LOOP-SWERVE<br>NOSE OVER/DOWN<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAILED S<br>FACTOR(S)<br>WEATHER - UNFAVORABLE WIND<br>WEATHER BRIEFING - NO RECORD<br>SKY CONDITION<br>OVERCAST<br>VISIBILITY AT ACCIDENT SITE<br>5 OR OVER(UNLIMITED)<br>OBSTRUCTIONS TO VISION AT ACC<br>NONE<br>WIND DIRECTION-DEGREES<br>180<br>TYPE OF WEATHER CONDITIONS<br>VFR<br>REMARKS- SWERVED.CAME TO REST<br>3/19/77 WESTPORT.WA<br>TIME - 1530<br>NAME OF AIRPORT - WESTPORT<br>OEDARTURE POINT<br>WESTPORT.WA<br>TYPE OF ACCIDENT<br>COLLIDED WITH DIRT BANK<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - SELECTED<br>PILOT IN COMMAND - FAILED<br>FACTOR(S)<br>AIRPORTS/AIRWAYS/FACILITIES<br>AIRPORTS/AIRWAYS/FACILITIES<br>AIRPORTS/AIRWAYS/FACILITIES | 3/6/77       GARDINER,WA       CESSNA 150         TIME - 1730       N5911E         DAMAGE-SUBSTANTIAL         NAME OF AIRPORT - DIAMOND POINT         DPORTURE POINT         INTENDED DESTINATION         PORT TOWNSEND,WA         GARDINER,WA         TYPE OF ACCIDENT         GRUND-WATER LOOP-SWERVE         NOSE OVER/DOWN         PROBABLE CAUSE(S)         PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL         FACTOR(S)         WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED         SKY CONDITION         OVERCAST         VISIBILITY AT ACCIDENT SITE         5 OR OVER(UNLIMITED)         OBSTRUCTIONS TO VISION AT ACCIDENT SITE         NONE         WIND DIRECTION-DEGREES         180         TYPE OF MEATHER CONDITIONS         VFR         REMARKS- SWERVED,CAME TO REST INVERTED ON RWY.         3/19/77       WESTPORT,WA         PIPER PA-28         ITHE - 1530       N75331         DAMAGE-SUBSTANTIAL         NAME OF AIRPORT - WESTPORT         OPERATURE POINT       INTENDED DESTINATION         WESTPORT,WA       PIPER PA-28         ITHE - 1530       N75331 | F<br>3/6/77 GARDINER.WA CESSNA 150 CR- O<br>TIME - 1730 N5911E PX- O<br>DAMAGE-SUBSTANTIAL<br>NAME OF AIRPORT - DIAMOND POINT<br>DEPARTURE POINT INTENDED DESTINATION<br>PORT TOWNSEND.WA GARDINER.WA<br>TYPE OF ACCIDENT<br>GROUND-WATER LODP-SWERVE<br>NOSE DVER/DOWN<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTRI-<br>FACTOR(S)<br>WEATHER - UNFAVDRABLE WIND CONDITIONS<br>WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED<br>SKY CONDITION<br>OVERCAST<br>VISIBILITY AT ACCIDENT SITE<br>5 OR OVER(INLIMITED)<br>OBSTRUCTIONS TO VISION AT ACCIDENT SITE<br>NONE<br>WIND DIRECTION-DEGREES<br>180<br>TYPE OF WEATHER CONDITIONS<br>VFR<br>REMARKS- SWERVED.CAME TO REST INVERTED ON RYY.<br>3/19/77 WESTPORT.WA PIPER PA-28 CR- O<br>TIME - 1530 N75331 PX- O<br>DAMAGE-SUBSTANTIAL<br>NAME OF AIRPORT - WESTPORT<br>MESTPORT.WA VANCOUVER.WA<br>TYPE OF ACCIDENT INTENDED DESTINATION<br>WESTPORT.WA VANCOUVER.WA<br>TYPE OF ACCIDENT<br>COLLIDED WITH DIRT BANK<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAILED TO ABORT TAKEOFF<br>FACTOR(S)<br>AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET R<br>AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET R<br>AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET R<br>AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS HIGH<br>AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS HIGH | F S M/         3/6/77 GARDINER,WA       CESSNA 150       CR-000         TIME - 1730       N5911E       PX-00         DAMAGE-SUBSTANTIAL       DAMAGE-SUBSTANTIAL         NAME OF AIRPORT - DIAMOND POINT       INTENDED DESTINATION         PORT TOWNSEND,WA       GARDINER,WA         PORT TOWNSEND,WA       GARDINER,WA         PASE       GROUND-WATER LODP-SWERVE       LAN         NOSE OVER/DOWN       LAN         PROBABLE CAUSE(S)       FAILED TO MAINTAIN DIRECTIONAL CONTROL         FACTOR(S)       MEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED         SKY CONDITION       CEILI         OVERCAST       300         VISIBILITY AT ACCIDENT SITE       PRECI         SOR OVER(INLIMITED)       NONE         USTRUCTIONS TO VISION AT ACCIDENT SITE       NONE         NONE       LEF         WIND DIRECTION-DEGREES       WIND         NONE       LEF         VFR       MEMARKS- SMERVED,CAME TO REST INVERTED ON RVY.         3/19/77       WESTPORT,WA       PIPER PA-28       CR-00         TIME - 1530       N75331       PX-00       0         NAME OF AIRPORT - WESTPORT       DESTINATION       LAST         MEMARKS- SMERVED,CAME TO REST INVERTED ON RVY. | FSM/N3/6/77GARDINER.WACESSNA 150CR-001NOTIME - 1730N5911EPX-000PLDAMAGE-SUBSTANTIALDAMAGE-SUBSTANTIALDAMAGE-SUBSTANTIALPASE000PLNAME OF AIRPORT - DIAMOND POINTINTENDED DESTINATIONGARDINER.WAPHASE000PLPORT TOWNSEND.WAGARDINER.WAGARDINER.WAPHASE00000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000000 | F S M/NPURPOSE3/6/77 GARDINER,WACESSNA 150CR- 0 0 1 NONCOMMERCIALTIME - 1730NS911EPX- 0 0 0 PLEASURE/PERSONALDAMAGE-SUBSTANTIALNAME OF AIRPORT - DIAMOND POINTPORT TOWNSEND,WAGARDINER,WAPORT TOWNSEND,WAGARDINER,WAGROUND-WATER LODP-SWERVEPHASE OF OPERATIONNOBE OVER/DOWNLANDING ROLLPROBABLE CAUSEISIPHASE OF OPERATIONPROBABLE CAUSEISIPHASE OF OPERATIONPROBABLE CAUSEISIPATHER - UNFAVORABLE WIND CONDITIONSWEATHER DITION COMMINTEDICEILING AT ACCIDENT SITESKY CONDITIONCEILING AT ACCIDENT SITEOVERCAST3000VISIBILITY AT ACCIDENT SITENONEOREKINNLIMITEDINONEOBSTRUCTIONS TO VISION AT ACCIDENT SITENONEVFRRELATIVE REARING OF WINNNONENONEVFROF AIRPORT - WESTPORT,WAPIPER PA-28CR- 0 0 2 INSTRUCTIONALVFRTYPE OF AIRPORT - WESTPORTOPARTURE POINTINTENDED RESTINATIONMAME OF AIRPORT - WESTPORTINTENDED RESTINATIONVARCOUVER,WADAMAGE-SUBSTANTIALNAME OF AIRPORT - WESTPORTDAMAGE-SUBSTANTIALNAME OF AIRPORT - WESTPORTINTENDED RESTINATIONVFRCOLLIDENT HORT ACCOUVER,WAPROBABLE CAUSEIS)PILOT IN COMMAND - SELECTED UNSUITABLE TERRAINPROBABLE CAUSEIS)PILOT IN COMMAND - FAILED TO ABORT TAKENFFFACTORASISARPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONSAIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS | FSM/NPURPOSE376/77GARDINER.WACESSNA 150CR-0001NONCOMMERCIALTIME - 1730NS911EDAMAGE-SUBSTANTIAL0000PLEASURE/PERSONAL TRANSPNAME OF AIRPORT - DIAMOND POINTDEPARTURE POINTINTENDED DESTINATIONPVX-00000000PORT TOWNSEND,WAGARDINER.WAGARDINER.WATYPE OF ACCIDENTGARDINER.WAPHASE OF OPERATIONROSE OVER/DOWNCALLLANDING ROLLPROBABLE CAUSE(S)PLOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROLFACTOR(S)WEATHER RITEFING - NO RECORD OF BRIEFING RECEIVEDSKY CONDITIONCEILING AT ACCIDENT SITEOVERCASTONE OVER(INLIMITED)OBSTRUCTIONS TO VISION AT ACCIDENT SITEPRECTION-DEGREESINONONEWHO DIRECTION-DEGREESWIND DIRECTION-ADEGREESIR0TYPE OF HEATHER CONDITIONSVFRREMARKS- SWERVED.CAME TO REST INVERTED ON RNY.3/19/77WESTPORT.WAPIPER PA-28CR-002OCALINE POINTINTENDED DESTINATIONVANCOUVER.WAOLMAGE-SUBSTANTIALNAME OF AIRPORT - WESTPORT.INTENDED DESTINATIONMETHORT.MAVINCOUVER.WAPIDET IN COMMAND - SELECTED UNSUITABLE TERRAINPILOT IN COMMAND - SELECTED UNSUITABLE TERRAINPIL |

BRIEFS OF ACCIDENTS

|        |                                                                                |                                                                       |                                                                                                 |                    |        | DEN.           |      |                                                                                                                                                                                                                                    |                                                                           |
|--------|--------------------------------------------------------------------------------|-----------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|--------------------|--------|----------------|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|
| FILE   |                                                                                | LOCATION                                                              | AIRCRAFT DATA                                                                                   |                    |        | SM.            | /N   | FLIGHT<br>PURPOSE                                                                                                                                                                                                                  | PILOT DATA                                                                |
|        | 3/19/77<br>TIME - 1530<br>NAME OF AIR                                          | FEDERAL WAY,WA<br>PORT - EVERGREEN<br>POINT<br>MAY,WA<br>LIDENT       | HELTON LARK95<br>N1511H<br>DAMAGE-DESTROYED                                                     | CR-                | 0<br>0 | 0<br>0<br>HASI |      | NONCOMMERCIAL                                                                                                                                                                                                                      | PRIVATE, AGE 59, 256<br>TOTAL HOURS, 13 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | PILOT IN<br>FACTOR(S)<br>MISCELLA                                              | COMMAND - MISJUDG<br>COMMAND - IMPROPE                                | ONS - OVERLOAD FAILUR                                                                           |                    |        |                |      |                                                                                                                                                                                                                                    |                                                                           |
| -1391  | 3/19/77<br>TIME - 1344<br>NAME OF AI<br>DEPARTURE F<br>OLYMPIA.<br>TYPE OF ACC | RPORT - OLYMPIA MU<br>Point<br>Ma                                     | N.AMERICAN P-51D<br>N6526D<br>DAMAGE-DESTROYED<br>NICIPAL<br>INTENDED DESTINATION<br>LOCAL      |                    | 0      | 0              | 0    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSF                                                                                                                                                                                          | COMMERCIAL, AGE 55, 7100<br>TOTAL HOURS, 100 IN TYPI<br>INSTRUMENT RATED. |
|        | STALL MU<br>PROBABLE C/<br>PILOT IN<br>PILOT IN<br>FACTOR(S)<br>MISCELLA       | AUSE(S)<br>COMMAND - FAILED<br>COMMAND - FAILED<br>NEDUS ACTS+CONDITI | TO MAINTAIN DIRECTION<br>TO OBTAIN/MAINTAIN FL<br>ONS — UNAPPROVED MODI<br>DUAL CTL MODIFICATIO | YING SP<br>=icatio | PEE    | TA<br>L<br>D   | KEOF | FF RUN<br>FF INITIAL CLIMB<br>NKNOWN.                                                                                                                                                                                              |                                                                           |
| 2-0043 | 3/24/77                                                                        |                                                                       | VOLMER VT22                                                                                     | CP                 | 0      | 0              | ,    | MISCELLANEOUS                                                                                                                                                                                                                      | COMMERCIAL, AGE 37, 613                                                   |
| , 0202 | TIME - 123                                                                     | )                                                                     | N117JS<br>DAMAGE-DESTROYED                                                                      |                    |        |                |      | TEST                                                                                                                                                                                                                               | TOTAL HOURS, O-IN TYPE,<br>NOT INSTRUMENT RATED.                          |
|        | NAME OF AI<br>DEPARTURE<br>LANGLEY,<br>TYPE OF AC<br>STALL SI                  | NA<br>CIDENT                                                          | ELD<br>INTENDED DESTINATION<br>LOCAL                                                            |                    | Ρ      |                |      | F OPERATION<br>IGHT OTHER                                                                                                                                                                                                          |                                                                           |
|        |                                                                                | COMMAND - FAILED                                                      | TO OBTAIN/MAINTAIN FL<br>FAMILIARITY WITH AIR                                                   |                    | PEE    | Ð              |      | an an stàitean an stàitean<br>An stàitean an s |                                                                           |

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F 5 M/N PURPOSE 3-1607 3/31/77 LIBERTY, WA BELL 2148-1 CR- 2 0 0 COMMERCIAL COMMERCIAL, AGE 31, 4280 TIME - 1230 N90128 PX- 0 0 0 0THER TOTAL HOURS, 180 IN TYPE. DAMAGE-DESTROYED NOT INSTRUMENT RATED. NAME OF AIRPORT - HELI SERVICE AREA DEPARTURE POINT INTENDED DESTINATION LIBERTY, WA LOCAL PHASE OF OPERATION TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT IN FLIGHT OTHER PROBABLE CAUSE(S) ROTORCRAFT - MISCELLANEOUS UNITS AND ASSEMBLIES TAIL BOOMS/PYLONS/CONES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT REMARKS- HELICOPTER LOGGING-TURNING TOWARD LOGGING SITE.INFLT SEPN OF VERTICAL FIN FM TAILBOOM. 3-1335 4/10/77 NR.PORT ORCHARD.WA CESSNA 182P CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 26, 187 TIME - 1930 N1282S PX- 2 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 18 IN TYPE, DAMAGE-DESTROYED NOT INSTRUMENT RATED. NAME OF AIRPORT - PORT ORCHARD INTENDED DESTINATION DEPARTURE POINT RENO.NV SEATTLE.WA PHASE OF OPERATION TYPE OF ACCIDENT 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 VER FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 600 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) DRIZZLE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 46 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 200 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR VFR

| FILE   | DATE                                                                  | LOCATION                                                                                 | AIRCRAFT DATA                                                                                                                            |                       |            |              |        | FLIGHT<br>PURPOSE                      | PILOT DATA                                                                                  |
|--------|-----------------------------------------------------------------------|------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|------------|--------------|--------|----------------------------------------|---------------------------------------------------------------------------------------------|
| 3-1137 | 4/11/77 V<br>TIME - 1830                                              | ANCOUVER.WA                                                                              |                                                                                                                                          | CR-<br>PX-            |            |              |        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA | NO CERTIFICATE, AGE 15,<br>INSP 22 TOTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        |                                                                       | NA                                                                                       | FIELD<br>INTENDED DESTINATION<br>LOCAL                                                                                                   |                       | Ρ          | -            |        | F OPERATION<br>NG FINAL APPROACH       |                                                                                             |
|        |                                                                       | DUS - UNQUALIFI                                                                          | ED PERSON OPERATED AIRC<br>ICATE.FLYING WITH OWNER                                                                                       |                       | MIS        | SI           | )N . P | AX NOT AWARE OF PLTS L                 | ACK OF EXPERIENCE.                                                                          |
| -0966  | 4/21/77 V/<br>TIME - 1704                                             | NCOUVER.WA                                                                               | CESSNA 140<br>N89672<br>DAMAGE-SUBSTANTIAL                                                                                               | PX-                   |            |              |        |                                        | STUDENT, AGE 20, 12 TOTAL<br>Hours, 5 in type, not<br>Instrument rated.                     |
| ·      |                                                                       |                                                                                          |                                                                                                                                          |                       | P          |              |        | F OPERATION<br>Ng final approach       |                                                                                             |
|        | PILOT IN CO<br>PILOT IN CO<br>FACTOR(S)<br>PERSONNEL -<br>TERRAIN - F | MMAND - MISJUD<br>MMAND - DELAYE<br>MMAND - IMPROP<br>- FLIGHT INSTRU<br>HIGH DBSTRUCTIO | GED DISTANCE AND ALTITU<br>D IN INITIATING GD-AROU<br>ER OPERATION OF POWERPL<br>CTOR INADEQUATE TRAINI<br>NS<br>•WIDE DOWNWIND+LOW ON F | IND<br>ANT &<br>NG DF | sт         | UDE          | NT     |                                        | TO CLR TREES.                                                                               |
| -1136  | 4/23/77 SI<br>TIME - 1700                                             |                                                                                          | CESSNA 172<br>N1736F                                                                                                                     | CR-<br>PX-            | 0<br>0     | 1<br>1       | 0<br>1 | NONCOMMERCIAL<br>PRACTICE              | PRIVATE, AGE 44, 633<br>TOTAL HOURS, 101 IN TYPE,                                           |
|        | DEPARTURE POI<br>SULTAN,WA                                            |                                                                                          | DAMAGE-SUBSTANTIAL<br>R<br>INTENDED DESTINATION<br>SKYKOMISH.WA                                                                          |                       | D          |              |        |                                        | UNK/NR INSTRUMENT RATED.                                                                    |
|        | PILOT IN CO<br>FACTOR(S)<br>PILOT IN CO                               | N<br>SE(S)<br>DMMAND - INADEQ<br>DMMAND - FAILED<br>DMMAND - MISUSE                      | UATE PREFLIGHT PREPARAT<br>TO OBTAIN/MAINTAIN FLY<br>D OR FAILED TO USE FLAF<br>F RWY WITH FLAPS FULL D                                  | 'ING SI               | VD/<br>PEE | T<br>DR<br>D | PLA    |                                        |                                                                                             |

with.

| FILE   | DATE                                                          | LOCATION                         | AIRCRAFT DATA                                                       | F          | S M/N    | PURPOSE                                      | PILOT DATA                                                                 |
|--------|---------------------------------------------------------------|----------------------------------|---------------------------------------------------------------------|------------|----------|----------------------------------------------|----------------------------------------------------------------------------|
| 3-1393 | 4/24/77 WAT<br>TIME - 1015                                    | ERVILLE, WA                      | CESSNA 185                                                          | CR-        | 0 1      |                                              | STUDENT, AGE 39, 86 TOTAL<br>P HOURS, 77 IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | DEPARTURE POIN<br>WATERVILLE.<br>TYPE OF ACCIDE               | KA<br>NT<br>R LOOP-SWERVE        |                                                                     |            | LANDI    | F OPER∆TION<br>NG ROLL<br>NG ROLL            |                                                                            |
|        | FACTOR(S)<br>AIRPORTS/AIR                                     | MAND - FAILED<br>RWAYS/FACILITIE | TO MAINTAIN DIRECTION<br>S - AIRPORT CONDITIONS<br>RALLEL TO RUNWAY |            |          |                                              |                                                                            |
| 3-1389 | 4/29/77 NR.PO<br>TIME - 2100                                  | RT ANGELES.WA                    | STEARMAN A75N1<br>N5728N                                            | CR-<br>PX- |          | MISCELLANEOUS                                | COMMERCIAL, FL.INSTR.,<br>AGE 32, 2000 TOTAL HOURS,                        |
|        |                                                               |                                  | DAMAGE-SUBSTANTIAL                                                  |            |          | L'ENNT                                       | 10 IN TYPE, INSTRUMENT                                                     |
|        | DEPARTURE POIN<br>ALBANY,OR<br>Type of Accide<br>Engine Failu |                                  | INTENDED DESTINATION<br>PORT ANGELES.WA                             |            | PHASE OF | - OPERATION<br>IGHT NORMAL CRUISE<br>IG ROLL |                                                                            |

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BRIEFS OF ACCIDENTS AIRCRAFT DATA FLIGHT PILOT DATA FILE DATE LOCATION INJURIES F S M/N PURPOSE 3-1683 5/1/77 KENNEWICK, WA EAA BIPLANE P CR- 0 1 0 NONCOMMERCIAL COMMERCIAL, AGE 64, 4200 TIME - 1500 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 200 IN TYPE, N168K DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - VISTA FIELD DEPARTURE POINT INTENDED DESTINATION KENNEWICK,WA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION: IN FLIGHT OTHER NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS.CONDITIONS - FUEL STARVATION PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - WET.SOFT GROUND AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PWR LOSS AFTR SLO-ROLL, ENG QUIT AT 900FT. FUEL SELECTOR ON EMPTY TANK. OTR ACFT ON RWY. CR- 0 0 1 MISCELLANEOUS PRIVATE, AGE 27, 631 3-1447 5/15/77 ALDERWOOD MNR,WA LUSCOMBE 8A TIME - 1200 PX- 0 0 0 TEST TOTAL HOURS, 327 IN TYPE, N1289K DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - MARTHA LAKE DEPARTURE POINT INTENDED DESTINATION ALDERWOOD MNR.WA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH TREES PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (OWNER PERSONNEL) POWERPLANT - FUEL SYSTEM CARBURETOR MISCELLANEOUS ACTS, CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION TERRAIN - HIGH OBSTRUCTIONS FACTOR(S) MISCELLANEOUS ACTS.CONDITIONS - UNAPPROVED MODIFICATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. REMARKS- PLT INSTALLED C85 ENG.IMPROPER CARB ADJUSTMENT.ENG QUIT IN CLIMB.AGAIN IN TURN TWO ARPT.

| FILE   | DATE                                          | LOCATION                                                                  | AIRCRAFT DATA                                                                                                              | INJURIES<br>F S M/N    | FLIGHT<br>PURPOSE                    | PILOT DATA                                                                |
|--------|-----------------------------------------------|---------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|------------------------|--------------------------------------|---------------------------------------------------------------------------|
| 3-1446 | 5/17/77<br>TIME - 1100                        | ISSAQUAH.WA<br>)                                                          | CUB LTD J3-65<br>NONE<br>DAMAGE-SUBSTANTIAL                                                                                | CR- 0 0 1<br>PX- 0 0 0 | MISCELLANEDUS<br>TEST                | COMMERCIAL, AGE 39, 5970<br>Total Hours, 151 in Type<br>Instrument rated. |
|        | DEPARTURE                                     | RPORT - SKYPORT<br>POINT                                                  | INTENDED DESTINATION                                                                                                       | 5 <b>-</b>             |                                      |                                                                           |
|        | ISSAQUAH                                      |                                                                           | LOCAL                                                                                                                      | 0114 C C               |                                      |                                                                           |
|        | TYPE OF AC                                    | LIDENI<br>AILURE OR MALFUN(                                               | TION                                                                                                                       |                        | OF OPERATION<br>OFF INITIAL CLIMB    |                                                                           |
|        | HARD LAN                                      |                                                                           |                                                                                                                            |                        | ING LEVEL OFF/TOUCH                  | NWOC                                                                      |
|        | PILOT IN<br>MISCELLA<br>PILOT IN<br>FACTOR(S) | COMMAND - IMPRO<br>COMMAND - IMPRO<br>NEOUS ACTS,CONDI<br>COMMAND - IMPRO | PER OPERATION OF FLIGHT<br>PER OPERATION OF POWERPL<br>TIONS - ICE-CARBURETOR<br>PER LEVEL OFF<br>DUCIVE TO CARB./INDUCTIO | _ANT & POWERPL         |                                      |                                                                           |
|        | PARTIAL PO                                    | FR LOSS - PARTI                                                           | AL LOSS OF POWER - 1 ENG<br>RD OF BRIEFING RECEIVED                                                                        |                        | 0                                    |                                                                           |
|        |                                               |                                                                           | FORCED LANDING OFF AIRPO                                                                                                   | ORT ON LAND            |                                      |                                                                           |
|        | SKY CONDIT                                    | ION                                                                       |                                                                                                                            | CEILIN<br>1000         | G AT ACCIDENT SITE                   |                                                                           |
|        |                                               | AT ACCIDENT SITE<br>R (UNLIMITED)                                         | <b>Ξ</b>                                                                                                                   | PRECIP                 | ITATION AT ACCIDENT S                | SITE                                                                      |
|        | OBSTRUCTIO<br>NONE                            | NS TO VISION AT                                                           | ACCIDENT SITE                                                                                                              | TEMPER<br>54           | ATURE-F                              |                                                                           |
|        | WIND DIREC<br>270                             | TION-DEGREES                                                              |                                                                                                                            | WIND V<br>15           | ELOCITY-KNOTS                        |                                                                           |
|        | TYPE OF WE<br>VFR                             | ATHER CONDITIONS                                                          |                                                                                                                            | TYPE O<br>None         | F FLIGHT PLAN                        |                                                                           |
|        | REMARKS- C                                    | DNSTRUCTED IN CA                                                          | NADA,NOT CERTIFICATED IN                                                                                                   | IUSA.T∆XI TES          | T,BECAME AIRBORNE.PWR                | R LOSS AT 200FT.                                                          |
| 3-1687 | 5/22/77                                       | SPOKANE.WA                                                                | PIPER PA-24                                                                                                                | CR- 0 0 1              | NONCOMMERCIAL                        | COMMERCIAL, AGE 42, 698                                                   |
|        | TIME - 130                                    |                                                                           | N6487P<br>DAMAGE-SUBSTANTIAL                                                                                               |                        |                                      | TRANSP TOTAL HOURS, 38 IN TYPE-<br>INSTRUMENT RATED.                      |
|        | NAME OF AI<br>Departure i                     | RPORT - SPOKANE<br>POINT                                                  |                                                                                                                            |                        |                                      |                                                                           |
|        | SPOKANE.                                      | ΨΔ .                                                                      | LOCAL                                                                                                                      |                        |                                      |                                                                           |
|        | TYPE OF ACC<br>HARD LAN                       |                                                                           |                                                                                                                            |                        | OF OPERATION<br>ING LEVEL OFF/TOUCHI | NWOC                                                                      |
|        | PROBABLE C<br>PILOT IN                        |                                                                           | PER LEVEL NEF                                                                                                              |                        |                                      |                                                                           |
|        |                                               |                                                                           |                                                                                                                            |                        |                                      |                                                                           |
|        |                                               |                                                                           |                                                                                                                            |                        |                                      |                                                                           |
|        |                                               | -                                                                         |                                                                                                                            | PAGE 815               |                                      |                                                                           |

| FILE  | DATE                                                                  | LOCATION                                                                                           | AIRCRAFT DATA                                                                                                                      | 1       |                | PURPOSE                          | PILOT DATA                                                                                    |
|-------|-----------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|---------|----------------|----------------------------------|-----------------------------------------------------------------------------------------------|
|       |                                                                       | 0<br>POINT<br>WA                                                                                   | SCHLEICHER ASW-19<br>N19FZ<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>UNKNOWN/NOT REPORTED                                   | CR-     | 0 0 1<br>0 0 0 | MISCELLANEOUS<br>AIR SHOW/RACING | COMMERCIAL, AGE 41, 3814<br>TOTAL HOURS, 60 IN TYPE,<br>NOT INSTRUMENT RATED.                 |
|       | HARD LAN                                                              | AUSE(S)                                                                                            |                                                                                                                                    |         |                | NG LEVEL OFF/TOUCHDO             | <b>BWN</b>                                                                                    |
|       | PILOT IN                                                              | COMMAND - IMPROP                                                                                   | PER OPERATION OF FLIGHT<br>ER LEVEL OFF<br>VITY.LNDD IN FLD.                                                                       | CONTR   | DLS            |                                  |                                                                                               |
| -1088 |                                                                       | 5<br>POINT                                                                                         | TAYLORCRAFT L-28<br>N50290<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION                                                             |         |                |                                  | STUDENT, AGE 31, 72 TOTAL<br>ANSP HOURS, UNK/NR IN TYPE,<br>NOT INSTRUMENT RATED.             |
|       | TYPE OF AC                                                            | CIDENT                                                                                             | LOCAL                                                                                                                              |         |                | F OPERATION<br>IGHT BUZZING      |                                                                                               |
|       | PILOT IN<br>PILOT IN<br>MISCELLA<br>FACTOR(S)<br>PILOT IN<br>MISCELLA | COMMAND - FAILED<br>COMMAND - EXERCI<br>NEOUS ACTS,CONDIT<br>COMMAND - PHYSIC<br>NEOUS ACTS,CONDIT | D TO OBTAIN/MAINTAIN FL<br>ISED POOR JUDGMENT<br>IONS - UNWARRANTED LOW<br>AL IMPAIRMENT<br>IIONS - ALCOHOLIC IMPAI<br>LEVEL071 %. | YING SU | G              | ENCY AND JUDGMENT                |                                                                                               |
|       | - 1 <u>-</u> 1                                                        |                                                                                                    | an Antonio (1996), and<br>Antonio (1996)                                                                                           | 1       |                |                                  |                                                                                               |
| -1390 | 6/6/77 N                                                              | R.SILVANA,WA<br>O                                                                                  | AMER AVCN AA-18<br>N9950L<br>DAMAGE-SHBSTANTIAL                                                                                    | PX-     |                | INSTRUCTIONAL<br>DUAL            | COMMERCIAL, FL.INSTR.,<br>AGE 30, 539 TOTAL HOURS,<br>175 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|       | DEPARTURE<br>EVERETT,<br>TYPE OF AC<br>COLLISIO                       | WA<br>CIDENT                                                                                       | INTENDED DESTINATION<br>LOCAL                                                                                                      |         | PHASE C        | F OPERATION<br>NG _ GQ-AROUND _  | TENT KALLU.                                                                                   |
| -     | PILOT IN<br>FACTOR(S)                                                 | COMMAND - MISJUE<br>COMMAND - DELAYE                                                               | DGED ALTITUDE<br>ED IN INITIATING GO-ARO                                                                                           |         |                |                                  |                                                                                               |
|       | MICCELLA                                                              |                                                                                                    | FIONS - SIMULATED CONDI                                                                                                            |         |                |                                  |                                                                                               |
|       |                                                                       |                                                                                                    | DG. IP BEGAN REVRY TOD                                                                                                             |         |                |                                  | e e e e e e e e e e e e e e e e e e e                                                         |

|        | DATE                                                                                                                                                               | LOCATION                                                                                                                                            | AIRCRAFT DATA                                                                                                                                                                                                          | F                                                  | S M/N                                                     | PURPOSE                                                      |                     | PILOT DATA                                                                 |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|-----------------------------------------------------------|--------------------------------------------------------------|---------------------|----------------------------------------------------------------------------|
| 3-1089 |                                                                                                                                                                    | SPOKANE, WA.                                                                                                                                        | PIPER PA-28<br>N2161T<br>DAMAGE-DESTROYED                                                                                                                                                                              |                                                    |                                                           |                                                              | AL TRANSP           | PRIVATE. AGE 54. 127<br>TOTAL HOURS. 123 IN TYPE.<br>NOT INSTRUMENT RATED. |
|        |                                                                                                                                                                    | OINT                                                                                                                                                | D<br>INTENDED DESTINATION<br>SPOKANE+NA+                                                                                                                                                                               | e ding                                             |                                                           |                                                              |                     |                                                                            |
|        | TYPE OF ACC<br>Stall                                                                                                                                               |                                                                                                                                                     |                                                                                                                                                                                                                        |                                                    |                                                           | OF OPERATION<br>DING FINAL APPROA                            | СН                  | ·                                                                          |
|        |                                                                                                                                                                    | COMMAND - FAILED                                                                                                                                    | TO OBTAIN/MAINTAIN FL                                                                                                                                                                                                  | YING SPE                                           | EED                                                       | •                                                            |                     |                                                                            |
|        | REMARKS- ST                                                                                                                                                        | ALLED DRG TURN TO                                                                                                                                   | T FINAL APCH                                                                                                                                                                                                           |                                                    |                                                           |                                                              |                     | gen en <sup>tr</sup> ess <sup>a</sup>                                      |
|        | *                                                                                                                                                                  | •                                                                                                                                                   |                                                                                                                                                                                                                        |                                                    |                                                           |                                                              |                     |                                                                            |
| 7-1605 | 6/11/77                                                                                                                                                            |                                                                                                                                                     | BURKHRT GRB G102                                                                                                                                                                                                       | CP_                                                |                                                           | NONCOMMERCIAL                                                |                     | DDIVATE ACE EL 227                                                         |
| 3-1007 | TIME - 1245                                                                                                                                                        |                                                                                                                                                     | N11U<br>DAMAGE-SUBSTANTIAL                                                                                                                                                                                             | PX-                                                |                                                           |                                                              |                     | PRIVATE. AGE 51, 327<br>TOTAL HOURS, 4 IN TYPE,<br>NOT INSIRUMENT RATED.   |
|        |                                                                                                                                                                    | OINT                                                                                                                                                | INTENDED DESTINATION                                                                                                                                                                                                   |                                                    |                                                           |                                                              |                     | NUT INSTRUMENT RATED.                                                      |
|        | TYPE OF ACC<br>AIRERAME                                                                                                                                            | IDENT<br>FAILURE IN FLIGH                                                                                                                           | IT<br>R CONTROLLED                                                                                                                                                                                                     |                                                    | PHASE<br>IN F                                             | OF OPERATION<br>LIGHT CLIMB TO C<br>ING LEVEL OFF/TO         | RUISE               |                                                                            |
|        | PROBABLE CA<br>PERSONNEL                                                                                                                                           | - MAINTENANCE.SE                                                                                                                                    | RVICING, INSPECTION I                                                                                                                                                                                                  |                                                    |                                                           |                                                              | T (OWNER-F          | PILOT)                                                                     |
|        | MISCELLAN                                                                                                                                                          | FLIGHT CONTROL S<br>EOUS ACTS, CONDITI                                                                                                              | ONS - DISCONNECTED                                                                                                                                                                                                     |                                                    | IND CON                                                   | IRUL SYSTEM                                                  |                     |                                                                            |
|        | MISCELLAN<br>FACTOR(S)<br>MISCELLAN                                                                                                                                | EOUS ACTS.CONDITI<br>EOUS ACTS.CONDITI<br>IRCUMSTANCES - FC                                                                                         | ONS - DISCONNECTED<br>ONS - FLUTTER<br>RCED LANDING OFF. AIRP                                                                                                                                                          | ORT ON I                                           |                                                           |                                                              |                     |                                                                            |
|        | MISCELLAN<br>FACTOR(S)<br>MISCELLAN<br>EMERGENCY C                                                                                                                 | EOUS ACTS,CONDITI<br>EOUS ACTS,CONDITI<br>IRCUMSTANCES - FC<br>LA<br>SU                                                                             | ONS - DISCONNECTED<br>ONS - FLUTTER<br>RCED LANDING OFF AIRP<br>ITERAL CONTROL PROBLEM<br>SPECTED OR KNOWN AIRC                                                                                                        | DRT ON I                                           | AND                                                       | an Alan an Alan<br>Ang ang ang ang ang ang ang ang ang ang a | et a 1 <u>1</u> a a |                                                                            |
|        | MISCELLAN<br>FACTOR(S)<br>MISCELLAN<br>EMERGENCY C                                                                                                                 | EOUS ACTS,CONDITI<br>EOUS ACTS,CONDITI<br>IRCUMSTANCES - FC<br>LA<br>SU                                                                             | ONS - DISCONNECTED<br>ONS - FLUTTER<br>RCED LANDING OFF AIRP<br>ITERAL CONTROL PROBLEM                                                                                                                                 | DRT ON I                                           | AND                                                       | an Alan an Alan<br>Ang ang ang ang ang ang ang ang ang ang a |                     | TH REOD TOOL.                                                              |
|        | MISCELLAN<br>FACTOR(S)<br>MISCELLAN<br>EMERGENCY C<br>REMARKS- GL                                                                                                  | EOUS ACTS,CONDITI<br>EOUS ACTS,CONDITI<br>IRCUMSTANCES - FC<br>LA<br>IDER ASSEMBLED PF                                                              | ONS - DISCONNECTED<br>ONS - FLUTTER<br>RCED LANDING OFF AIRP<br>ITERAL CONTROL PROBLEM<br>SPECTED OR KNOWN AIRC<br>IOR TO FLT-AILERON CT                                                                               | ORT ON I<br>Raft dan<br>Ls not i                   | AND<br>AAGE<br>PROPERL                                    | Y CONNECTED.NOT E                                            |                     |                                                                            |
| 3-1678 | MISCELLAN<br>FACTOR(S)<br>MISCELLAN<br>EMERGENCY C<br>REMARKS- GL                                                                                                  | EOUS ACTS,CONDITI<br>EOUS ACTS,CONDITI<br>IRCUMSTANCES - FC<br>LA<br>IDER ASSEMBLED PF<br>ORCAS ISLAND,WA                                           | ONS - DISCONNECTED<br>ONS - FLUTTER<br>RCED LANDING OFF AIRP<br>ITERAL CONTROL PROBLEM<br>SPECTED OR KNOWN AIRC<br>IOR TO FLT.AILERON CT<br>LUSCOMBE 84<br>N72041                                                      | DRT ON I<br>RAFT DAM<br>LS NOT I<br>CR- (<br>PX- ( | AND<br>AAGE<br>PROPERL                                    | an Alan an Alan<br>Ang ang ang ang ang ang ang ang ang ang a |                     | STUDENT, AGE 32, 21 TOTA<br>HOURS, ALL IN TYPE, NOT                        |
| 3-167R | MISCELLAN<br>FACTOR(S)<br>MISCELLAN<br>EMERGENCY C<br>REMARKS- GL<br>6/12/77<br>TIME - 1605<br>NAME OF AIR<br>DEPARTURE P                                          | EOUS ACTS.CONDIT<br>EQUIS ACTS.CONDIT<br>IRCUMSTANCES - FC<br>LA<br>IDER ASSEMBLED PF<br>ORCAS ISLAND.WA<br>PORT - EASTSOUND<br>DINT                | ONS - DISCONNECTED<br>ONS - FLUTTER<br>RCED LANDING OFF AIRP<br>TERAL CONTROL PROBLEM<br>SPECTED OR KNOWN AIRC<br>IOR TO FLT.AILERON CT<br>LUSCOMBE 8A<br>N72041<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION           | DRT ON I<br>RAFT DAM<br>LS NOT I<br>CR- (          | AND<br>AAGE<br>PROPERL                                    | Y CONNECTED.NOT E                                            |                     | STUDENT, AGE 32, 21 TOTA                                                   |
| -<br>  | MISCELLAN<br>FACTOR(S)<br>MISCELLAN<br>EMERGENCY C<br>REMARKS- GL<br>6/12/77<br>TIME - 1605<br>NAME OF AIR<br>DEPARTURE P<br>ORCAS ISL<br>TYPE OF ACC<br>GROUND-WA | EOUS ACTS.CONDIT<br>EOUS ACTS.CONDIT<br>IRCUMSTANCES - FC<br>LA<br>SU<br>IDER ASSEMBLED PF<br>ORCAS ISLAND.WA<br>PORT - EASTSOUND<br>OINT<br>AND.WA | ONS - DISCONNECTED<br>ONS - FLUTTER<br>RCED LANDING OFF AIRP<br>ITERAL CONTROL PROBLEM<br>SPECTED OR KNOWN AIRC<br>IOR TO FLT.AILERON CT<br>LUSCOMBE 8A<br>N72041<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>LOCAL | DRT ON I<br>RAFT DAM<br>LS NOT I<br>CR- (<br>PX- ( | AND<br>4AGE<br>PROPERL<br>D 0 1<br>D 0 0<br>PHASE<br>LAND | Y CONNECTED.NOT E                                            |                     | STUDENT, AGE 32, 21 TOTA<br>HOURS, ALL IN TYPE, NOT                        |

| C 11 C |                                                       |                                                                  | BRIEFS                                                                                             |            |        |           |             |                                                             |                                                                                 |
|--------|-------------------------------------------------------|------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|------------|--------|-----------|-------------|-------------------------------------------------------------|---------------------------------------------------------------------------------|
| FILE   | DATE                                                  | LOCATION                                                         | AIRCRAFT DATA                                                                                      |            | F      | SM        | /N          | FLIGHT<br>PURPOSE                                           | PILOT DATA                                                                      |
| -1688  | TIME - 1900<br>NAME OF AIR<br>DEPARTURE P             | PORT - MARTHA LAK<br>DINT                                        | CESSNA 180<br>N7521K<br>DAMAGE-SUBSTANTIAL<br>E<br>INTENDED DESTINATION                            | CR-<br>PX- | 0<br>0 | 0<br>0    | 1<br>0      | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                    | COMMERCIAL, AGE 55, 5000<br>P TOTAL HOURS, ALL IN TYPE<br>INSTRUMENT RATED.     |
|        | ALDERWOOD<br>TYPE OF ACC<br>NOSE OMER                 | IDENT                                                            | LOCAL                                                                                              |            | Ρ      |           |             | OPERATION<br>FF RUN                                         |                                                                                 |
|        | PERSONNEL<br>FACTOR(S)<br>TERRAIN -<br>REMARKS- FL    | COMMAND - INADEQU<br>- MISCELLANEOUS-<br>ROUGH/UNEVEN            | ATE PREFLIGHT PREPARAT<br>PERSONNEL DRIVER OF V<br>D LAUNCH FM TOWED TRAI                          | EHICL      | E      |           |             | NNING<br>DOWN.TOWED INTO PASTURE                            | ACFT FELL OFF.                                                                  |
|        | 12 ·                                                  |                                                                  |                                                                                                    |            |        |           |             |                                                             |                                                                                 |
| 8-1689 | 6/28/77<br>TIME - 0715                                | SOUTH BEND.WA                                                    | CESSNA 182<br>N3553U<br>DAMAGE-SUBSTANTIAL                                                         | РХ-        |        |           |             | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                    | COMMERCIAL, AGE 40, 1776<br>P TOTAL HOURS, 210 IN TYPE<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE P<br>BATTLE GRU<br>TYPE OF ACC<br>NOSE OVER | DUND, WA                                                         | INTENDED DESTINATION<br>RETURN                                                                     |            |        | CO<br>HAS | PALI<br>E O | ROUTE STOP<br>S BEACH.WA<br>= OPERATION<br>NG ROLL          |                                                                                 |
|        | FACTOR(S)<br>TERRAIN -<br>EMERGENCY C                 | COMMAND - SELECTE<br>WET.SOFT GROUND<br>IRCUMSTANCES - PRI<br>SU | D UNSUITABLE TERRAIN<br>ECAUTIONARY LANDING OF<br>SPECTED MECHANICAL DIS<br>ROUGHNESS,LNDD ON SANE | SCREPA     | NCY    | ,         | •           |                                                             |                                                                                 |
| -1679  | 7/8/77<br>TIME - 0900                                 |                                                                  | CESSNA 172<br>N8441X                                                                               |            |        |           |             | NONCOMMERCIAL<br>BUSINESS                                   | PRIVATE, AGE 31, 71 TOTAL<br>Hours, 15 in Type, Not                             |
|        | DEPARTURE P<br>FRIDAY HA                              | RBOR, WA                                                         | DAMAGE-SUBSTANTIAL<br>LAND<br>INTENDED DESTINATION<br>BELLINGHAM+WA                                |            |        |           |             |                                                             | INSTRUMENT RATED.                                                               |
|        |                                                       | IDENT<br>ILURE OR MALFUNCT<br>WITH TREES                         | ION                                                                                                |            | Р      | IN        | FL          | E OPERATION<br>IGHT NORMAL CRUISE<br>NG LEVEL OFF/TOUCHDOWN |                                                                                 |
|        | PILOT IN<br>MISCELLAN                                 | COMMAND - INADEQU<br>Command - MISMANA                           | ONS - FUEL EXHAUSTION                                                                              | ION ∆      | ND     | OR        | PLA         | NNING                                                       |                                                                                 |
|        | TERRAJN -                                             |                                                                  |                                                                                                    |            |        |           |             |                                                             |                                                                                 |

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|        | DATE                                                                                                                                                                                                                                                           | LOCATION                                                                                         | AIRCRAFT DATA                                                                                                   | INJI<br>F |                       | ES<br>M/N                                                             | FLIGHT<br>PURPOSE                                                                                                                                                            | PILOT DATA                                                                                        |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|-----------|-----------------------|-----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
| 3-1681 | TIME - 1845                                                                                                                                                                                                                                                    | RNDALE.WA                                                                                        | WULLE VP2<br>N5596<br>DAMAGE-DESTROYED                                                                          |           |                       |                                                                       | NONCOMMERCIAL<br>Pleasure/personal tran                                                                                                                                      | PRIVATE, AGE 26, 462<br>SP TOTAL HOURS, 113 IN TYPE<br>NOT INSTRUMENT RATED.                      |
|        | DEPARTURE POJ<br>BELLINGHAM+                                                                                                                                                                                                                                   |                                                                                                  | INTENDED DESTINATION<br>LOCAL                                                                                   |           |                       |                                                                       |                                                                                                                                                                              |                                                                                                   |
|        | TYPE OF ACCID                                                                                                                                                                                                                                                  |                                                                                                  |                                                                                                                 | -         |                       |                                                                       | OF OPERATION<br>LIGHT NORMAL CRUISE                                                                                                                                          |                                                                                                   |
| t      | MISCELLANED<br>FACTOR(S)<br>TERRAIN - H<br>MISCELLANED                                                                                                                                                                                                         | MMAND - FAILE<br>US ACTS+CONDI<br>IIGH OBSTRUCTI<br>US ACTS+CONDI                                | D TO SEE AND AVOID OBJE<br>TIONS - UNWARRANTED LOW<br>DNS<br>TIONS - AIRCRAFT CAME TO<br>AT 100FT,STRUCK WIRES. | FLYING    |                       |                                                                       |                                                                                                                                                                              |                                                                                                   |
| -1686  | 7/28/77 QU<br>TIME - 1030                                                                                                                                                                                                                                      | INCY, WA                                                                                         | PIPER PA-25<br>NB850L<br>DAMAGE-SUBSTANTIAL                                                                     |           |                       |                                                                       | COMMERCIAL<br>ASSOC CROP CTL ACTIVIT                                                                                                                                         | COMMERCIAL, FL.INSTR.,<br>Y AGE 40, 6410 TOTAL HOURS.<br>4500 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | NAME OF AIRPO                                                                                                                                                                                                                                                  |                                                                                                  |                                                                                                                 |           |                       |                                                                       |                                                                                                                                                                              | MENT RATED.                                                                                       |
|        | DEPARTURE POI<br>QUINCY+WA                                                                                                                                                                                                                                     | NI                                                                                               | INTENDED DESTINATION<br>LOCAL                                                                                   |           |                       |                                                                       |                                                                                                                                                                              |                                                                                                   |
|        | TYPE OF ACCID                                                                                                                                                                                                                                                  | ENT<br>TH DITCHES                                                                                | LUCAL                                                                                                           |           |                       |                                                                       | OF OPERATION<br>OFF RUN                                                                                                                                                      |                                                                                                   |
|        | PROBABLE CAUS                                                                                                                                                                                                                                                  |                                                                                                  | QUATE PREFLIGHT PREPARA                                                                                         | ION AND   |                       |                                                                       |                                                                                                                                                                              |                                                                                                   |
|        | MISCELLANED<br>FACTOR(S)<br>WEATHER - H                                                                                                                                                                                                                        | IGH DENSITY A                                                                                    | TIONS – IMPROPERLY LOADE<br>LTITUDE<br>RD OF BRIEFING RECEIVED                                                  | D AIRCE   | RAF                   | I-WE                                                                  | IGH I-AND/UR C.G.                                                                                                                                                            |                                                                                                   |
|        | MISCELLANEO<br>FACTOR(S)<br>WEATHER - H<br>WEATHER BRIEF                                                                                                                                                                                                       | IGH DENSITY A<br>ING - NO RECO                                                                   | LTITUDE                                                                                                         | D AIRCE   |                       |                                                                       |                                                                                                                                                                              |                                                                                                   |
|        | MISCELLANED<br>FACTOR(S)<br>WEATHER - H<br>WEATHER BRIEF<br>SKY CONDITION<br>CLEAR                                                                                                                                                                             | IGH DENSITY A<br>ING - NO RECO                                                                   | LTITUDE<br>RD OF BRIEFING RECEIVED                                                                              | D AIRCF   | CE                    | ILIN                                                                  | G AT ACCIDENT SITE                                                                                                                                                           |                                                                                                   |
|        | MISCELLANEO<br>FACTOR(S)<br>WEATHER - H<br>WEATHER BRIEF<br>SKY CONDITION<br>CLEAR<br>VISIBILITY AT                                                                                                                                                            | IGH DENSITY A<br>ING - NO RECO<br>ACCIDENT SIT                                                   | LTITUDE<br>RD OF BRIEFING RECEIVED                                                                              | DAIRCE    | CE<br>I<br>PR         | ILIN<br>JNLII<br>ECIP                                                 | G AT ACCIDENT SITE                                                                                                                                                           |                                                                                                   |
|        | MISCELLANED<br>FACTOR(S)<br>WEATHER - H<br>WEATHER BRIEF<br>SKY CONDITION<br>CLEAR<br>VISIBILITY AT<br>5 OR OVER(U                                                                                                                                             | IGH DENSITY A<br>ING - NO RECO<br>ACCIDENT SIT<br>NLIMITED)                                      | LTITUDE<br>RD OF BRIEFING RECEIVED<br>E                                                                         | D AIRCF   | CE<br>PR              | ILIN<br>UNLII<br>ECIP<br>NONE                                         | G AT ACCIDENT SITE<br>MITED<br>ITATION AT ACCIDENT SITE                                                                                                                      |                                                                                                   |
|        | MISCELLANED<br>FACTOR(S)<br>WEATHER - H<br>WEATHER BRIEF<br>SKY CONDITION<br>CLEAR<br>VISIBILITY AT<br>5 OR OVER(U<br>OBSTRUCTIONS<br>NONE                                                                                                                     | IGH DENSITY A<br>ING - NO RECO<br>ACCIDENT SIT<br>NLIMITED)<br>TO VISION AT                      | LTITUDE<br>RD OF BRIEFING RECEIVED<br>E                                                                         | D AIRCF   | CE<br>PR<br>RE        | ILIN<br>JNLII<br>ECIP<br>JONE<br>LATI                                 | G AT ACCIDENT SITE                                                                                                                                                           |                                                                                                   |
|        | MISCELLANED<br>FACTOR(S)<br>WEATHER - H<br>WEATHER BRIEF<br>SKY CONDITION<br>CLEAR<br>VISIBILITY AT<br>5 OR OVER(U<br>OBSTRUCTIONS<br>NONE<br>TEMPERATURE-F                                                                                                    | IGH DENSITY A<br>ING - NO RECO<br>ACCIDENT SIT<br>NLIMITED)<br>TO VISION AT                      | LTITUDE<br>RD OF BRIEFING RECEIVED<br>E                                                                         | D AIRCF   | CE<br>PR<br>RE<br>WI  | ILIN<br>JNLII<br>ECIP<br>JONE<br>LATI<br>HEAD<br>D D                  | G AT ACCIDENT SITE<br>MITED<br>ITATION AT ACCIDENT SITE<br>VE BEARING OF WIND                                                                                                |                                                                                                   |
|        | MISCELLANED<br>FACTOR(S)<br>WEATHER - H<br>WEATHER BRIEF<br>SKY CONDITION<br>CLEAR<br>VISIBILITY AT<br>5 OR OVER(U<br>OBSTRUCTIONS<br>NONE<br>TEMPERATURE-F<br>80<br>WIND VELOCITY                                                                             | IGH DENSITY A<br>ING - NO RECO<br>ACCIDENT SIT<br>NLIMITED)<br>TO VISION AT                      | LTITUDE<br>RD OF BRIEFING RECEIVED<br>E                                                                         | D AIRCF   | CE<br>PR<br>REI<br>WI | ILIN<br>JNLII<br>ECIP<br>JONE<br>LATI<br>HEAD<br>VD D<br>340<br>2840  | G AT ACCIDENT SITE<br>MITED<br>ITATION AT ACCIDENT SITE<br>VE BEARING OF WIND<br>WIND 338-022 DEGREES                                                                        |                                                                                                   |
|        | MISCELLANED<br>FACTOR(S)<br>WEATHER - H<br>WEATHER BRIEF<br>SKY CONDITION<br>CLEAR<br>VISIBILITY AT<br>5 OR OVER(U<br>OBSTRUCTIONS<br>NONE<br>TEMPERATURE-F<br>80                                                                                              | ACCIDENT SIT<br>NG - NO RECO<br>ACCIDENT SIT<br>NLIMITED)<br>TO VISION AT                        | LTITUDE<br>RD OF BRIEFING RECEIVED<br>E                                                                         | D AIRCF   | CE<br>PR<br>REI<br>WI | ILIN<br>JNLII<br>ECIP<br>JONE<br>LATI<br>EAD<br>VD D<br>340           | G AT ACCIDENT SITE<br>MITED<br>ITATION AT ACCIDENT SITE<br>VE BEARING OF WIND<br>WIND 338-022 DEGREES<br>IRECTION-DEGREES                                                    |                                                                                                   |
|        | MISCELLANED<br>FACTOR(S)<br>WEATHER BRIEF<br>SKY CONDITION<br>CLEAR<br>VISIBILITY AT<br>5 OR OVER(U<br>OBSTRUCTIONS<br>NONE<br>TEMPERATURE-F<br>80<br>WIND VELOCITY<br>8<br>TYPE OF FLIGH<br>NONE<br>SPECIAL DATA<br>TOTAL HOURS                               | IGH DENSITY A<br>ING - NO RECO<br>ACCIDENT SIT<br>NLIMITED)<br>TO VISION AT<br>-KNOTS<br>IT PLAN | LTITUDE<br>RD OF BRIEFING RECEIVED<br>E<br>ACCIDENT SITE                                                        | D AIRCF   | CE<br>PR<br>RE<br>WI  | ILIN<br>JNLI<br>ECIP<br>JONE<br>LATI<br>HEAD<br>D<br>340<br>VFR       | G AT ACCIDENT SITE<br>AITED<br>ITATION AT ACCIDENT SITE<br>VE BEARING OF WIND<br>WIND 338-022 DEGREES<br>IRECTION-DEGREES<br>F WEATHER CONDITIONS<br>OF OPERATION - FERTILIZ | ING (DUST)                                                                                        |
|        | MISCELLANED<br>FACTOR(S)<br>WEATHER - H<br>WEATHER BRIEF<br>SKY CONDITION<br>CLEAR<br>VISIBILITY AT<br>5 OR OVER(U<br>OBSTRUCTIONS<br>NONE<br>TEMPERATURE-F<br>80<br>WIND VELOCITY<br>8<br>TYPE OF FLIGH<br>NONE<br>SPECIAL DATA<br>TOTAL HOURS<br>KIND OF CRD | ACCIDENT SITY<br>ACCIDENT SIT<br>NLIMITED<br>TO VISION AT<br>-KNOTS                              | LTITUDE<br>RD OF BRIEFING RECEIVED<br>E<br>ACCIDENT SITE<br>ROL - 4000                                          | D AIRCF   | CE<br>PR<br>RE<br>WI  | ILIN<br>JNLII<br>ECIP<br>JATI<br>HEAD D<br>340<br>VFR<br>(IND<br>KYPE | G AT ACCIDENT SITE<br>MITED<br>ITATION AT ACCIDENT SITE<br>VE BEARING OF WIND<br>WIND 338-022 DEGREES<br>IRECTION-DEGREES<br>F WEATHER CONDITIONS                            | ING (DUST)                                                                                        |

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FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPDSE 3-1680 8/5/77 BELLEVUE WA PIPER PA-28 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 30, 274 TIME - 1206 N9155W PX- 0 0 3 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 135 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - BELLEVUE DEPARTURE POINT INTENDED DESTINATION HAILEY, ID BELLEVIE . WA PHASE OF OPERATION TYPE OF ACCIDENT HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS FACTOR(S) MISCELLANEOUS ACTS CONDITIONS - OVERLOAD FAILURE REMARKS+ ALLOWED FLAPS TO RETRACT.SETTLED. 3-1014 3/24/77 CLARKSBURG.WV HUGHES 300C CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 30, 1955 TIME - 1140 N9571F PX- 0 0 1 POWER/PIPELINE TOTAL HOURS, 435 IN TYPE. DAMAGE-SUBSTANTIAL INSTRUMENT RATED. INTENDED DESTINATION DEPARTHRE POINT BENEDUM AIRPORT.WV CLARKSRIIRG, WV TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE PIEDT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS TERRAIN - OTHER WEATHER BRIEFING - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE UNLIMITED CLEAR VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES NONE 270 . WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 22 VFR TYPE OF FEIGHT PLAN NONE REMARKS- T/R HIT GRND & FENCE.

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-1464 5/7/77 NEW CUMBERLAND WV CESSNA 172 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 23, 194 TIME - 1630 N8237L PX- 0 0 2 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 37 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - HERRON DEPARTURE POINT INTENDED DESTINATION NEW CUMBERLAND WV LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH TREES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) PILOT IN COMMAND - MISJUDGED SPEED MISCELLANEOUS ACTS, CONDITIONS - FAILED TO EXTEND THE LANDING FLAPS WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION CFILING AT ACCIDENT SITE UNLIMITED CLEAR **VISIBILITY AT ACCIDENT SITE** PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NDNE RELATIVE BEARING DF WIND OBSTRUCTIONS TO VISION AT ACCIDENT SITE RIGHT QUARTERING TAIL WIND 203-247 DEGREES NONE WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 10 360 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- WIND GUSTS TO 15KTS. 3-1013 5/18/77 CESSNA 150 CHARLESTON.WV CR- 0 0 1 INSTRUCTIONAL PRIVATE, AGE 56, 3503 TIME - 1210 N9110U TOTAL HOURS. 107 IN TYPE. PX- 0 0 0 SOLO DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - KANAWHA DEPARTURE POINT INTENDED DESTINATION CHAMPLEE . GA CHARLESTON, WV PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION IN FLIGHT DESCENDING COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. REMARKS- DIDNT LND ENROUTE.

| 3-1764       5/26/77       BRIDGEPORT.WV       PIPER PA-34       CR-1       1       C         TIME - 0050       N1153H       PX-0       0       0         DEPARTURE POINT       INTENDED DESTINATION       BRIDGEPORT.WV       NEW YORK.NY         TYPE OF ACCIDENT       NEW YORK.NY       PHASE         ENGINE FAILURE OR MALFUNCTION       TAKE         COLLIDED WITH TREES       TAKE         POBRABLE CAUSE(S)       POWERPLANT - ENGINE STRUCTURE CRANKSHAFT         MISCELLANEOUS ACTS.CONDITIONS - FATIGUE FRACTURE       TERRAIN - HIGH OBSTRUCTIONS         FACTOR(S)       WEATHER - FOG         COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINI         WEATHER POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINI         WEATHER PORECAST - FORCED LANDING OFF AIRPORT ON LAND         SKY CONDITION       CEILIN         VISIBILITY AT ACCIDENT SITE       PRECIF         1/4 MILE OR LESS       NONI         OBSCURATION       UNKY         VISIBILITY AT ACCIDENT SITE       FEMPE         POE FLIGHT PLAN       FER         1FR       REMARKS- ND.3 MAIN BEARING JOURNAL.         3-1278       6/14/77       NEENAH WI         REPLICA BE-2C       CR-0       1         DEPARTURE POINT                                                                                                | S                                                                                      |                                                                                         |
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| 3-1764       5/26/77       BRIDGEPORT.WV       PIPER PA-34       CR-1       1       C         TIME - 0050       N1153H       PX-0       0       0         DAMAGE-DESTROYED       NAME DF AIRPORT - BENEDUM       DEPARTURE PDINT       INTENDED DESTINATION       RAGE-DESTROYED         NAME DF AIRPORT - BENEDUM       DEPARTURE PDINT       INTENDED DESTINATION       RAGE       PHASE         TYPE OF ACCIDENT       NEW YORK.NY       PHASE       Excine FAILURE OR MALFUNCTION       TAKE         PROBABLE CAUSE(S)       PHOBERLANT - FNGINE STRUCTURE CRANKSHAFT       MISSTRUCTURE       TAKE         PROBABLE CAUSE(S)       PMERTHER - FOG       COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE         TERRAIN - HIGH OBSTRUCTIONS       FAILURE/FLAMEOUT-1 ENGINE         WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHOD         WEATHER BRIEFING - FORECAS SUBSTANTIALLY CORRECT         EMERGENCY CIRCUMSTANCES - FORECA LANDING OFF AIRPORT ON LAND         SKY CONDITION       CEILIN         OBSTRUCTIONS TO VISION AT ACCIDENT SITE       PRECIS         NOSTRUCTIONS TO VISION AT ACCIDENT SITE       NOMI         OBSTRUCTIONS TO VISION AT ACCIDENT SITE       FOR         OWIND VELOCITY-KNOTS       TYPE OF FLIGHT PLAN       IFR         IFR       REMARKS- NO.3 MAIN BEARING JOURNAL. | N PURPOSE                                                                              | PILOT DATA                                                                              |
| DEPARTURE PDINT INTENDED DESTINATION<br>BRIDGEPORT.WV NEW YDRK.NY PHASE<br>ENGINE FAILURE OR MALFUNCTION TAKE<br>COLLIDED WITH TREES TAKE<br>PROBABLE CAUSE(S)<br>POWERPLANT - FNGINE STRUCTURE CRANKSHAFT<br>MISCELLANEOUS ACTS.CONDITIONS - FATIGUE FRACTURE<br>TERRAIN - HIGH DBSTRUCTIONS<br>FACTOR(S)<br>WEATHER - FOG<br>COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINI<br>WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL. BY PHON<br>WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT<br>EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND<br>SKY CONDITION CEILIN<br>VISIBILITY AT ACCIDENT SITE PRECIF<br>1/4 MILE OR LESS<br>NOBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPEF<br>FOG<br>WIND VELOCITY-KNOTS TYPE OF FLIGHT PLAN<br>IFR<br>REMARKS- NO.3 MAIN BEARING JOURNAL.<br>B-1278 6/14/77 NEENAH WI REPLICA BE-2C CR- 0 1 0<br>TIME - 1230 DAMAGE-SUBSTANTIAL<br>DEPARTURE POINT INTENDED DESTINATION<br>NEENAH WI DSHKOSH WI<br>TYPE OF FLIGHT PLAN<br>IFR<br>REMARKS- NO.3 MAIN BEARING JOURNAL.<br>BELLY<br>TYPE OF ACCIDENT INTENDED DESTINATION<br>NEENAH WI DSHKOSH WI<br>TYPE DF ACCIDENT INTENDED DESTINATION<br>NEENAH WI DSHKOSH WI<br>PHASE<br>STALL SPIRAL IN F                                                                                              | O COMMERCIAL<br>O AIR TAXI-CARGO                                                       | COMMERCIAL, FL.INSTR.,<br>AGE 24, 2171 TOTAL HOURS<br>116 IN TYPE, INSTRUMENT<br>RATED. |
| POWERPLANT - ENGINE STRUCTURE CRANKSHAFT<br>MISCELLANEOUS ACTS.CONDITIONS - FATIGUE FRACTURE<br>TERRAIN - HIGH OBSTRUCTIONS<br>FACTOR(S)<br>WEATHER - FOG<br>COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINI<br>WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL. BY PHOD<br>WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT<br>EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND<br>SKY CONDITION<br>OBSCURATION<br>VISIBILITY AT ACCIDENT SITE<br>1/4 MIE OR LESS<br>NONI<br>OBSTRUCTIONS TO VISION AT ACCIDENT SITE<br>FOG<br>WIND VELOCITY-KNOTS<br>2<br>TYPE OF FLIGHT PLAN<br>IFR<br>REMARKS- NO.3 MAIN BEARING JOURNAL.<br>BELO<br>BELO<br>BELO<br>BELO<br>DAMAGE-SUBSTANTIAL<br>DEPARTURE POINT<br>NEENAH WI<br>TYPE OF ACCIDENT<br>STALL SPIRAL<br>PROBABLE CAUSE(S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | OF OPERATION<br>EOFF INITIAL CLIMB<br>EOFF INITIAL CLIMB                               |                                                                                         |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE<br>WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHON<br>WEATHER FORECAST - FORCEAST SUBSTANTIALLY CORRECT<br>EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND<br>SKY CONDITION<br>OBSCURATION<br>VISIBILITY AT ACCIDENT SITE<br>1/4 MILE OR LESS<br>OBSTRUCTIONS TO VISION AT ACCIDENT SITE<br>FOG<br>WIND VELOCITY-KNOTS<br>2<br>TYPE OF FLIGHT PLAN<br>IFR<br>REMARKS- NO.3 MAIN BEARING JOURNAL.<br>-1278 6/14/77 NEENAH WI REPLICA BE-2C CR- 0 1 0<br>DAMAGE-SUBSTANTIAL<br>DEPARTURE POINT INTENDED DESTINATION<br>NEENAH WI OSHKOSH WI<br>TYPE OF ACCIDENT<br>STALL SPIRAL<br>PROBABLE CAUSE(S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                        |                                                                                         |
| UBSCURATION UNK<br>VISIBILITY AT ACCIDENT SITE PRECIF<br>1/4 MILE OR LESS NON<br>OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG<br>WIND VELOCITY-KNOTS TYPE OF<br>2<br>TYPE OF FLIGHT PLAN<br>IFR<br>REMARKS- NO.3 MAIN BEARING JOURNAL.<br>-1278 6/14/77 NEENAH WI REPLICA BE-2C CR- 0 1 (<br>TIME - 1230 N1914R PX- 0 0 D<br>DAMAGE-SUBSTANTIAL<br>DEPARTURE POINT INTENDED DESTINATION<br>NEENAH WI DSHKOSH WI<br>TYPE OF ACCIDENT SITE TYPE OF ACCIDENT<br>STALL SPIRAL IN F                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                        |                                                                                         |
| FDG<br>WIND VELOCITY-KNOTS<br>2<br>TYPE OF FLIGHT PLAN<br>IFR<br>REMARKS- NO.3 MAIN BEARING JOURNAL.<br>-1278 6/14/77 NEENAH WI REPLICA BE-2C CR- 0 1 0<br>TIME - 1230 N1914R PX- 0 0<br>DAMAGE-SUBSTANTIAL<br>DEPARTURE POINT INTENDED DESTINATION<br>NEENAH WI OSHKOSH WI<br>TYPE OF ACCIDENT STALL SPIRAL<br>PROBABLE CAUSE(S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | NG ∆T ACCIDENT SITE<br>NOWN/NOT REPORTED<br>PIT∆TION AT ACCIDENT SITE<br>E<br>RATURE-F |                                                                                         |
| REMARKS- NO.3 MAIN BEARING JOURNAL.<br>-1278 6/14/77 NEENAH WI REPLICA BE-2C CR- 0 1 (<br>TIME - 1230 N1914R PX- 0 0<br>DAMAGE-SUBSTANTIAL<br>DEPARTURE POINT INTENDED DESTINATION<br>NEENAH WI OSHKOSH WI<br>TYPE OF ACCIDENT PHASE<br>STALL SPIRAL IN F<br>PROBABLE CAUSE(S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | OF WEATHER CONDITIONS<br>OW MINIMUMS                                                   |                                                                                         |
| -1278 6/14/77 NEENAH WI REPLICA BE-2C CR- 0 1 (<br>TIME - 1230 N1914R PX- 0 0<br>DAMAGE-SUBSTANTIAL<br>DEPARTURE POINT INTENDED DESTINATION<br>NEENAH WI DSHKOSH WI<br>TYPE OF ACCIDENT<br>STALL SPIRAL IN F<br>PROBABLE CAUSE(S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                        |                                                                                         |
| NEENAH WI DSHKOSH WI<br>TYPE DF ACCIDENT PHASE<br>STALL SPIRAL IN F<br>PROBABLE CAUSE(S)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                        | COMMERCIAL, AGE 57, 6000<br>TOTAL HOURS, O IN TYPE,<br>NOT INSTRUMENT RATED.            |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | OF OPERATION<br>FLIGHT CLIMB TO CRUISE                                                 |                                                                                         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                        |                                                                                         |
| PAGE 822                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                        |                                                                                         |

| FILE   | DATE                                                                             | LOCATION                                                                                                                 | AIRCRAFT DATA                                     |                 | F   | S M | 'N | PURPOSE                                                                                                 | PILOT DATA              |
|--------|----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|-----------------|-----|-----|----|---------------------------------------------------------------------------------------------------------|-------------------------|
| 3-1727 |                                                                                  | 145<br>AIRPORT - BURLINGTO                                                                                               | CESSNA 182<br>N2683G<br>DAMAGE-SUBSTANTIAL<br>N   | CR-             | 0   | 0   | 1  | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                                                               | COMMERCIAL, AGE UNK/NR. |
|        | TYPE OF                                                                          | GTON, WI                                                                                                                 | INTENDED DESTINATION<br>CHICAGO+IL                |                 |     |     |    | F OPERATION<br>OTHER                                                                                    |                         |
|        | PILOT                                                                            |                                                                                                                          | PER OPERATION OF BRAKES<br>WAY LTS.SHUT DOWN.BRAK |                 |     |     |    |                                                                                                         |                         |
| 3-1603 | 5/4/77<br>TIME - 10                                                              | NR.LANDER.WY<br>014                                                                                                      | BEECH J35<br>N83W<br>DAMAGE-DESTROYED             |                 |     |     |    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                                                               | TYPE. NOT INSTRUMENT    |
|        |                                                                                  | CITY,SD<br>ACCIDENT                                                                                                      | INTENDED DESTINATION<br>BIG PINEY+WY              |                 | Ρ   |     |    | F OPERATION<br>Ighi other                                                                               | RATED.                  |
|        | PILOT<br>PILOT<br>PILOT<br>WEATHEN<br>FACTOR(SI<br>WEATHER<br>WEATHER<br>WEATHER | IN COMMAND - IMPROF<br>IN COMMAND - FAILED<br>R - DOWNDRAFT,UPDRA<br>B - LOW CEILING<br>BRIEFING - BRIEFED               | BY FLIGHT SERVICE PERSO<br>SUBSTANTIALLY CORRECT  | OR PI<br>(ING S | ANN | D   |    |                                                                                                         |                         |
|        | VISIBILII<br>UNKNOW<br>OBSTRUCTI<br>UNKNOW                                       | ITION<br>N/NOT REPORTED<br>IY AT ACCIDENT SITE<br>N/NOT REPORTED<br>IONS TO VISION AT A<br>N/NOT REPORTED<br>-LIGHT PLAN |                                                   |                 | Ρ   | UNI |    | AT ACCIDENT SITE<br>WN/NOT REPORIED<br>TATION AT ACCIDENT SITE<br>WN/NOT REPORTED<br>WEATHER CONDITIONS |                         |

| FILE   | PATE .                                                                 | LOCATION                                                                                                                               | AIRCRAFT DATA                                                                 | ۰۱۰<br>۱۱       | JUR | RIES       |     | FFICH1                     |      | PILOT DATA                                                                |
|--------|------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|-----------------|-----|------------|-----|----------------------------|------|---------------------------------------------------------------------------|
|        |                                                                        |                                                                                                                                        |                                                                               |                 | F   | SM         | /N  | PURPOSE                    |      |                                                                           |
| -1370  |                                                                        | R.THAYNE, WY                                                                                                                           | PIPER PA-288<br>N57356<br>DAMAGE-DESTROYED                                    | CR-             | 0   | 1          | 0   | NONCOMMERCIAL              |      | PRIVATE, AGE 36, 182<br>TOTAL HOURS, 94 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE P                                                            | RPORT - STAR VALU                                                                                                                      | LEY RANCH<br>INTENDED DESTINATION                                             |                 |     | A 5 T      | EM  |                            |      |                                                                           |
|        |                                                                        | INCS WY                                                                                                                                | THAYNE. WY                                                                    |                 |     |            |     | WY                         |      |                                                                           |
|        | TYPE OF ACC                                                            |                                                                                                                                        |                                                                               |                 |     |            |     | OPERATION                  | •    |                                                                           |
|        | COLLIDED                                                               | WITH FENCE, FENC                                                                                                                       | CEPOSTS                                                                       |                 |     | LA         | NDT | ∜G GD-ARDUND               |      |                                                                           |
|        | PILOT IN<br>FACTOR(S)<br>PILOT IN<br>TERRAIN -<br>MISCELLA<br>MISCELLA | COMMAND - DELAYE<br>COMMAND - MISUM<br>COMMAND - MISUM<br>COMMAND - MISUM<br>HIGH DASTRUCTIO<br>NEDUS ACTS.CONDIT<br>NEDUS ACTS.CONDIT |                                                                               | PS              | сн  |            |     |                            |      |                                                                           |
|        | REMARKS- FI                                                            | DLL FLAPS.                                                                                                                             |                                                                               |                 |     |            |     |                            |      |                                                                           |
|        |                                                                        |                                                                                                                                        |                                                                               |                 |     |            |     |                            |      |                                                                           |
| . 1064 | 5/20/77 N                                                              | R.WHEATLAND.WY                                                                                                                         | REECH 194                                                                     | CP              | 1   | 0          | 0   | NONCOMMERCIAL .            |      | PRIVATE, AGE 41, 424                                                      |
| 1065   | TIME - 133                                                             |                                                                                                                                        | N6952Q<br>DAMAGE-DESTROYED                                                    |                 | -   |            |     |                            |      | TOTAL HOURS, 353 IN TYPE<br>NOT INSTRUMENT RATED.                         |
|        |                                                                        | RPORT - PHIFER                                                                                                                         |                                                                               |                 |     |            | -   |                            |      |                                                                           |
|        | DEPARTHRE<br>MESA+AZ                                                   | PUINT                                                                                                                                  | INTENDED DESTINATION<br>WHEATLAND.WY                                          |                 |     |            | _   | COUTE STOP<br>JUNCTION: CO |      |                                                                           |
|        | TYPE OF AC                                                             | CIDENT                                                                                                                                 |                                                                               |                 |     |            |     | - OPERATION                |      |                                                                           |
|        | STALL SI                                                               | -                                                                                                                                      | en e                                      |                 |     | IN         | FL: | GHT BUZZING                |      |                                                                           |
|        | PILOT IN<br>MISCELLAN<br>FACTOR(S)<br>WEATHER                          | AUSE(S)<br>COMMAND - DIVER<br>COMMAND - FAILED<br>NEDUS ACTS.CONDIT<br>- UNFAVORABLE WI*                                               | TED ATTENTION FROM OPER<br>5 TO OBTAIN/MAINTAIN FL<br>TIONS - UNMARRANTED-LOW | YING S<br>Flyin | PEE |            | CRA | FT                         |      |                                                                           |
|        | SKY CONDITI                                                            | ION                                                                                                                                    |                                                                               |                 | С   | EIL        | ING | AT ACCIDENT SITE           |      |                                                                           |
|        | CLEAR                                                                  |                                                                                                                                        |                                                                               |                 | -   |            |     | TED                        |      |                                                                           |
|        |                                                                        | AT ACCIDENT SITE<br>R(UNLIMITED)                                                                                                       |                                                                               |                 | P   | REC<br>ND  |     | TATION AT ACCIDENT         | SITE |                                                                           |
|        | OBSTRUCTIO                                                             | S TO VISION AT 4                                                                                                                       | CCIDENT SITE                                                                  |                 | Ч   | IND        | DI  | ECTION-DEGREES             |      | •                                                                         |
|        | NONE<br>WIND VELOC                                                     | TTY-KNOTS                                                                                                                              |                                                                               |                 | 1   | 27<br>FYPE | -   | WEATHER CONDITIONS         | 5    |                                                                           |
|        | 25                                                                     |                                                                                                                                        |                                                                               |                 |     | VF         |     |                            |      |                                                                           |
|        |                                                                        |                                                                                                                                        |                                                                               |                 |     |            |     |                            |      |                                                                           |
|        | TYPE OF FL:<br>NONE                                                    | IGET PLAN                                                                                                                              |                                                                               |                 |     |            |     |                            |      |                                                                           |

| BRIEFS OF ACCIDENTS |                                                                                             |                                   |                                                  |        |       |                                           |                          |                                                                                      |  |  |
|---------------------|---------------------------------------------------------------------------------------------|-----------------------------------|--------------------------------------------------|--------|-------|-------------------------------------------|--------------------------|--------------------------------------------------------------------------------------|--|--|
| FILE                | - · · · ·                                                                                   | LOCATION                          |                                                  | F      | S M/N | PURPOSE                                   |                          | PILOT DATA                                                                           |  |  |
| -1371               |                                                                                             | JACKSON, WY                       | AEROSPATIAL SA3155<br>N62345<br>DAMAGE-DESTROYED |        |       |                                           |                          | COMMERCIAL, AGE 25. 4944<br>TOTAL HOURS. 1391 IN<br>TYPE. NOT INSTRUMENT<br>RATED.   |  |  |
|                     | DEPARTURE P<br>FUEL DEPO                                                                    |                                   | INTENDED DESTINATION<br>RECORDER SITE            |        | ÷     |                                           |                          | ~ M (LV .                                                                            |  |  |
|                     |                                                                                             | IDENT<br>Illire or Malfund<br>Ing |                                                  |        | LANDI | F OPERATION<br>NG FINAL AP<br>NG POWER-OF | PROACH<br>F Autorotative | ELANDING                                                                             |  |  |
|                     | POWERPLAN<br>MISCELLAN<br>PERSONNEL<br>FACTOR(S)<br>TERRAIN -<br>EMERGENCY C<br>REMARKS- TH | NSPECTION                         |                                                  |        |       |                                           |                          |                                                                                      |  |  |
|                     |                                                                                             |                                   |                                                  |        |       |                                           |                          |                                                                                      |  |  |
| 1724                | 6/24/77<br>TIME - 0800                                                                      | TORRINGTON, WY                    | LOCKHEED 5-34<br>N7256C<br>DAMAGE-SUBSTANTIAL    | PX-    |       |                                           |                          | AIRLINE TRANSPORT, AGE<br>39, 5800 TOTAL HOURS, AID<br>10 TYPE, INSTRUMENT<br>RATEC. |  |  |
|                     | NAME OF AIR<br>DEPARTURE P<br>TORRINGTO                                                     |                                   | NN<br>INTENDED DESTINATION<br>LOCAL              |        |       |                                           | •                        |                                                                                      |  |  |
|                     | TYPE OF ACC<br>NOSE OVER                                                                    |                                   |                                                  |        |       | F OPERATION<br>NG ROLL                    |                          |                                                                                      |  |  |
|                     |                                                                                             | - LANDING GEAR                    | BRAKING SYSTEM (NORMAL<br>TIONS - OBSTRUCTED     | SYSTEM | )     |                                           |                          |                                                                                      |  |  |
|                     | SPECIAL DAT<br>TOTAL HOU<br>TYPE OF C<br>GLOVES -<br>CRASH HEL<br>CRASH BAR<br>SWATH RUN    | RÖPERLY<br>En                     |                                                  |        |       |                                           |                          |                                                                                      |  |  |

| FILE   | DATE                                                                                                                                                   | LOCATI                                                                    | ON AIRCRAFT DATA                                                                                                                              |                 |            | IES<br>S M, |          | FLIGHT<br>PURPOSE                    | PILOT DATA                                                                 |  |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|-----------------|------------|-------------|----------|--------------------------------------|----------------------------------------------------------------------------|--|
| 3-1604 | 6/29/77<br>TIME - 09                                                                                                                                   | CHEYENNE.                                                                 | WY CESSNA 210<br>N22132<br>DAMAGE-SUBSTANTIAL                                                                                                 | CR-<br>PX-      |            |             |          | NONCOMMERCIAL<br>BUSINESS            | PRIVATE, AGE 38, 231<br>Total Hours, 127 In Type,<br>Not Instrument Rated. |  |
|        | DEPARTURE<br>DENVER                                                                                                                                    | CO                                                                        | YENNE<br>INTENDED DESTINATION<br>CHEYENNE, WY                                                                                                 |                 | 0          |             | - 0      | F OPERATION                          |                                                                            |  |
|        | TYPE OF A<br>WHEELS-                                                                                                                                   |                                                                           |                                                                                                                                               |                 | P          |             |          | NG LEVEL OFF/TOUCHDOW                | N                                                                          |  |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR<br>FACTOR(S)<br>PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT |                                                                           |                                                                                                                                               |                 |            |             |          |                                      |                                                                            |  |
| 3-1723 | 7/15/77<br>TIME - 19                                                                                                                                   |                                                                           | CESSNA T210M<br>N6711M<br>DAMAGE-SUBSTANTIAL                                                                                                  |                 |            |             |          | COMMERCIAL<br>AIR TAXI-PASSG         | COMMERCIAL, AGE 30, 2200<br>Total Hours, 975 in type,<br>Instrument rated. |  |
|        |                                                                                                                                                        | IRPORT - COD                                                              | Y MUNICIPAL                                                                                                                                   |                 |            |             |          |                                      |                                                                            |  |
|        | GILLET                                                                                                                                                 |                                                                           | INTENDED DESTINATION<br>CODY.WY                                                                                                               |                 |            |             |          |                                      |                                                                            |  |
|        | TYPE OF A<br>WHEELS-                                                                                                                                   |                                                                           |                                                                                                                                               |                 | Ρ          |             |          | F OPERATION<br>NG LEVEL OFF/TOUCHDOW | N                                                                          |  |
|        | AIRFRAM<br>AIRFRAM<br>SYSTEMS<br>MISCELL                                                                                                               | EL - PRODUCT<br>E - LANDING<br>E - LANDING<br>- HYDRAULIC<br>ANEQUS - FOR | ION-DESIGN-PERSONNEL SUBSTAN<br>GEAR NORMAL RETRACTION/EXTER<br>GEAR EMERGENCY/EXTENSION ASS<br>SYSTEM OTHER<br>EIGN MATERIAL AFFECTING NORMA | NSION<br>SEMBLY | ASS<br>RAT | EMB         | L Y<br>S | ONTROL                               |                                                                            |  |

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| FILE  | DATE LOC                                                | ATION                  | AIRCRAFT DATA                                                                               |  | SM         | 'N   |                                         | PILOT DATA                                                                    |  |  |
|-------|---------------------------------------------------------|------------------------|---------------------------------------------------------------------------------------------|--|------------|------|-----------------------------------------|-------------------------------------------------------------------------------|--|--|
| -0934 | 4/3/77 LAJAS.F<br>TIME - 1005                           |                        | AERO COMDR 100<br>N4037X<br>DAMAGE-SUBSTANTIAL                                              |  |            |      | MISCELLANEOUS<br>PARAJUMP-SPORT         | PRIVATE, AGE 20, 98 TOTAL<br>Hours, 1 in Type, not<br>Instrument rated.       |  |  |
|       | NAME OF AIRPORT<br>DEPARTURE POINT<br>LAJAS,PR          |                        | INTENDED DESTINATION                                                                        |  |            |      |                                         |                                                                               |  |  |
|       | TYPE OF ACCIDENT<br>GROUND-WATER LOC<br>COLLIDED WITH 1 |                        |                                                                                             |  | TAI        | (EOF | F OPERATION<br>FF RUN<br>FF RUN         |                                                                               |  |  |
|       | PILOT IN COMMAND                                        | ) - FAILE<br>) - FAILE | DE FAMILIARITY WITH AIR(<br>D TO MAINTAIN DIRECTION)<br>D TO ABORT TAKEOFF<br>ND CONDITIONS |  | OL         |      |                                         |                                                                               |  |  |
|       | SKY CONDITION                                           |                        |                                                                                             |  | CEILI      | NG   | AT ACCIDENT SITE                        |                                                                               |  |  |
|       | CLEAR<br>VISIBILITY AT ACCI<br>5 OR OVER(UNLIM)         |                        |                                                                                             |  |            | ΡI   | TED<br>TATION AT ACCIDENT SITE          |                                                                               |  |  |
|       | OBSTRUCTIONS TO VI                                      | ACCIDENT SITE          | RELATIVE BEARING OF WIND<br>LEFT QUARTERING HEAD WIND 293-337 DEGREES                       |  |            |      |                                         |                                                                               |  |  |
|       | WIND DIRECTION-DEG<br>45                                | REES                   | 1 •                                                                                         |  | 0אוש<br>15 | VEI  | LOCITY-KNOTS                            |                                                                               |  |  |
|       | TYPE OF WEATHER CO<br>VFR                               | NDITIONS               |                                                                                             |  |            |      | FLIGHT PLAN                             |                                                                               |  |  |
|       | REMARKS- WND GUSTI                                      | NG 20K                 |                                                                                             |  |            |      |                                         |                                                                               |  |  |
| -0922 | 3/17/77 N.ATLAN<br>TIME - 1115                          | ITIC OCEA              | V CESSNA 182<br>N8455M<br>DAMAGE-UNKNOWN                                                    |  |            |      | NONCOMMERCIAL<br>Pleasure/personal tran | PRIVATE, AGE 34, 1810<br>SP TOTAL HUURS, 50 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |
|       | DEPARTURE POINT<br>WEST PALM BEACH.                     |                        | INTENDED DESTINATION<br>KEY WEST-FL                                                         |  |            |      |                                         |                                                                               |  |  |
|       | TYPE OF ACCIDENT<br>ENGINE FAILURE O<br>DITCHING        | CTION                  | PHASE OF OPERATION<br>IN FLIGHT NORMAL CRUISE<br>LANDING LEVEL OFF/TOUCHDOWN                |  |            |      |                                         |                                                                               |  |  |
|       | FACTOR (S)                                              |                        | IS POWERPLANT FAILURE F                                                                     |  |            |      | D REASONS                               |                                                                               |  |  |
|       | MISCELLANEOUS AC<br>REMARKS- OVER WATE                  |                        | TIONS - AIRCRAFT CAME TO                                                                    |  |            | ER   |                                         |                                                                               |  |  |

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