

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT U.S. CIVIL AVIATION ISSUE NUMBER <u>5 OF 1978</u> ACCIDENTS



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| This publication con | tains selected aircraft accid | ent reports, in bi | rief | | | | |
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| random selection. This p | ublication is issued irregula | rly, normally five | e times | | | | |
| each year. The brief for | mat presents the facts, condi | tions, circumstand | ces. and | | | | |
| probable cause(s) for eac | h accident. Additional stati | stical information | n is | | | | |
| | dent, phase of operation, kin | | | | | | |
| index, aircraft damage, c | onditions of light, pilot cer | tificate injuries | and | | | | |
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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 oper-ation injuries, causal factors and pilot certificates. Care should be used when interpreting this tabular data because they are compiled from a random selection of accident records and they do not necessarily reflect an accurate statistical distribution for a total year's accident record. A supplemental issue, released as the final publication for a year, will contain similar statistical tables for all accident records during that year.

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

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

In reading these reports, it should be borne in mind that they are 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.

Copies of material ordered will be mailed from the Washington business firm that holds the current contract for commercial reproduction of the Board's public files. Billing is also direct to you by the same company. Orders for this material will also involve a user service charge by the Board for special services. This charge is in addition to the cost of commercial reproduction of material and will be included in the bill from the commercial reproduction firm.

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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.

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 direction of an accredited instructor.

A.

EXPLANATORY NOTES

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. Miscellaneous Flying

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

COLLISION BETWEEN AIRCRAFT

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

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 | pounds and greater) |

SMALL FIXED-WING AIRCRAFT

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

LARGE FIXED-WING AIRCRAFT

Fixed-Wing aircraft which have a maximum takeoff weight greater than 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.

ABBREVIATION

MEANING

AERIAL ADVERTISE AERIAL ADVERTISING ATR, FLIGHT INSTR. AIRLINE TRANSPORT INSTRUCTOR AIR SHOW/RACING AIR SHOW/AIR RACING AIR TAXI-CARGO AIR TAXI-CARGO OPERATIONS AIR TAXI-PASSG AIR TAXI-PASSENGER OPERATIONS APPROACH CTL-DEPARTURE APPROACH CONTROL-DEPARTURE APR CTL-TOW ENRT CTL SRV APPROACH CONTROL-TOWER EN ROUTE CONTROL SERVICE ASSOC CROP CTL ACTIVITIES ASSOCIATED CROP CONTROL ACTIVITIES ASSOC FIRE CTL ACTIVITIES ASSOCIATED FIRE CONTROL ACTIVITIES COMMERCIAL .FLIGHT.INSTR. COMMERCIAL FLIGHT INSTRUCTOR CORP /E XEC CORPORATION/EXECUTIVE CR-**CREW** CTR CARGO-D CONTRACT/ CHARTER-CARGO-DOMEST IC CTR CARGO-I CONTRACT/ CHARTER-CARGO-INTERNATIONAL CTR PASSG-D CONTRACT/CHARTER-PASSENGER-DOMESTIC CTR PASSG-I CONTRACT/CHARTER-PASS ENGER-INTERNATIONAL LAST ENROUTE STOP LAST PLANNED EN ROUTE LANDING POINT MAPPING/PHOTO AERIAL MAPPING/PHOTOGRAPHY MIL CONTRACT CARGO INTL MILITARY CONTRACT-CARGO-INTERNATIONAL MIL CONTRACT PASS6 INTL MILITARY CONTRACT-PASSENGER-INTERNATIONAL MILITARY CTR CARGO DOM MILITARY CONTRACT-CARGO-DOMESTIC MILITARY CTR PASSG DOM MILITARY CONTRACT-PASSENGER-DOMESTIC MILITARY CONTRACT-CARGO MIL/CTR CARGO MIL/CTR PASSG MILITARY CONTRACT-PASSENGER NR . NEAR NS CTR CARGO NONSCHEDULED/CHARTER REVENUE CARGO-INTRA-STATE NS CTR PASSG NUNSCHEDULED/ CHARTER REVENUE PASSENGER-INTRA-STATE **NS/CTR REVENUE CARGO DOM** NONSCHEDULED/CHARTER REVENUE CARGO-DOMESTIC NS/CTR REVENUE CARGO INTL NONSCHEDULED/CHARTER REVENUE CARGO-INTERNATIONAL NS/CTR REVENUE PASSG DOM NONSCHEDULED/CHARTER REVENUE PASSENGER-DOMESTIC NS/CTR REVENUE PASSG INTL NONSCHEDULED/ CHARTER REVENUE PASSENGER-INTERNATL **CTHER AIRCRAFT AND GROUND** 0T-PARAJUMP PARACHUTE JUMP PRIVATE FLIGHT INSTRUCTOR PRIVATE, FL.INST R. P X-PASSENGERS RADAR CTL/SURVEILLANCE RADAR CONTROL/SURVEILLANCE SCHED CARGO SRV SCHEDULED CARGO SERVICE SCHED DOM CARGO SRV SCHEDULED DOMESTIC CARGO SERVICE SCHED DOM PASSG SRV SCHEDULED DOMESTIC PASSENGER SERVICE SCHED INTERNATL CARGO SRV SCHEDULED INTERNATIONAL CARGO SERVICE SCHED INTERNATL PASSG SRV SCHEDULED INTERNATIONAL PASSENGER SERVICE SCHEDULED PASSENGER SERVICE SCHED PASSG SRV SCHEDULED-DOMESTIC S-D S- I SCHEDULED-INTERNATIONAL UNK/NR UNKNOWN/NOT REPORTED

• X •

U. S.

GENERAL AVIATION

SECTION

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TYPE OF AIRCRAFT AND CONDITIONS OF LIGHT

| TYPE OF AIRCRAFT | DAWN DATION' INICATION DARK BROMMERED | RECORDS ACCIDENTS |
|------------------|---------------------------------------|-------------------|
| FIXED-WING | 12 536 31 125 22 11 | 737 722 |
| HELICOPTER | 1 53 1 5 2 | 62 62 |
| GLIDER | 5 | 5 5 |
| BALLOON | 5 | 5 5 [.] |
| BLIMP | | |
| DIRIGIBLE | | |
| ROCKET | | |
| CONVERTIPLANE | | |
| GYROPLANE | 1 | 1 1 |
| OTHER | | |
| | | |
| RECORDS | 13 600 32 130 24 11 | 810 |
| ACCIDENTS | 13 584 32 130 24 11 | 794 |

PAGE I

KIND OF FLYING BY PILOT CERTIFICATE

| | | | | PIL | OT CERT | IFICAT | <u>1E</u> | · | |
|-------------------------------|----|---------|--------|---------|------------|----------|-----------------------|--------------|-----------|
| | r. | | | | | STR. | Ft. INSTR. | 0 | |
| | | STUDEN | RIVATE | OMMERCI | AL ORIVATE | it IN AL | E WER NORE JURD EPOPT | Y RECORDS | ACCIDENTS |
| KIND OF FLYING | | | | | | • | | RECORDS | ACCIPENTO |
| INSTRUCTIONAL | | | | | | | | | |
| DUAL | 2 | | 4 | | 24 | 5 | 1 | 36 | 35 |
| SOLO | 26 | | | | 1 | | | 27 | 27 |
| CHECK | 1 | 2 | | 1 | | | | 4 | 4 |
| TRAINING | 16 | 4 | 1 | 1 | 1 | 1 | | 24 | 24 |
| NONCOMMERCIAL | | | | | | | | | |
| PLEASURE | 24 | 259 | 86 | 10 | 17 | 2 | 8 2 | 408 | 405 |
| PRACTICE | 15 | 8 | | | 3 | | | 26 | 26 |
| BUSINESS | 3 | 26 | 13 | 2 | 3 | | 1 | 48 | 48 |
| CORPORATE/EXECUTIVE | | | 6 | 5 | 2 | 3 | | 16 | 16 |
| AERIAL SURVEY | | | 2 | | | 1 | | 3 | 2 |
| COMPANY FLIGHT | | | 1 | | | | | 1 | 1 |
| OTHER | | 2 | | 1 | | | | 3 | 3 |
| COMMERCIAL | | | | | | | | | |
| AERIAL APPLICATION | | 1 | 10 | 1 | 4 | | | 16 | 16 |
| CROP CONTROL RELATED FLIGHT | | | 17 | 1 | 2 | | | 20 | 20 |
| FIRE CONTROL | | | | | | | | | |
| FIRE CONTROL RELATED FLIGHT | | | | | | | | | |
| AERIAL MAPPING/PHOTOGRAPHY | | | | | | | | | |
| AERIAL ADVERTISING | | 1 | 2 | | 1 | | | 4 | 3 |
| POWER AND PIPELINE PATROL | | | 4 | | 1 | | | 5 | 5 |
| FISH SPOTTING | | | 2 | | 1 | | | 3 | 2 |
| AIR TAXI-PASSENGER OPERATIONS | | | 30 | 7 | 10 | 4 | | 51 | 51 |
| AIR TAXI-CARGO OPERATIONS | | | 17 | 5 | 11 | 4 | | 37 | 37 |
| CONSTRUCTION WORK | | | 3 | | | | | 3 | 3 |
| SCHEDULED PASSENGER SERVICE | | • • • • | | | | | | | |
| SCHEDULED CARGO SERVICE | | | | | | | | | |
| INTRA-STATE CHARTER PASSG. | | | | | | | | | |
| INTRA-STATE CHARTER CARGO. | | | | | | | | | |
| MILITARY CONTRACT-PASSENGER | | | | | | | | | |
| MILITARY CONTRACT-CARGO | | | | | | | | | |
| CHARTER CARGO-DOMESTIC | | | 1 | | | | | 1 | 1 |
| CHARTER PASSG-DOMESTIC | | | | | | | | | |
| CHAR TER-CAR GO-INTERNATIONAL | | | | | | | | | |
| CHARTER-PASSG-INTERNATIONAL | | | | | | | | | |
| OTHER | | 1 | 2 | 1 | 2 | 1 | | 7 | 7 |
| UNKNOWN/NOT REPORTED | | | | | | | | | |

PAGE II

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KIND OF FLYING BY PILOT CERTIFICATE

| | | | | PIL | LOT | CERTI | FICATE | . | | | | |
|--------------------------|----|----------|-------|-------------|------|--------|---------|------------|----------|----------|---------|-----------|
| KIND OF FLYING | ç | INDEN PE | AWATE | OMMERCI ATP | t 89 | WATE C | MMERCAL | thinst por | it untra | WIN REPO | RECORDS | ACCIDENTS |
| MISCELLANEDUS | | | | | | | | | | | | |
| EXPERIMENTATION | | | . 1 | | | | 1 | | | | 2 | 2 |
| TEST | | 2 | 6 | 1 | | 1 | 'n | | | | 11 | 11 |
| DEMONSTRATION | | | 1 | | | 3 | | | | | 4 | 4 |
| FERRY | | 7 | 10 | 3 | | 5 | | | | | 25 | 25 |
| SEARCH AND RESCUE | | | | | | | | | | | | |
| AIR SHOW/AIR RACING | | | | | | | | | | | | |
| PARACHUTE JUMP | | | 1 | | | 1 | | | | | 2 | 2 |
| PARACHUTE JUMP-AIR SHOW | | | | | | | | | | | | |
| TOWING GLIDERS | | 1 | | | | | | | | | 1 | . 1 |
| SEEDING CLOUDS | | | | | | | | | | | | |
| HUNTING | | 2 | 1 | | | | | | | | 3 | 3 |
| POLICE PATROL | | | 1 | | | 1 | | | | | 2 | 2 |
| HIGHWAY TRAFFIC ADVISORY | | | . 2 | | | • • | | | | | 2 | 2 |
| ALL OTHER PUBLIC FLYING | | | 1 | | | | | | | | 1 | 1 |
| OTHER | | | 3 | | 1 | 1 | | | 2 | | 7 | 6 |
| UNKNOWN/NOT REPORTED | | 2 | 1 | | | | 1 | 1 | 2 | | . 7 | 7 |
| | | | | | | | | | | | | |
| RECORDS | 87 | 318 | 229 | 39 | 1 | 95 | 24 | 10 | 7 | | 810 | |
| | 87 | 317 | 227 | 39 | 1 | 95 | 24 | 10 | 7 | | | 794 |
| ACCIDENTS | 01 | 511 | | | | • | | | | | | |

KIND OF FLYING BY INJURY INDEX

INJURY INDEX



| KIND OF FLYING | 4 | ~` <i>s</i> | eq', | A14 4 | 5 | | | | RECORDS | ACCIDENTS |
|-------------------------------|-----|-------------|------|-------|---|--|--|-----|---------|-----------|
| INSTRUCTIONAL | | | | | | | | | | |
| DUAL | 7 | 4 | 5 | 20 | | | | | 36 | 35 |
| SOLO | 2 | 1 | 6 | 18 | | | | | 27 | 27 |
| СНЕСК | 2 | | 2 | | | | | | 4 | 4 |
| TRAINING | 3 | 1 | 3 | 17 | | | | | 24 | 24 |
| NONCOMMERCIAL | | | | | | | | | | |
| PLEASURE | 120 | 43 | 55 | 190 | | | | | 408 | 405 |
| PRACTICE | 4 | 2 | 3 | 17 | | | | | 26 | 26 |
| BUSINESS | 19 | 5 | 4 | 20 | | | | | 48 | 48 |
| CORPORATE/EXECUTIVE | 5 | 1 | 1 | 9 | | | | | 16 | 16 |
| AERIAL SURVEY | 3 | | | | | | | | 3 | 2 |
| COMPANY FLIGHT | | | 1 | | | | | | 1 | 1 |
| OTHER | 2 | 1 | | | | | | | 3 | 3 |
| COMMERCIAL | | | | | | | | | | |
| AERIAL APPLICATION | 2 | 1 | 6 | 7 | | | | | 16 | 16 |
| CROP CONTROL RELATED FLIGHT | 1 | | 2 | 17 | | | | | 20 | 20 |
| FIRE CONTROL | | | | | | | | | | |
| FIRE CONTROL RELATED FLIGHT | | | | | | | | | | |
| AERIAL MAPPING/PHOTOGRAPHY | | | | | | | | | | |
| AERIAL ADVERTISING | | 2 | 1 | 1 | | | | | 4 | 3 |
| POWER AND PIPELINE PATROL | 3 | 1 | | 1 | | | | | 5 | 5 |
| FISH SPOTTING | 3 | | | | | | | | 3 | 2 |
| AIR TAXI-PASSENGER OPERATIONS | 18 | 6 | 8 | 19 | | | | | 51 | 51 |
| AIR TAXI-CARGO OPERATIONS | 10 | ·- 4 | 4 | 19 | | | | | 37 | 37 |
| CONSTRUCTION WORK | | 1 | 1 | 1 | | | | | 3 | 3 |
| SCHEDULED PASSENGER SERVICE | | | | | | | | | | |
| SCHEDULED CARGO SERVICE | | | | | | | | | | |
| INTRA-STATE CHARTER PASSG. | | | | | | | | | | |
| INTRA-STATE CHARTER CARGO. | | | | | | | | | | |
| MILITARY CONTRACT-PASSENGER | | | | | | | | | | |
| MILITARY CONTRACT-CARGO | | | | | | | | | | |
| CHARTER CARGO-DOMESTIC | | | | 1 | | | | | 1 | 1 |
| CHARTER PASSG-DOMESTIC | | | | | | | | | | |
| CHARTER-CARGO-INTERNATIONAL | | | | | | | | • • | | |
| CHARTER-PASSG-INTERNATIONAL | | | | | | | | | | |
| OTHER | 1 | 1 | 1 | 4 | | | | | 7 | 7 |

UNKNOWN/NOT REPORTED

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KIND OF FLYING

ACCIDENTS

KIND OF FLYING BY INJURY INDEX

INJURY INDEX

| ental seal | NUS NOP | 40 ^{NE} |
|------------|---------|------------------|
| et set | WILL . | <u>,</u> 0, |

216 80 108 390

RECORDS ACCIDENTS

| MISCELLANEOUS | | | | | | |
|--------------------------|-----|----|-----|-----|-----|----|
| EXPERIMENTATION | 1 | | | 1 | 2 | 2 |
| TEST | 4 | 1 | | 6 | 11 | 11 |
| DEMONSTRATION | 2 | | | 2 | 4 | 4 |
| FERRY | 4 | 3 | 3 | 15 | 25 | 25 |
| SEARCH AND RESCUE | | | | | | |
| AIR SHOW/AIR RACING | | | | | | |
| PARACHUTE JUMP | | | | 2 | 2 | 2 |
| PARACHUTE JUMP-AIR SHOW | | | | | | |
| TOWING GLIDERS | | 1 | | | 1 | 1 |
| SEEDING CLOUDS | | | | | | |
| HUNTING | 2 | | | 1 | 3 | 3 |
| POLICE PATROL | 1 | 1 | | | 2 | 2 |
| HIGHWAY TRAFFIC ADVISORY | | 2 | | | 2 | 2 |
| ALL OTHER PUBLIC FLYING | | | | 1 | 1 | 1 |
| OTHER | 1 | | 2 | 4 | 7 | 6 |
| UNKNOWN/NOT REPORTED | 4 | | 2 | 1 | 7 | 7 |
| RECORDS | 224 | 82 | 110 | 394 | 810 | |

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المراجع والمنافع المروكي والعام المحاج

PAGE V

FIRST TYPE OF ACCIDENT BY INJURY INDEX

INJURY INDEX

| FIRST TYPE OF ACCIDENT | 4 | AAY | ×1005 | 140° 40°4° | RECORDS | ACCIDENTS |
|------------------------------|----|-----|-------|------------|---------|-----------|
| GROUND-WATER LOOP-SWERVE | | 2 | 9 | 75 | 86 | 86 |
| DRAGGED WINGTIP POD OR FLOAT | | | | 1 | 1 | 1 |
| WHEELS-UP LANDING | | | | 14 | 14 | 14 |
| WHEELS-DOWN LANDING IN WATER | | | | 1 | 1 | 1 |
| GEAR COLLAPSED | | | | 13 | 13 | 13 |
| GEAR RETRACTED | | | 1 | 6 | 7 | 7 |
| HARD LANDING | | | 5 | 27 | 32 | 32 |
| NOSE OVER/DOWN | 1 | 1 | 4 | 27 | 33 | 33 |
| ROLL OVER | | 1 | | 4 | 5 | 5 |
| OVERSHOOT | | 2 | 5 | 20 | 27 | 27 |
| UNDERSHOOT | 1 | 4 | 4 | 6 | 15 | 15 |
| COLLISION BETWEEN AIRCRAFT | | | | | | |
| BOTH IN FLIGHT | 16 | 2 | | 2 | 20 | 10 |
| ONE AIRBORNE | | 2 | | • | 2 | 1 |
| BOTH ON GROUND | | | 4 | 6 | 10 | 5 |
| COLLISION WITH GROUND/WATER | | | | | | |
| CONTROLLED | 41 | 8 | 7 | 9 | 65 | 65 |
| UNCONTROLLED | 33 | 3 | 1 | | 37 | 37 |
| COLLIDED WITH | | | | | | |
| WIRES/POLES | 10 | 6 | 4 | 9 | 29 | 29 |
| TREES | 21 | 1 | 7 | 6 | 35 | 35 |
| RESIDENCE/S | | | | | | |
| BUILDING/S | 1 | | 1 | 2 | 4 | 4 |
| FENCE, FENCEPOSTS | 1 | 1 | | 4 | 6 | 6 |
| ELECTRONIC TOWERS | 1 | | | | 1 | 1 |
| RUNWAY OR APPROACH LIGHTS | | | | 2 | 2 | 2 |
| AIRPORT HAZARD | | | | 1 | 1 | 1 |
| ANIMALS | | | | 2 | 2 | 2 |
| CROP | | | | | | |
| FLAGMAN LOADER | | | | | | |
| DITCHES | | 1 | | 1 | 2 | 2 |
| SNOWBANK | | | 1 | 7 | 8 | 8 |
| PARKED AIRCRAFT (UNATTENDED) | | | 1 | 5 | 6 | 6 |
| AUTOMOBILE | | | 1 | 3 | 4 | 4 |
| DIRT BANK | | | 2 | 2 | 4 | 4 |
| OTHER | 2 | 1 | | 12 | 15 | 15 |
| BIRD STRIKE | | | | 1 | 1 | 1 |

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FIRST TYPE OF ACCIDENT BY INJURY INDEX

INJURY INDEX

| | | | | | - | | |
|-------------------------------|----------------|----|-------|--------------------|---------------|---------|-----------|
| FIRST TYPE OF ACCIDENT | ^ب ۲ | | P1005 | 1 ¹⁴⁰ 4 | Jet . | RECORDS | ACCIDENTS |
| STALL | 7 | 5 | | 3 | | 15 | 15 |
| SPIN | 7 | 2 | 2 | | | 11 | 11 |
| SPIRAL | 1 | | | | | 1 | 1 |
| MUSH | 4 | 4 | | 7 | | 15 | 15 |
| FIRE OR EXPLOSION | | | | | | | |
| IN FLIGHT | 3 | 2 | | 2 | | 7 | 7 |
| ON GROUND | | | | 2 | | 2 | 2 |
| AIRFRAME FAILURE | | | | | | | |
| IN FLIGHT | 15 | | 1 | 5 | | 21 | 21 |
| ON GROUND | | | | | • · · · · | | |
| ENGINE TEARAWAY | | | | | | | |
| ENGINE FAILURE OR MALFUNCTION | 38 | 25 | 46 | 100 | | 209 | 209 |
| PROPELLER/ROTOR FAILURE | | | | | | | |
| PROPELLER | 1 | | | 2 | | 3 | 3 |
| TAIL ROTOR | 2 | 1 | | 1 | | 4 | 4 |
| MAIN ROTOR | | | 1 | 1 | | 2 | 2 |
| PROP ROTOR ACDNT TO PERSON | 1 | 3 | | | | 4 | 4 |
| JET INTAKE/EXH ACONT TO PERS | | | | | | | |
| PROPELLER/JET/ROTOR BLAST | | 1 | | | | 1 | 1 |
| TURBULENCE | 3 | 2 | | | | 5 | 5 |
| HAIL DAMAGE TO AIRCRAFT | | | | | | | |
| LIGHTNING STRIKE | | | | | | | |
| EVASIVE MANEUVER | | | | | | | |
| UNCONTROLLED ALT DEVIATION | | | | | | | |
| DITCHING | 1 | | | | | 1 | 1 |
| MISSING ACFT NOT RECOVERED | 8 | | | | · · · · · · · | 8 | В |
| MISCELLANEOUS/OTHER | 2 | 1 | 2 | 2 | · · · · · · | 7 | 7 |
| UNDETERMINED | 3 | 1 | 1 | 1 | | 6 | 6 |
| | | | | | | | |
| RECORDS | 224 | 82 | 110 | 394 | | 810 | |
| ACCIDENTS | 216 | 80 | 108 | 390 | | | 794 |
| | | | | | | | |

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

AIRCRAFT DAMAGE

| | | | TDAMAGE | | | |
|----------------------------------|-----|--------|-------------|---|---------|-----------|
| | | OTED | ANIAL | | | |
| FIRST <u>TYPE OF ACCIDENT</u> | OFS | NR SUR | JANIAL NONE | | RECORDS | ACCIDENTS |
| GROUND-WATER LOOP-SWERVE | 4 | 82 | | | 86 | 86 |
| DRAGGED WINGTIP POD OR FLOAT | | 1 | | | 1 | 1 |
| WHEELS-UP LANDING | | 14 | | | 14 | . 14 |
| WHEELS-DOWN LANDING IN WATER | | 1 | | | 1 | . 1 |
| GEAR COLLAPSED | | 13 | | | 13 | 13 |
| GEAR RETRACTED | 1 | 6 | | | 7 | 7 |
| HARD LANDING | | 32 | | | 32 | 32 |
| NOSE OVER/DOWN | 1 | 32 | | | 33 | 33 |
| ROLL OVER | 1 | 4 | | | 5 | 5 |
| OVERSHOOT | 1 | 26 | | | 27 | 27 |
| UNDERSHOOT | 3 | 11 | 1 | | 15 | 15 |
| COLLISION BETWEEN AIRCRAFT | | | | | | |
| BOTH IN FLIGHT | 12 | 6 | 2 | | 20 | 10 |
| ONE AIRBORNE | 1 | | 1 | | 2 | 1 |
| BOTH ON GROUND | | 9 | 1 | | 10 | 5 |
| COLLISION WITH GROUND/WATER | | | | | | |
| CONTROLLED | 38 | 27 | | $\mathcal{D}^{(1)} = \mathcal{D}^{(1)} = \mathcal{D}^{(1)}$ | 65 | 65 |
| UNCONTROLLED | 34 | 3 | | | 37 | 37 |
| COLLIDED WITH | | | | | | |
| WIRES/POLES | 15 | 14 | | | 29 | 29 |
| TREES | 26 | 9 | | | 35 | 35 |
| RESIDENCE/S | • • | • •• | | | | |
| BUILDING/S | 1 | 3 | | | 4 | 4 |
| FENCE, FENCEPOSTS | 2 | 4 | | | 6 | 6 |
| ELECTRONIC TOWERS | 1 | | | | 1 | 1 |
| RUNWAY OR APPROACH LIGHTS | | 2 | | | 2 | 2 |
| AIRPORT HAZARD | | 1 | | | · 1 | 1 |
| ANIMALS | | 2 | | | 2 | 2 |
| CROP | | | | | | |
| FLAGMAN LOADER | | | | | | |
| DITCHES | | 2 | | | 2 | 2 |
| SNOWBANK | | 8 | | | 8 | . 8 |
| PARKED AIRCRAFT (UNATTENDED) | 2 | 4 | | | 6 | 6 |
| AUTOMOBILE | | 4 | | | 4 | 4 |
| DIRT BANK | | 4 | | | 4 | 4 |
| OTHER | 3 | 12 | | | 15 | 15 |
| BIRD STRIKE | | 1 | | | 1 | 1 |
| | | | | | | |

PAGE VIII

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

| | | | | MAGE | | | |
|-------------------------------|-----|------------|-----------------|--------|--|------------|-----------|
| FIRST TYPE OF ACCIDENT | OF | JROTED SUB | STANTIA MINO | P HONE | | RECORDS | ACCIDENTS |
| STALL | 9 | 6 | | | | 15 | 15 |
| SPIN | 7 | 4 | | | | - 11 | 11 |
| SPIRAL | 1 | | | | | 1 | 1 |
| MUSH | 4 | 11 | | | | 15 | 15 |
| FIRE OR EXPLOSION | | | | | | | |
| IN FLIGHT | 5 | 2 | | | | 7 | 7 |
| ON GROUND | 1 | 1 | | | | 2 | 2 |
| AIRFRAME FAILURE | | | | | | | |
| IN FLIGHT | 14 | 7 | | | | 21 | 21 |
| ON GROUND | | | | | | | |
| ENGINE TEARAWAY | | | | | | | |
| ENGINE FAILURE OR MALFUNCTION | 61 | 148 | | | | 209 | 209 |
| PROPELLER/ROTOR FAILURE | | | | | | | |
| PROPELLER | 1 | 2 | | | | 3 | 3 |
| TAIL ROTOR | 3 | 1 | | | | 4 | 4 |
| MAIN ROTOR | | 2 | | | | 2 | 2 |
| PROP ROTOR ACONT TO PERSON | | | 2 | 2 | | 4 | 4 |
| JET INTAKE/EXH ACDNT TO PERS | | | | | | | |
| PROPELLER/JET/ROTOR BLAST | | 1 | | | | 5 1 | 1 |
| TURBULENCE | 3 | 2 | | | | 5 | 5 |
| HAIL DAMAGE TO AIRCRAFT | | | | | | | |
| LIGHTNING STRIKE | | | | | | | |
| EVASIVE MANEUVER | | | | | | | |
| UNCONTROLLED ALT DEVIATION | | | | | | | |
| DITCHING | 1 | | | | | 1 | 1 |
| MISSING ACFT NOT RECOVERED | 8 | | | | | 8 | 8 |
| MISCELLANEOUS/OTHER | 1 | 5 | | 1 | | 7 | . 7 |
| UNDETERMINED | 4 | 2 | | | | 6 | 6 |
| RECORDS | 269 | 531 | 6 | 4 | | 810 | |
| ACCIDENTS | 266 | 527 | 6 | 4 | | | 794 |

FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

| | | | | | PILO | TCER | TIFIC | ATE | | ¢۲. | | | | |
|----|------------------------------|-----|-----------|-------|---------|-------|----------|---------------------|---------|------|-------------|---------|---------|-----------|
| | | | | , | | | | 5 ^{14.} | FLINS | Ŋ. | , | • | | |
| | | | \$ | L | RCIAL | | e 1 82.1 | RCIA | L'INSTR | • | NONRORI | ų. V | | |
| IY | FIRST PE OF ACCIDENT | ST | DEN' PRIV | ATEON | MERCIAL | PRIVA | It. ON | ATE ASR. MRCA | oTHER | 4044 | UNAN REPORT | | RECORDS | ACCIDENTS |
| | GROUND-WATER LOOP-SWERVE | 21 | 30 | 24 | 1 | | 6 | 1 | | 2 | 1 | | 86 | 86 |
| | DRAGGED WINGTIP POD OR FLOAT | | | | | | 1 | | | | | | 1 | 1 |
| | WHEELS-UP LANDING | | 7 | 3 | 2 | | 2 | | | | | | 14 | 14 |
| | WHEELS-DOWN LANDING IN WATER | | | 1 | | | | | | | | | 1 | 1 |
| | GEAR COLLAPSED | 1 | 4 | 7 | 1 | | | | | | | | 13 | 13 |
| | GEAR RETRACTED | | 2 | 3 | 1 | | | 1 | | | | | 7 | 7 |
| | HARD LANDING | 9 | 12 | 5 | 1 | | 3 | 1 | | | 1 | | 32 | 32 |
| | NOSE OVER/DOWN | 6 | 15 | 10 | | | 1 | 1 | | | | | 33 | 33 |
| | ROLL OVER | | 1 | 3 | | | 1 | | | | | | 5 | 5 |
| | OVER SHOOT | 3 | 15 | 5 | 1 | | 3 | | | | | | 27 | 27 |
| | UNDERSHOOT | 2 | 8 | 3 | 1 | | | 1 | | | | | 15 | 15 |
| | COLLISION BETWEEN AIRCRAFT | | | | | | | | | | | | | |
| | BOTH IN FLIGHT | 3 | 4 | 7 | | | 5 | 1 | | | | | 20 | 10 |
| | ONE AIRBORNE | | | | | | 1 | 1 | | | | | 2 | 1 |
| | BOTH ON GROUND | | 3 | 2 | 1 | | 2 | 1 | | | 1 | | 10 | 5 |
| • | COLLISION WITH GROUND/WATER | | | | | | | | | | | | | |
| | CONTROLLED | 2 | 22 | 26 | 5 | | 8 | 2 | | | | | 65 | 65 |
| | UNCONTROLLED | 1 | 19 | 11 | 1 | | 4 | | | 1 | | | 37 | 37 |
| | COLLIDED WITH | | | | | | | | | | | | | |
| | WIRES/POLES | 4 | 10 | -8 | | | 4 | 1. | | 2 | | | 29 | 29 |
| | TREES | 2 | 18 | 6 | 2 | | 5 | | | 2 | | | 35 | 35 |
| | RESIDENCE/S | | | | | | | | | | | | | |
| | BUILDING/S | | 2 | | 1 | | 1 | | | | | | 4 | 4 |
| | FENCE, FENCEPOSTS | 1 | 3 | 1 | | | 1 | | | | | | 6 | 6 |
| | ELECTRONIC TOWERS | | 1 | | | | | | | | | | 1 | 1 |
| | RUNWAY OR APPROACH LIGHTS | | 1 | 1 | | | | | | | | | 2 | 2 |
| | AIRPORT HAZARD | | | 1 | | | | | | | | | 1 | 1 |
| | ANIMALS | | 1 | | | | 1 | | | | | | 2 | 2 |
| | CROP | | | | | | | | | | | | | |
| | FLAGMAN LOADER | | | | | | | | | | | | | |
| | DITCHES | | 2 | | | | | | | | | | 2 | 2 |
| | SNOWBANK | 3 | 3 | | 1 | | 1 | | | | | | 8 | 8 |
| | PARKED AIRCRAFT (UNATTENDED) | 1 | 3 | 1 | 1 | | | | | | | | 6 | 6 |
| | AUTOMOBILE | - 1 | | 3 | | | | | | | | | 4 | 4 |
| | DIRT BANK | | 3 | 1 | | | | | | | | | 4 | 4 |
| | OTHER | 1 | 5 | 7 | | | 2 | | | | | | 15 | 15 |
| | BIRD STRIKE | | | | | | 1 | | | | | | 1 | 1 |
| | | | | | | | | | | | | | _ | |

FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

| PILOT CERTIFICATE | | |
|---|---------|-----------|
| FIRST STALL STALL | RECORDS | ACCIDENTS |
| STALL 3 7 1 1 1 1 | 15 | 15 |
| SPIN 6 3 2 | 11 | 11 |
| SPIRAL 1 | 1 | 1 |
| MUSH 9 3 1 1 1 | 15 | 15 |
| FIRE OR EXPLOSION | | |
| IN FLIGHT 1 2 1 2 1 | 7 | 7 |
| ON GROUND 1 1 | 2 | 2 |
| AIRFRAME FAILURE | | |
| IN FLIGHT 10 5 1 3 1 1 | 21 | 21 |
| ON GROUND | | |
| ENGINE TEARAWAY | | |
| ENGINE FAILURE OR MALFUNCTION 20 78 62 11 1 29 6 1 1 | 209 | 209 |
| PROPELLER/ROTOR FAILURE | | |
| PROPELLER 1 1 1 | 3 | 3 |
| TAIL ROTOR 2 1 1 | 4 | 4 |
| MAIN ROTOR 1 1 | 2 | 2 |
| PROP ROTOR ACONT TO PERSON 3 1 | 4 | 4 |
| JET INTAKE/EXH ACDNT TO PERS | | |
| PROPELLER/JET/ROTOR RLAST 1 | 1 | 1 |
| TURBULENCE Z 1 1 1 | 5 | 5 |
| HAIL DAMAGE TO AIRCRAFT | | |
| LIGHTNING STRIKE | | |
| EVASIVE MANEUVER | | |
| UNCONTROLLED ALT DEVIATION | | |
| DITCHING 1 | 1 | 1 |
| MISSING ACFT NOT RECOVERED 3 2 1 2 | 8 | 8 |
| MISCELLANEOUS/OTHER 1 5 1 | 7 | 7 |
| UNDETERMINED. 1 1 2 1 1 | 6 | 6 |
| RECORDS 87 318 229 39 1 95 24 10 7 | 810 | |
| ACCIDENTS 87 317 227 39 1 95 24 10 7 | | 794 |

FIRST PHASE OF OPERATION BY INJURY INDEX

| FIRST PHASE | | PER A | | | Y INJURY INDEX | | | |
|--------------------------------|----|-------|----|-------|----------------|--------|---------|----------|
| FIRST OPERATIONAL PHASE | | | | 408 H | | RECORI | ۵ ۵ | CCIDENTS |
| STATIC | | | | | | | | |
| STARTING ENGINE/S | | 1 | | 1 | | | 2 | 2 |
| IDLING ENGINE/S | 1 | 2 | 1 | 4 | | | 8 | 7 |
| ENGINE RUNUP | | | | | | | | |
| IDLING ROTORS | | | | 1 | | | 1 | . 1 |
| PARKED-ENGINES NOT OPERATING | | | | 1 | | | 1 | 1 |
| OTHER | | | | | | | | |
| IXAT | | | | | | | | |
| TO TAKEOFF | | | | 11 | | | 11 | 11 |
| FROM LANDING | | 1 | 1 | 12 | | | 14 | 14 |
| OTHER | 2 | 1 | | 1 | | | 4 | 4 |
| GROUND TAXI TO TAKENFF | | | | | | | | |
| GROUND TAXI FROM LANDING | | | | | | | | |
| GROUND TAXI, OTHER | | | | | | , | | |
| AERIAL TAXI TO TAKEOFF | | | | | | | | |
| AERIAL TAXI TO/FROM LANDING | | | | | | | | |
| AERIAL TAXI, OTHER | | | | 1 | | | 1 | 1 |
| TAKEDFF | | | | | | | | |
| RUN | | 2 | 6 | 30 | | | 38 | 38 |
| INITIAL CLIMB | 27 | 19 | 21 | 33 | | | 100 | 100 |
| VERTICAL | | 1 | 4 | 4 | | | 9 | 9 |
| RUNNING (ROTORCRAFT/VTOL-STOL) | | | | | | | | |
| ABORTED (FIXED-WING) | | 2 | | 13 | | | 15 | 15 |
| ABORTED (ROTORCRAFT/VTOL) | | | 1 | | | | 1 | 1 |
| ABORTED (ROTORCRAFT/STOL) | | | | | | | | |
| OTHER | | | | | | | | |
| INFLIGHT | | | | | | | •• | 18 |
| CLIMB TO CRUISE | 8 | 2 | 3 | 5 | | | 18 | 10 |
| NORMAL CRUISE | 59 | 13 | 13 | 62 | | | 147 | 20 |
| DESCENDING | 10 | 1 | 5 | 4 | | | 20 | 20 |
| HOLDING (IFR) | | | | | | | 4 | 4 |
| HOVERING | | 2 | 1 | 1 | | | | 1 |
| POWER-ON DESCENT (ROTORCRAFT) | | | | 1 | | | 1 1 | 1 |
| AUTOROTATIVE DESCENT | | | | 1 | | | 6 | 6 |
| ACROBATICS | 5 | | | 1 | | | 5 | 5 |
| BUZZING | 2 | | | 3 | | | 5 28 | 28 |
| UNCONTROLLED DESCENT | 26 | 2 | | | | | 20 | 20 |

PAGE XII

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FIRST PHASE OF OPERATION BY INJURY INDEX

INJURY INDEX

| FIRST | | | 10 ¹⁵ | 140 ⁴ 0 | 1 ⁴ | | | |
|-------------------------------|-----|-------|------------------|--------------------|----------------|--|---------|-----------|
| OPERATIONAL PHASE | 4P | ک دید | + 4 | £ 40 | | | RECORDS | ACCIDENTS |
| EMERGENCY DESCENT | 2 | | | | | | 2 | 2 |
| LOW PASS | 7 | 1 | 4 | 7 | | | 19 | 19 |
| OTHER | 15 | 3 | | | | | 18 | 16 |
| EN ROUTE TO TREAT CROP | | | | 3 | | | 3 | 3 |
| EN ROUTE TO RELOADING AREA | | | | | | | | |
| SURVEY FIELD/AREA | | | | | | | | |
| STARTING SWATH RUN | 1 | | 1 | 1 | | | 3 | 3 |
| SWATH RUN | | | 2 | | | | 2 | 2 |
| FLAREOUT FOR SWATH RUN | | | | | | | | |
| PULLUP FROM SWATH RUN | | | 1 | 1 | | | 2 | 2 |
| PROCEDURE TURNAROUND | 1 | 1 | 1 | 3 | | | 6 | 6 |
| CLEANUP SWATH | | | | | | | | |
| MANEUVER TO AVOID OBSTRUCTION | | | 1 | | | | 1 | 1 |
| RETURN TO STRIP | | | | 1 | | | 1 | 1 |
| LANDING | | | | | | | | |
| TRAFFIC PATTERN-CIRCLING | 4 | 4 | 5 | 1 | | | 14 | 14 |
| FINAL APPROACH (VFR) | 15 | 10 | 7 | 13 | | | 45 | 43 |
| INITIAL APPROACH | 1 | | | 1 | | | 2 | 2 |
| FINAL APPROACH (IFR) | 15 | 1 | 2 | 3 | | | 21 | 21 |
| LEVEL OFF/TOUCHDOWN | 2 | 5 | 14 | 82 | | | 103 | 103 |
| ROLL (FIXED WING) | | 2 | 9 | 77 | | | 88 | 88 |
| ROLL-ON/RUN-ON (ROTORCRAFT) | | | | 1 | | | 1 | 1 |
| POWER-ON LANDING (ROTORCRAFT) | 3 | | 2 | 3 | | | 8 | 8 |
| POWER-OFF AUTOROTATIVE LDG | | | | | | | | |
| GO-AROUND (VFR) | 4 | 4 | 4 | 7 | | | 19 | 19 |
| MISSED APPROACH (IFR) | 2 | | | | | | 2 | 2 |
| OTHER | 1 | 2 | | | | | 3 | 3 |
| UNKNOWN/NOT REPORTED | 11 | | 1 | | | | 12 | 12 |
| | | | | | | | | |
| RECORDS | 224 | 82 | 110 | 394 | | | 810 | |
| ACCIDENTS | 216 | 80 | 108 | 390 | | | | 794 |
| | | | | | | | | |

INJURIES, ACCIDENTS COVERED BY THIS REPORT - ISSUE NO. 5 U. S. GENERAL AVIATION

1978

| | | | | INJURIES | | | |
|------------------|-------|---------|-------|----------|---------|--------|------------------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL |
| PILOT | 201 | 80 | 102 | 427 | | | 810 |
| COPILOT | 16 | 4 | 4 | 14 | | | 38 |
| DUAL STUDENT | 7 | 4 | 5 | 24 | | | 40 |
| CHECK PILOT | 2 | | 2 | | | | 4 |
| FLIGHT ENGINEER | 1 | | | | | | 1 |
| NAVIGATOR | | 1 | | | | | 1 |
| CABIN ATTENDANT | 2 | | 1 | | | | 1 1 3 9 |
| EXTRA CREW | 2 | | 1 | 6 | | | |
| PASSENGERS | 219 | 103 | 101 | 409 | | | 832 |
| TOTAL | 450 | 192 | 216 | 880 | | ABOARD | 1738 |
| * OTHER AIRCRAFT | | | | 1 3 | | | 1 |
| OTHER GROUND | 2 | 3 | 1 | 3 | | | 9 |
| GRAND TOTAL | 452 | 195 | 217 | 884 | - | | 1748 |
| <u> </u> | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

* 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.

INVOLVES 794 TOTAL ACCIDENTS INVOLVES 216 FATAL ACCIDENTS

INJURIES, ACCIDENTS SMALL FIXED-WING AIRCRAFT (INCLUDES GLIDERS) U. S. GENERAL AVIATION

ISSUE ND. 5 1978

| | | | | INJURIES | | | |
|----------------------|-------|---------|-------|----------|---------|--------|-------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL |
| PILOT | 184 | 71 | 86 | 390 | | | 731 |
| COPILOT | 13 | 3 | 3 | 11 | | | 30 |
| DUAL STUDENT | 6 | 4 | 5 | 21 | | | 36 |
| CHECK PILOT | 2 | | 1 | | | | 3 |
| FLIGHT ENGINEER | | | | | | | |
| NAVIGATOR | | 1 | | | | | 1 |
| CABIN ATTENDANT | | | 1 | | | | 1 |
| EXTRA CREW | 2 | | | 6 | | | 8 |
| PASSENGERS | 211 | . 91 | 88 | 377 | | | 767 |
| TOTAL | 418 | 170 | 184 | 805 | | ABOARD | 1577 |
| ★ OTHER AIRCRAFT | | | | 1 | | | 1 |
| OTHER GROUND | . 2 | . 3 | 1 | 1 3 | | | 9 |
| GRAND TOTAL | 420 | 173 | 185 | 809 | | | 1587 |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| NVOLVES 715 TOTAL AC | | | | | | | |

INVOLVES 715 TOTAL ACCIDENTS INVOLVES 196 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.

ROTORCRAFT INJURIES, ACCIDENTS U. S. GENERAL AVIATION

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ISSUE ND. 5 1978

| | | | | INJURIES | | | |
|--|-------|---------|--------|----------|---------|-----------|--------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | • | TOTAL |
| PILOT | 11 | 6 | 14 | 32 | | | 63 |
| COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR | 1 | | 1. | 1 2 | | | 2 3 |
| CABIN ATTENDANT EXTRA CREW | | | 1 | | | | 1 |
| PASSENGERS | 5 | 12 | 9 | 23 | | | 49 |
| TOTAL | 17 | 18 | 25 | 58 | | ABOARD | 118 |
| OTHER AIRCRAFT OTHER GROUND | | | | | | | |
| | | | | | | | |
| RAND TOTAL | 17 | 18 | 25 | 58 | | | 118 |
| | | | | | | | |
| | | | | | | | |

INVOLVES 14 FATAL ACCIDENTS

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

ISSUE NO. 5 1978

| | | | | INJURIES | | | |
|--------------------------------|-------|---------|-------|------------|---------|--------|-------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL |
| PILOT | 6 | | 2 | 3 2 | | | 11 |
| COPILOT | 3 | 1 | | 2 | | | 6 |
| DUAL STUDENT | | | _ | | | | - |
| CHECK PILOT | | | 1 | | | | 1 |
| FLIGHT ENGINEER | 1 | | | | | | 1 |
| NAVIGATOR CABIN ATTENDANT | 2 | | | | | | 2 |
| EXTRA CREW | 2 | | | | | | 2 |
| PASSENGERS | 3 | | 3 | 7 | | | 13 |
| | | | | | | | |
| 70744 | | - | | | | | 24 |
| TOTAL | 15 | 1 | 6 | 12 | | ABOARD | 34 |
| OTHER AIRCRAFT OTHER GROUND | | | | | | | |
| GRAND TOTAL | 15 | 1 | 6 | 12 | | | 34 |
| | | | | | | | |

| INVOLVES | 11 | TOTAL | ACCIDENTS |
|----------|----|-------|-----------|
| INVOLVES | 6 | FATAL | ACCIDENTS |

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INJURIES, ACCIDENTS KIND OF FLYING INSTRUCTIONAL

ISSUE NO. 5 1978

| | | | | INJURIES | | | |
|----------------------------------|-------|---------|--------|----------|---------|--------|--------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL |
| PILOT | 10 | 6 | 16 | 59 | | | 91 |
| COPILOT | 1 | | | 2 | | | 3 |
| DUAL STUDENT | 5 | 4 | 5 2 | 23 | | | 37 |
| CHECK PILOT | 2 | | 2 | | | | 4 |
| FLIGHT ENGINEER | | | | | | | |
| NAVIGATOR | | | | | | | |
| CABIN ATTENDANT | | | | | | | |
| EXTRA CREW | | | | | | | |
| PASSENGERS | 1 | | | 3 | | | 4 |
| TOTAL | 19 | 10 | 23 | 87 | | ABOARD | 139 |
| * OTHER AIRCRAFT OTHER GROUND | 4 | | | 4 1 | | | 8 1 |
| GRAND TOTAL | 23 | 10 | 23 | 92 | | | 148 |

| INVOLVES | 90 | TOTAL | ACCIDENTS |
|----------|----|-------|-----------|
| INVOLVES | 14 | FATAL | ACCIDENTS |

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

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

ISSUE NO. 5 1978

| | | | | INJURIES | | | |
|------------------|--------|---------|---------------|----------|---------|--------|-------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL |
| PILOT | 109 | 45 | 48 | 206 | | | 408 |
| COPILOT | 7 | 2 | 1 | 1 | | | 11 |
| DUAL STUDENT | 2 | | | | | | 2 |
| CHECK PILOT | | | | | | | |
| FLIGHT ENGINEER | | | | | | | |
| NAVIGATOR | | 1 | _ | | | | 1 |
| CABIN ATTENDANT | | | 1 | | | | 1 |
| EXTRA CREW | | | | 4 | | | 4 |
| PASSENGERS | 134 | 45 | 48 | 259 | | | 486 |
| TOTAL | 252 | .93 | 98 | 470 | | ABOARD | 913 |
| ★ OTHER AIRCRAFT | 1 | 1 | | 15 | | | 17 |
| OTHER GROUND | 1 2 | 1 | 1 | 1 | | | 5 |
| | - | - | - | - | | | |
| GRAND TOTAL | 255 | 95 | 99 | 486 | | | 935 |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

INVOLVES 405 TOTAL ACCIDENTS INVOLVES 118 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. 5 1978

| | | | | INJURIES | | | |
|--|-------|---------|-------|----------|---------|--------|---------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL |
| PILOT COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR CABIN ATTENDANT | 18 | 6 | 3 | 21 1 | | | 48 1 |
| EXTRA CREW PASSENGERS | 15 | 12 | 6 | 14 | | | 47 |
| TOTAL | 33 | 18 | 9 | 36 | | ABOARD | 96 |
| OTHER AIRCRAFT OTHER GROUND | | | | | | | |
| GRAND TOTAL | 33 | 18 | 9 | 36 | | | 96 |
| | | | | | | | |
| INVOLVES 48 TOTAL ACC INVOLVES 19 FATAL ACC | | | | | | | |

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

ISSUE NO. 5 1978

| | | | | INJURIES | | | |
|--|--------|---------|-----------|----------|---------|--------|---------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL |
| PILOT COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR CABIN ATTENDANT | 5 2 | 1 | - | 10 3 | | | 16 5 |
| EXTRA CREW PASSENGERS | 6 | 3 | 3 | 18 | | | 30 |
| TOTAL | 13 | 4 | 3 | 31 | | ABOARD | 51 |
| OTHER AIRCRAFT OTHER GROUND | | 1 | • | | | | 1 |
| GRAND TOTAL | 13 | 5 | 3 | 31 | | | 52 |

| INVOLVES | 16 | TOTAL | ACCIDENTS |
|----------|----|-------|-----------|
| INVOLVES | 5 | FATAL | ACCIDENTS |

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

ISSUE NO. 5 1978

| | INJURIES | | | | | | |
|---|----------|---------|-------|------|---------|--------|-------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL |
| PILOT COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR | 3 | 1 | 7 | 25 | | | 36 |
| CABIN ATTENDANT EXTRA CREW PASSENGERS | | | 1 | | | | 1 |
| TOTAL | 3 | 1 | 8 | 25 | | ABOARD | 37 |
| OTHER AIRCRAFT OTHER GROUND | | | | | | | |
| GRAND TOTAL | 3 | 1 | 8 | 25 | | | 37 |
| | | | | | | | |
| INVOLVES 36 TOTAL ACC INVOLVES 3 FATAL ACC | | | | | | | |

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

ISSUE NO. 5 1978

| | | | | INJURIES | | | |
|---|---------|---------|---------|-------------|---------|--------|---------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL |
| PILOT COPILOT | 25 1 | 8 2 | 11 1 | 44 5 | | | 88 9 |
| DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR | | | | | | | |
| CABIN ATTENDANT EXTRA CREW | 2 | | | 2 | | | 2. 2 |
| PASSENGERS | 45 | 35 | 39 | 69 | | | 188 |
| TOTAL | 73 | 45 | 51 | 120 | | ABOARD | 289 |
| ★ OTHER AIRCRAFT OTHER GROUND | | | 1 | 1 | | | 1 1 |
| GRAND TOTAL | 73 | 45 | 52 | 121 | | | 291 |

| INVOLVES | 88 | TOTAL | ACCIDENTS |
|----------|----|-------|-----------|
| INVOLVES | 28 | 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 TYPE OF ACCIDENT OVERSHOOT U. S. GENERAL AVIATION

ISSUE ND. 5 1978

| INJUR | IES |
|-------|-----|
|-------|-----|

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL |
|---|-------|---------|-------|------|---------|--------|-------|
| PILOT | | 2 | 4 | 21 | | | 27 |
| COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR CABIN ATTENDANT | | | | 1 | | | 1 |
| EXTRA CREW PASSENGERS | | 2 | 3 | 29 | | | 34 |
| | | - | _ | _ | | | - |
| TOTAL | | 4 | 7 | 51 | | ABOARD | 62 |
| OTHER AIRCRAFT OTHER GROUND | | | | | | | |
| | | | | | | | |
| GRAND TOTAL | | 4 | 7 | 51 | | | 62 |
| | | | | | | | · |

| INVOLVES | 27 | TOTAL | ACCIDENTS |
|----------|----|-------|-----------|
| INVOLVES | | FATAL | ACCIDENTS |

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

ISSUE NO. 5 1978

| | | | | INJURIES | | | |
|--|-------|---------|-------|----------|---------|--------|---------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL |
| PILOT COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR CABIN ATTENDANT | 1 | 3 1 | 5 | 6 1 | | | 15 2 |
| EXTRA CREW PASSENGERS | 2 | 4 | 1 | 11 | | | 18 |
| TOTAL | 3 | 8 | 6 | 18 | | ABOARD | 35 |
| OTHER AIRCRAFT OTHER GROUND | | | | | | | |
| GRAND TOTAL | 3 | 8 | 6 | 18 | | | 35 |

INJURIES

INVOLVES 15 TOTAL ACCIDENTS INVOLVES 1 FATAL ACCIDENTS

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

ISSUE NO. 5 1978

| | | | | INJURIES | | | |
|--|---------|---------|---------|----------|---------|--------|-------|
| and the second | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL |
| PILOT | 43 | 35 | 53 | 152 | | | 283 |
| COPILOT | 5 | 1 | 2 | 4 | | | 12 |
| DUAL STUDENT | 2 | | 2 | 7 | | | 11 |
| CHECK PILOT | 1 | | | | | | 1 |
| FLIGHT ENGINEER | | | | | | | |
| NAVIGATOR | | | | | | | |
| CABIN ATTENDANT | | | , | | | | 2 |
| EXTRA CREW | 1 48 | 21 | 1 43 | 139 | | | 2 |
| PASSENGERS | 48 | 31 | 43 | 159 | | | 261 |
| (1, 1, 2, 2, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, | | | | | | | |
| and the second | | | | | | | |
| TOTAL | 100 | 67 | 101 | 302 | | ABOARD | 570 |
| | | | | | | | |
| · · · · · | | | | | | | |
| * OTHER AIRCRAFT | - | - | | 1 | | | 1 |
| OTHER GROUND | 1 | 1 | | 3 | | | 5 |
| | | | | | | | |
| | | | | | | | |
| GRAND TOTAL | 101 | 68 | 101 | 306 | | | 576 |
| - | | | | | • | | |
| | | | | | | | |
| | | | | | | | |
| $(1, 1, 2, \dots, 2^{n})$ | | | | | | | |
| | | | | | | | |

INJURIES

INVOLVES 283 TOTAL ACCIDENTS INVOLVES 50 FATAL ACCIDENTS

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

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

ISSUE NO. 5 1978

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL |
|-------------------------------|-----------|---------|-------|------|---------|--------|-------|
| PILOT | 29 | 17 | 4 | 10 | | | 60 |
| | 4 | 1 1 | | í | | | 5 |
| DUAL STUDENT CHECK PILOT | | 1 | | 1 | | | 2 |
| FLIGHT ENGINEER | | | | | | | |
| NAVIGATOR | | | | | | | |
| CABIN ATTENDANT Extra crew | | | | | | | |
| PASSENGERS | 32 | 20 | 11 | 13 | | | 76 |
| | | | | | | | |
| | | | | | | | |
| TOTAL | 65 | 39 | 15 | 24 | | ABOARD | 143 |
| | | | | | | | |
| | | | | | | | |
| OTHER AIRCRAFT | | | - | | | | |
| OTHER GROUND | | | 1 | | | | 1 |
| | | | | | | | |
| GRAND TOTAL | 65 | 39 | 16 | 24 | | | 144 |
| GRAND TOTAL | 60 | 59 | 10 | 24 | | | 144 |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

| INVOLVES | 60 | TOTAL | ACCIDENTS |
|----------|----|-------|-----------|
| INVOLVES | 34 | FATAL | ACCIDENTS |

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COVERED BY THIS REPORT - ISSUE NO. 5 U. S. GENERAL AVIATION ACCIDENTS

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(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 794 TOTAL ACCIDENTS

INVOLVES 216 FATAL ACCIDENTS

| | FATAL ACCIDENTS | | | | TAL ACC | | ALL ACCIDENTS | | |
|---|-----------------|--------|---------|----------|---------|-----------|---------------|---------|-----------|
| DETAILED CAUSE/FACTOR | CAUSE | FACTOR | TOTAL | CAUSE | FAC TOR | TOTAL | CAUSE | FAC TOR | TO TAL |
| ** PILOT ** | | | | | | | | | |
| PILOT IN COMMAND ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT | 2 | 4 | , | 7 | | - | | | |
| ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | 14 | 7 | 6 21 | 4 | 1 | 7 5 | 18 | 4 8 | 13 26 |
| BECAME LOST/DISORIENTED | 6 50 | 2 2 | 8 52 | 4 5 | 4 2 | 8 7 | 10 55 | 6 4 | 16 59 |
| CONTINUED INTO KNOWN AREA OF SEVERE TURBULENCE | 3 | - | 3 | | | | 3 | | 3 |
| DELAYED ACTION IN ABORTING TAKEOFF DELAYED IN INITIATING GO-ARDUND | 2 | 1 | 3 | 11 18 | 1 | 12 20 | 11 20 | 1 3 | 12 23 |
| DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | 5 | 3 | 8 | 6 | 2 | 8 | 11 | 5 | 16 |
| EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT FAILED TO EXTEND LANDING GEAR | 8 | 1 | 9 | 1 10 | | 1 10 | 9 10 | 1 | 10 10 |
| FAILED TO RETRACT LANDING GEAR | | | | 2 | | . 2 | 2 | | 2 |
| INADVERTENTLY RETRACTED GEAR FAILED TO SEE AND AVOID OTHER AIRCRAFT | 12 | | 12 | 2 | | 2 | 2 18 | | 2 18 |
| FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | 4 | | 4 | 13 | | 13 | 17 | | 17 |
| FAILED TO OBTAIN/MAINTAIN FLYING SPEED MISJUDGED, SPEED, ALTITUDE OR CLEARANCE | 29 2 | | 29 2 | 21 | | 21 | 50 2 | | 50 2 |
| FAILED TO MAINTAIN ADEQUATE ROTOR RPM FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT | 2 | 1 | 2 3 | 8 | 1 | 8 1 | 10 | 2 | 10 4 |
| FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC | 5 | 2 | 7 | 17 | 3 | 20 | 22 | 2 5 | 27 |
| IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | 3 | 2 | 5 | 12 28 | | 12 28 | 15 28 | 2 | 17 28 |
| IMPROPER OPERATION OF FLIGHT CONTROLS | 2 | | 2 | 8 | 2 | 10 | 10 | 2 | 12 |
| PREMATURE LIFT OFF Improper level off | | | | 3 33 | 1 | 4 . 33 | 3 33 | 1 | 4 33 |
| IMPROPER IFR OPERATION | 14 | 1 | 15 | 2 | 1 | 3 | 16 | 2 | 18 |
| IMPROPER IN-FLIGHT DECISIONS OR PLANNING IMPROPER COMPENSATION FOR WIND CONDITIONS | 23 | 2 | 25 | 18 19 | 5 | 18 24 | 41 19 | 2 | 43 24 |
| INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | 20 | 5 | 25 | 67 | 6 | 73 | 87 | 11 | 98 |
| INADEQUATE SUPERVISION OF FLIGHT LACK OF FAMILIARITY WITH AIRCRAFT | 3 | 3 | 3 | 11 | 11 | 11 14 | 14 | 14 | 14 19 |
| MISMANAGEMENT OF FUEL | 12 | - | 12 | 54 | 1 | 55 | 66 | 1 | 67 |
| EXERCISED POOR JUDGMENT SELECTED UNSUITABLE TERRAIN | 3 | 1 | 3 | 1 48 | 2 | 3 53 | 4 50 | 2 | 6 56 |
| IMPROPER STARTING PROCEDURES | - | - | - | 1 | - | 1 | 1 | | 1 |
| STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT TAXIED/PARKED WITHOUT PROPER ASSISTANCE | | | | 1 5 | | 1 5 | 1 | | 1 |
| FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED | •• | | | 5 | - | 5 | 5 | | 5 |
| INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS SPONTANEOUS-IMPROPER ACTION | 10 | 2 1 | 12 | 4 | 1 | 5 2 | 14 2 | 3 1 | 17 3 |
| MISJUDGED DISTANCE, SPEED, AND ALTITUDE | 1 | | ī | 1 | | 1 | 2 | | 2 |
| MISJUDGED DISTANCE AND SPEED MISJUDGED DISTANCE | | | | 26 3 | | 26 3 | 26 3 | | 26 3 |
| MISJUDGED DISTANCE AND ALTITUDE MISJUDGED SPEED AND ALTITUDE | 2 1 | | 2 1 | 16 1 | | 16 1 | 18 | | 18 2 |
| MISJUDGED SPEED AND CLEARANCE | | | | 2 | | 2 | 2 | | 2 |
| MISJUDGED ALTITUDE AND CLEARANCE MISJUDGED ALTITUDE | 5 | | 5 | 2 | 1 | 2 | 7 | 1 | 7 |
| MISJUDGED CLEARANCE | - | | 2 | 14 | | 14 | 14 | | 14 |
| IMPROPER RECOVERY FROM BOUNCED LANDING Incapacitation | | | | 19 1 | 1 | 20 1 | 19 1 | 1 | 20 · 1 |
| PHYSICAL IMPAIRMENT | 4 | 10 | 14 | 1 | 1 | 2 | 5 | 11 | 16 |
| SPATIAL DISORIENTATION SPSYCHOLOGICAL CONDITION | 25 1 | 1 | 25 2 | 3 | 1 | 3 1 | 28 1 | 2 | 28 3 |
| MISUSED OR FAILED TO USE FLAPS | î | î | 2 | 3 | ŕ | 10 | 4 | 8 | 12 |
| FAILED TO MAINTAIN DIRECTIONAL CONTROL SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | 1 | | 1 | 29 11 | 4 | 29 15 | 29 12 | 4 | 29 |
| FAILED TO ABORT TAKEOFF | ī | | 1 | 7 | 1 | 8 | 8 | 1 | 9 |
| FAILED TO INITIATE GO-AROUND DIRECT ENTRIES | 1 2 | 1 | 1 3 | 10 | 1 | 11 | 11 2 | 1 | 12 3 |
| SUBTOTAL | 287 | 53 | 340 | 615 | 68 | 683 | 902 | 121 | 1023 |

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| | FATAL ACCIDENTS | | | NONFA | TAL ACCI | DENTS | ALL ACCIDENTS | | |
|---|-----------------|-------------|-------------|-----------------------|-------------|-----------------------|----------------------------|------------------|-----------------------|
| DETAILED CAUSE/FACTOR | CAUSE | F AC TOR | TO TAL | CAUSE | FAC TOR | TOTAL | CAUSE | FAC TOR | TOTAL |
| COPILOT INADVERTENTLY RETRACTED GEAR MISJUDGED ALTITUDE | | | | 1 1 | | 1 1 | 1 | | 1 1 |
| SUBTOTAL | | | | 2 | | 2 | 2 | | 2 |
| DUAL STUDENT DELAYED IN INITIATING GO-AROUND FAILED TO EXTEND LANDING GEAR FAILED TO OBTAIN/MAINTAIN FLYING SPEED FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC IMPROPER OPERATION OF FLIGHT CONTROLS IMPROPER LEVEL OFF | 1 | | 1 | 1 1 2 3 1 | | 1 1 2 3 1 | 1 1 2 1 3 1 | | 1 2 1 3 1 |
| IMPROPER IFR OPERATION INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISMANAGEMENT OF FUEL MISJUDGED SPEED AND CLEARANCE PHYSICAL IMPAIRMENT SPATIAL DISORIENTATION | 1 1 1 | | 1 1 1 | 1 1 1 | | 1 1 1 | 1 1 1 1 1 | | 1 1 1 1 1 |
| SUBTOTAL | 4 | | 4 | 11 | | 11 | 15 | | 15 |
| CHECK PILOT INADEQUATE SUPERVISION OF FLIGHT INCAPACITATION | 1 1 | | 1 1 | 1 | | 1 | 2 1 | | 2 1 |
| SUBTOTAL | 2 | | 2 | 1 | | 1 | 3 | | 3 |
| ** PERSONNEL ** | | | | | | | | | |
| FLIGHT INSTRUCTOR INADEQUATE SUPERVISION OF FLIGHT MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE(MAINTENANCE PERSONNEL) IMPROPERLY SERVICED AIRCRAFT(GROUND CREW) INADEQUATE INSPECTION OF AIRCRAFT(MAINTENANCE PERSONNEL) INADEQUATE INSPECTION OF ACFT(OWNER-PILOT PERSONNEL) | | | | 1 8 1 1 | 1 | 1 8 1 2 | 1 8 1 1 | 1 | 1 8 1 2 |
| INADEQUATE MAINTENANCE AND INSPECTION OPERATIONAL SUPERVISORY PERSONNEL | 7 | 2 | 9 | 21 | 3 | 24 | 28 | 5 | 33 |
| TNADEQUATE FLIGHT TRAINING-PROCEDURES INADEQUATE SUPERVISION OF FLIGHT CREW FAILURE TO PROVIDE ADEO DIRECTIVES, MANUALS, EQUIPMENT DEFICIENCY, COMPANY MAINTAINED EOMT, SERV, REGULATIONS WEATHER PERSONNEL | | 1 1 1 | 1 1 1 | 1 | 1 1 2 | 1 1 3 | 1 | 2 1 1 3 | 2 1 1 4 |
| TRAFFIC CONTROL PERSONNEL . FAILURE TO ADVISE OF UNSAFE AIRPORT CONDITION ISSUED IMPROPER OR CONFLICTING INSTRUCTIONS INADEQUATE SPACING OF AIRCRAFT OTHER | 1 | 1 | 1 | 1 2 | • | 1 | 1 1 2 | 1 | 1 1 2 1 |
| AIRPORT SUPERVISORY PERSONNEL AIRWAYS FACILITIES PERSONNEL PRODUCTION-DESIGN-PERSONNEL PDOR/INADEQUATE DESIGN | 3 | | 3 | 2 | 1 | 3 | 5 | 1 | 6 |
| OTHER MISCELLANEOUS-PERSONNEL | | | | 1 | | 1 | 1 | | 1 |
| PILOT OF OTHER AIRCRAFT GROUND CREWMAN | 12 1 | 1 | 13 2 | 9 1 2 | | 9 1 2 | 21 1 3 | 1 | 22 1 4 |
| PASSENGER Driver of vehicle Other | . 1 | . 1 | 2 | 1 | | 1 | 1 | 1 | 1 |
| DIRECT ENTRIES THIRD PILOT FLIGHT ENGINEER FLIGHT PERSONNEL DISPATCHING (AIR CARRIER ONLY) | | ì | ĩ | • | 1 | ĩ | - | 2 | 2 |
| SUBTOTAL | 25 | 10 | 35 | 54 | 10 | 64 | 79 | 20 | 99 |
| ** AIRFRAME ** | | | | | | | | | |
| WINGS SPARS FUSELAGE | | 2 | 2 | | 1 | 1 | | 3 | 3 |
| DOORS, DOOR FRAMES WINDSHIELDS, WINDOWS, CANOPIES SEATS LANDING GEAR | 1 | | 1 | 2 1 1 | | 2 1 1 | 2 2 1 | | 2 2 1 |

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| AIRFRAME (CONTINUED) | FATAL ACCIDENTS NONFATAL ACCIDENTS | | | | | | AL | ALL ACCIDENTS | | | | |
|--|------------------------------------|---------|--------|------------------|-----------------|-----------------------|--------------------|---------------|-----------------------|--|--|--|
| DETAILED CAUSE/FACTOR | CAUSE | FAC TOR | TO TAL | CAUSE | FAC TOR | TOTAL | CAUSE | FAC TOR | TOTAL | | | |
| MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC NORMAL RETRACTION/EXTENSION ASSEMBLY TAILWHEEL ASSEMBLIES BRAKING SYSTEM (NORMAL) LANDING GEAR WARNING AND INDICATING COMPONENTS | | | | 5 3 1 4 | 1 1 1 | 5 4 1 5 1 | 5 3. 1 4 | 1 1 1 | 5 4 1 5 1 | | | |
| GEAR LOCKING MECHANISM Flight Control Surfaces Vertical Stabilizer, Attachments | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | | | |
| OTHER SUBTOTAL | 1 2 | 3 | 1 5 | 18 | 4 | 22 | 1 20 | · · · | 1 27 | | | |
| ** POWERPLANT ** | 2 | 2 | 2 | 10 | 4 | 22 | 20 | | 21 | | | |
| | | | | | | | | | | | | |
| CRANKCASE CRANKSHAFL MASTER AND CONNECTING RODS | 1 3 | | 1 3 | 1 2 3 | | 1 2 3 | 1 3 6 | | 1 3 6 | | | |
| CYLINDER ASSEMBLY PISTON, PISTON RINGS VALVE ASSEMBLIES BLOWER, IMPELLER ASSEMBLY | 1 | | 1 | 4 2 5 1 | | 4 2 5 1 | 4 3 5 1 | | 4. 3 5 1 | | | |
| OTHER IGNITION SYSTEM MAGNETOES | 2 | | 2 | 1 | 1 | 1 | 1 10 | 1 | 1 11 | | | |
| SPARK PLUG IGNITION HARNESS, SHIELDING FUEL SYSTEM | | | | 4 | | 4 | 4 | | 4 | | | |
| TANKS LINES AND FITTINGS SELECTOR VALVES FILTERS, STRAINERS, SCREENS | | | | 1 2 1 1 | | 1 2 1 1 | · 1 2 1 1 | н. <u>н</u> | 1 2 1 1 | | | |
| CARBURETOR PUMPS FUEL INJECTION SYSTEM VENTS, DRAINS, TANK CAPS | 2 | 2 | 2 2 | 3 2 1 1 | | 3 2 1 1 | 3 4 1 1 | 2 | 3 4 1 3 | | | |
| RAM AIR ASSEMBLY OTHER LUBRICATING SYSTEM | | _ | _ | 1 | 1 1 | 2 | 1 | 1 1 | 2 | | | |
| LINES, HOSES, FITTINGS PUMP-PRESSURE OIL COOLERS | | | | 3 1 1 | | 3 1 1 | 3 1 1 | | 3 1 1 | | | |
| COOLING SYSTEM PROPELLER AND ACCESSORIES BLADES HYDRAULIC PITCH CONTROL MECHANISM | 1 | | 1` | 2 1 | | 2 1 | 3 1 | | 3 | | | |
| GUVENORS EXHAUST SYSTEM MANIFOLDS | | | | 1 | 1 1 | 1 | 1 | 1 | 1 1 1 | | | |
| EXTERNAL SUPERCHARGER OTHER ENGINE ACCESSORIES | 1 | | 1 | 1 | | 1 | 1 1 | - | 1 | | | |
| VACUUM PUMPS OTHER ENGINE CONTROLS | | 2 | 2 | 1 | | 1 | 1 | 2 | 2 1 | | | |
| THROTTLE-POWER LEVER ASSEMBLIES POWERPLANT-INSTRUMENTS POWER INDICATORS | | | | 4 | 1 | 5 1 | 4 1 | 1 | . 5 1 | | | |
| FUEL QUANTITY GAUGE OIL PRESSURE GAUGE OTHER | | | | | 2 1 1 | 2 1 1 | | 2 1 1 | 2 1 1 | | | |
| MISCELLANEOUS CALLANE OUS CONTRACTOR OF CONT | 8 | | 8 | 35 | 1 | 35 1 | 43 | 1 | 43 1 | | | |
| COMPRESSOR ASSEMBLY COMBUSTION ASSEMBLY TURBINE ASSEMBLY OTHER | | | | 1 | | 1 | 1 | | 1 | | | |
| ACCESSORY DRIVE ASSEMBLY GEARS, ACCESSORY DRIVE LUBRICATING SYSTEM | | | | 1 | | 1 | 1 | | 1 | | | |
| FUEL SYSTEM FUEL CONTROL SAFETY SYSTEM IGNITION SYSTEM | | | | 2 | | 2 | 2 | | 2 | | | |

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| POWERPLANT (CONTINUED) | FAT | AL ACCID | ENTS | NONFA | TAL ACCI | DENTS | ALL ACCIDENTS | | |
|---|-------|-------------|-------------|----------------------------|--------------------|----------------------------|----------------------------|--------------------|----------------------------|
| DETAILED CAUSE/FACTOR | CAUSE | F AC TOR | TOTAL | | FACTOR | TOTAL | | FACTOR | TOTAL |
| TORQUEMETER AIR BLEED EXHAUST SYSTEM THRUST REVERSER PROPELLER SYSTEM CONSTANT SPEED DRIVE POWER LEVER PROPELLER LEVER REVERSE THRUST LEVER ENGINE INDICATING EQUIPMENT TACHOMETER ENGINE INSTALLATION | | | | 1 | | 1 | 1 | | 1 |
| SUBTOTAL | 19 | 4 | 23 | 101 | 11 | 112 | 120 | 15 | 135 |
| ** SYSTEMS ** | | | | | | | | | |
| ELECTRICAL SYSTEM GENERATORS/ALTERNATORS RELAYS AND WIRING HYDRAULIC SYSTEM FLIGHT CONTROL SYSTEMS ANTI-ICING, DE-ICING SYSTEMS AIR CONDITION, HEATING AND PRESSURIZATION AUTO PILOT FIRE WARNING SYSTEM FIRE EXTINGUISHER SYSTEM OXYGEN SYSTEM OTHER SYSTEM | | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 1 2 |
| OTHER | | 1 | 1 | | | | | 1 | 1 |
| SUBTOTAL | | 3 | 3 | 1 | 1 | 2 | 1 | 4 | 5 |
| ** INSTRUMENTS/EQUIPMENT AND ACCESSORIES ** | | | | | | | | | |
| FLIGHT AND NAVIGATION INSTRUMENTS ATTITUDE GYRO RATE OF CLIMB OTHER COMMUNICATIONS AND NAVIGATION EQUIPMENT MISCELLANEOUS EQUIPMENT SPRAY, DUSTING EQUIPMENT PICK-UP EQUIPMENT CLORED LAWNOUTON FOULDMENT | 1 | 1 1 1 | 2 1 1 | 1 1 | 2 | 3 1 1 | 1 | 1 1 1 2 | 2 1 1 3 1 1 |
| GLIDER LAUNCH/TOW EQUIPMENT. Subtotal | 1 | 3 | 4 | 3 | 2 | 5 | 4 | 5 | 9 |
| ** ROTORCRAFT ** | 1 | 5 | | - | L | - | - | - | , |
| ROTOR ASSEMBLIES TAIL ROTOR BLADES MAIN ROTOR HEAD ASSEMBLIES | 3 | | 3. | ï | | 1 | - 3 1 | | 3 1 |
| TRAIN ROTOR HEAD ASSEMBLIES OTHER TRANSMISSION ROTOR DRIVE SYSTEM MAIN ROTOR DRIVE SHAFT TAIL ROTOR GEAR BOX CLUTCH ASSEMBLY SPRAG SYSTEM OTHER OTHER FLIGHT CONTROL SYSTEMS | | | | 1 1 1 1 1 1 | | 1 1 1 1 1 1 | 1 1 1 1 1 1 | | 1 1 1 1 1 1 |
| MISCELLANEOUS UNITS AND ASSEMBLIES DUAL.TACHOMETER TAIL BOOMS/PYLONS/CONES | 1 | 1 | 1 | 1 | | 1 | 2 | 1 | 1 2 |
| SUBTOTAL | 4 | 1 | 5 | 8 | | 8 | 12 | 1 | 13 |
| ** AIRPORTS/AIRWAYS/FACILITIES ** | | | | | | | | | |
| AIRPORT FACILITIES RUNWAY LIGHTING OTHER AIRPORT CONDITIONS WET RUNWAY ICE/SLUSH ON RUNWAY SNOW ON RUNWAY | | 1 | 1 | 1 1 2 | 2 1 10 12 | 2 1 2 11 14 | 1 1 2 | 3 1 10 12 | 3 1 2 11 14 |

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| AIRPORTS/AIRWAYS/FACILITIES (CONTINUED) | F A 1 | AL ACCID | DEN TS | NONF | TAL ACCI | DENTS | AL | L ACCIDE | NTS |
|--|---------|-----------|----------|-------------|----------|---------|---------|----------|------------|
| DETAILED CAUSE/FACTOR | CAUSE | F A C TOR | TOTAL | CAUSE | F AC TOR | TOTAL | CAUSE | FAC TOR | TOTAL |
| SNOW WINDROWS | | | | | 9 | 10 | 1 | 9 | 10 |
| HIGH VEGETATION Poorly maintained runway surface | | 2 | 2 | 1 | 2 | 3 | 1 | 2 | 2 |
| SOFT RUNWAY | | 2 | 2 | î | 2 | 3 | 1 | 4 | 5 |
| ICE/SLUSH ON RAMP/TAXIWAY OTHER | | | | | 1 4 | 1 4 | | 1 4 | 1 4 |
| AIRWAYS FACILITIES | | | | | | | | | |
| SUBTOTAL | | 5 | 5 | 7 | 44 | 51 | 7 | 49 | 56 |
| ** WEATHER ** | | | | | | | | | |
| LOW CEILING RAIN | | 67 27 | 67 27 | | 14 7 | 14 | | 81 34 | 81 34 |
| FOG | | 44 | .44 | | 10 | 10 | | 54 | 54 |
| SNOW ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC | 1 | 8 9 | . 10 | 1 | 3 6 | 3 7 | 2 | 11 15 | 11 17 |
| CONDITIONS CONDUCIVE TO CARB/INDUCTION SYSTEM ICING | | 5 | 5 | | 14 | 14 | | 19 | 19 |
| UNFAVORABLE WIND CONDITIONS WIND SHEAR | 1 | 1 | 2 1 | 2 | 38 | 40 | 3 | 39 1 | 42 1 |
| SUDDEN WINDSHIFT TURBULENCE ASSOCIATED WITH CLOUDS AND/OR THUNDERSTORMS | 3 | 1 3 | 1 | 1 | | 1 | 1 | 1 3 | 2 |
| DOWNDRAFTS, UPDRAFTS | ĩ | 4 | 5 | 1 | 3 | 4 | 2 | 7 | 9 |
| ADVERSE WINDS ALOFT HIGH TEMPERATURE | | | | | 1 2 | 1 2 | | 1 2 | 1 2 |
| OBSTRUCTIONS TO VISION HIGH DENSITY ALTITUDE | | 3 2 | 3 2 | | 2 1 | 2 1 | | 5 3 | 5 |
| THUNDERSTORM ACTIVITY | 2 | . 5 | - 7 | 1994 - P. 1 | · ~ 1 | 1 | 2 | 6 | 8 |
| OTHER | | 1 | 1 | - | 1 | 1 | | 2 | 2 |
| SUBTOTAL | 8 | 181 | 189 | 5 | 103 | 108 | 13 | 284 | 297 |
| ** TERRAIN ** | | | | | | | | | |
| WET, SOFT GROUND SNOW-COVERED | | | | 4 1 | 8 4 | 12 5 | 4 1 | 8 | 12 |
| HIGH VEGETATION HIDDEN OBSTRUCTIONS | | | | 3 | 8 1 | 11 | 3 | 8 | 11 |
| ROUGH/UNEVEN | | 1 | 1 | 3 | 15 | 18 | 3 | 1 16 | 1 19 |
| ROUGH WATER Glassy water | | | | 1 | 2 | 1 | 1 | 2 | 1 |
| HIGH OBSTRUCTIONS | 1 | 13 | 14 | 8 | 25 | 33 | 9 | 38 | 47 |
| LODSE GRAVEL SANDY | | | | | 3 | 3 3 | | 3 | 3 |
| OTHER | | 1 | 1 | | | | | 1 | 1 |
| SUBTOTAL | 1 | 15 | 16 | 20 | 69 | 89 | 21 | 84 | 105 |
| ** MISCELLANEOUS ** | | | | | | | | | |
| SUICIDE FOREIGN OBJECT DAMAGE | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| SMOKE IN COCKPIT | | | | 1 | 1 | 1 | . 1 | 1 | 1 1 |
| FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS UNDETERMINED | 26 | | 26 | 1 11 | | 1 11 | 1 37 | | 1 37 |
| BIRD COLLISION | | | | 1 | | 1 | 1 | | 1 |
| VORTEX TURBULENCE Prop/jet/rotor blast | 2 | | 2 | 1 1 | | 1 | 3 1 | | 3 1 |
| ANIMAL(S) ON RUNWAY/TAXIWAY/RAMP EVASIVE MANEUVER TO AVOID COLLISION | | | | 2 3 | | 2 | 2 | | 2 3 |
| UNQUALIFIED PERSON OPERATED AIRCRAFT | 3 | | 3 | | | | 3 | | 3 |
| DIRECT ENTRIES | 2 34 | | 2 | 2 | | 2 | 4 57 | | - 4 |
| SUBTOTAL | 54 | | 34 | 23 | 1 | 24 | 57 | 1 | 58 |
| GRAND TOTAL | 387 | 278 | 665 | 869 | 313 | 1182 | 1256 | 591 | 1847 |
| ** MISCELLANEOUS ACTS, CONDITIONS ** | | | | | | | | | |
| TIEDOWN LINES SNAPPED Fire of Undetermined Origin | | 2 | 2 | 1 | 1 | 1 1 | 1 | 3 | ··· 1 3 |
| IMPROPER/INADEQUATE VENTING | | ۷ | | 1 | 1 | 1 | 1 | 2 | 1 |
| PREVIOUS DAMAGE BRAKES FROZEN | 1 | | 1 | 2 | 1 | 2 1 | 3 | 1 | 3 1 |
| LEAK/LEAKAGE | | | | 3 | 1 | 4 | 3 | 1 | 4 |
| DOWNWIND | | | | | 13 | 13 | | 13 | 13 |

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| MISCELLANEOUS ACTS, CONDITIONS (CONTINUED) | FATAL ACCIDENTS | | | NONFA | TAL ACCI | DENTS | ALL ACCIDENTS | | | |
|---|-----------------|----------|---------|---------|----------|---------|---------------|---------|----------|--|
| | | | | | | | | | | |
| DETAILED CAUSE/FACTOR | | F AC TOR | TOTAL | CAUSE | FAC TOR | TOTAL | CAUSE | FAC TOR | TOTAL | |
| CARBON DEPOSITS LOOSE, PART/FITTING | | | | 1 3 | 2 | 1 5 | 1 3 | 2 | 1 5 | |
| BINDING | | | | | 2 | 2 | | 2 | 2 | |
| CHAFFED COLLAPSED | | | | 1 | | 1 | 1 | | 1 | |
| DISCONNECTED | 1 | 1 | 2 | 6 | | 6 | 7 | 1 | 8 | |
| EXCESSIVE-WEAR/PLAY ERRATIC | 1 | 1 | 1 2 | 1 | 2 | 1 2 | 2 1 | 3 | 2 | |
| FRAYED GROUNDED | 1 | | 1 | 1 | 2 | 1 | 1 | 2 | 1 4 | |
| IMPROPERLY INSTALLED | 1 | 1 | 2 | 3 | 2 | 3 | 2 4 | 1 | 5 | |
| JAMMED OBSTRUCTED | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | |
| OPEN | | | | 1 | | 1 | ĩ | | 1 | |
| OVERHEATED PRESSURE TOO LOW | 1 | | 1 | 1 | | 1 | 2 | | 2 | |
| STICKING | | | | 1 | | 1 | 1 | | ĩ. | |
| STUCK Excessive temperature | | | | 2 | | 2 1 | 2 | | 2 | |
| VIBRATION, EXCESSIVE | | 1 | 1 | 3 | | 3 | 3 | 1 | 4 | |
| LOAD NOT JETTISONED | | | | 1 | 1 | 1 | 1 | r | 1 | |
| INTENTIONAL GROUND-WATER LOOP-SWERVE INTENTIONAL WHEELS UP | | | | 5 | 5 | 5 11 | 5 | 5 | 5 | |
| RAN OFF END OF RUNWAY | | | | | 11 | 11 | | 11 | 11 11 | |
| ALTIMETER SETTING-INCORRECT ANTI-ICING/DEICING EQUIP-IMPROPER OPER. OF/FAILED TO USE | 4 | 2 2 | 2 | 2 14 | 2 | 4 14 | 2 18 | 4 | 6 20 | |
| CHECKLIST-FAILED TO USE | 7 | | | 1, | 1 | 1 | 10 | ī | 1 | |
| CREW COORDINATION-POOR DISREGARD OF GOOD OPERATING PRACTICE | | 1 | 1 | | 5 | 5 | | 1 | 1 | |
| IMPROPER EMERGENCY PROCEDURES | 4 | ī | 5 | 5 | ŝ | 8 | 9 | 4 | 13 | |
| GUST LOCKS ENGAGED INSTRUMENTS-MISREAD OR FAILED TO READ | 1 | 1 | 1 | 2 | | 2 | 1 2 | 1 | 1 3 | |
| NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA | 1 | | 1 | 3 | 1 | 4 | 4 | 1 | 5 | |
| UNWARRANTED LOW FLYING FAILED TO EXTEND THE LANDING FLAPS | 3 | 6 | 9 | 2 | 9 1 | 11 | 5 | 15 1 | 20 1 | |
| FAILED TO USE ALL AVAILABLE RUNWAY INATTENTIVE TO FUEL SUPPLY | 2 | | 2 | 1 12 | 1 | 2 12 | 1 14 | 1 | 2 14 | |
| FLEW INTO BLIND CANYON | 1 | 1 | 2 | 12 | | 1 | 2 | 1 | 3 | |
| POORLY PLANNED APPROACH MISCALCULATED FUEL CONSUMPTION | 1 | 1 | 2 1 | 5 | 3 2 | 3 7 | 1 | 4 | 5 8 | |
| JETTISONED LOAD | 1 | | | , | 1 | 1 | 0 | ī | 1 | |
| STOLEN OR UNAUTHORIZED USE OF AIRCRAFT IMPROPERLY SECURED | | 2 | 2 | | 3 | 3 | | 5 1 | 5 1 | |
| ELECTRICAL FAILURE | 1 | | 1 | | î | i | 1 | 1 | 2 | |
| ENGINE LOADED UP FATIGUE FRACTURE | 1 | | 1 | 11 | | 11 | 1 15 | | 1 15 | |
| FUEL GRADE-IMPROPER | | | | 1 | | 1 | 1 | | 1 | |
| HYDRAULIC FAILURE WINDSHIELD, DIRTY, FOGGY, ETC-RESTRICTED VISION | | | | 1 | 1 | 1 | 1 | 1 | 1 | |
| WRONG PART | | | | 1 5 | - | 1 | 1 | | 1 | |
| IMPROPER ALIGNMENT/ADJUSTMENT FAILURE OF TWO OR MORE ENGINES | 2 | | 2 | 2 | 1 3 | 6 3 | 7 | 1 3 | 8 3 | |
| SEPARATION IN FLIGHT FIRE IN CABIN/ COCKPIT/ BAGGAGE COMPARTMENT | 1 | 10 | 10 2 | 2 | 4 1 | 4 3 | 3 | 14 2 | 14 5 | |
| FIRE IN ENGINE | 1 | _ | 1 | 2 | 1 | 3 | 3 | 1 | 4 | |
| FIRE IN BRAKES/ WHEEL ASSEMBLY/ WHEEL WELL INCORRECT TRIM SETTING | 1 | 2 | 2 | 1 | | 1 | 1 | 2 1 | 3 2 | |
| PILOT FATIGUE | 2 | 5 | 7 | | 1 | 1 | 2 | 6 | 8 | |
| FUEL EXHAUSTION ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | 7 | 7 | 7 11 | 38 1 | | 38 | 45 5 | 7 | 45 12 | |
| CARBON MONOXIDE POISONING | • | i | 1 | | | | - | 1 | 1 | |
| ICE-IN FUEL ICE-ENGINE | | | | 1 | | 1 | 1 | | 1 | |
| ICE-CARBURETOR | 3 | - | 3 | 12 | | 12 | 15 | _ | 15 | |
| AIRFRAME ICE ICE-WINDSHIELD | 1 | 3 | 3 1 | 5 2 | 4 | 9 | 5 3 | 7 4 | 12 | |
| IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG | 2 | 2 | 4 | 3 | 2 | 5 | 5 | 4 | 9 4 | |
| INTERFERENCE WITH FLIGHT CONTROLS WHITEOUT | 1 | 1 | 2 1 | 1 | 1 | 2 | 2 | 2 1 | 4 | |
| SUNGLARE | | 1 | ī | 3 | 4 | 4 3 | 3 | 5 | 5 | |
| LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM | 1 | | 1 | د | | | 1 | | ĩ | |
| SIMULATED CONDITIONS WATER IN FUEL | 2 | | 2 | 8 | 3 | 3 8 | 10 | 3 | 3 10 | |
| AIRCRAFT CAME TO REST IN WATER | 2 | 18 | 18 | 0 | 18 | 18 | 10 | 36 | 36 | |
| | | | | | | | | | | |

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MISCELLANEOUS ACTS, CONDITIONS (CONTINUED)(CONTINU

| | F AT | AL ACCID | ENTS | NONFA | TAL ACCI | DENTS | AL | L ACCIDE | NTS |
|--|-------|----------|--------|-------|----------|-------|-------|----------|-------|
| DETAILED CAUSE/FACTOR | CAUSE | FACTOR | TO TAL | CAUSE | FACTOR | TOTAL | CAUSE | FAC TOR | TOTAL |
| | | | | | | | | | |
| FROZEN, MOISTURE | | | | | 1 | 1 | | 1 | 1 |
| MISSING | • | | | 3 | | 3 | 3 | | 3 |
| TOUCH AND GO LANDING | | 2 | 2 | | 14 | 14 | | 16 | 16 |
| OVERLOAD FAILURE | 1 | 4 | 5 | | 43 | 43 | 1 | 47 | 48 |
| MATERIAL FAILURE | 6 | 3 | 9 | 35 | 2 | 37 | 41 | 5 | 46 |
| FUEL STARVATION | 8 | | 8 | 24 | | 24 | 32 | • | 32 |
| OIL STARVATION | | | | 2 | 1 | 3 | 2 | 1 | 3 |
| IMPROPER CLEARANCE-TOLERANCE | | | | 1 | _ | 1 | 1 | | 1 |
| FUEL SELECTOR POSITIONED BETWEEN TANKS | 1 | | 1 | 1 | 1 | 2 | 2 | 1 | 3 |

DIRECT ENTRY CAUSES

PILOT-FAILED TO MAINTAIN POSITIVE RATE OF CLIMB. MISC-PREMATURE CHUTE OPENING PILOT-FAILED TO MAINTAIN A POSITIVE RATE OF CLIMB MISC-PORERLINE TOWER STATIC CABLE FELL ON ACFT. MISC-FIRE OF UNDET SOURCE IN FLOOR AREA OF COCKPIT PERSONNEL-MIN VIS & CEILING INFO MISSING ON BRIEF PERSONNEL-PROCEDURE NOT COVERED IN FLT MANUAL. PILOT-ATHEROSCLEROTIC CARDIOVASCULAR DISEASE MISC- UNDETERMINED LOSS OF AIRCRAFT CONTROL.

DIRECT ENTRY CAUSES ARE CARRIED UNDER THEIR APPROPRIATE \cdot Causal categories and are included in the totals

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| ٢ | FILE NUMBER | AIRCRAF REGIST. | T DATE | LOCATION | AIRCRAF MAKE | T MODEL | INJURY INDEX |
|---|----------------|--------------------|-----------|-------------------|-----------------|--------------|-----------------|
| - | | **** | | | | | |
| 3 | 3601 | N7762 | 100178 | SAGINAW.MI | BELL | 47G | NONE |
| 3 | 3602 | N3AS | 042278 | ADR I AN • MI | SCHLEICHER | ASK-13 | FATAL |
| 3 | 3602 | N8128M | 042278 | ADR I AN, MI | CESSNA | 182P | FATAL |
| 3 | 3603 | N24402 | 102978 | ROCHESTER, MI | PICCARD | AX6 | SERIOUS |
| 3 | 3604 | N37RH | 111878 | ROMEO.MI | BEDE | B つー4 | SERIOUS |
| 3 | 3605 | N30767 | 071678 | FRENCH LICK, IN | CESSNA | 177B | NONE |
| 3 | 3606 | N6723F | 102978 | HILLSBORD, OH | CESSNA | 150F | MINOR |
| 3 | 3607 | N9759C | 082578 | NFINDLAY, OH | HILLER | UH12E | NONE |
| 3 | 3608 | N23BD | 100578 | STRONGSVILLE.OH | PIPER | PA-32R | NONE |
| 3 | 3609 | N3290V | 050378 | MIDDLETOWN,OH | BEECH | 35 | FATAL |
| 3 | 3610 | N502SC | 112178 | ND AYTON, OH | CESSNA | 421B | NONE |
| 3 | 3611 | N97343 | 120178 | CINCINNATI, OH | STINSON | 108 | NONE |
| 3 | 3612 | N9681S | 081378 | HOWARD,WI | CHAMPION | 7ECA | FATAL |
| 3 | 3613 | N9992P | 032278 | NEENAH, WI | PIPER | PA-36 | NONE |
| 3 | 3614 | N493TK | 100678 | MIDDLETON,WI | THORP | T-18 | MINOR |
| 3 | 3615 | N41447 | 120278 | DES MOINES, IA | DOUGLAS | DC-3 | SERIOUS |
| 3 | 3616 | N5510J | 070178 | DENISON, IA | PIPER | PA-32 | FATAL |
| 3 | 3617 | N9296H | 082078 | HIBBING,MN | CESSNA | 172M | NONE |
| 3 | 3618 | N6376Q | 121578 | DES MOINES,IA | MOONEY | M-20 | NONE |
| 3 | 3619 | N2462W | 061878 | WHITE BEAR LK, MN | SCHWEIZER | 2-33 | MINOR |
| 3 | 3620 | N1690H | 101178 | PARSIPPANY,NJ | PIPER | PA-28R | FATAL |
| 3 | 3621 | N22CJ | 121678 | BLAIRSTOWN, NJ | PIPER | PA-24 | MINOR |
| 3 | 3622 | N3930F | 091678 | ROBBINSVILLE,NJ | PIPER | PA-32R | FATAL |
| | | | | PAGE XXXV | | | |

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| FILE | AIRCRAF | г | | AIRCRAF | т | INJURY |
|--------|---------|--------|--------------------|------------|-----------------|---------|
| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | | | | | | |
| 3 3623 | N9655V | 091678 | VENICE_CENTER,NY | CESSNA | R 172K | FATAL |
| 3 3624 | N1273U | 092678 | FARMINGDALE,NY | CESSNA | 172 | NONE |
| 3 3624 | N757WN | 092678 | FARMINGDALE | CESSNA | 152 | NONE |
| 3 3625 | N12JD | 100178 | JAVA CENTER.NY | FLY BABY | JD-1 | FATAL |
| 3 3626 | N48724 | 103078 | WOLCOTT, NY | GRUMMAN | G - 164B | MINOR |
| 3 3627 | N3292L | 112178 | MT AIRY,NC | CESSNA | 172 | FATAL |
| 3 3627 | N60442 | 112178 | MT AIRY,NC | CESSNA | 150 | FATAL |
| 3 3628 | N600Q | 082378 | MORRISVILLE, NC | BEECH | K35 | SERIOUS |
| 3 3629 | N25955 | 100178 | NLINDEN, TN | CESSNA | 152 | FATAL |
| 3 3630 | N1540Q | 120478 | BOLIVAR, TN | CESSNA | 150L | FATAL |
| 3 3631 | N3940W | 111878 | SOUTH BOSTON,VA | PIPER | PA-32 | NONE |
| 3 3632 | N3101A | 101578 | HUNTSVILLE, AL | CESSNA | 170B | NONE |
| 3 3633 | N25656 | 120578 | NLORIDA, FL | DOUGLAS | DC3 | FATAL |
| 3 3634 | N74Z | 100178 | NFT WALTON BCH,FL | DOUGLAS | DC-3 | FATAL |
| 3 3635 | N4GP | 121878 | NPANAMA CITY,FL | PITTS | S - 1 | FATAL |
| 3 3636 | N1387T | 111978 | NOPA LOCKA,FL | PIPER | PA-34 | MINOR |
| 3 3637 | N702FL | 111678 | SARASOTA, FL | PIPER | PA-28 | NONE |
| 3 3638 | N74572 | 121678 | WINDEMERE, FL | MOONEY | M-20C | NONE |
| 3 3639 | N6489 | 121978 | NHAINES, FL | SIKORSKY | S-55B | NONE |
| 3 3640 | NONE | 091078 | NDUNNELLON,FL | GYROCOPTER | 1 | FATAL |
| 3 3641 | N7092V | 102778 | NDAYTONA BEACH, FL | MOONEY | M20C | NONE |
| 3 3642 | N337AC | 063078 | NMULBERRY,FL | CESSNA | 337 | MINOR |
| 3 3643 | N30839 | 120378 | NAUGUSTA,GA | CESSNA | 177 | MINOR |
| | | | | | | |

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| | FILE | AIRCRAFT | | | AIRCRAF | | INJURY |
|--------|--------|----------|--------|--------------------|-------------|----------------|--------|
| - - | JUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| 2 | 3144 | N0271 | 120270 | | FLY BABY | 1 4 | FATAL |
| | 3644 | N8371 | 120278 | NMONCKS CORNER+SC | | | |
| 3 | 3645 | N4713R | 121978 | NPADEN,MS | BELL | 47G5 | NONE |
| 3 | 3646 | N855X | 121678 | JOHNS ISLAND.SC | CESSNA | 172D | NONE |
| 3 | 3647 | N25DA | 120378 | NBEAUFORT, SC | BRITTNORMAN | BN-2A | MINOR |
| 3 | 3648 | N32RB | 121378 | AUBURN,CA | GRUMMAN | AA1-B | NONE |
| 3 | 3649 | N8378J | 120178 | WINTERS,CA | CESSNA | 150 | NONE |
| 3 | 3650 | N660C | 120378 | NSAN CARLOS,CA | STINSON | 108-3 | NONE |
| 3 | 3651 | N9822L | 122378 | LAS VEGAS,NV | CESSNA | 320B | NONE |
| 3 | 3652 | N783C | 120578 | SMITHS PRAIRIE, ID | STINSON | 108-3 | NONE |
| 3 | 3653 | N40314 | 121778 | COEUR D'ALENE, ID | MAULE | M4220C | NONE |
| 3 | 3654 | N4324N | 121178 | BAKER | CESSNA | 195 | NONE |
| 3 | 3655 | N668D | 081978 | REDMOND, OR | BEECH | C35 | FATAL |
| 3 | 3656 | N8339M | 121078 | NASTORIA.OR | CESSNA | 150K | FATAL |
| 3 | 3657 | N737BZ | 110178 | PORTLAND, OR | CESSNA | 172 | NONE |
| 3 | 3658 | N7616K | 120378 | CONNELL,WA | CESSNA | 180 | NONE |
| 3 | 3659 | N7520N | 102278 | ĠILA BEND,AZ | CESSNA | TU206G | NONE |
| 3 | 3660 | N2883Z | 122178 | PINON + AZ | PIPER | PA-18 | NONE |
| 3 | 3661 | N8262M | 121478 | SHOW LOW,AZ | CESSNA | 210K | NONE |
| 3 | 3662 | N4167W | 102278 | NSUN CITY,AZ | PIPER | PA-32 | NONE |
| 3 | 3663 | N28959 | 112878 | PRESCOTT,AZ | GRUMMAN | 44- 5 B | NONE |
| 3 | 3664 | N4090E | 112778 | ELOY,AZ | PIPER | PA-18 | NONE |
| 3 | 3665 | N24864 | 110678 | GOODYEAR, AZ | CESSNA | 152 | NONE |
| 3 | 3666 | N21613 | 110678 | MARICOPA,AZ | CESSNA | 188 | NONE |
| | | | | | | | |

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| FILE | AIRCRAF | | | AIRCRAF | | INJURY |
|----------|---------|--------|------------------|------------|-----------------|---------|
| NUMB ER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | | | | | | |
| 3 3667 | N1800M | 103078 | BUCKEYE,AZ | CESSNA | 182 | SERIOUS |
| 3 3668 | N8389Z | 052078 | PHOENIX,AZ | CESSNA | 210-5 | SERIOUS |
| 3 3669 | N8708 | 122078 | PHOENIX, AZ | CURTIS-WRT | D-4000 | NONE |
| - 3 3670 | N8071M | 102078 | YUMA, AZ | CESSNA | 3101 | NONE |
| 3 3671 | N864B | 083078 | LOS ANGELES.CA | MOONEY | M20 | FATAL |
| 3 3672 | N1437P | 122178 | VISALIA,CA | PIPER | P A- 23 | NONE |
| 3 3673 | N60000 | 082778 | COSTA MESA,CA | BEECH | 95 - 855 | FATAL |
| 3 3674 | N4998Y | 122478 | WESTMORELAND, CA | PIPER | PA-25 | SERIOUS |
| 3 3675 | N2260R | 121278 | LOMITA,CA | CESSNA | 210J | MINOR |
| 3 3676 | N46977 | 112978 | NMORGAN CITY,LA | BOLKOW | B-105 | FATAL |
| 3 3677 | N6771C | 111078 | BROOMFIELD,CO | CESSNA | 421C | NONE |
| 3 3678 | NIOIAM | 111478 | HARVEY,LA | CESSNA | A185F | SERIOUS |
| 3 3679 | N4378C | 110278 | RICHMOND,LA | AERONCA | 7EC | FATAL |
| 3 3680 | N19340 | 080678 | PAWHUSKA,OK | CESSNA | 150L | NONE |
| 3 3681 | N4074Y | 111078 | TULSA,OK | CESSNA | 185A | SERIOUS |
| 3 3682 | N1040W | 112278 | NGEORGE WEST, TX | BEECH | 58 | FATAL |
| 3 3683 | N90674 | 113078 | EAGLE PASS,TX | AEROSTAR | 601P | NONE |
| 3 3684 | N49755 | 111278 | SABINE PASS,TX | BELL | 206B | FATAL |
| 3 3685 | N55154 | 122378 | NEL PASO,TX | PIPER | PA-28R | NONE |
| 3 3686 | N5EE | 121578 | ENGLEWOOD, CO | PIPER | PA-30 | NONE |
| 3 3687 | N6604C | 121078 | ASPEN.CO | CESSNA | 414 | SERIOUS |
| 3 3688 | N1562X | 121378 | FT COLLINS,CO | PIPER | PA-28R | NONE |
| 3 3689 | N3512B | 122078 | GREELEY,CO | BEECH | 35 | NONE |
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| FILE | AIRCRAF | | | AIRCRAF | | INJURY |
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| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | | | | | | |
| 3 3690 | N45694 | 072078 | FARMINGTON +NM | LUSCOMBE | 84 | FATAL |
| 3 3691 | N886G | 102478 | NTORREON,NM | BEECH | 65-80 | FATAL |
| 3 3692 | N1245T | 112978 | CIMARRON , NM | PIPER | PA-28R | FATAL |
| 3 3693 | N7350M | 122078 | DUCHESNE, UT | CESSNA | 182 | NONE |
| 3 3694 | N8009Z | 081478 | NSAL INA, UT | CESSNA | 206 | SERIOUS |
| 3 3695 | N70269 | 101578 | NKETCHIKAN, AK | CESSNA | 185 | FATAL |
| 3 3696 | N60353 | 042378 | NORTH POLE.AK | PRATT READ | PR-G1 | NONE |
| 3 3697 | N2088F | 033078 | NFAIRBANKS,AK | BALLOON WKS | FF-8 | NONE |
| 3 3698 | N72018 | 050878 | ICY BAY,AK | CESSNA | 206 | MINOR |
| 3 3699 | N8835T | 090578 | ANCHORAGE + AK | CESSNA | 185F | NONE |
| 3 3700 | N3551A | 083078 | CHELATNA LAKE,AK | PIPER | PA-22 | NONE |
| 3 3701 | N2619Y | 100378 | ANCHOR AGE , AK | CESSNA | 180 | MINOR |
| 3 3702 | N1716D | 081178 | NTALKEETNA, AK | CESSNA | 1704 | NONE |
| 3 3703 | N63048 | 081778 | TYONEK,AK | CESSNA | 150 | NONE |
| 3 3704 | N8974R | 091378 | NCANTWELL . AK | CHAMPION 7 | 7HC | NONE |
| 3 3705 | N9029E | 110778 | NANCHORAGE,AK | MAULE | M-5 | NONE |
| 3 3706 | N1041V | 073078 | NBETTLES,AK | CESSNA | U206F | FATAL |
| 3 3707 | N7872Q | 112078 | PEORIA,IL | CESSNA | 310 | NONE |
| 3 3708 | N23583 | 091978 | DEKALB.IL | BEECH | V35B | MINOR |
| 3 3709 | N600BP | 042478 | WEST CHICAGO, IL | N AMERICAN | NA265 | NONE |
| 3 3710 | N24023 | 100478 | NSUGAR GROVE,IL | BEECHCRAFT | C24R | MINOR |
| 3 3711 | N92125 | 080778 | CHESTERTON, IN | CESSNA | 182M | NONE |
| 3 3712 | N46952 | 120778 | INDIANAPOLIS, IN | BEECHCRAFT | E18S | NONE |
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| FILE | AIRCRAF | т | | AIRCRAF | т | INJURY |
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| NUMB ER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | | | | | | |
| 3 3713 | N2605Q | 092478 | NFORT WAYNE, IN | CESSNA | 177 | NONE |
| 3 3714 | N3868C | 111878 | FRANKLIN, IN | CESSNA | 180 | NONE |
| 3 3715 | N5775G | 061578 | NGLADSTONE, MI | CESSNA | 150K | SERIOUS |
| 3 3716 | N65472 | 121278 | MT PLEASANT, MI | ĊESSNA | 152 | NONE |
| 3 3717 | N45597 | 121578 | THREE OAKS.MI | CESSNA | 150 | MINOR |
| 3 3718 | N2834V | 090878 | PONTIAC,MI | BEECH | BE35 | NONE |
| 3 3719 | N5237Q | 092578 | PONTIAC,MI | CESSNA | 150L | MINOR |
| 3 3720 | N8156 | 060978 | LAPEER • MI | CASSUTT | 111M | SER IOUS |
| 3 3721 | N32541 | 121078 | CHESAPEAKE, OH | PIPER | PA-28 | SERIOUS |
| 3 3722 | N8967N | 112178 | NORTH CANTON.OH | PIPER | PA-32 | MINOR |
| 3 3723 | N9587F | 070378 | CHESTERLAND, OH | HUGHES | 269C | SERIOUS |
| 3 3724 | N7606K | 072878 | CADIZ, OH | PIPER | PA-20 | NONE |
| 3 3725 | N3005 | 080178 | WHITEHOUSE, OH | LOCKHEED | P38L | FATAL |
| 3 3726 | N4738P | 111578 | GREEN BAY,WI | CESSNA | P210N | MINOR |
| 3 3727 | N9424L | 110778 | MILWAUKEE+WI | GRUMMAN | AA1-A | SERIOUS |
| 3 3728 | N2638Z | 081978 | JUNEAU,WI | CESSNA | 185 | NONE |
| 3 3729 | N9275V | 091178 | RACINE,WI | MOONEY | M20F | NONE |
| 3 3730 | N901 PC | 111678 | HAYS+KS | BEECH | G18S | FATAL |
| 3 3731 | N777HH | 071278 | FARIBAULT,MN | BEECH | 60 | FATAL |
| 3 3732 | N1780T | 121678 | BUCKNER,MO | PIPER | PA-28 | NONE |
| 3 3733 | N62207 | 081578 | CARVER,MA | S I KOR SKY | S-55 | MINOR |
| 3 3734 | N19513 | 120878 | PARKSTON+SD | CESSNA | 150 | NONE |
| 3 3735 | N49159 | 121078 | MUSCATINE, IA | CESSNA | 152 | NONE |
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| FILE | AIRCRAFT | | | AIRCRAF | т | INJURY | |
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| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX | |
| | | | | | | | |
| 3 3736 | N6092 | 090178 | GRISSETTOWN • NC | BELL | 47G3 | FATAL | |
| 3 3737 | N7700L | 091978 | BLOUNTVILLE, TN | PIPER | PA-31 | NONE | |
| 3 3738 | N8140T | 112178 | RILEYVILLE,VA | CESSNA | 175B | FATAL | |
| 3 3739 | N62012 | 051278 | NHOLOPAW+FL | MAULE | M5220C | FATAL | |
| 3 3740 | N8404E | 120678 | NCASTROVILLE, CA | BELL | 47G2 | MINOR | |
| 3 3741 | N756UD | 121578 | MAMMOTH LAKES+CA | CESSNA | 206 | NONE | |
| 3 3742 | N86872 | 112278 | HOLLISTER, CA | BELLANCA | 7ECÅ | NONE | |
| 3 3743 | N5148Q | 102078 | SAN LEANDRO,CA | CESSNA | T-210L | FATAL | |
| 3 3744 | N5381V | 110278 | NMOLALLA, OR | SOLOY | UH12E | NONE | |
| 3 3745 | N733WM | 102578 | SCOTTSDALE, AZ | CESSNA | 172N | MINOR | |
| 3 3746 | N67P | 102878 | MARANA+AZ | KNIGHT TWST | WHB-1 | NONE | |
| 3 3747 | N1956C | 121378 | GRND CYN CVRNS, AZ | CESSNA | 1708 | NONE | |
| 3 3748 | N86651 | 113078 | TUCSON,AZ | BELLANCA | 7KCAB | NONE | |
| 3 3749 | N4816X | 122778 | TUCSON, AZ | CESSNA | 150 | NONE | |
| 3 3750 | N626M | 102378 | PHOENIX,AZ | MAULE | M-4 | MINOR | |
| 3 3751 | N48600 | 122178 | PHOENIX, AZ | CESSNA | 152 | NONE | |
| 3 3752 | N1346W | 111378 | SCOTTSDALE • AZ | MODNEY | M20C | MINOR | |
| 3 3753 | N9911P | 081978 | NCASHION, AZ | PIPER | PA-36 | NONE | |
| 3 3754 | N57569 | 072878 | CASA GRANDE.AZ | PIPER | PA-36 | FATAL | |
| 3 3755 | N5108V | 101478 | NCHANDLER + AZ | VARGA | 2150 | NONE | |
| 3 3756 | N3708M | 082978 | LAVERNE, CA | PIPER | PA-32 | FATAL | |
| 3 3757 | N1386S | 121378 | SANTA BARBARA,CA | CESSNA | 182 | NONE | |
| 3 3758 | N8482F | 112378 | IMPERIAL, CA | PIPER | PA-28 | NONE | |
| | | | | | | | |

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| FILE | AIRCRAF | T | | AIRCRAF | T | INJURY |
|---------|---------|--------|------------------|------------|------------|---------|
| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | | | | | | |
| 3 3759 | N1793D | 032478 | NSPARREVOHN, AK | CESSNA | 1704 | NONE |
| 3 3760 | N22131 | 071978 | NBIG DELTA,AK | CESSNA | 185 | NONE |
| 3 3761 | N82299 | 031178 | NCORDOVA,AK | AERONCA | 7 A C | MINOR |
| 3 3762 | N8301A | 013078 | SOLDOTNA,AK | CESSNA | 170B | NONE |
| 3 3763 | N9869D | 100778 | NFAIRBANKS+AK | PIPER | PA-18 | NONE |
| 3 3764 | N64876 | 101978 | NKETCHIKAN,AK | SOLOY | 12E | NONE |
| 3 3765 | N5444E | 091578 | NHOLY CROSS, AK | HELIO ACFT | H-250 | MINOR |
| 3 3766 | N6624X | 092678 | NASSAU, BAHAMAS | CESSNA | 210 | NONE |
| 3 3767 | N95172 | 122378 | MISSING AIRCRAFT | PIPER | PA-28 | FATAL |
| 3 3768 | N7415F | 102478 | WEST CHICAGO, IL | HUGHES | 269C | NONE |
| 3 3769 | N101DR | 082278 | PRINCETON, IL | PIPER | PA-32R | NONE |
| 3 3770 | N3021T | 073178 | WEST CHICAGO,IL | CESSNA | 320C | NONE |
| .3 3771 | N35996 | 062478 | MCHENRY,IL | SEMCO | AX7 | SERIOUS |
| 3 3772 | N9544M | 120978 | NCASEY,IL | CESSNA | U206G | NONE |
| 3 3773 | N704PT | 120978 | MONMOUTH,IL | CESSNA | 150 | NONE |
| 3 3774 | N2301J | 090178 | NMINONK • IL | BEECH | 23 | NONE |
| 3 3775 | N24792 | 120978 | PEORIA,IL | CESSNA | 152 | NONE |
| 3 3776 | N5749F | 101978 | WEST CHICAGO IL | PIPER | PA-28 | NONE |
| 3 3777 | N4048Q | 092778 | INDIANAPOLIS, IN | CESSNA | 402 | NONE |
| 3 3778 | N9987U | 062778 | LINDEN, IN | GRUMMAN | AA-5A | NONE |
| 3 3779 | N6083X | 090578 | NLEBANON, IN | MOONEY | M20A | NONE |
| 3 3780 | N1608C | 071578 | OTSEGO LAKE,MI | CESSNA | 180 | NONE |
| 3 3781 | N18686 | 081778 | NLANSING,MI | CESSNA | 150L | MINOR |
| | | | | | | |

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| FILE | AIRCRAF | T | | AIRCRA | = T | INJURY |
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| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | | | | | | |
| 3 3782 | N33867 | 122578 | NAPOLEON,MI | PIPER | PA-28R | NONE |
| 3 3783 | N4859A | 100278 | GRAND RAPIDS.MI | PIPER | PA-22 | NONE |
| 3 3784 | N511JL | 090478 | BENTON HARBOR,MI | BEECH | A 55 | NONE |
| 3 3785 | N5237A | 081978 | NCHI PPEWA, MI | BELL | 47G | NONE |
| 3 3786 | N9807D | 072578 | NEVART, MI | PIPER | PA-22 | NONE |
| 3 3787 | N2319R | 050178 | BERRIEN SPRING, MI | CESSNA | 182G | FATAL |
| 3 3788 | N739FS | 071178 | SALEM,MI | CESSNA | 172N | NONE |
| 3 3789 | N757RP | 090378 | CLAWSON,MI | CESSNA | 152 | NONE |
| 3 3790 | N46380 | 121978 | MORTON, IL | CESSNA | 210L | FATAL |
| 3 3791 | N5492F | 062078 | BATAVIA,OH | MOONEY | A2 A | SERIOUS |
| 3 3792 | N9367N | 122678 | ZANESVILLE, OH | PIPER | PA-28R | SERIOUS |
| 3 3793 | N26317 | 111978 | MIDDLEFIELD.OH | GRUMMAN | A A - 5 A | SERIDUS |
| 3 3794 | N78428 | 122278 | NDODGEVILLE,WI | CESSNA | 172K | NONE |
| 3 3795 | N541F1 | 071078 | GLEASON,WI | PIPER | PA-28 | NONE |
| 3 3796 | N888SM | 081978 | IW, AMOTUAW | BEECH | F35 | MINOR |
| 3 3797 | N55845 | 120178 | PARK FALLS,WI | PIPER | PA-28 | NONE |
| 3 3798 | N2911 | 072378 | NKENOSHA, WI | THORP | T18 | MINOR |
| 3 3799 | N9649U | 122678 | MADISON,WI | GRUMMAN | AA-1C | NONE |
| 3 3800 | N3771Q | 101178 | RICHLAND CNTR+WI | BEECH | V-35A | NONE |
| 3 3801 | N761GV | 052778 | BLOOMER,WI | CESSNA | T210M | FATAL |
| 3 3802 | N8411C | 110378 | PALCO+KS | PIPER | PA-28 | MINOR |
| 3 3803 | N6161E | 122778 | SEDGWICK,KS | CESSNA | 172 | NONE |
| 3 3804 | N4651R | 110578 | LYONS+KS | PIPER | PA-28 | SERIOUS |
| | | | | | | |

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| FILE AIRCRAFT | | | AIRCRAF | т | INJURY | |
|---------------|---------|--------|---------------------------|-------------|--------------|---------|
| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | | | | | | |
| 3 3805 | N8997X | 121478 | DIGHTON.KS | CESSNA | 182 | SERIOUS |
| 3 3806 | N12240 | 070678 | ADA • MN | CESSNA | 172 | NONE |
| 3 3807 | N49538 | 121578 | HINCKLEY, MN | AEROSPATIAL | SA315B | MINOR |
| 3 3808 | N83836 | 081978 | WINSTED, MN | STOPPELMAN | PDQ-2 | NONE |
| 3 3809 | N53148 | 101978 | WEBSTER.MN | RYAN | PT-22 | NONE |
| 3 3810 | N5877C | 110278 | PIPESTONE, MN | BEECH | C35 | NONE |
| 3 3811 | N3277C | 102178 | WOLVERTON, MN | CESSNA | 182RG | NONE |
| 3 3812 | N3600T | 120878 | HASTINGS, MN | CESSNA | 402 | NONE |
| 3 3813 | N6291A | 080578 | EDEN PRAIRIE.MN | PIPER | PA-38 | NONE |
| 3 3814 | N67338 | 122278 | ST CLOUD,MN | CESSNA | 152 | NONE |
| 3 3815 | N9086S | 122478 | TWO HARBOR, MN | BEECH | F33A | NONE |
| 3 3816 | N8976B | 092278 | WARREN,MN | CESSNA | 172 | NONE |
| 3 3817 | N9199F | 072878 | SAUK CENTRE, MN | HUGHE S | 369HS | SERIOUS |
| 3 3818 | N19951 | 072378 | WILMAR . MN | CESSNA | 172 | NONE |
| 3 3819 | N9749D | 071678 | JASPER, MN | PIPER | PA-22 | MINOR |
| 3 3820 | N7562U | 111878 | CRYSTAL, MN | CESSNA | 150 | MINOR |
| 3 3821 | N71MM | 072578 | CLOQUET, MN | CASSUTT | 3 - M | NONE |
| 3 3822 | N8872D | 112678 | SLEEPY EYE, MN | PIPER | PA-22 | NONE |
| 3 3823 | N78368 | 092778 | GRYGLA,MN | CESSNA | 172K | MINOR |
| 3 3824 | N9089J | 122578 | PT LOOKOUT,MO | PIPER | PA-28 | MINOR |
| 3 3825 | N9603D | 100978 | MERRIMAN+NE | PIPER | PA-22 | MINOR |
| 3 3826 | N11600 | 122278 | CREIGHTON.NE | CESSNA | 177B | SERIOUS |
| 3 3827 | N7420K | 121178 | BRUNSWICK,NE | PIPER | PA-20 | NONE |
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| FILE | E AIRCRAFT | | ý | AIRCRAFT | | INJURY | |
|--------|------------|--------|-------------------|-------------|-----------------|---------|--|
| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX | |
| | | | | | | | |
| 3 3828 | N18950 | 121178 | GRAND FORKS,ND | BEECH | C 2 4 R | SERIOUS | |
| 3 3829 | N5142T | 123078 | LEOLA, SD | CHAMPION | 7ECA | SERIOUS | |
| 3 3830 | N60068 | 113078 | SORUM, SD | CESSNA | 150 | NONE | |
| 3 3831 | N6544R | 040478 | HAMMONTON + N J | BEECH | B-19 | MINOR | |
| 3 3832 | N21212 | 110478 | NEW OXFORD.PA | CESSNA | 182 | MINOR | |
| 3 3833 | N3481V | 100978 | FORT MEADE, MD | CESSNA | 150 | NONE | |
| 3 3834 | N5026C | 121178 | WADE,NC | BELLANCA | 8KC A B | FATAL | |
| 3 3835 | N9850Q | 112978 | NEWPORT NEWS, VA | CESSNA | 172 | MINOR | |
| 3 3836 | N2414E | 101578 | BIRMINGHAM, AL | PIPER | PA-38T | NONE | |
| 3 3837 | N8307 | 112978 | NHANCEVILLE, AL | SIKORSKY | S55B | FATAL | |
| 3 3838 | N6531K | 081978 | ALTHA,FL | GRUMMAN | G-1648 | NONE | |
| 3 3839 | N44 SG | 090478 | SOUTH BAY, FL | BEECH | 65 - 880 | FATAL | |
| 3 3840 | N60422 | 122878 | SUSSEX.WI | CESSNA | 150 | NONE | |
| 3 3841 | N7484 | 111078 | NBELLE GLADE, FL | GRUMMAN | 164-4 | NONE | |
| 3 3842 | N4771Q | 101178 | NWAYCROSS+GA | CESSNA | A188B | MINOR | |
| 3 3843 | N648CA | 122678 | MULLINS,SC | CESSNA | 152 | NONE | |
| 3 3844 | N6ZH | 110978 | NSALEM, OR | HILLER ACFT | UH-12E | NONE | |
| 3 3845 | N45989 | 122878 | NBURNSOR | CESSNA | 152 | NONE | |
| 3 3846 | N6591R | 071178 | NVASHON, WA | BEECH | B24R | FATAL | |
| 3 3847 | N4219V | 062878 | NGRAND CANYON, AZ | CESSNA | 170 | FATAL | |
| 3 3848 | N4008R | 122478 | NSUN CITY, AZ | PIPER | PA-32 | FATAL | |
| 3 3849 | N91160 | 100178 | BUENA PARK,CA | NAVION | A | FATAL | |
| 3 3850 | N94461 | 122378 | NCLOVER . SC | CESSNA | R17ZE | MINOR | |
| | | | | | | | |

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| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | | | | | | |
| 3 3851 | N5507M | 091778 | PATTERSON+LA | AERO COMDR | 200D | NONE |
| 3 3852 | N16982 | 120278 | NMORGAN CITY, LA | BELL | 212 | NONE |
| 3 3853 | N739SS | 122778 | MARFA,TX | CESSNA | 172N | SERIOUS |
| 3 3854 | N124BA | 122578 | ROSHARON,TX | CHAMPION | 7FC | MINOR |
| 3 3855 | N4026S | 101978 | STRATFORD, TX | HILLER | UH - 12E | NONE |
| 3 3856 | N1853H | 092878 | NRICHLAND HILLS,TX | PIPER | PA-28 | FATAL |
| 3 3856 | N47979 | 092878 | NRICHLAND HILLS, TX | PIPER | PA-28 | FATAL |
| 3 3857 | N7732 | 120678 | PREMONT,TX | BELL | 47G-2 | SERIOUS |
| 3 3858 | N8234C | 101878 | CROSBYTON, TX | PIPER | PA-34 | NONE |
| 3 3859 | N59456 | 120178 | NPORT OCONNER,TX | BELL | 206B | FATAL |
| 3 3860 | N2437G | 111078 | SKIDMORE, TX | CESSNA | 182 | NONE |
| 3 3861 | N972B | 120678 | ALAMO,TX | BELL | 47G-2 | NONE |
| 3 3862 | N5885T | 071178 | NKOTZEBUE,AK | CESSNA | 185 | MINOR |
| 3 3863 | N9070E | 091778 | NSTERLING, AK | MAULE | M-5 | FATAL |
| 3 3864 | N6349S | 030178 | LAKE LOUISE, AK | CESSNA | 150 | NONE |
| 3 3865 | N1623A | 091778 | NILIAMNA, AK | PIPER | PA-18 | NONE |
| 3 3866 | N622DG | 120678 | CHICAGO, IL | CESSNA | 4014 | NONE |
| 3 3867 | N6507R | 070178 | NMOLINE, IL | BEECH | B19 | NONE |
| 3 3868 | N66CJ | 062978 | STREATOR, IL | MURPHY | RV3 | NONE |
| 3 3869 | N9748U | 111578 | NMORR IS, IL | GRUMMAN | AA-5A | NONE |
| 3 3870 | N9560B | 091578 | SPARTA, IL | CESSNA | 1804 | NONE |
| 3 3871 | N41680 | 042478 | ROCKFORD,IL | BELLANCA | 7KCAB | FATAL |
| 3 3872 | N2560A | 121978 | SCHAUMBURG, IL | PIPER | PA-38 | NONE |
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| FILE NUMBER | AIRCRAF REGIST. | T DATE | LOCATION | AIRCRAF MAKE | MODEL | INJURY INDEX | |
|----------------|--------------------|---------------|--------------------|-----------------|--------|-----------------|--|
| 3 3873 | N23JR | 121778 | MENDOTA,IL | CESSNA | 150 | NONE | |
| 3 3874 | N49417 | 122878 | NBLOOMINGTON, IN | CESSNA | 152 | NONE | |
| 3 3875 | N1273 | 080378 | PETROLEUM, IN | BELL | 47G2 | MINOR | |
| 3 3876 | N9149U | 061378 | BLOOMINGTON, IN | CESSNA | 150 | NONE | |
| 3 3877 | N8872A | 010578 | TELL CITY, IN | BEECH | BE-35 | FATAL | |
| 3 3878 | N671SV | 102178 | WIXOM+MI | NORD STAMPE | SV4C | FATAL | |
| 3 3879 | N2852Z | 092078 | KALAMAZOO,MI | PIPER | PA-22 | MINOR | |
| 3 3880 | N40140 | 072078 | SALEM,MI | CESSNA | 402 | NONE | |
| 3 3881 | N3284J | 062178 | NBATTLE CREEK,MI | CESSNA | 150 | NONE | |
| 3 3882 | N92572 | 052078 | LAPEER,MI | CESSNA | 172M | FATAL | |
| 3 3883 | N3610Z | 052878 | SAINT HELEN,MI | PIPER | PA-22 | FATAL | |
| 3 3884 | N28K | 081378 | NFLAT ROCK,MI | PITTS SPCL | 1 | NONE | |
| 3 3885 | N234CA | 080278 | BRIMFIELD,OH | CESSNA | 210 | MINOR | |
| 3 3886 | N189R | 120678 | PALM BEACH,FL | BEECH | 18 | NONE | |
| 3 3887 | N7607J | 121778 | WAUPUN+WI | PIPER | PA-28R | NONE | |
| 3 3888 | N93627 | 071278 | RHINELANDER.WI | BELLANCA | 17-30A | FATAL | |
| 3 3889 | N3874R | 072878 | TONY.WI | CESSNA | 172 | NONE | |
| 3 3890 | N9918G | 071478 | ESCANABA,MI | CESSNA | 150L | SERIOUS | |
| 3 3891 | N8815S | 092578 | PORTAGE,WI | CESSNA | 150F | FATAL | |
| 3 3892 | N728SC | 122878 | WAVERLY,IA | CESSNA | 3100 | NONE | |
| 3 3893 | N5269N | 052378 | PERHAM,MN | BOEING | E-75 | NONE | |
| 3 3894 | N4681X | 080378 | LESTER PRAIRIE, MN | CESSNA | 150G | NONE | |
| 3 3895 | N5273E | 080478 | EVELETH, MN | CESSNA | 180B | NONE | |
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| FILE | AIRCRAF | AIRCRAFT | | | т | INJURY | |
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| NUMBER | REGIST. | | LOCATION | MAKE | MODEL | INDEX | |
| | | | | | | | |
| 3 3896 | N7739Z | 061678 | MAHNOMEN.MN | PIPER | PA-25 | NONE | |
| 3 3897 | N8241S | 091778 | BELLE PLAINE, MN | CESSNA | 150 | MINOR | |
| 3 3898 | N9816G | 112278 | EVELETH,MO | CESSNA | 172 | NONE | |
| 3 3899 | N757AP | 120878 | GRAND RAPIDS.MN | CESSNA | 152 | NONE | |
| 3 390 0 | N733QV | 112078 | ORMOND BEACH, FL | CESSNA | 172N | FATAL | |
| 3 3901 | N461FT | 080778 | WASHINGTON CY,MN | PIPER | PA-28 | MINOR | |
| 3 3902 | N4997U | 111478 | ST LOUIS,MO | BELL | 47G-2 | SERIOUS | |
| 3 3903 | N4989T | 102178 | ST LOUIS.MO | BELL | 47J-2 | NONE | |
| 3 3904 | N2303C | 121278 | FESTUS.MO | CESSNA | 182RG | NONE | |
| 3 3905 | N4757S | 121878 | VIRGINIA.NE | PIPER | PA-32 | FATAL | |
| 3 3906 | N63731 | 091878 | GRANVILLE,MA | PIPER | PA-31 | FATAL | |
| 3 3907 | N7547S | 091878 | MORRISVILLE,NC | TED SMITH | 600 | SERIOUS | |
| 3 3908 | N5920T | 120978 | BARDSTOWN,KY | CESSNA | 150 | NONE | |
| 3 3909 | N2301N | 112278 | MEMPHIS, TN | SWEARINGEN | SA26-T | FATAL | |
| 3 3910 | N1628E | 122378 | MANASSAS.VA | CESSNA | 172 | NONE | |
| 3 3911 | N1104X | 110878 | MELFA,VA | PIPER | PA-32 | FATAL | |
| 3 3912 | N5022P | 112378 | NMARLINTON, WV | PIPER | PA-24 | FATAL | |
| 3 3913 | N28649 | 113078 | NMARIANNA - FL | GRUMMAN | AA-5 B | FATAL | |
| 3 3914 | N4996E | 121478 | NBELLE GLADE, FL | DOUGLAS | DC-3C | NONE | |
| 3 3915 | N48905 | 110678 | BOCA RATON.FL | CESSA | 152 | FATAL | |
| 3 3916 | N4425E | 090878 | NFLORENCE,SC | PIPER | PA-38 | FATAL | |
| 3 3917 | N777GB | 122978 | MAMMOTH LAKES,CA | CESSNA | 210 | NONE | |
| 3 3918 | N37DH | 102478 | LAS VEGAS,NV | LEAR JET | 240 | MINOR | |
| | | | | | | | |

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| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | | · , | | | | |
| 3 3919 | N9373H | 122878 | AGUADILLA, PR | CESSNA | A185F | NONE |
| 3 3920 | N224RM | 122778 | NDARBY+MT | BELL | 214B-1 | MINØR |
| 3 3921 | N41075 | 121178 | BAKER. | CESSNA | 414 | SERIOUS |
| 3 3922 | N147HA | 121578 | NTOLEDO,OR | HILLER ACFT | SOLOY | NONE |
| 3 3923 | N6949 | 111278 | YELM,WA | EVANS | VP-1 | NONE |
| 3 3924 | N2343S | 102278 | MARANA,AZ | CESSNA | T337B | MINOR |
| 3 3925 | N5641Y | 041578 | NTRABUCO CANYON,CA | PIPER | ₽▲-23 | FATAL |
| 3 3926 | N1135W | 0 90378 | PASADENA, CA | BELL | 47G- 3B | FATAL |
| 3 3927 | N9584U | 111278 | NKERNVILLE, CA | GRUM AMER | AA1-G | FATAL |
| 3 3928 | N400EW | 103078 | NMBJAVE,CA | PIPER | PA-32 | FATAL |
| 3 3929 | N67476 | 101878 | OXNARD, CA | CESSNA | 152 | NONE |
| 3 3930 | N1720₽ | 120578 | VAN NUYS,CA | PIPER | PA-22 | NONE |
| 3 3931 | N964K | 112978 | EL CENTRO,CA | PARKS | P-1 | NONE |
| 3 3932 | N94H D | 111178 | NLUCERNE, CA | AERO COMDR | 680W | SERIQUS |
| 3 3933 | N6902J | 121578 | TEXARKANA,AR | PIPER | PA-28 | FATAL |
| 3 3934 | N4430S | 070278 | NBARTLESVILLE+OK | AIR TRACTOR | 301 | NONE |
| 3 3935 | N714GN | 121278 | BAYTOWN.TX | CESSNA | 150M | FATAL |
| 3 3936 | N2757L | 111878 | NKENT,TX | CESSNA | 172H | FATAL |
| 3 3937 | N204CC | 112078 | BROWNSVILLE, TX | BEECH | H18 | FATAL |
| 3 3938 | N178MA | 082578 | NRATON, NM | MITSUBISHI | MU-23 | FATAL |
| 3 3939 | N2973F | 111778 | NGALLUP,NM | AERO COMDR | 500S | FATAL |
| 3 3940 | N29078 | 122778 | NOGDEN.UT | CESSNA | U206 | FATAL |
| 3 3941 | N9 97 1Z | 072278 | NANAKTUVUK PASS,AK | DEHAVILLAND | DHC-2 | SERIOUS |
| | | | | | | |

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| | | | | 5 | | | |
| 3 3942 | N38762 | 081478 | NFAREWELL,AK | PIPER | PA-18 | NONE | |
| 3 3943 | N733PU | 072978 | FT RICHARDSON,AK | CESSNA | 172 | NONE | |
| 3 3944 | N8838L | 083178 | NCOOPER LANDING,AK | PIPER | P A-18 | FATAL | |
| 3 3945 | N372X | 092278 | NKOTZBUE,AK | MAULE | M-5 | NONE | |
| 3 3946 | N2951C | 071178 | KODIAK IS+AK | CESSNA | 180 | NONE | |
| 3 3947 | N11764 | 073078 | WASILLA,AK | CESSNA | 150L | NONE | |
| 3 3948 | N7ME | 072078 | DRY BAY,AK | CESSNA | 207 | NONE | |
| 3 394 9 | N8497Q | 090478 | TWIN LAKES,AK | CESSNA | 206 | FATAL | |
| 3 3950 | N26604 | 093078 | NFAIRBANKS+AK | CESSNA | 180 | NONE | |
| 3 3951 | N89924 | 060178 | SOLDOTNA.AK | CESSNA 140 | 140 | NONE | |
| 3 3952 | N8562D | 060678 | NEUREKA LODGE,AK | PIPER | PA-18A | NONE | |
| 3 3953 | N19365 | 032378 | NGULKANA, AK | CESSNA | 150 | MINOR | |
| 3 3954 | N2162Z | 051178 | ANCHOR AGE , AK | CESSNA | 180 | NONE | |
| 3 3955 | N9397D | 123078 | WILD LAKE,AK | PIPER | PA-1 8 | MINOR | |
| 3 3956 | N5485R | 090978 | NFAREWELL,AK | CESSNA | 185 | MINOR | |
| 3 3957 | N8681V | 100878 | BELUGA,AK | BELLANCA | 7GCBC | NONE | |
| 3 3958 | N7530H | 101478 | WILLOW, AK | PIPER | PA- 12 | MINOR | |
| 3 3959 | N3876Z | 070378 | NSKWENTNA, AK | PIPER | PA-18 | NONE | |
| 3 3960 | N5014U | 090978 | BETHEL,AK | CESSNA | 206 | NONE | |
| 3 3961 | N513F | 072078 | NBETTLES, AK | DEHAVILLAND | DHC-2 | MINOR | |
| 3 3962 | N3423Y | 070378 | NJUNEAU,AK | CESSNA | 180 | SERIOUS | |
| 3 3963 | N4SF | 102378 | HOOPER BAY,AK | CESSNA | U206A | NONE | |
| 3 3964 | N5226G | 050778 | NPOINT LAY,AK | CESSNA | 305 | NONE | |
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| | | | | | | <u> ه بي بي ه</u> ه | |
| 3 3965 | N3233Z | 052978 | FAIRBANKS,AK | PIPER | PA-22 | NONE | |
| 3 3966 | N35117 | 062178 | GALENA,AK | ĊESSNA | 320F | SERIOUS | |
| 3 3967 | N4126E | 070278 | ANCHORAGE , AK | PIPER | PA-1 8 | NONE | |
| 3 3968 | N70018 | 062678 | NNAKNEK, AK | CESSNA | 185 | NONE | |
| 3 3969 | N6023 | 072678 | NILIAMNA, AK | HELIO ACFT | 391B | NONE | |
| 3 3970 | N25RM | 120478 | NSTEAMBOAT SPGS,CO | DEHAVILLAND | DHC-6 | FATAL | |
| 3 3971 | N41210 | 092578 | MONROE,MA | CESSNA | 310N | FATAL | |
| 3 3972 | N6147P | 111678 | BOWIE,MD | PIPER | PA-24 | FATAL | |
| 3 3973 | N3891S | 122878 | AL BANY , NY | CESSNA | 172 | NONE | |
| 3 3974 | N71606 | 121778 | ALBANY,NY | CESSNA | 182M | NONE | |
| 3 3975 | N48827 | 121878 | TROY,TX | CESSNA | 150 | NONE | |
| 3 3976 | N4291D | 112278 | NBRIDGEWATER.VA | BEECH | G35 | FATAL | |
| 3 3977 | N55645 | 031878 | WILMINGTON, DE | PIPER | PA-28 | FATAL | |
| 3 3978 | N27604 | 122078 | DALLAS,TX | PIPER | PA-31 | SERIOUS | |
| 3 3979 | N2056T | 122378 | KUTZTOWN,PA | SCHWEIZER | 2-33▲ | NONE | |
| 3 3980 | N9436W | 120178 | NEW BEDFORD,MA | PIPER | PA-28 | NONE | |
| 3 3981 | N6219G | 121778 | STOW,MA | CESSNA | 150K | MINOR | |
| 3 3982 | N28941 | 122378 | TEWKSBURY,MA | GRUMMAN | ▲ ▲ − 5 B | NONE | |
| 3 3983 | N2890 | 121678 | WASHINGTON, PA | ENSTROM | F28A | MINOR | |
| 3 3984 | N6118V | 122978 | FLAGSTAFF,AZ | BEECH | 95-55 | FATAL | |
| 3 3985 | N37JR | 121978 | BORDELONVILLE,LA | BEECH | C-45G | FATAL | |
| 3 3986 | N25819 | 121978 | HUSSER,LA | CESSNA | 152 | FATAL | |
| 3 3987 | N8480V | 091378 | NCAMILLA,GA | AERO COMDR | S2R | NONE | |
| | | | | | | | |

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| | | | | | | | |
| 3 3988 | N310BJ | 111378 | LUBBOCK,TX | CESSNA | 310J | FATAL | |
| 3 3989 | N3284P | 062578 | BELLEVILLE, IL | PIPER | PA-23 | FATAL | |
| 3 3990 | N4117W | 062378 | GOSHEN, IN | PIPER | PA-32 | NONE | |
| 3 3991 | N201M | 122378 | NAUGUSTA,ME | MOONEY | M20J | NONE | |
| 3 3991 | N2054L | 122378 | NAUGUSTA,ME | BEECH | C-23 | NONE | |
| 3 3993 | N323 | 060478 | NST.THOMAS,VI | GRUMMAN | G21A | NONE | |
| 3 3994 | N7485F | 080278 | STOUGHTON,WI | HUGHE S | 2690 | NONE | |
| 3 3995 | N6275V | 073178 | NPRT WASHINGTON,WI | BEECH | E-33A | FATAL | |
| 3 3996 | N62856 | 102378 | INDIANAPOLIS.IN | PIPER | PA-31 | NONE | |
| 3 3997 | N3026S | 071878 | NAPERVILLE, IL | CESSNA | 150 | NONE | |
| 3 3998 | N84060 | 090378 | NLANESVILLE, IN | CESSNA | 172K | SERIOUS | |
| 3 3999 | N711NW | 060578 | WEST CHICAGO, IL | AEROSTAR | 601P | NONE | |
| 3 4000 | N3807F | 080978 | NPEORIA,IL | GREAT LAKES | 2T1A2 | NONE | |
| 3 4001 | N9367Q | 101878 | NMOLINE, IL | BEECH | 58 | NONE | |
| 3 4002 | N79029 | 121978 | AUSTIN,TX | CESSNA | 172K | FATAL | |
| 3 4003 | N90115 | 122678 | MORGAN CITY+LA | BELL | 206B | NONE | |
| 3 4004 | N3JE | 082578 | HOT SPRINGS, VA | CESSNA | 210L | FATAL | |
| 3 4005 | N7856P | 111978 | AMARILLD.TX | PIPER | ₽А-24 | FATAL | |
| 3 4007 | N2542 | 082078 | FORT WAYNE, IN | WOODDELL | PUSHER | FATAL | |
| 3 4007 | N96544 | 082078 | FORT WAYNE, IN | TAYLORCRAFT | BC12D | FATAL | |
| 3 4008 | N3217B | 080678 | EAST MOLINE, IL | PIPER | PA-22 | FATAL | |
| 3 4008 | N8881G | 080678 | EAST MOLINE,IL | CESSNA | 150 | FATAL | |
| 3 4009 | NIEC | 091778 | MISSING AIRCRAFT | CESSNA | 411 | FATAL | |
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| FILE AIRCRAFT | | | | AIRCRAF | т | INJURY | |
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| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX | |
| | | | | | | | |
| 3 4010 | N1078W | 081378 | NWITTIER • AK | BEECH | 95 - 855 | FATAL | |
| 3 4011 | N71897 | 113078 | GREENWOOD, IN | LUSCOMBE | 8 | NONE | |
| 3 4012 | N66238 | 090378 | KENOSHA,WI | CESSNA | 150 | NONE | |
| 3 4013 | N758CA | 122978 | ABILENE.TX | CESSNA | 172XP | FATAL | |
| 3 4014 | N9780A | 092278 | ANCHORAGE + AK | CESSNA | 170-A | SERIOUS | |
| 3 4015 | N26641 | 072278 | NKOTZEBUE,AK | DEHAVILLAND | DHC-3 | NONE | |
| 3 4016 | N8110G | 121378 | LAND O'LAKES,WI | CESSNA | 210 | NONE | |
| 3 4017 | N732UE | 070778 | MERCER+WI | CESSNA | 210M | NONE | |
| 3 4018 | N2029N | 123078 | HOUSTON,TX | BEECH | C-90 | FATAL | |
| 3 4019 | N150V | 122278 | S.BARRINGTON, IL | BEECH | D-50 | NONE | |
| 3 4020 | N80369 | 110378 | NFLINT+MI | BEECHCRAFT | D-185 | NONE | |
| 3 4021 | N2117C | 072978 | NOSHKOSH,WI | CESSNA | 195B | MINOR | |
| 3 4021 | N6301T | 072978 | NOSHKOSH+WI | N.AMERICAN | P-51 | MINOR | |
| 3 4022 | N16584 | 112778 | DEMOTTE,IN | PIPER | PA-28 | SERIOUS | |
| 3 4023 | N9120 | 122878 | OTTAWA+IL | SCHUSTER | WAS2 | NONE | |
| 3 4024 | N171D | 112678 | NELKHART, IN | BEECHCRAFT | E-55 | NONE | |
| 3 4025 | N12619 | 121178 | GARY,IN | CESSNA | 172M | NONE | |
| 3 4026 | N18202 | 112578 | NWEST UNION,OH | CESSNA | 15 0 L | NONE | |
| 3 4027 | N19043 | 101878 | NPERU+IN | CESSNA | 150 | NONE | |
| 3 4028 | N40MA | 091178 | HAMMONDSPORT, NY | AERO COMDR | 500S | FATAL | |
| 3 4029 | N7521M | 123078 | CLEARWATER .FL | CESSNA | 175 | NONE | |
| 3 4030 | N90651 | 101278 | NTARPON SPRINGS,FL | AERO COMDR | 680FL | NONE | |
| 3 4031 | N7071T | 081478 | EVANSVILLE . IN | CESSNA | 172 | FATAL | |
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| FILE AIRCRAFT | | | | AIRCRAFT | | INJURY | |
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| | UMBER | REGIST. | | LOCATION | MAKE | MODEL | INDEX |
| - | | | | | | | |
| 3 | 4032 | N7208G | 110878 | NCHAMBLEE, GA | CESSNA | 172 | NONE |
| 3 | 4033 | N8050Q | 111278 | EDEN PRAIRIE,MN | CESSNA | 3100 | FATAL |
| 3 | 4034 | N3436M | 120678 | HEMPSTEAD + TX | PIPER | PA-28 | FATAL |
| 3 | 4035 | N9993N | 070878 | GOODLAND, MN | CESSNA | 180J | MINOR |
| 3 | 4036 | N71338 | 122678 | BRICELYN,MN | PIPER | PA-22 | MINOR |
| 3 | 4037 | N7170L | 111078 | NORWAY,MI | GRUMMAN | AA-5 | FATAL |
| 3 | 4038 | N15899 | 120178 | NPEACH SPRINGS + AZ | PIPER | PA-28 | FATAL |
| 3 | 4039 | N3262R | 120478 | WEST CHICAGO,IL | CESSNA | 411 | NONE |
| 3 | 4040 | N757UJ | 101878 | NJACKSONVILLE, IL | CESSNA | 152 | NONE |
| 3 | 4041 | N45530 | 070878 | PEORIA,IL | CESSNA | 150 | NONE |
| 3 | 4042 | N711RF | 090178 | SCHAUMBURG, IL | THORP | T-18 | NONE |
| 3 | 4043 | N4376E | 091978 | NINDIANAPOLIS, IN | PIPER | ₽≜ ∸38 | NONE |
| 3 | 4044 | N2763C | 070678 | ANN ARBOR+MI | CESSNA | 170B | FATAL |
| 3 | 4045 | N9444H | 062878 | JACKSONVILLE,FL | CESSNA | 172 | NONE |
| 3 | 4045 | N9873J | 062878 | JACKSONVILLE,FL | CESSNA | 150 | NONE |
| 3 | 4046 | N9976U | 083078 | LAONA,WI | GRUMMAN | AA-1C | FATAL |
| 3 | 4047 | N6858A | 121778 | NSTURGEON BAY,WI | CESSNA | 172 | NONE |
| 3 | 4048 | N3099G | 122778 | NKISSIMMEE.FL | BELL | 47J2A | NONE |
| 3 | 4049 | N444PP | 121278 | NBAY ST LOUIS,MS | CESSNA | 182 | NONE |
| 3 | 4050 | N9455F | 120378 | CAMDEN, SC | HUGHES | 269B | MINOR |
| 3 | 4051 | N28811 | 120778 | MARSHFIELD,MA | BLINK | KR2 | NONE |
| 3 | 4052 | N80916 | 120578 | SHIRLEY,MA | CESSNA | 172M | NONE |
| 3 | 4053 | N7853A | 102978 | WALLKILL, NY | CESSNA | 180 | NONE |
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| | | | | | | |
| 3 4054 | N3990R | 110978 | RIVERHEAD,NY | PIPEP | PA-28 | NONE |
| 3 4055 | N757MB | 121378 | TARENTUM, PA | CESSNA | 152 | NONE |
| 3 4056 | N5644D | 062678 | BIRMINGHAM, AL | BEECH | E18S | NONE |
| 3 4057 | N49433 | 113078 | MULBERRY+FL | CESSNA | 152 | NONE |
| 3 4058 | N45X | 121978 | BROOKSVILLE,FL | BEECH | C35 | NONE |
| 3 4059 | N1566M | 111978 | NHORTENCE, GA | CESSNA | A188A | NONE |
| 3 4060 | N250MP | 080878 | EDGEWATER, MD | UNITED CONS | UC-1 | SERIOUS |
| 3 4061 | N331CS | 072078 | TUSCALOOSA, AL | PIPER | PA-28R | SERIOUS |
| 3 4062 | N6579X | 082178 | BASYE,VA | CESSNA | 210 | NONE |
| 3 4063 | N2940S | 121178 | NHUBERT+NC | CESSNA | 150 | SERIOUS |
| 3 4064 | N1168L | 100878 | HARDING LAKE+AK | LAKE | LA-4 | NONE |
| 3 4065 | N369X | 082578 | NLAKE ILIAMNA+AK | MAULE | M-5 | NONE |
| 3 4066 | N1583H | 112978 | SHUNGNAK, AK | CESSNA | 185 | NONE |
| 3 4067 | N8670X | 091478 | NANCHORAGE, AK | CESSNA | 180E | MINOR |
| 3 4068 | N9802P | 081878 | NT AN AN A, AK | PIPER | PA-25 | MINOR |
| 3 4069 | N3592M | 082778 | NPALMER,AK | PIPER | PA-12 | MINOR |
| 3 4070 | N95467 | 111178 | AKUTAN BAY,AK | GRUMMAN | G-21A | NONE |
| 3 4071 | N608T | 122978 | LEWISVILLE,TX | BEECH | 95-B55 | FATAL |
| 3 4072 | N9797C | 101278 | WHITE GATE,VA | PIPER | PA-32R | MINOR |
| 3 4073 | N2033F | 120378 | HUTCHINSON,KS | BARNES | AX-7 | SERIOUS |
| 3 4074 | N2425L | 121078 | W PALM BEACH,FL | CESSNA | 172 | NONE |
| 3 4075 | N7215Q | 122178 | HUNTSVILLE,AL | CESSNA | 172 | MINOR |
| 3:4076 | N72244 | 112278 | CAREYVILLE,FL | CESSNA | 140 | NONE |
| | | | | | | |

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| 3 | 4077 | N5716V | 122778 | ARCADIA,FL | BEECH | 95 - 855 | NONE |
| 3 | 4078 | N310AE | 120178 | MARION, IN | CESSNA | 3100 | NONE |
| 3 | 4079 | N201SJ | 111978 | DODGEVILLE,WI | MOONEY | M20J | NONE |
| 3 | 4080 | N3666Z | 120278 | MIDDLETON, WI | PIPER | PA-22 | NONE |
| 3 | 4081 | N1348R | 120978 | PORTAGE,WI | GRUMMAN | AA-5 | NONE |
| 3 | 4082 | N28402 | 062478 | BIRCHWOOD,WI | GRUMMAN | AA-5 B | NONE |
| 3 | 4083 | N1058U | 103078 | NTITUSVILLE, FL | PIPER | PA-34 | FATAL |
| 3 | 408 4 | N428T | 121878 | NSINTON,TX | BEECHCRAFT | N35 | FATAL |
| 3 | 4085 | N38RM | 011178 | WEST CHICAGO,IL | BEECH | G-185 | NONE |
| 3 | 4086 | N4495S | 111778 | NANCHORAGE + AK | BEECH | 36 | NONE |
| 3 | 4087 | N736ST | 102078 | NILIAMNA,AK | CESSNA | 185 | NONE |
| 3 | 4088 | N8957T | 092078 | NSKWENTNA,AK | CESSNA | 182 | NONE |
| 3 | 4089 | N9555E | 122378 | NSAN RAFAEL,CA | BELLANCA | 17-31 | FATAL |
| 3 | 4090 | N22785 | 122378 | GARDNER,MA | CESSNA | 150 | NONE |
| 3 | 4091 | N7125N | 120878 | CHESTER,CT | BEECH | V35A | MINOR |
| 3 | 409 2 | N9328C | 082778 | MATAWAN | PIPER | PA-32 | SERIOUS |
| 3 | 4093 | N6533Z | 080378 | DEXTER, NM | PIPER | PA-25 | NONE |
| 3 | 4094 | N8311P | 121778 | ROSWELL,NM | PIPER | ₽А-24 | NONE |
| 3 | 4095 | N5785N | 122678 | NAUR ORA + C 0 | MIDGET | MUSTNG | FATAL |
| 3 | 4096 | N738JP | 111978 | NPRITCHETT,CO | CESSNA | 172N | NONE |
| 3 | 4097 | N44797 | 100378 | LOVINGTON, NM | PIPER | PA-28 | SERIOUS |
| 3 | 4098 | N8802 | 111178 | NLARAMIE,WY | BELLANCA | 7GCBC | NONE |
| 3 | 4099 | N7318X | 121878 | NBULLFROG,UT | CESSNA | R182 | SERIOUS |
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| | | | | | | |
| 3 4100 | N38J | 112978 | SALT LAKE CITY,UT | CESSNA | 421A | MINOR |
| 3 4101 | N5038V | 122078 | 29 PALMS+CA | CESSNA | 210L | MINOR |
| 3 4102 | N2964W | 122178 | PHOENIX+AZ | BELL | 206 | SERIOUS |
| 3 4103 | N2647W | 120378 | CLIO,SC | MOONEY | M20C | SERIOUS |
| 3 4104 | N43792 | 101378 | FT PIERCE+FL | PIPER | PA-28 | NONE |
| 3 4105 | N83644 | 111678 | OPP,AL | AERONCA | 7AC | NONE |
| 3 4106 | N8756V | 121878 | WALLS,MS | BELLANCA | 7GCAA | SERIOUS |
| 3 4107 | N9134Y | 102978 | NKENANSVILLE.FL | CESSNA | 150 | MINOR |
| 3 4108 | N1933X | 122978 | DECATUR,AL | CESSNA | 182 | FATAL |
| 3 4109 | N11699 | 081078 | ORMOND BEACH, FL | BELLANCA | 7CGBC | SERIOUS |
| 3 4109 | N30400 | 081078 | ORMOND BEACH,FL | PIPER | J3 | SERIDUS |
| 3 4110 | N152CM | 102878 | BESSEMER + AL | AMATEUR | MINI | FATAL |
| 3 4111 | N7349G | 121278 | INDIANAPOLIS, IN | CESSNA | 172 | SERIOUS |
| 3 4112 | N9124U | 123178 | GRASS VALLEY,CA | CESSNA | 150 | NONE |
| 3 4113 | N760J | 101778 | NALIEF,TX | MORANE-SAUL | MS760 | SERIOUS |
| 3 4114 | N736TH | 120178 | DAYTON,WA | CESSNA | R172K | FATAL |
| 3 4115 | N172ET | 122278 | LACOMB,OR | HILLER ACFT | SOLOY | NONE |
| 3 4116 | N55112 | 122978 | ROCHESTER + NY | PIPER | PA-28 | MINOR |
| 3 4117 | N 593 5U | 110578 | BOSTON,NY | PIPER | PA-28 | SERIOUS |
| 3 4118 | N5896G | 101078 | LANARK,IL | CESSNA | 150 | NONE |
| 3 4119 | N62470 | 120778 | ROCKFORD,IL | CESSNA | 401A | MINOR |
| 3 4120 | N81224 | 080878 | NORTH BEND, NE | AMER AVCO | AA-5B | FATAL |
| 3 4121 | N7535N | 120578 | UNION+SC | CESSNA | 182 | FATAL |
| | | | | | | |

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| FILE NUMBER | AIRCRAF REGIST. | | LOCATION | AIRCRA MAKE | FT MODEL | INJURY INDEX |
|----------------|--------------------|--------|-------------------|--------------------|-------------|-----------------|
| 3 4122 | N7187L | 111278 | RENO, OH | GRUM AMER | AA-5 | FATAL |
| 3 4123 | N9542F | 090478 | LAS VEGAS,NV | HUGHES | 269B | MINOR |
| 3 4124 | N714BZ | 121178 | FARMINGDALE, NY | CESSNA | 150 | SERIOUS |
| 3 4125 | N20 | 042078 | SALT LAKE CITY,UT | BEECH | BE-65 | NONE |
| 3 4126 | N777FT | 110178 | ND AYTON, NV | CESSNA | T-210L | FATAL |
| 3 4127 | N407D | 092178 | MISSING AIRCRAFT | DOUGLAS | DC-3 | FATAL |
| 3 4128 | N3409Q | 111278 | NJACKSONVILLE+FL | PIPER | PA-28 | FATAL |
| 3 4129 | N666ZH | 091178 | NGAUTIER,MS | CESSNA | 172N | FATAL |
| 3 4130 | N43167 | 081278 | BEDFORD, IN | PIPER | PA-28 | FATAL |
| 3 4131 | N5909V | 100478 | CHICAGO,IL | PIPER | PA-32 | NONE |
| 3 4132 | N8313X | 103078 | SHAWAND,WI | CESSNA | 172 | MINOR |
| 3 4133 | N32506 | 091578 | MILWAUKEE,WI | PIPER | PA28 | NONE |
| 3 4134 | N8689F | 071878 | NWISEMAN, AK | HUGHE S | 369D | NONE |
| 3 4135 | N341C | 112878 | NANGOON , AK | STINSON | 108 | MINOR |
| 3 4136 | N2750J | 101478 | ANCHOR AGE , AK | CESSNA | 185E | MINOR |
| 3 4137 | N64456 | 092878 | FT.RICHARDSON,AK | CESSNA | 172 | NONE |
| 3 4138 | N8804A | 100478 | ODESSA,FL | BEECH | B35 | SERIDUS |
| 3 4139 | N3954H | 100878 | NCRYSTAL RIVER,FL | ERCOUPE | 415-CD | MINOR |
| 3 41 40 | N13165 | 091778 | NLK OKEECHOBEE,FL | CESSNA | 172 | NONE |
| 3 4141 | N323E | 110578 | OTTAWA,IL | BEECH | A-55 | NONE |
| 3 4142 | N738LK | 122878 | LEBANON,NH | CESSNA | 172N | SERIOUS |
| 3 4143 | N48928 | 101178 | ALBION,NJ | RYAN | ST-3KR | MINOR |
| 3 4144 | N6476J | 122778 | NBENNINGTON, VT | PIPER | PA-28 | SERIOUS |

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| FILE | AIRCRAF | | | AIRCRAF | т | INJURY |
|--------|---------|--------|--------------------|-------------|---------------|---------|
| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | | | | | | ~~~~~ |
| 3 4145 | N8472K | 101878 | DELRAY BEACH, FL | STINSON | 108-1 | SERIOUS |
| 3 4146 | N6543R | 121678 | ROCK HILL.SC | BEECH | B24 | NONE |
| 3 4147 | N18059 | 110278 | PLYMOUTH,FL | CESSNA | 150 | MINOR |
| 3 4148 | N78511 | 120378 | OCEAN SPRINGS.MS | CESSNA | 172 | MINOR |
| 3 4149 | N1736 | 111278 | TARPON SPRINGS, FL | HOFFMAN | X2 | FATAL |
| 3 4150 | N9632J | 120478 | DAWS DN . GA | PIPER | PA-28 | NONE |
| 3 4151 | N60838 | 110778 | NLITTLEFIELD, AZ | CESSNA | U206 | NONE |
| 3 4152 | N33323 | 123178 | FLAGSTAFF,AZ | AERONCA | 0-58B | SERIOUS |
| 3 4153 | N704VR | 122278 | LOMPOC+CA | CESSNA | 150 | MINOR |
| 3 4154 | N6929Y | 122878 | WEEDSPORT,NY | PIPER | PA-23 | NONE |
| 3 4155 | N90598 | 100778 | WARREN,VT | LET-NP-K | L-13 | SERIOUS |
| 3 4156 | N12083 | 122578 | BOSTON,MA | CESSNA | 172 | NONE |
| 3 4157 | N5486Q | 070878 | ISLIP,NY | CESSNA | 150 | NONE |
| 3 4157 | N62693 | 070878 | ISLIP,NY | PIPER | PA-23 | NONE |
| 3 4158 | N8999U | 112078 | FARMINGDALE,NY | CESSNA | 150 | NONE |
| 3 4159 | N702AP | 121378 | PHILIPSBURG, PA | BEECH | C45H | NONE |
| 3 4160 | N6572 | 073178 | HURON,NY | GRUMMAN | 1644 | NONE |
| 3 4161 | N59AN | 120278 | WATERTOWN,NY | DEHAVILLAND | DHC-6 | MINOR |
| 3 4161 | N7213F | 120278 | WATERTOWN,NY | PIPER | PA-28 | MINOR |
| 3 4162 | N28411 | 102778 | VERO BEACH, FL | GRUMMAN | AA- 5B | SERIOUS |
| 3 4165 | N12940 | 122678 | NAPERVILLE | CESSNA | 150 | NONE |
| 3 4166 | N3166T | 110278 | PORTLAND, IN | CESSNA | 320C | NONE |
| 3 4167 | N8143Y | 121678 | KANKAKEE.IL | PIPER | PA-30 | NONE |
| | | | | | | |

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| FILE | AIRCRAF | т | | AIRCRAF | T gran | INJURY |
|--------|-----------------|--------|-------------------|-------------|-------------|---------|
| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | | • | | | | |
| 3 4168 | N6 7 494 | 102178 | ALABASTER, AL | CESSNA | 152 | SERIOUS |
| 3 4169 | N8485T | 112278 | EUREKA.MO | CESSNA | 1820 | FATAL |
| 3 4170 | N8459L | 111378 | NLIVE OAK,FL | CESSNA | 172 | NONE |
| 3 4171 | N201RP | 111178 | MARSHALL,MI | MOONEY | M20J | NONE |
| 3 4172 | N777RN | 121878 | FERNDALE | CESSNA | 1404 | FATAL |
| 3 4173 | N54615 | 112078 | MISSING AIRCRAFT | PIPER | PA-23 | FATAL |
| 3 4174 | N612B | 092078 | NORTH CHICAGO, IL | ENSTROM | F-28A | MINOR |
| 3 4175 | N23016 | 092778 | MONTICELLO, IN | CESSNA | 150H | MINOR |
| 3 4176 | N5629W | 101878 | ΤΟΜΑΗΑ₩Κ,₩Ι | PIPER | PA-28 | NONE |
| 3 4177 | N206M | 101478 | NROCKVILLE, IN | BELL | 206 | NONE |
| 3 4178 | N7299C | 031478 | ROCK FALLS.IL | PIPER | PA-32R | FATAL |
| 3 4179 | N25058 | 122778 | PHOEN I X . AZ | CESSNA | 152 | NONE |
| 3 4180 | N9127V | 111978 | CHESAPEAKE,VA | MOONEY | M2 0G | MINOR |
| 3 4181 | N60537 | 110178 | JACKSONVILLE,FL | CESSNA | 150J | NONE |
| 3 4182 | N10067 | 122178 | MAGNA,UT | AEROSPATIAL | S A 3 1 5 B | MINOR |
| 3 4183 | N5740K | 122678 | ROSWELL,NM | BEECH | D95A | NONE |
| 3 4184 | N53815 | 121978 | MEREDOSIA, IL | BELLANCA | 7G | NONE |
| 3 4185 | N9651Q | 082378 | FRANKLIN FURN,OH | CESSNA | 172M | NONE |
| 3 4186 | N338J | 100378 | LEXINGTON, KY | PIPER | PA-31P | FATAL |
| 3 4187 | N4167G | 072878 | INDIANAPOLIS, IN | CESSNA | 402B | SERIOUS |
| 3 4188 | N477KH | 100978 | WAIMEA CNYN, HI | BELL | 206L | MINOR |
| 3 4189 | N739DN | 121978 | NOSHKOSH,NE | CESSNA | 172 | FATAL |
| 3 4190 | N24287 | 122378 | PALM BEACH,FL | CESSNA | 152 | NONE |
| | | · · · | | | | |

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| FILE NUMBER | AIRCRAFT REGIST. | DATE | LOCATION | AIRCRAF MAKE | T MODEL | INJURY INDEX |
|----------------|---------------------|--------|--------------------|-----------------|-------------|-----------------|
| | | | | | | |
| 3 4191 | N4716P | 102078 | NMARCO ISLAND,FL | CESSNA | P210N | SERIOUS |
| 3 4192 | N11771 | 111278 | NKEY WEST, FL | CESSNA | 177B | NONE |
| 3 4193 | N1158W | 071578 | NLOGHMAN,FL | BELL | 47G | FATAL |
| 3 4194 | N39832 | 110278 | ORLANDO,FL | BELLANCA | 17-30A | NONE |
| 3 4195 | N18790 | 121978 | GREENSBORO,NC | BEECH | B-19 | FATAL |
| 3 4196 | N19580 | 123178 | CHARLOTTE .NC | CESSNA | 177B | FATAL |
| 3 4197 | N3537B | 021078 | FLINT,MI | BEECH | D185 | NONE |
| 3 4198 | N9372T | 102878 | WEST TOWNSHEND,VT | PIPER | PA-38 | FATAL |
| 3 4199 | N761GP | 110678 | HERMOSA BEACH,CA | CESSNA | T210M | FATAL |
| 3 4200 | N74676 | 110578 | NST CROIX U.S.V.I. | GRUMMAN | G21A | NONE |
| 3 4201 · | N4853F | 071578 | CAMPBELL .NY | PIPER | PA-28 | FATAL |
| 3 42 02 | N568MA | 120278 | MIAMI,FL | BEAGLE | 206 | FATAL |
| 3 4203 | N8012R | 082478 | PULLMAN,WA | BEECH | 89 9 | MINOR |
| 3 42 04 | N8600F | 081478 | NCASCADIA, OR | HUGHES | 369D | SERIOUS |
| 3 4205 | N5696P | 101078 | BARABOO,WI | PIPER | PA-24 | FATAL |
| 3 4206 | N8622 | 121478 | NOGDEN,UT | AEROSPATIAL | SA316B | SERIOUS |
| 3 4207 | N9322N | 120178 | NBATON ROUGE,LA | PIPER | PA-28 | NONE |
| 3 4208 | N4987F | 122078 | LOS ANGELES CA | PIPER | PA-32 | SERIOUS |
| 3 4209 | N36792 | 102078 | NGREEN VLY LK.CA | PIPER | PA32RT | FATAL |
| 3 4210 | N3963C | 101178 | CHIGNIK LAKE,AK | CESSNA | 402 | NONE |
| 3 4211 | N381LA | 120578 | FARIBAULT,MN | CESSNA | 182J | NONE |
| 3 4212 | N5979R | 120578 | NCUYAMACA,CA | CESSNA | 172G | FATAL |
| 3 4213 | N9231K | 093078 | AZTEC,NM | PIPER | PA-28 | SERIOUS |
| | | | | | | |

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| FILE AIRCRAFT | | T . | | AIRCRAF | Т | INJURY | |
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| NUMB ER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX | |
| | | | | | | | |
| 3 4214 | N333FW | 071778 | SULPHUR SPRING, TX | BEECH | A65 | NONE | |
| 3 4215 | N2757N | 112878 | ENGLEWOOD,CO | CESSNA | 120 | NONE | |
| 3 4216 | N602PD | 051778 | WANTAGHONY | BELL | 47 G-3 B | FATAL | |
| 3 4217 | N1043A | 122678 | NARCADIA,FL | BEECH | E33 | FATAL | |
| 3 4218 | N756MD | 071078 | ANCHORAGE + AK | CESSNA | U206 | NONE | |
| 3 4219 | N21680 | 090178 | FAIRBANKS,AK | CESSNA | <u>177</u> RG | FATAL | |
| 3 4220 | N1297W | 062678 | ANGUS,MN | WEATHERLY | 2010 | MINOR | |
| 3 4221 | N7678T | 122778 | PARK VALLEY,UT | CESSNA | 1724 | FATAL | |
| 3 4222 | N2341G | 070178 | SAN DIEGO,CA | CESSNA | 182 | FATAL | |
| 3 4222 | N9378U | 070178 | SAN DIEGO,CA | CESSNA | 150 | FATAL | |
| 3 4223 | N8943C | 122678 | LAKELAND,FL | PIPER | PA-22 | NONE | |
| 3 4224 | N4544F | 123078 | DELAND, FL | CESSNA | 185 | NONE | |
| 3 4225 | N68750 | 120278 | SUGAR GROVE, IL | CESSNA | 152 | NONE | |
| 3 4226 | N15229 | 112478 | FT.LAUDERDALE,FL | PIPER | PA-34 | NONE | |
| 3 4227 | N6173K | 120778 | NLABELLE.FL | CESSNA | 150 | NONE | |
| 3 4228 | N9 60 60 | 102578 | WHITERIVER • AZ | CESSNA | 182P | FATAL | |
| 3 4229 | N9426L | 121778 | AGUILA, AZ | GRUM AMER | AA1-A | NONE | |
| 3 4230 | N67309 | 121278 | ATLANTA,GA | CESSNA | 152 | NONE | |
| 3 4231 | N9511S | 082078 | MONROE, GA | BELLANCA | 7GC BC | SERIDÜS | |
| 3 4232 | N9408Q | 122478 | CROSS CTY,FL | BEECH | 58 | NONE | |
| 3 4233 | N2753Y | 103078 | MADISON+AL | BEECH | 95 | FATAL | |
| 3 4234 | N5170F | 112378 | MCADOO, PA | CESSNA | 172F | FATAL | |
| 3 4235 | N63837 | 112778 | GIRDWOOD, AK | PIPER | PA-18 | NONE | |
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| FILE | AIRCRAF | т | | AIRCRAF | т | INJURY |
|----------|---------|--------|--------------------|-------------|---------------|---------|
| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | | | | | | |
| 3 4236 | N9762C | 072378 | NLIVENGOOD, AK | HILLER | UH12E3 | MINOR |
| 3 4237 | N8478Q | 070378 | NC ANYON, WY | CESSNA | TU206 | FATAL |
| 3 4238 | N5362W | 112278 | NOSTEEN,FL | PIPER | PA-28 | FATAL |
| 3 4239 | N5716W | 122278 | KENNETT,MO | PIPER | PA-28 | FATAL |
| 3 4240 | N7166B | 110578 | NCOPPER CENTER,AK | PIPER | PA-18 | FATAL |
| 3 4241 | N5319G | 081178 | NKENAI, AK | DEHAVILLAND | DHC-2 | SERIOUS |
| 3 42 4 2 | N51042 | 101278 | NEUNICE, NM | CESSNA | 150J | FATAL |
| 3 4243 | N102BA | 090978 | DELAND,FL | BIRDMAN | TL1A | FATAL |
| 3 4244 | N4043R | 103078 | LIME VILLAGE,AK | PIPER | PA-32 | NONE |
| 3 4245 | N7615K | 080978 | NCHANDALAR LAKE,AK | PIPER | PA-22 | FATAL |
| 3 4246 | N26078 | 122878 | SOMERSET,PA | GRUM AMER | AA-5A | NONE |
| 3 4247 | N300TL | 081378 | AUSTIN,TX | SWEARINGEN | SA226 | SERIOUS |
| 3 4248 | N2219L | 121878 | MONTGOMERY,AL | BEECH | 23 | NONE |
| 3 4249 | N8861T | 122378 | NBRANDON,FL | CESSNA | 182 | NONE |
| 3 4250 | N4615F | 120178 | NVIEQUES, PR | CESSNA | 206 | NONE |
| 3 4251 | N25952 | 111878 | SILVER SPRINGS, FL | CESSNA | 152 | NONE |
| 3 4252 | N739HG | 111278 | SN JUN CPSTRN+CA | CESSNA | 172N | FATAL |
| 3 4253 | N3560 | 061078 | NGREYBULL, WY | FAIRCHILD | C-119G | FATAL |
| 3 4254 | N2714Y | 060878 | WATERFORD+CT | BEECH | 95 | FATAL |
| 3 4255 | N61567 | 102578 | SAN JUAN, PR | CESSNA | 172 | SERIOUS |
| 3 4256 | N3024R | 121678 | BLOUNTVILLEFTN | PIPER | PA-34 | FATAL |
| 3 4257 | N6729D | 081278 | NOME GA . GA | BELL | 4 7 G2 | FATAL |
| 3 4258 | N3976M | 112978 | NN.MYRTLE BCH.SC | PIPER | PA-12 | NONE |
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| FILE | AIRCRAF | т | | AIRCRAF | т | INJURY |
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| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | | | | | | |
| 3 4259 | N714WK | 120678 | NMANNING + SC | CESSNA | 152 | NONE |
| 3 4260 | N3010S | 122378 | NMCCOLL,SC | CESSNA | 150 | NONE |
| 3 4261 | N79894 | 111278 | DECATUR,AL | CESSNA | 172 | NONE |
| 3 4262 | N22331 | 100878 | LABELLE,FL | CESSNA | 150 | MINOR |
| 3 4263 | N757HL | 120878 | NWILLCOX+AZ | CESSNA | 152 | NONE |
| 3 4264 | N46937 | 111578 | NFT MYERS,FL | HILLER | UH12C | NONE |
| 3 4265 | N2483A | 122378 | ONEONTA,NY | PIPER | PA-38 | NONE |
| 3 4266 | N62349 | 110478 | YUMA,AZ | HILLER | UH12E | NONE |
| 3 4267 | N7654K | 103078 | PEDERSON POINT,AK | CESSNA | 180 | NONE |
| 3 4268 | N2615C | 122878 | SHERMAN, TX | CESSNA | 310 | NONE |
| 3 4269 | N67564 | 060278 | NCHICAGO,IL | CESSNA | 152 | NONE |
| 3 4270 | N5081Z | 060678 | FRASER,MI | PIPER | PA-22 | MINOR |
| 3 4271 | N54902 | 072178 | CASS CITY,MI | PIPER | PA-25 | NONE |
| 3 4272 | N44105 | 121578 | ELGIN,IL | PIPER | PA-28 | NONE |
| 3 4273 | N723Y | 082478 | NGREENFIELD, IL | GRUMMAN | G - 164 | NONE |
| 3 4274 | N5391E | 062378 | PITTSFIELD,0H | BEECH | K35 | NONE |
| 3 4275 | N71206 | 122178 | PANAMA | CESSNA | 182 | FATAL |
| 3 4276 | N20285 | 092078 | WINDSOR LOCKS+CT | CESSNA | 172M | FATAL |
| 3 4277 | N30581 | 121978 | PAGO PAGO,SAMDA | CESSNA | A188B | NONE |
| 3 4278 | N733HW | 071078 | BATTLE CREEK.MI | CESSNA | 172N | NONE |
| 3 4279 | N2100U | 070878 | HUNTLEY, IL | BRANTLY | B2B | SERIOUS |
| 3 4280 | N64993 | 060478 | OAK BROOK,IL | STEARMAN | B75N1 | MINOR |
| 3 4281 | N47141 | 051878 | NORTON, OH | PIPER | PA-28 | NONE |
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| FILE | AIRCRAF | т | | AIRCRAF | т | INJURY |
|--------|---------|--------|--------------------|-------------|--------------|---------|
| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | | | | | | |
| 3 4282 | N2748C | 061378 | NOXFORD, OH | CESSNA | 170B | NONE |
| 3 4283 | N7505W | 063078 | SALEM.MI | PIPER | PA-28 | SERIDUS |
| 3 4284 | N135D | 110678 | NJACKSON,MS | BEECH | 60 | FATAL |
| 3 4285 | N757EE | 050278 | BELVIDERE, IL | CESSNA | 152 | NONE |
| 3 4286 | N8788Y | 072678 | WHEELING, IL | PIPER | PA-30 | NONE |
| 3 4287 | N29HR | 080878 | NURBANA, IL | VARI-VIGGEN | | FATAL |
| 3 4288 | N50625 | 080678 | NYATES CITY+IL | CESSNA | U206E | MINOR |
| 3 4289 | N5163G | 052878 | NCHIPPEWA FALLS,WI | DEHAVILLAND | DHC-2 | NONE |
| 3 4290 | N86688 | 062078 | MENTOR, OH | HILLER | UH12L4 | NONE |
| 3 4291 | N54522 | 071178 | JEROMESVILLE.OH | BELL | 476-2 | NONE |
| 3 4292 | N29425 | 080278 | NEAGLE RIVER,WI | CESSNA | 177 | NONE |
| 3 4293 | N10155 | 060678 | NNEWTON FALLS.OH | BEECH | A45 | FATAL |
| 3 4294 | N28463 | 071578 | BEDFORD + IN | GRUMMAN | AA 5B | SERIOUS |
| 3 4294 | N6367R | 071578 | BEDFORD, IN | PIPER | PA-28 | SERIOUS |
| 3 4295 | N736XC | 062878 | SMITHFIELD,0H | CESSNA | R172K | NONE |
| 3 4296 | N20BG | 121178 | MUSCATINE, IA | LEAR JET | 35 | NONE |
| 3 4297 | N4871C | 091078 | MISSING AIRCRAFT | CESSNA | 185 | FATAL |
| 3 4298 | N3382 | 112178 | CRAB BAY,AK | DEHAVILLAND | DHC-3 | NONE |
| 3 4299 | N3712T | 123078 | GRISSOM AFB, IN | PIPER | PA-28R | FATAL |
| 3 4300 | N3GB | 062578 | NWANATAH, IN | EAA BIPLANE | GB-1 | NONE |
| 3 4301 | N44JH | 081378 | VALPARAISO,IN | MOONEY | M20C | FATAL |
| 3 4302 | N7063F | 113078 | ALBANY,GA | PIPER | PA-32R | FATAL |
| 3 4303 | N6945E | 082978 | WHITE BEAR LK,MN | CESSNA | 1754 | NONE |
| | | | | | | |

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| FILE | AIRCRAF | T | | AIRCRAF | т | INJURY |
|--------|---------|--------|--------------------|-------------|-----------------|---------|
| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | | | | | | |
| 3 4304 | N59912 | 110378 | MISSING AIRCRAFT | PIPER | PA-31 | FATAL |
| 3 4305 | N8944N | 121878 | EKWOK+AK | PIPER | PA-32 | NONE |
| 3 4306 | N777DT | 121978 | ANCHORAGE + AK | ROCKWELL | 5005 | NONE |
| 3 4307 | N41786 | 082678 | BOLTON,NC | PIPER | PA-28R | FATAL |
| 3 4308 | N5734P | 122078 | NSPRINGERVILLE, AZ | PIPER | PA-24 | FATAL |
| 3 4309 | N4284R | 112178 | MISSING AIRCRAFT | PIPER | PA-32 | FATAL |
| 3 4310 | N7512N | 111078 | UNALAKLEET,AK | BEECH | 36 | NONE |
| 3 4311 | N97AB | 120478 | FT PIERCE,FL | SWEARINGEN | SAT226 | NONE |
| 3 4312 | N87328 | 100778 | NTALLAHASSEE, FL | CESSNA | 310 | SERIOUS |
| 3 4313 | N7907S | 111678 | NYUMA . AZ | BELĻ | 47G-5 | NONE |
| 3 4314 | N9798Y | 072878 | ROCKFORD, IL | BEECH | 35 - 833 | MINOR |
| 3 4315 | N9771C | 112978 | NCHARLESTON + SC | PIPER | PA32RT | FATAL |
| 3 4316 | N3809 | 102978 | GUNTERSVILLE, AL | GREAT LAKES | 2T-1A2 | FATAL |
| 3 4317 | N8203V | 100578 | NANCHORAGE, AK | CESSNA | 180H | FATAL |
| 3 4318 | N86540 | 112178 | NDAYTONA BEACH.FL | CESSNA | 337E | FATAL |
| 3 4319 | N75819 | 122078 | ADA • OK | CESSNA | 172N | FATAL |
| 3 4320 | N761AX | 110878 | NST.MARYS,GA | CESSNA | 210M | NONE |
| 3 4321 | N3254 | 100778 | NTAMPA+FL | CESSNA | 402 | NONE |
| 3 4322 | N4891R | 082378 | NCHIPLEY,FL | CESSNA | C188 | MINOR |
| 3 4323 | N5895B | 111078 | NRENO,NV | CESSNA | 1824 | FATAL |
| 3 4324 | N82271 | 051378 | PELLSTON,MI | PIPER | PA-31T | FATAL |
| 3 4325 | N84380 | 091078 | NMACKINAW CITY,MI | CESSNA | 172K | FATAL |
| 3 4326 | N86DL | 122778 | PRESCOTT, AZ | MIDGET | MUSTNG | NONE |
| | | | | | | |

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|----------------|--------------------|-----------|--------------------|-------------------|------------|-----------------|
| FILE NUMBER | AIRCRAF REGIST. | T DATE | LOCATION | AIRCRAF MAKE | T MODEL | INJURY INDEX |
| | | | | 19 99 00 00 00 | | |
| 3 4327 | N2230L | 071978 | NKENAI .AK | BEECH | C24R | FATAL |
| 3 4328 | N2570 | 101278 | BAKERTOWN, PA | ENSTROM | F-28A | FATAL |
| 3 4329 | N777CT | 121578 | IRVINE, CA | CESSNA | 210L | FATAL |
| 3 4330 | N1045 | 082578 | NLABOUCHER BAY, AK | GRUMMAN | G-21A | FATAL |
| 3 4331 | N58H | 090178 | LATHAM,NY | BEECH | E18S | MINOR |
| 3 4332 | N6175P | 122878 | EAU CLAIRE, WI | PIPER | PA-24 | NONE |
| 3 4333 | N3206C | 110278 | NAVON PARK,FL | CESSNA | C-182R | NONE |
| 3 4334 | N2171W | 112678 | NSEBRING,FL | BEECH | B19 | NONE |
| 3 4335 | N9001P | 121478 | NMORGAN CITY,LA | AEROSPATIAL | AS350C | NONE |
| 3 4336 | N9427C | 070878 | NILIAMNA,AK | CESSNA | 180 | FATAL |
| 3 4337 | N5387A | 102078 | CAIRD.GA | CESSNA | 310 | NONE |
| 3 4338 | N7555Y | 111078 | NSANFORD, FL | PIPER | PA-30 | NONE |
| 3 4339 | N3489Y | 110878 | TELLER, AK | CESSNA | 185 | NONE |
| 3 4340 | N9470U | 090978 | MILLBURY, MA | CESSNA | 150M | FATAL |
| 3 4341 | N26AN | 090978 | SAVOY.IL | PIPER | PA-31 | FATAL |
| 3 4342 | N44295 | 092578 | LANSING, IL | PIPER | PA-32 | MINOR |
| 3 4343 | N7767M | 122378 | CEDAR POINT,KS | MOONEY | M20F | NONE |
| 3 4344 | N56855 | 102478 | NBOCA RATON, FL | PIPER | PA-34 | NONE |
| 3 4345 | N4501L | 072978 | ΤΟGΙΑΚ•ΑΚ | EVANGEL | 4500 | MINOR |
| 3 4346 | N501DH | 122778 | MECCA.CA | HUGHE S | 500DH | FATAL |
| 3 4347 | N589 | 101978 | NSANFORD, FL | CESSNA | 337 | SERIOUS |
| 3 4348 | N765MA | 082878 | BEDFORD,NH | MITSUBISHI | MU-2P | FATAL |
| 3 4349 | N1348W | 102078 | NGRUNDY,VA | MOONEY | MZOC | SERIOUS |
| | | | | | | |

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| FILE | AIRCRAF | г | | AIRCRAF | T | INJURY |
|--------|---------|--------|--------------------|-------------|---------|---------|
| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | | | | | | |
| 3 4350 | N12VT | 091378 | CHICAGO.IL | BEECH | 18T | NONE |
| 3 4351 | N25507 | 110578 | WEST MIFFLIN, PA | CESSNA | 152 | FATAL |
| 3 4352 | N3485P | 112078 | NORMOND BEACH, FL | PIPER | PA-23 | FATAL |
| 3 4354 | N1309L | 092278 | NATLANTA, GA | CESSNA | 337G | FATAL |
| 3 4355 | N9376U | 052878 | WAUKESHA, WI | CESSNA | 150M | FATAL |
| 3 4356 | N735NZ | 082978 | KETCHIKAN, AK | CESSNA | 1820 | FATAL |
| 3 4357 | N4048B | 101378 | BARROW,AK | DEHAVND CAN | DHC-6 | FATAL |
| 3 4358 | N444W | 103178 | NCORDOVA+AK | GRUMMAN | G-44A | FATAL |
| 3 4359 | N7813V | 052678 | NJACKSON,AL | MOONEY | M20C | FATAL |
| 3 4360 | N5187U | 120878 | SHELDONS POINT, AK | CESSNA | U-206 | MINOR |
| 3 4361 | N57452 | 031078 | ANCHORAGE+AK | BELLANCA | 7 GC BC | FATAL |
| 3 4362 | N7866Q | 090778 | NHYDER + AZ | CESSNA | 402B | NONE |
| 3 4363 | N3976X | 112978 | MC GRATH, AK | PIPER | PA-32 | SERIOUS |
| 3 4364 | N39CF | 053078 | NDILLINGHAM, AK | CESSNA | 180 | FATAL |
| 3 4364 | N82991 | 053078 | NDILLINGHAM, AK | PIPER | PA-18 | FATAL |
| 3 4365 | N8999A | 112878 | HARTFORD,CT | AEROSTAR | 601P | FATAL |
| 3 4366 | N774SB | 070478 | CORONATION IS.AK | CESSNA | A185F | FATAL |
| 3 4367 | N21AS | 040278 | BETHEL,AK | DORNIER | D0-28D | FATAL |
| 3 4368 | N8194G | 060678 | EAST TAWAS.MI | CESSNA | 2066 | FATAL |
| 3 4369 | N82V | 120778 | ENFIELD,CT | BEECH | C55 | FATAL |
| 3 4370 | N8774F | 071078 | NWILLIAMSFIELD.IL | HUGHES | 269A | NONE |
| 3 4371 | N7378U | 122178 | CHEVAK,AK | CESSNA | 207 | FATAL |
| 3 4372 | N70286 | 062078 | GULKANA, AK | CESSNA | 185 | MINOR |
| | | | | | | |

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| FILE NUMBER | AIRCRAF REGIST. | T DATE | LOCATION | AIRCRAF MAKE | MODEL | INJURY INDEX |
|----------------|--------------------|----------------|------------------|-----------------|--------|-----------------|
| 3 4373 | N114TA | 122578 | NSARANAC LAKE NY | PIPER | PA-31 | FATAL |
| 3 4374 | N45369 | 080678 | JEFFER SON • OH | CESSNA | 177RG | FATAL |
| 3 4375 | N4586K | 092378 | NAKNEK,AK | NAVION | NA-1 | NONE |
| 3 4376 | N1122K | 121578 | SLOAN . I A | BRANTLY | B−2 B | FATAL |
| 3 4377 | N133AC | 121178 | NPORT MAYACA, FL | DOUGLAS | DC-3 | FATAL |
| 3 4378 | N8394 | 090578 | PENSACOLA,FL | AEROSPATLE | SE3160 | MINOR |
| 3 4380 | N17593 | 083178 | KETCHIKAN, AK | BEECH | A36 | FATAL |
| 3 4381 | N49591 | 122978 | NGALVESTON, TX | BELL | BH212 | FATAL |
| 3 4382 | N1158A | 052178 | ROCKY COVE, AK | PIPER | PA-18 | FATAL |
| 3 4382 | N5882D | 052178 | ROCKY COVE,AK | PIPER | PA-18 | FATAL |
| 3 4383 | N37741 | 091378 | NWHITTIER + AK | DEHAVILLAND | DHC-2 | FATAL |
| 3 4384 | N5329V | 09 2778 | NMANCOS, CO | CESSNA | 172 | NONE |
| 3 4385 | N88388 | 081578 | SELBYVILLE +DE | BELLANCA | 7ECA | MINOR |
| 3 4386 | N8126H | 120178 | WEST COLUMBIA,SC | HILLER | FH1100 | NONE |
| 3 4387 | N5440Q | 112578 | REHOBETH, DE | CESSNA | 150 | NONE |
| 3 4388 | N444KM | 091778 | CHESWOLD, DE | BEECH | V35B | NONE |
| 3 4389 | N93677 | 071878 | MANAHAWKIN+NJ | ERCOUPE | 415 | MINOR |
| 3 4390 | N6065Z | 071178 | SKULVILLE,NJ | PIPER | PA-25 | NONE |
| 3 4391 | N19590 | 090278 | ROBINSVILLE.NJ | CESSNA | 150L | NONE |
| 3 4392 | N28426 | 053078 | CROSS KEYS, NJ | GRUM AMER | AA5 | MINOR |
| 3 4393 | N75040 | 061678 | BRISTOL, PA | PIPER | PA-28 | MINDR |
| 3 4394 | N49680 | 071278 | OXFORD, PA | STEARMAN | A75N1 | MINOR |
| 3 4395 | N1375D | 050278 | SOLDOTNA, AK | CESSNA | 1704 | NONE |
| | | | | | | |

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| FILE AIRCRAFT | | | | AIRCRAFT | | INJURY |
|---------------|---------|--------|--------------------|-----------|----------------|--------|
| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | ****** | | | | | |
| 3 4396 | N79035 | 121278 | LANSING,IL | CESSNA | 172 - K | MINOR |
| 3 4397 | N1918R | 102478 | FOX RIVER GRVE, IL | RAVEN | 560A | NONE |
| 3 4398 | N11VM | 121278 | NLAJUNTA, CO | AERO COMM | 680F | NONE |
| 3 4399 | N6169W | 111978 | NRATON, NM | PIPER | PA28 | NONE |
| 3 4400 | N8289P | 080778 | HOBBS,NM | PIPER | PA-28 | NONE |

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NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS

PRINTED IN STATE AND DATE ORDER

U. S. GENERAL AVIATION

ISSUE NO. 5

1978

| FILE | DATE | LOCATION | AIRCRAFT DATA | I | | RIES S M | | | PILOT DATA |
|--------|---|---|----------------------|------|----|------------------------|---|--|------------|
| 3-4359 | 5/26/78 N TIME - 182 | MOONEY M2OC N7813V DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | CERTIFICATE UNKNOWN, AG UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. | |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | | | | |
| | HOUSTON, | тх | TUSKEGEE, AL | | | | | | |
| | TYPE OF AC | CIDENT | | | | PHAS | ΕO | F OPERATION | |
| | ENGINE F | | | IN | FL | IGHT EMERGENCY DESCENT | | | |
| | COLLIDED | WITH TREES | | | | IN | FL | IGHT EMERGENCY DESCENT | |
| | PILOT IN MISCELLA MISCELLA FACTOR(S) PILOT IN | TED PERSON OPERATED AIR NAGEMENT OF FUEL ITIONS - INATTENTIVE TO ITIONS - FUEL EXHAUSTION PTED OPERATION BEYOND EX AE LOST/DISORTENTED | FUEL | SUPI | | ILI | TY LEVEL | | |

| FILE | | DCATION | AIRCRAFT DATA | INJ F | | | FLIGHT PURPOSE | | PILOT DATA | | | |
|-------|---|---|--|----------|---|------|--|--------|--|--|--|--|
| | 6/26/78 BIRMIN TIME - 2336 NAME OF AIRPORT - | IGHAM + AL | BEECH E18S N5644D DAMAGE-SUBSTANTIAL | PX- | | | COMMERCIAL COMMUTER AIR CARRI AIR TAXI-CARGO S-D | | COMMERCIAL, AGE 22, 1900 TOTAL HOURS, 96 IN TYPE, INSTRUMENT RATED. | | | |
| | DEPARTURE POINT MONTGOMERY,AL | | | | | | | | | | | |
| | TYPE OF ACCIDENT GROUND-WATER LO COLLIDED WITH | | BIRMINGHAM+AL | | т | ΔΧΙ | F OPERATION FROM LANDING FROM LANDING | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - EXCESSIVE-WEAR/PLAY MISCELLANEOUS ACTS, CONDITIONS - LEAK/LEAKAGE MISCELLANEOUS ACTS, CONDITIONS - FIRE IN BRAKES, WHEEL ASSEMBLY, WHEEL WELL PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES FIRE AFTER IMPACT REMARKS- TWR ADZD PLT OF FIRE, CONTD TAXIING ONTO UNLIT RAMP, L WHEEL RAN OFF TWY, HIT UNDERGND FUEL SYST MOX. | | | | | | | | | | | |
| | - / o o / - o | | | | | _ | | | | | | |
| -4061 | 7/20/78 TUSCAN TIME - 1345 NAME OF AIRPORT - | - TUSCALOOSA | | | | | NONCOMMERCIAL Pleasure/personal | TRANSP | PRIVATE, AGE 44, 185 Total Hours, 30 IN Type Not instrument rated. | | | |
| | DEPARTURE POINT TUSCALOOSA.AL TYPE OF ACCIDENT ENGINE FAILURE COLLIDED WITH | OR MALFUNCT | INTENDED DESTINATION DESTIN.FL ION | | Т | AKEO | F OPERATION FF INITIAL CLIMB FF INITIAL CLIMB | | | | | |
| | FACTOR(S) TERRAIN - HIGH PARTIAL POWER LOS | ISCELLANEOUS OBSTRUCTION SS - PARTIAL | 5 POWERPLANT FAILURE I 15 LOSS OF POWER - 1 EN4 DRCED LANDING OFF AIRPI | GINE | | | D REASONS | | | | | |
| | | | | | | | | | | | | |
| -3632 | 10/15/78 HUNTS TIME - 1613 | /ILLE+AL | CESSNA 170B N3101A DAMAGE-SUBSTANTIAL | PX- | | | NONCOMMERCIAL PLEASURE/PERSONAL | TRANSP | COMMERCIAL, FL.INSTR., AGE 48, 3510 TOTAL HOUR: 3000 IN TYPE, NOT INSTR MENT RATED. | | | |
| | NAME OF AIRPORT DEPARTURE POINT HUNTSVILLE,AL | | ITOWN INTENDED DESTINATION LOCAL | | | | | | | | | |
| | TYPE OF ACCIDENT COLLIDED WITH | TREES | · . | | | | F OPERATION NG FINAL APPROACH | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | | | | | | |

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BRIEFS OF ACCIDENTS

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| FILE | DATE L | OCATION | AIRCRAFT DATA | | F | S | S M/N | FLIGHT PURPOSE | | PILOT DATA |
|-------|--|---|--|------------|-----|------------------------------------|----------|---------------------------------------|------|--|
| -3836 | 10/15/78 BIRMI TIME - 2000 | NGHAM, AL | PIPER PA-38T N2414E DAMAGE-SUBSTANTIAL | CR- PX- | 0 | 0 | 2 | INSTRUCTIONAL DUAL | | COMMERCIAL, FL.INSTR., AGE 27, 649 TOTAL HOURS, 17 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT BIRMINGHAM.AL TYPE OF ACCIDENT | TYPE OF ACCIDENT COLLIDED WITH FENCE, FENCEPOSTS | | | | | | DF OPERATION DFF ABORTED | | |
| | PILOT IN COMMA FACTOR(S) | ND - INADEQU ND - MISJUDG | JATE PREFLIGHT PREPARA ED DISTANCE CONS - RAN OFF END OF F | | | 'OR | PLA | INN ING | | |
| -4168 | 10/21/78 ALABA TIME - 1905 | • | CESSNA 152 N67494 DAMAGE-DESTROYED | | | | | NONCOMMERCIAL Pleasure/personal tr | | PRIVATE, AGE 29, 48 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT DEPARTURE POINT ALABASTER,AL TYPE OF ACCIDENT STALL MUSH | | Ρ | | | IF OPERATION ING FINAL APPROACH | | | | |
| | PROBABLE CAUSE(S PILOT IN COMMA | | TO OBTAIN/MAINTAIN FLY | YING S | PEE | D | | | | |
| -4110 | 10/28/78 BESSE TIME - 1615 | MER+AL | AMATEUR MINI N152CM DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TR | ANSP | PRIVATE, AGE 56, 270 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT BESSEMER.AL TYPE OF ACCIDENT COLLIDED WITH | | Ρ | | | F OPERATION IGHT BUZZING | | KATED. | | |
| | FACTOR(S) | ND - FAILED | TO SEE AND AVOID OBJEC | | | S T | R UC 1 | TONS | | |

PILOT DATA FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PURPOSE F S M/N GREAT LAKES 2T-1A2 CR- 0 1 0 NONCOMMERCIAL 3-4316 10/29/78 GUNTERSVILLE, AL COMMERCIAL, FL.INSTR., TIME - 1439 N3809 PX- 1 0 0 PLEASURE/PERSONAL TRANSP AGE 27, 3129 TOTAL HOURS, DAMAGE-DESTROYED 35 IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - GUNTERSVILLE MUNI DEPARTURE POINT INTENDED DESTINATION GUNTERSVILLE, AL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIN TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER MISCELLANEOUS ACTS, CONDITIONS - INTERFERENCE WITH FLIGHT CONTROLS REMARKS- PASSENGER IN FRONT SEAT WAS STUDENT PILOT QUALIFIED. 3-4233 10/30/78 MADISON, AL BEECH 95 CR- 1 0 0 COMMERCIAL PRIVATE, AGE 31, UNK/NR TIME - 0841 N2753Y PX- 2 0 0 OTHER TOTAL HOURS, UNK/NR IN DAMAGE-DESTROYED TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - HUNTSVILLE DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP BIRMINGHAM, AL HUNTSVILLE, AL MONTGOMERY, AL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH COLLISION WITH GROUND/WATER UNCONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS CONDITIONS - MISCALCULATED FUEL CONSUMPTION MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION MISCELLANEOUS ACTS.CONDITIONS - IMPROPER EMERGENCY PROCEDURES PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE FIRE AFTER IMPACT REMARKS- FUEL SEL ON INBOARD TANKS.OUTBOARD TANKS BURNED, INBOARD TANKS FOUND INTACT.LOANED TO POLITICAL ORG

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| FILE | DATE | LOCATION | AIRCRAFT DATA | | S | M/I | N | PURPOSE | PILOT DATA | | | |
|--------|--|--------------------------------------|--|---------|---------|-----|-----------|--------------|---|--|--|--|
| 3-4261 | 11/12/78 TIME - 1645 | DECATUR,AL | CESSNA 172 N79894 DAMAGE-DESTROYED | CR- | 0 | 0 | 1 N | ONCOMMERCIAL | | | | |
| | NAME OF AIRPORT PROOF FIELD DEPARTURE POINT INTENDED DESTINATION DECATUR.AL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OF MALFUNCTION TAKEOFF INITIAL CLIMB NOSE OVER/DOWN LANDING LEVEL OFF/TOUCHDOWN | | | | | | | | | | | |
| | COMPLETE PO | T - MISCELLANEOU WER LOSS - COMPI | IS POWERPLANT FAILURE F LETE ENGINE FAILURE/FLAM ORCED LANDING ON AIRPOF | 1EOUT-1 | EN | GIN | E | | | | | |
| | | | • | | | | | | | | | |
| 3-4105 | 11/16/78 TIME - 1800 | | AERONCA 7AC N83644 DAMAGE-SUBSTANTIAL | | | | | | PRIVATE, AGE 27, UNK/NR P TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT | | | |
| 3-4105 | | | N83644 | | | | | | P TOTAL HOURS, UNK/NR IN | | | |
| 3-4105 | TIME - 1800 DEPARTURE P OPP+AL TYPE OF ACC | OINT | N83644 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | PX- | 0 РН | O (| 0 P 0F | | P TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT | | | |

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| FILE | | | AIRCRAFT DATA | | | PILOT DATA | | | | | | | |
|--------|---|--|--|------------------------------------|---|---|--|--|--|--|--|--|--|
| 3-3837 | 11/29/78 NF TIME - 1910 | +HANCEVILLE+AL | SIKORSKY S55B N8307 | CR- 1 0 0 PX- 0 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 30, 2175 TOTAL HOURS, 28 IN TYPE, INSTRUMENT RATED. | | | | | | | |
| | DEPARTURE P ORLANDO.F | - | DAMAGE-DESTROYED INTENDED DESTINATION HUNTSVILLE+AL | | | | | | | | | | |
| | COLLISION | IDENT 1 WITH GROUND/WATI | R UNCONTROLLED | | IF OPERATION .IGHT UNCONTROLLED DE | ESCENT | | | | | | | |
| | 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) PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT WEATHER - LOW CEILING WEATHER - RAIN | | | | | | | | | | | | |
| | WEATHER - WEATHER BRI WEATHER FOR | - FOG EFING - BRIEFED ECAST - WEATHER IRCUMSTANCES - PF | Y FLIGHT SERVICE PERSO SLIGHTLY WORSE THAN FO RECAUTIONARY LANDING OF VERSE/UNFAVORABLE WEA | RECAST F AIRPORT | IN | | | | | | | | |
| | SKY CONDITI | ON | · · | | G AT ACCIDENT SITE | | | | | | | | |
| | 2 MILES C | AT ACCIDENT SITF IR LESS IS TO VISION AT AU | CIDENT SITE | 200 PRECIPI DRIZZ TEMPERA | | ITE | | | | | | | |
| | FOG | ION-DEGREES | SCIDENT SITE | 50 | ELOCITY-KNOTS | | | | | | | | |
| | | THER CONDITIONS | | - | FLIGHT PLAN | | | | | | | | |
| | IFR REMARKS- WITNESSES RPTD OBSERVING BRIGHT LNDG LIGHT ON BFR ACCIDENT. | | | | | | | | | | | | |
| 2-4249 | 12/10/70 | MONTGOMERY, AL | DEECH 22 | CP- 0 0 3 | | COMMERCIAL, FL.INSTR., | | | | | | | |
| J-7270 | TIME - 1635 | | BEECH 23 N2219L DAMAGE-SUBSTANTIAL | PX- 0 0 0 | DUAL | AGE 26, 2285 TOTAL HOURS, 299 IN TYPE, INSTRUMENT RATED. | | | | | | | |
| | | RPORT - DANELLY DINT | INTENDED DESTINATION | | | | | | | | | | |
| | TYPE OF ACC HARD LAND GEAR COLL | IDENT | | LAND | DF OPERATION ING LEVEL OFF/TOUCHDO ING ROLL | DWN | | | | | | | |
| | PILOT IN | DENT - IMPROPER L | EVEL OFF NATE SUPERVISION OF FL: | Іднт | | | | | | | | | |
| | FACTOR(S) MISCELLAN | EOUS ACTS, CONDIT: | IONS - OVERLOAD FAILURE | | | | | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | IES S M | | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--|--|-----------------------|-----|------------|--------------|---|---|
| 3-4075 | TIME - 150 | RPORT - NORTH HUNT | CESSNA 172 N72150 DAMAGE-SUBSTANTIAL SVILLE INTENDED DESTINATION | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TR/ | PRIVATE, AGE 59, 163 ANSP TOTAL HOURS, 130 IN TYPE NOT INSTRUMENT RATED. |
| | HUNTSVIL TYPE OF ACC GROUND-W | LE,AL | LOCAL | F OPERATION FF RUN | | | | | |
| | FACTOR(S) | | COMPENSATION FOR WIN | ID CON | DIT | ION | s | | |
| | | ION AT ACCIDENT SITE R(UNLIMITED) | | | | UN | L IM IP I | AT ACCIDENT SITE ITED TATION AT ACCIDENT SI | те |
| | OBSTRUCTION NONE | NS TO VISION AT ACC | IDENT SITE | | | ELA | TI V F T | E BEARING OF WIND CROSS WIND 248-292 DEC LOCITY-KNOTS | GREES |
| | | ATHER CONDITIONS | | | Т | YPE | OF NE | FLIGHT PLAN | |
| 3-4108 | 12/29/78 TIME - 0200 | DECATUR,AL) | CESSNA 182 N1933X DAMAGE-MINOR | | 0 | 0 | 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRA | PRIVATE, AGE 33, 365 ANSP TOTAL HOURS, 65 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE DECATUR. TYPE OF ACC | L | INTENDED DESTINATION NEW ORLEANS,LA | | Ρ | | | F OPERATION | |
| | PROBABLE CA PERSONNEI | - MISCELLANEOUS- | PERSONNEL OTHER | | | | | C IDLING ENGINE(S) | |
| | REMARKS- PI | LOT'S EMPLOYEE WAU | KED INTO PROPELLER WH | IEN BR | ING | ING | ۸N | ARTICLE TO A PAX ON E | BOARD . |
| 3-3762 | 1/30/78 TIME - 0600 | SOLDOTNA,AK) | CESSNA 170B N8301A DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRA | NO CERTIFICATE, AGE 50, ANSP 71 TOTAL HOURS, 58 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE F SOLDOTNA TYPE OF ACC COLLIDED | , AK | NTENDED DESTINATION UNKNOWN/NOT REPORTED | | Ρ | | | F OPERATION FF INITIAL CLIMB | KA IEU. |
| | PILOT IN FACTOR(S) TERRAIN | COMMAND - INADEQUA COMMAND - SELECTED - HIGH OBSTRUCTION | TE PREFLIGHT PREPARAT) UNSUITABLE TERRAIN 5 TUDENT CERTIFICATE EX | | | OR | PLA | NNING | |

BRIEFS OF ACCIDENTS

LOCATION FILE DATE AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE -----____ 3-3864 3/1/78 LAKE LOUISE, AK CESSNA 150 CR- 0 0 1 NONCOMMERCIAL STUDENT, AGE 44, 67 TOTAL TIME - 1345 N6349S PX- 0 0 0 PLEASURE/PERSONAL TRANSP HOURS, ALL IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - LAKE LOUISE INTENDED DESTINATION DEPARTURE POINT TALKEETNA, AK GULKANA,AK TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT LOW ON FUEL 3-4361 3/10/78 ANCHORAGE,AK CR- 1 0 0 NONCOMMERCIAL BELLANCA 7GCBC AIRLINE TRANSPORT, AGE TIME - 0946 PX- 0 1 0 PLEASURE/PERSONAL TRANSP 31, 6800 TOTAL HOURS, N57452 DAMAGE-SUBSTANTIAL UNK/NR IN TYPE, INSTRU-MENT RATED. NAME OF AIRPORT - ANCHORAGE INTL DEPARTURE POINT INTENDED DESTINATION CAMPBELL LAKE, AK TALKEETNA,AK PHASE OF OPERATION TYPE OF ACCIDENT TURBULENCE IN FLIGHT NORMAL CRUISE COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS - VORTEX TURBULENCE FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. WEATHER - LOW CEILING WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 800 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 34 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS WARDE . 20 30 4 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- PILOT FAILED TO MAKE RADIO CONTACT IN CONTROL ZONE. ENCOUNTERED TURB 1 1/2MILES SW RWY 6R.

BRIEFS OF ACCIDENTS

| FILE | | LOCATION | AIRCRAFT DATA | | F | SM | /N | | PILOT DATA |
|--------|---|---|--|------------|--------------|-------------------------------|---|---|---|
| | 3/11/78 NR.COR | DOVA,AK | | CR- PX- | 0 0 | 0 0 9 HA S | 1 1 E 0. | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP + OPERATION NG FINAL APPROACH | PRIVATE, AGE 24, 126 TOTAL HOURS, 86 IN TYPE, NOT INSTRUMENT RATED. |
| | PROBABLE CAUSE(PILOT IN COMM | | TO OBTAIN/MAINTAIN FLY | 'ING S | PEE | D | | | |
| 3-3953 | 3/23/78 NR.GUL TIME - 1430 DEPARTURE POINT TALKEFTNA.AK | | N19365 DAMAGE-SUBSTANTIAL INTENDED DESTINATION | | | | | I NS TRUCTIONAL SOLO | STUDENT, AGE 37, 52 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF ACCIDEN ENGINE FAILUR COLLIDED WITH | GULKANA,AK TION | | f | IN | FL | F OPERATION IGHT NORMAL CRUISE NG LEVEL OFF/TOUCHDOWN | | |
| | PILOT IN COMM PILOT IN COMM MISCELLANEOUS COMPLETE POWER | AND - INADEO AND - IMPROP AND - MISMAN ACTS,CONDIT LOSS - COMPL | UATE PREFLIGHT PREPARAT ER IN-FLIGHT DECISIONS AGEMENT OF FUEL IONS - FUEL EXHAUSTION ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPO | OR PL | .ANN •1 E | NING | | NNING | |
| 3-3759 | 3/24/78 NR.SPA TIME - 1430 DEPARTURE POINT SPARREVOHN.AK TYPE OF ACCIDEN GROUND-WATER COLLIDED WITH | T LOOP-SWERVF | CESSNA 170A N1793D DAMAGE-SUBSTANTIAL INTENDED DESTINATION UNKNOWN/NOT REPORTED | PX- | 0 L | 0 AST SPA PHAS TA | 1 RRE E D KED | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP ROUTE STOP VOHN,AK = OPERATION FF RUN =F RUN | COMMERCIAL, AGE 35, 964 TOTAL HOURS, 143 IN TYPE, INSTRUMENT RATED. |
| | FACTOR(S) PILOT IN COMM PILOT IN COMM TERRAIN - SNO | AND - FAILED AND - LACK O AND - SELECTI W-COVERED | TO ABORT TAKEOFF F FAMILIARITY WITH AIRC ED UNSUITABLE TERRAIN I EQUIPPED ACFT. | RAFT | | | | | |

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| FILE | DATE | | AIRCRAFT DATA | | F | S M, | 'N | PURPOSE | PILOT DATA |
|--------|--|---|---|--------|--------|---------------|------|---|---|
| | 3/30/78 NR. TIME - 1445 DEPARTURE PL TWO RIVERS TYPE OF ACC OVERSHOOT COLLIDED D | •FAIRBANKS•AK DINT S SCHOOL•AK IDENT WITH TREES WSE(S) | BALLOON WKS FF-8 N2088F DAMAGF-SUBSTANTIAL INTENDED DESTINATION NORTH POLE+AK | CR- | 0 0 | 0 0 HAS | | NONCOMMERCIAL | COMMERCIAL, AGE 23, 75 P TOTAL HOURS, ALL IN TYPE NOT INSTRUMENT RATED. |
| | TERRAIN - | COMMAND - IMPRO HIGH OBSTRUCTI UTH OF BALLOON I | | CONTR | OLS | | | | |
| 3-4367 | TIME - 1626 NAME OF AIR | BETHEL,AK PORT - ICE RWY- DINT | | | | | | MISCELLANEOUS FERRY | COMMERCIAL, AGE 24. 1157 TOTAL HOURS, 175 IN TYPE INSTRUMENT RATED. |
| | BETHEL.AK TYPE OF ACC COLLISION | IDENT | KUSKOKWIM RIVER,AK | | Ρ | | | OPERATION IG FINAL APPROACH | |
| | PROBABLE CA PERSONNEL | | ESIGN-PERSONNEL POOR/IN | NADEQU | A TE | DE | 51G1 | I | |
| 3-3696 | TIME - 1645 | PORT - BRADLEY | PRATT READ PR-G1 N60353 DAMAGE-SUBSTANTIAL SKY RANCH INTENDED DESTINATION | | | | | | PRIVATE, AGE 37, 248 SP TOTAL HOURS, 19 IN TYPE, NOT INSTRUMENT RATED. |
| | NORTH POL TYPE OF ACC UNDERSHOO COLLIDED | IDENT | NORTH POLE,AK | | Ρ | LA | NDI | OPERATION IG FINAL APPROACH IG ROLL | |
| | - | | DGED DISTANCE AND ALTIT | JDE | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | S M | | FLIGHT PURPOSE | | PILOT DATA | |
|----------|---|---|---|-----|-----------|-----|--------------------|---------------------------|--------|--|--|
| 3-4395 | 5/2/78 TIME - 155 | | CESSNA 170A N1375D DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL | | CERTIFICATE UNKNOWN, AGE 33, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED. | |
| | NAME OF AI DEPARTURE UNKNOWN/N TYPE OF AC HARD LAN | HDOWN | | | | | | | | | |
| | FACTOR(S) | I COMMAND - IMPROP | PER LEVEL OFF. TONS - OVERLOAD FAILURE | ÷ | | | | | | | |
| 3-3964 - | 5/7/78 N | IR.POINT LAY.AK | CESSNA 305 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | | PRIVATE, AGE 25, 170 | |
| | TIME - 100 | 00 | N5226G DAMAGE-SUBSTANTIAL | PX- | 0 | 0 | 0 | PLEASURE/PERSONAL | TRANSP | TOTAL HOURS, ALL IN TYPE NOT INSTRUMENT RATED. | |
| | DEPARTURE POINT LAY | POINT (•AK | INTENDED DESTINATION BARROW,AK | | | | | | | | |
| | TYPE OF AC NOSE OVE | | | | Ρ | - | | F OPERATION TO TAKEOFF | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - TAXIED/PARKED WITHOUT PROPER ASSISTANCE FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | | | |
| | SKY CONDIT CLEAR | ION | | | С | | | AT ACCIDENT SITE | | | |
| | VISIBILITY | AT ACCIDENT SITE | | | Ρ | | ΙΡΙ | TATION AT ACCIDENT | S I TE | | |
| | | 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | IND | | RECTION-DEGREES | | | |
| | WIND VELOC | | | T | YPE VF | | WEATHER CONDITIONS | 5 | | | |
| | TYPE OF FL NONE | IGHT PLAN AILWIND GUSTING T | | | | | | | | | |

BRIEFS OF ACCIDENTS

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| | | BRIEF | S DF ACCIDENTS | | | | | | | |
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| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/M | FLIGHT I PURPOSE | PILOT DATA | | | | | |
| 3-3698 | 5/8/78 ICY BAY,AK TIME - 1000 | CESSNA 206 N72018 DAMAGE-SUBSTANTIAL | | MISCELLANEOUS) UNKNOWN/NOT REPORTED | ATP,FLIGHT INSTR., AGE 39, 3166 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED. | | | | | |
| | NAME OF AIRPORT - ICY BAY DEPARTURE POINT YAKATACA,AK TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | ENROUTE STOP BAY,AK OF OPERATION DING LEVEL OFF/TOUCHDOWN DING LEVEL OFF/TOUCHDOWN | | | | | | | | |
| | PROBABLE CAUSF(S) PILOT IN COMMAND - IMPP FACTOR(S) MISCELLANEOUS ACTS,CONU | ROPER LEVEL OFF DITIONS - OVFRLOAD FAILURI | E | | | | | | | |
| 3-3954 | 5/11/78 ANCHORAGE,AK TIME - 1445 | CESSNA 180 N2162Z DAMAGE-SUBSTANTIAL | | . NONCOMMERCIAL L PLEASURE/PERSONAL TRANSF | PRIVATE, AGE 42, 1300 P TOTAL HOURS, ALL IN TYPE NOT INSTRUMENT RATED. | | | | | |
| | NAME OF AIRPORT - ANCHOR DEPARTURE POINT ANCHORAGE,AK TYPE OF ACCIDENT GROUND-WATER LOOP-SWER NOSE OVER/DOWN | AGE INTL INTENDED DESTINATION LOCAL PHASE OF OPERATION | | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAI | LED TO MAINTAIN DIRECTION | AL CONTROL | | | | | | | |
| 3-4382 | 5/21/78 ROCKY COVE,AK TIME - 1030 | PIPER PA-18 N5882D DAMAGE-DESTROYED | |) NONCOMMERCIAL AERIAL SURVEY | ATP,FLIGHT INSTR., AGE 33, 4478 TOTAL HOURS, 32 IN TYPE, INSTRUMENT | | | | | |
| | DEPARTURE POINT INSKIN BAY.AK TYPE OF ACCIDENT COLLISION WITH AIRCRAF | INTENDED DESTINATION ROCKY COVE+AK I BOTH IN FLIGHT | | OF OPERATION LIGHT OTHER | RATED. | | | | | |
| | PILOT IN COMMAND - FAIL PERSONNEL - MISCELLANE FACTOR(S) | ERTED ATTENTION FROM OPER LED TO SEE AND AVOID OTHE DUS-PERSONNEL PILOT OF O DITIONS - AIRCRAFT CAME T | R AIRCRAFT THER AIRCRAFT | | | | | | | |
| | | | RAD | N.AV. AR CTL/SURVEILLANCE - NOT U ROL ZONE/AREA - NO I-COLLISION LIGHTS - INSTAU | | | | | | |

| | | | BRIEF | S UF AC | | | 15 | | | | | |
|--------|---|-----------------------------|---|------------|------------|------------|--|--------------------------------|--|--|--|--|
| FILE | DATE | LOCATION | CAIRCRAFT DATA | | | S M | / N | PURPOSE | PILOT DATA | | | |
| -4382 | 5/21/78 TIME - 103 | ROCKY COVE.AK 30 | PIPER PA-18 N1158A DAMAGE-DESTROYED | CR- PX- | 1 0 | 0 0 | 0 | NONCOMMERCIAL AERIAL SURVEY | COMMERCIAL, AGE 52, 2713 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. | | | |
| | DEPARTURE POINT INTENDED DESTINATION UNKNOWN/NOT REPORTED ROCKY COVE,AK TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT OTHER | | | | | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | | | | | | |
| · · | SPECIAL D SEGMENT CONTROLI TRAFFIC EVASIVE REMARKS- | - NONE | -SMALL | . U: | R A C O | DAR NTR | AV. CTL/SURVEILLANCE - NOT OL ZONE/AREA - NO COLLISION LIGHTS - INSTA | | | | | |
| -3965 | TIME - 14 NAME OF A DEPARTURE | IRPORT - METRO FIE POINT | INTENDED DESTINATION | | | | | | PRIVATE, AGE 25, 116 P TOTAL HOURS, 64 IN TYPE, NOT INSTRUMENT RATED. | | | |
| | FAIRBANKS,AK LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL GEAR COLLAPSED LANDING ROLL | | | | | | | | | | | |
| | GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND FACTOR(S) MISCELLANEOUS ACTS.CONDITIONS - DOWNWIND MISCELLANEOUS ACTS.CONDITIONS - OVERLOAD FAILURE | | | | | | | | | | | |

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_____ _____ ETLE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT ΡΙΙΩΤ ΠΑΤΑ PURPOSE E S M/N 3-4364 5/30/78 NR.DILLINGHAM.AK PIPER PA-18 CR- 1 0 0 COMMERCIAL COMMERCIAL . AGE 46. 6165 TIME - 1215 N82991 PX- 0 0 0 FISH SPOTTING TOTAL HOURS, 2020 IN DAMAGE-DESTROYED OT- 2 0 0 TYPE. INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION UNKNOWN/NOT REPORTED INCAL PHASE OF OPERATION TYPE DE ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT EACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROL ZONE/AREA - NO TRAFFIC ADVISORY ISSUED - NONE EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED 3-4364 5/30/78 NR.DILLINGHAM.AK CESSNA 180 CR- 1 0 0 COMMERCIAL COMMERCIAL. FL.INSTR .. TIME - 1215 N390F PX- 1 0 0 FISH SPOTTING AGE 27. 2500 TOTAL HOURS. OT-100 DAMAGE-DESTROYED UNK/NR IN TYPE. INSTRU-MENT RATED. DEPARTURE POINT INTENDED DESTINATION BRISTOL BAY, AK LOCAL TYPE OF ACCIDENT PHASE DE OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - NO EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED FIRE AFTER IMPACT 5 REMARKS- FLOAT EQUIPPED.

| | | | BRIEF | S OF A | CCI | IDEM | ITS | | |
|--------|---|---|---|------------------|------|-------------|--|---|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | | RIES S M | | FLIGHT PURPOSE | PILOT DATA |
| 3-3951 | 6/1/78 TIME - 11 | SOLDOTNA,AK .00 | CESSNA 140 140 N89924 DAMAGE-SUBSTANTIAL | | | | | I NS TRUC TI ONAL TRAINING | STUDENT, AGE 38, 60 TOTAL HOURS, 29 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE SOLDOTM TYPE OF A | IA + AK | P NTENDED DESTINATION LOCAL | | P | | | F OPERATION NG ROLL | |
| | PILOT I PILOT I FACTOR(S) | N COMMAND - IMPROPER N COMMAND - IMPROPER N COMMAND - FAILED T | | | | | | | |
| 3-3952 | 6/6/78 TIME - 18 | NR.EUREKA LODGE.AK 330 | PIPER PA-18A N8562D | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSF | COMMERCIAL, AGE 32, 1200 TOTAL HOURS, 40 IN TYPE, |
| | DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION EUREKA LODGE.AK TAHNETA PASS.AK TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | | | | | | F OPERATION FF RUN | INSTRUMENT RATED. |
| | FACTOR(S) TERRAIN | IN COMMAND - SELECTED | UNSUITABLE TERRAIN | IND. | | | | | |
| 3-4372 | 6/20/78 TIME - 17 | | CESSNA 185 N70286 DAMAGE-SUBSTANTIAL | | | | | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 60, 13260 TOTAL HOURS, 10065 IN TYPE, NOT INSTRUMENT |
| | DEPARTURE TAZLINA TYPE OF A ENGINE COLLIDE | NTENDED DESTINATION WHITE RVR↓AK ON | | Ρ | - TA | KEO | F OPERATION IFF INITIAL CLIMB NG LEVEL OFF/TOUCHDOWN | RATED. | |
| | FACTOR(S) TERRAIN COMPLETE EMERGENCY | ANT - MISCELLANEOUS I - HIGH OBSTRUCTIONS POWER LOSS - COMPLET CIRCUMSTANCES - FOR | POWERPLANT FAILURE I E ENGINE FAILURE/FLAM CED LANDING OFF AIRPO T FAILED AT UNDET TIM | 1EOUT- JRT ON | 16 | NGI | | D REASONS | |

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| | | | BRIEF: | | | | | | | |
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| FILE | DATE LOCAT | IION | AIRCRAFT DATA | 1 | NJUF F | | | FLIGHT PURPOSE | | PILOT DATA |
| 3966 | 6/21/78 GALENA,AK TIME - 2350 | < | CESSNA 320F N35117 DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL PLEASURE/PERSONAL | TRANSP | PRIVATE, AGE 54, 8000 TOTAL HOURS, 500 IN TYPE NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - GA DEPARTURE POINT FAIRBANKS,AK TYPE OF ACCIDENT ENGINE FAILURE OR COLLIDED WITH DIT | IN | TENDED DESTINATION RUBY,AK. N | | F | I | N FL | F OPERATION IGHT DESCENDING NG ROLL | | • |
| | PILOT IN COMMAND - MISCELLANEOUS ACTS FACTOR(S) | - MISMANAGE S,CONDITION S,CONDITION - COMPLETE NCES - PREC | S - FUEL STARVATION S - FAILURE OF TWO (ENGINE FAILURE/FLAM AUTIONARY LANDING OF | DR MC 1EOUT N AIR | IRE E -2 E | NG NG | INES (NES | | WITH LC | W FUEL IN MAINS. |
| -3968 | 6/26/78 NR.NAKNEK. TIME - 1530 | ΔK | CESSNA 185 N70018 Damage-substantial | | | | | NONCOMMERCIAL PLEASURE/PERSONAL | . TRANSP | COMMERCIAL, AGE UNK/NR, 9700 TOTAL HOURS, 1100 II TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT NONDALTON,AK TYPE OF ACCIDENT ENGINE FAILURE OR NOSE OVER/DOWN | | TENDED DESTINATION NAKNEK,AK N | | F | I | N FL | F OPERATION IGHT NORMAL CRUIS NG ROLL | E | |
| | | S,CONDITION S,CONDITION - COMPLETE NCES - FORC | S - INATTENTIVE TO F IS - FUEL STARVATION ENGINE FAILURE/FLAM ED LANDING OFF AIRPO | MENUT DRT C | -1 E)N L/ | NG | | ID NOT HAVE TIME T | O RESTAR | T ENG. |
| 3967 | 7/2/78 ANCHORAGE TIME - 1345 | E•AK | PIPER PA-18 N4126E DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL PLEASURE/PERSONAL | . TRANSP | PRIVATE, AGE 37, 136 Total Hours, 6 in type, Not instrument rated. |
| | NAME OF AIRPORT - ME DEPARTURE POINT ANCHORAGE,AK TYPE OF ACCIDENT GROUND-WATER LOOP- | IN | | | F | | | F OPERATION NG ROLL | | |
| | FACTOR(S) | | OPERATION OF BRAKES AMILIARITY WITH AIR(| | | LI | ЭНТ | CONTROLS | | |

| FILE | DATE LOCATION | | | S | M/ | Ν | FLIGHT PURPOSE | PILOT DATA |
|-------|---|---|-------|---|----|---|---|---|
| | 7/3/78 NR.JUNEAU,AK TIME - 0820 | CESSNA 180 N3423Y DAMAGE-SUBSTANTIAL | CR- C |) | 0 | 1 | L NONCOMMERCIAL | COMMERCIAL, AGE 28, 1975 TOTAL HOURS, 175 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT JUNEAU,AK | INTENDED DESTINATION WRANGELL+AK | | | | | | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND | WATER CONTROLLED | | | | | F OPERATION IGHT NORMAL CRUISE | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MI FACTOR(S) | SJUDGED ALTITUDE | | | | | | |
| | PILOT IN COMMAND - DI TERRAIN - GLASSY WATE | VERTED ATTENTION FROM OPER. R TRACTED PLT WHEN REACHING | | | | | FT | |
| | · · | | | | | | | |
| | 7/3/78 NR.SKWENTNA.AK TIME - 0900 | PIPER PA-18 N3876Z DAMAGE-SUBSTANTIAL | PX- C | | | | | PRIVATE, AGE 27, 109 TOTAL HOURS, 32 IN TYPE, NOT INSTRUMENT RATED. |
| | SKWENTNA,AK TYPE OF ACCIDENT | INTENDED DESTINATION LAKE CREEK+AK | | | | | | |
| | GROUND-WATER LOOP-SWE COLLIDED WITH TREES | RVE | | | | | FF RUN FF RUN | |
| | | | | | | | | |
| | | | | | | | | |
| -4366 | 7/4/78 CORONATION I TIME - UNK/NR | S∢AK CESSNA A185F N774SB DAMAGE−DESTROYED | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 33, 4275 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT KETHICAN,AK | | | | | | | |
| | TYPE OF ACCIDENT NOSE OVER/DOWN | | | | - | - | F OPERATION OTHER | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - EX FACTOR(S) | ERCISED POOR JUDGMENT | | | | | | |
| | PILOT IN COMMAND - BE | NTINUED VFR FLIGHT INTO AD CAME LOST/DISORIENTED NDITIONS - DISREGARD OF GO | | | | | | |

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AIRCRAFT DATA FILE DATE LOCATION INJURIES FLIGHT PILOT DATA F S M/N PURPOSE CR- 1 0 0 NONCOMMERCIAL COMMERCIAL, AGE 44, 494 3-4336 7/8/78 NR.ILIAMNA.AK CESSNA 180 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 137 IN TYPE, TIME - 1345 N9427C INSTRUMENT RATED. DAMAGE-DESTROYED DEPARTURE POINT INTENDED DESTINATION ΚΑΚΗΟΝΑΚ ΒΑΥ,ΑΚ ANCHORAGE, AK PHASE OF OPERATION TYPE OF ACCIDENT LANDING GO-AROUND STALL SPIN PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED FLIGHT INTO KNOWN AREAS OF SEVERE TURBULENCE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - CARBON MONOXIDE POISONING WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNL IMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE WIND DIRECTION-DEGREES OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE 135 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 25 VFR TYPE OF FLIGHT PLAN VFR REMARKS- FLOAT EQUIPPED, SWAMPY, GUSTS TO 42 KNOTS. CARBON MONOXIDE LEVEL 19.1 PERCENT. CESSNA U206 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 55, 1500 3-4218 7/10/78 ANCHORAGE,AK TIME - 1045 N756MD PX- 0 0 3 AIR TAXI-PASSG TOTAL HOURS, 800 IN TYPE, DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - LAKE HOOD DEPARTURE POINT INTENDED DESTINATION ANCHORAGE , AK KODI AK + AK TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN NOSE OVER/DOWN TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED SPEED AND CLEARANCE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE REMARKS- FLOAT PLANE OPERATION AREA.WITNESS STATED ACFT ATTEMPTING TKOF AHEAD OF ANOTHER CO ACFT.

| FILE | DATE | | AIRCRAFT DATA | F | 5 | S M/ | N | PURPOSE | PILOT DATA |
|--------|---|--|--|------------|-----|--------------------|--|---|--|
| | 7/11/78 TIME - 223 DEPARTURE AHKIOK+A | KODIAK IS,AK 30 PDINT | CESSNA 180 | CR- PX- | 0 | 0 | 1 NONCOMMERCIAL O PLEASURE/PERSONAL TRANS | COMMERCIAL, AGE 55, 800 TOTAL HOURS, 124 IN TYPE, NOT INSTRUMENT RATED. | |
| | TYPE OF AC | CIDENT ATER LOOP-SWERVE | | | | LAN | DIN | GPERATION G LEVEL OFF/TOUCHDDWN G LEVEL OFF/TOUCHDDWN | |
| | FACTOR(S) TERRAIN | | ER COMPENSATION FOR WIN | ND COND | ITI | I ON S | | | |
| | VISIBILITY | NOT REPORTED | | | | 600 REC I | P I 1 | AT ACCIDENT SITE | |
| | OBSTRUCTIC | ER(UNLIMITED) DNS TO VISION AT A YNOT REPORTED CITY-KNOTS | CCIDENT SITE | | | IND 260 | DIR | N/NOT REPORTED ECTION-DEGREES WEATHER CONDITIONS | |
| | 7 TYPE OF FL NONE REMARKS- F | | ND CAUSED DRIFT INTO S | AND. | | VFR | | | |
| 3-3862 | 7/11/78 N TIME - 160 | NR•KOTZEBUE•AK DO | CESSNA 185 N5885T DAMAGE-SUBSTANTIAL | PX- | | | | | ATP,FLIGHT INSTR., AGE 56, 14332 TOTAL HOURS, 92 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AI Departure Kotzebue | | | | | OUTE STOP IE₊AK | | | |
| | TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN TAKEOFF RUN | | | | | | | | |
| | | | IONS - FAILED TO USE AU TO ABORT TAKEOFF | L AVAI | LAE | BLE | RUN | WAY | |
| | MISCELLA | | IONS - DISREGARD OF GOO IONS - AIRCRAFT CAME TO | | | | | CTICE | |
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| | DATE LOCATIO | | · · · · • | JURIES = SM | 1/N | | PILOT DATA | | | | | | |
|--------|---|--|------------|--------------------------|-----------------------------|--|--|--|--|--|--|--|--|
| | 7/18/78 NR.WISEMAN,AK TIME - 1130 | | CR PX | 0 0 | 1 | MISCELLANEOUS | AIRLINE TRANSPORT, AGE 32, 3370 TOTAL HOURS, 1200 IN TYPE, NOT INSTRU MENT RATED. | | | | | | |
| | SURVEY CAMP | INTENDED DESTINATION WISEMAN.AK | | | | | | | | | | | |
| | | F ACCIDENT PHASE OF OPERATION ELLER/ROTOR FAILURE TAIL ROTOR IN FLIGHT NORMAL CRUISE OVER LANDING POWER-OFF AUTOROTATIVE | | | | | | | | | | | |
| | PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) | | | | | | | | | | | | |
| | MISCELLANEOUS ACTS,CO EMERGENCY CIRCUMSTANCES | DNDITIONS - SEPARATION IN F S - FORCED LANDING OFF AIRP TH HOOK AT FREE END ATTACHE | ORT ON | | OF | FUSELAGE-COULD REACH T/I | R.T/R NOT RECOVERED. | | | | | | |
| | | | • • | | | | | | | | | | |
| 3-4327 | 7/19/78 NR.KENAI.AK TIME - 0345 | BEE 1 C24R N2230L DAMAGE-DESTROYED | CR- PX- | 1 0 3 0 | 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRAN | COMMERCIAL, AGE 38, 511 SP TOTAL HOURS, 23 IN TYPE, NOT INSTRUMENT RATED. | | | | | | |
| | DEPARTURE POINT ANCHORAGE,AK | INTENDED DESTINATION ILIAMNA,AK | | | | | | | | | | | |
| | | E OF ACCIDENT PHASE OF OPERATION OULISION WITH GROUND/WATER CONTROLLED IN FLIGHT NORMAL CRUISE | | | | | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | | | | | |
| | FACTOR(S) WEATHER - RAIN WEATHER - FOG | | | | | | | | | | | | |
| | WEATHER BRIEFING - PARTIAL BRIEFING BY FLIGHT SERVICE PERSONNEL, IN PERSON, LIMITED BY PILOT ACTION WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | | | | | | |
| | | ECAST SUBSTANTIALLY CORRECT | | | | | | | | | | | |
| | | | | U | 1KN(| AT ACCIDENT SITE | | | | | | | |
| | WEATHER FORECAST - FORM SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT UNKNOWN/NOT REPORTED | SITE | | UN PREC R/ | NKNO IPI AIN | WN/NOT REPORTED TATION AT ACCIDENT SITE | | | | | | | |
| | WEATHER FORECAST - FORM SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT | SITE | | UN PREC RA TYPE | NKNO CIPI AIN E OF | WN/NOT REPORTED | | | | | | | |

| FILE | DATE LOCATIO | | | RIES SM/N | FLIGHT PURPOSE | PILOT DATA |
|---------------|--|---|--------------------|------------------------------|--|---|
| | 7/19/78 NR.BIG DELTA. TIME - 2115 NAME OF AIRPORT - BUSH DEPARTURE POINT BIG DELTA.AK TYPE OF ACCIDENT COLLIDED WITH OBJEC GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - F. FACTOR(S) MISCELLANEOUS ACTS.CO | AK CESSNA 185 N22131 DAMAGE-SUBSTANTIAL STRIP INTENDED DESTINATION BIG DELTA.AK | PX- 0 CTS OR DI | 0 1 PHASE LAND LAND | COMMERCIAL AIR TAXI-PASSG OF OPERATION ING LEVEL OFF/TOUCHDOWN ING ROLL TIONS | COMMERCIAL, AGE 35, 2537 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| !−3948 | 7/20/78 DRY BAY+AK TIME - 1030 DEPARTURE POINT YAKUTAT+AK TYPE OF ACCIDENT ENGINE FAILURE OR MAI COLLISION WITH GROUN | | PX- 0 | 0 1 PHASE IN F | NONCOMMERCIAL PLEASURE/PERSONAL TRANS OF OPERATION LIGHT NORMAL CRUISE ING LEVEL OFF/TOUCHDOWN | COMMERCIAL, AGE 48, 16054 P TOTAL HOURS, 1054 IN TYPE, NOT INSTRUMENT RATED. |
| | POWERPLANT - ENGINE MISCELLANEOUS ACTS.CI FACTOR(S) MISCELLANEOUS ACTS.CI PARTIAL POWER LOSS - P | ACE,SERVICING,INSPECTION I CONTROLS THROTTLE-POWER LE INDITIONS - FRAYED INDITIONS - AIRCRAFT CAME T ARTIAL LOSS OF POWER - 1 EN S - PRECAUTIONARY LANDING O | VER ASSE | MBLIËS N WATE | | |
| 3-3961 | 7/20/78 NR.BETTLES.AK TIME - 1630 DEPARTURE POINT BETTLES.AK TYPE OF ACCIDENT COLLIDED WITH DIRT S | DEHAVILLAND DHC-2 N513F DAMAGE-SUBSTANTIAL INTENDED DESTINATION UNKNOWN/NOT REPORTED | PX- 0 | 0 3 PHASE | NONCOMMERCIAL BUSINESS OF OPERATION DFF INITIAL CLIMB | COMMERCIAL, AGE 42, 12255 TOTAL HOURS, 2500 IN Type, Instrument Rated. |
| | FACTOR(S) | LECTED UNSUITABLE TERRAIN AILED TO ABORT TAKEOFF OUND | | • • • | | |

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FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-3941 7/22/78 NR.ANAKTUVUK PASS.AK DEHAVILLAND DHC-2 CR- 0 0 1 COMMERCIAL ATP, FLIGHT INSTR., AGE TIME - 1900 N9971Z PX- 0 1 5 AIR TAXI-PASSG 40, 20000 TOTAL HOURS, 44 DAMAGE-SUBSTANTIAL IN TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION ANAKTUVUK PASS,AK OOLAH LAKE,AK TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED REMARKS- FLOAT EQUIPPED 3-4015 7/22/78 NR.KOTZEBUE.AK DEHAVILLAND DHC-3 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 47, 2641 TIME - 0800 PX- 0 0 0 AIR TAXI-CARGO N26641 TOTAL HOURS, 510 IN TYPE. DAMAGE-DESTROYED INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION KOTZEBUE,AK RED DOG CAMP, AK TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR FACTOR(S) WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 1000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FOG VFR TYPE OF FLIGHT PLAN VFR FIRE AFTER IMPACT

| | | | BRIEFS | 5 OF AC | | DEN. | ſS | | • | |
|---------|---|---|--|---|-----------------------------------|------------------|-----------------------|--|---|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN. F | | IES 5 M/ | | FLIGHT PURPOSE | PILOT DATA | |
| 3-4236 | 7/23/78 NR.LI TIME - 1430 DEPARTURE POIM LIVENGODD.AK TYPE OF ACCIDE MISCELLANEOL COLLIDED WIT | IT NT IS | HILLER UH12E3 N9762C DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | | 0 | O HASE TAR | 2 E OF E OF | COMMERCIAL AIR TAXI-PASSG OPERATION F VERTICAL F OTHER | COMMERCIAL, AGE 29, 2437 TOTAL HOURS, 36 IN TYPE, INSTRUMENT RATED. | |
| | EMERGENCY CIRC | UMSTANCES - F | ORCED LANDING OFF AIRPO | | | | DED | WITH TREES DURING UNCONT | ROLLED R/H TURNS. | |
| 3-3969 | 7/26/78 NR•IL TIME - 1800 | IAMNA+AK | HELIO ACFT 391B N6023 DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL Corp/exec | COMMERCIAL, AGE 58, 10000 TOTAL HOURS, 1000 IN TYPE, NOT INSTRUMENT RATED. | |
| | DEPARTURE POINT INTENDED DESTINATION ILIAMNA,AK UNKNOWN/NOT REPORTED TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE | | | | PHASE OF OPERATION Takeoff Run | | | | | |
| | PROBABLE CAUSE PILOT IN COM FACTOR(S) TERRAIN - RC | MAND - SELECT | ED UNSUITABLE TERRAIN | | | | | | | |
| 3-39.43 | TIME - 2045 | RICHARDSON, AK | N733PU DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 27, 103 TUTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED. | |
| | NAME OF AIRPOR DEPARTURE POIN FT RICHARDSC TYPE OF ACCIDE OVERSHOOT COLLIDED WIT | INTENDED DESTINATION LOCAL | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOW TAKEOFF ABORTED | | | G LEVEL OFF/TOUCHDOWN | | | |
| | PILOT IN COM FACTOR(S) PILOT IN COM | MAND - MISJUG MAND - DELAYE MAND - LACK C | DGED DISTANCE AND SPEED D ACTION IN ABORTING TA DF FAMILIARITY WITH AIRC FIONS - TOUCH AND GO LAN | RAFT | | | | | | |
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FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE -----____ EVANGEL 4500 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 38, 1219 3-4345 7/29/78 TOGIAK,AK TIME - 1645 N4501L PX- 0 0 3 AIR TAXI-PASSG TOTAL HOURS, UNK/NR IN DAMAGE-SUBSTANTIAL TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - TOGIAK CANNERY INTENDED DESTINATION DEPARTURE POINT DILLINGHAM • AK TOGIAK, AK TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR CESSNA 150L 3-3947 7/30/78 WASILLA,AK CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 21, 103 TIME - 1530 N11764 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 98 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - WASILLA DEPARTURE POINT INTENDED DESTINATION FT.RICHARDSON,AK WASILLA, AK TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES TAKEOFF INITIAL CLIMB HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS FACTOR(S) TERRAIN - LOOSE GRAVEL EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT SUSPECTED OR KNOWN AIRCRAFT DAMAGE

BRIEFS OF ACCIDENTS

| | DATE | LOCATION | AIRCRAFT DATA | | | | | PILOT DATA |
|-------|--|--|---|-------------------------------|-----------------------------|------------|-------|---|
| -3706 | 7/30/78 NR.B TIME - 1100 | NT K | CESSNA U206F N1041V DAMAGE-DESTROYED INTENDED DESTINATION KOTZEBUE,AK | CR- 1 PX- 0 | 0 0 0 0 | | ARGO | COMMERCIAL, AGE 31, 267 TOTAL HOURS, 80 IN TYPE INSTRUMENT RATED. |
| | COLLISION W | ITH GROUND/WAT | ER CONTROLLED | IN FLIGHT NORMAL CRUISE | | | | |
| · | PILOT IN CC MISCELLANEC FACTOR(S) PILOT IN CC POWERPLANT MISCELLANEC WEATHER BRIEF | DMMAND - CONTIN DMMAND - IMPROPE DUS ACTS,CONDIT DMMAND - ATTEMP - ENGINE ACCES: DUS ACTS,CONDIT ING - NO RECORD | UED VFR FLIGHT INTO AD FR IN-FLIGHT DECISIONS IONS - UNWARRANTED LOW TED OPERATION W/KNOWN I SORIES VACUUM PUMPS IONS - MATERIAL FAILUR D OF BRIEFING RECEIVED SUBSTANTIALLY CORRECT | OR PLAN FLYING DEFICIEN | NING | | 1 | |
| | SKY CONDITION OVERCAST | | | | CEILING 3000 | AT ACCIDEN | TSITE | |
| | UNKNOWN/NOT OBSTRUCTIONS | TO VISION AT AC | CCIDENT SITE | | VRECIPI UNKNE TYPE OF | | | |
| | UNKNOWN/NOT | | | | IFR | | | |
| | TYPE OF FLIGH VFR | η ρίαν | | | | | | |

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_____ LOCATION INJURIES FILE DATE AIRCRAFT DATA FLIGHT PILOT DATA F S M/N PURPOSE 3-4245 8/9/78 NR.CHANDALAR LAKE, AK PIPER PA-22 CR- 1 0 0 NONCOMMERCIAL COMMERCIAL. AGE 37. PX- 1 0 0 PLEASURE/PERSONAL TRANSP UNK/NR TOTAL HOURS, TIME - UNK/NR N7615K DAMAGE-SUBSTANTIAL UNK/NR IN TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - GRAVEL BAR DEPARTURE POINT INTENDED DESTINATION EAGLE, AK CHANDALAR LAKE,AK PHASE OF OPERATION TYPE OF ACCIDENT IN FLIGHT NORMAL CRUISE COLLISION WITH GROUND/WATER CONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VER FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 1000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F UNKNOWN/NOT REPORTED 56 WIND VELOCITY-KNOTS WIND DIRECTION-DEGREES 60 5 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN UNKNOWN/NOT REPORTED NONE REMARKS- LANDING STRIP WAS A CLEARED RIVER GRAVEL BAR. DEHAVILLAND DHC-2 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 25, 1235 3-4241 8/11/78 NR.KENAI,AK TIME - 0950 N5319G PX- 0 2 2 AIR TAXI-PASSG TOTAL HOURS, 110 IN TYPE, INSTRUMENT RATED. DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION ANCHORAGE . AK ILIAMNA,AK TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VER FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - FOG MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL. BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE NONE 7 F R N TYPE OF WEATHER CONDITIONS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG IFR TYPE OF FLIGHT PLAN VFR REMARKS- FLOAT EQUIPPED.PIC CONTINUED VFR FLIGHT INTO FOGBANK.

BRIEFS OF ACCIDENTS

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/I | | PILOT DATA |
|--------|--|---|--|---|---|
| | 8/11/78 NR.TALKEETNA.AK TIME - 2115 | CESSNA 170A N1716D DAMAGE-DFSTRDYED | CR- 0 0 | I NONCOMMERCIAL O PLEASURE/PERSONAL TRAN | PRIVATE, AGE 48, 1581 ISP TOTAL HOURS, 1558 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT TALKEETNA+AK TYPE OF ACCIDENT COLLIDED WITH TREES | INTENDED DESTINATION RETURN | ANC PHASE | ENROUTE STOP Horage,ak of operation Flight Low Pass | |
| | PILOT IN COMMAND - FAIL FACTOR(S) | RTED ATTENTION FROM OPER ED TO SEE AND AVOID OBJE ITIONS - DISREGARD OF GO R DROP. | CTS OR OBSTRU | CTIONS | |
| 3-4010 | 8/13/78 NR.₩ITTIER,AK TIME - UNK/NR | BEECH 95-B55 N1078W DAMAGE-DESTRUYED | | D NONCOMMERCIAL D PLEASURE/PERSONAL TRAN | COMMERCIAL, AGE 42, 500 ISP TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT VALDEZ.AK TYPE OF ACCIDENT ENGINE FAILURE OR MALFU STALL SPIN | INTENDED DESTINATION ANCHORAGE+AK NCTION | IN | OF OPERATION FLIGHT NORMAL CRUISE FLIGHT UNCONTROLLED DESC | |
| | PILOT IN COMMAND - MISM MISCELLANEOUS ACTS,COND PILOT IN COMMAND - FAIL FACTOR(S) WEATHER - RAIN WEATHER - FOG | ITIONS - FUEL STARVATION ED TO OBTAIN/MAINTAIN FL' NDUCIVE TO CARB./INDUCTIO PLETE ENGINE FAILURE/FLA DRD OF BRIEFING RECEIVED ST SUBSTANTIALLY CORRECT RECOVERED | YING SPEED ON SYSTEM ICI MENUT-2 ENGIN | NG | |
| | SKY CONDITION OVERCAST/LOWER SCATTERE VISIBILITY AT ACCIDENT SI UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT FOG TYPE OF FLIGHT PLAN NONE | TE | UNKI PRECI RAII | NG AT ACCIDENT SITE NOWN/NOT REPORTED PITATION AT ACCIDENT SITE N DF WEATHER CONDITIONS | |

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|-------|---|---|--------|----------|------|------------------|---|---|
| -3942 | 8/14/78 NR.FAREWELL.AK TIME - 1800 | PIPER PA-18 N38762 DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSI | COMMERCIAL, AGE 35, 560 • TOTAL HOURS, 205 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT FAREWELL,AK | INTENDED DESTINATION ANCHORAGE,AK | | | | | | |
| | TYPE OF ACCIDENT GROUND-WATER LONP-SWERV GEAR COLLAPSED | | | Ρ | L | NDI | F OPERATION NG LEVEL OFF/TOUCHDOWN NG LEVEL OFF/TOUCHDOWN | |
| | | CTED UNSUITABLE TERRAIN OPER COMPENSATION FOR WIN | ND CON | DIT | r10 | ٧S | | |
| | SKY CONDITION SCATTERED - VISIBILITY AT ACCIDENT SI | TE | | | | NKNO CIPI | AT ACCIDENT SITE WN/NOT REPORTED TATION AT ACCIDENT SITE | |
| | 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT NONE | ACCIDENT SITE | | W | IN | DNE DDI 50 | RECTION-DEGREES | |
| | WIND VELOCITY-KNOTS 10 Type of flight plan | | | T | | E OF | WEATHER CONDITIONS | |
| | NONE REMARKS- GUSTS TO 15 KNOT | S | | | | | | |
| | | | | | | | | |
| -3703 | 8/17/78 TYONEK,AK TIME - 2330 | CESSNA 150 N63048 DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL Pleasure/personal transi | COMMERCIAL, AGE 22, 310 P TOTAL HOURS, 150 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - TYONEK DEPARTURE POINT TYONEK,AK | AIRSTRIP INTENDED DESTINATION ANCHORAGE,AK | | | | | | |
| | TYPE OF ACCIDENT COLLIDED WITH RUNWAY C | | | Ρ | | | F OPERATION FF INITIAL CLIMB | |
| | | OPER OPERATION OF FLIGHT ED TO SEE AND AVOID OBJEC | | | | ΝΟC Τ | IONS | |
| | | ITIONS - INTERFERENCE WI | TH FLI | GHT | T CO |) N TR | OLS | |
| -4068 | 8/18/78 NR.TANANA.AK TIME - 1500 | PIPER PA-25 N9802P DAMAGE-SUBSTANTIAL | | | | | MISCELLANEOUS UNKNOWN/NOT REPORTED | PRIVATE, AGE 47, 2274 TOTAL HOURS, 177 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE POINT RIVER GRAVEL BAR TYPE OF ACCIDENT | INTENDED DESTINATION MANLEY HOT SPRINGS | | Ρ | | | F OPERATION | |
| | COLLIDED WITH TREES | | | | T, | AK EO | FF INITIAL CLIMB | |
| | PROBABLE CAUSE(S) | UDGED ALTITUDE AND CLEAR | | | | | | |
| | REMARKS- ACFT RESTRICTED | | | | | | | |

| FILE | DATE LOCATION | AIRCRAFT DATA | ١١ | | S M | | | PILOT DATA | | |
|--------|---|--|-----------------|---|-----------|------|--------------------------|---|--|--|
| 3-4065 | 8/25/78 NR.LAKE ILIAMNA TIME - 1030 DEPARTURE POINT | N369X DAMAGE-SUBSTANTIAL | CR- PX- | | | | | PRIVATE, AGE 48, 275 TOTAL HOURS, 200 IN TYPE NOT INSTRUMENT RATED. | | |
| | LAKE ILIAMNA, AK | LAKE ILIAMNA,AK | | | | | | | | |
| | TYPE OF ACCIDENT | PHASE OF OPERATION | | | | | | | | |
| | COLLIDED WITH DIRT BAN | ік | | | ΤA | K EO | FF ABORTED | | | |
| | FACTOR(S) PILOT IN COMMAND - SEL | ECTED UNSUITABLE TERRAIN | | | | | | | | |
| | 8/27/78 NR.PALMER.AK | PIPER PA-12 | CP- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 31, 403 | | |
| 3-4069 | | | | | | | | | | |
| 3-4069 | TIME - 1400 | N3592M | РХ - | | | 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 283 IN TYPE, | | |
| 3-4069 | | DAMAGE-SUBSTANTIAL | | | | 0 | PLEASURE/PERSONAL TRANSP | | | |
| 3-4069 | TIME - 1400 DEPARTURE POINT BIRCHWOOD,AIRPORT | | | | | 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 283 IN TYPE, | | |
| 3-4069 | DEPARTURE POINT | DAMAGE-SUBSTANTIAL INTENDED DESTINATION | | 0 | 0 | - | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 283 IN TYPE, | | |
| 3-4069 | DEPARTURE POINT BIRCHWOOD+AIRPORT | DAMAGE-SUBSTANTIAL INTENDED DESTINATION | | 0 | 0 PHAS | EO | | TOTAL HOURS, 283 IN TYPE | | |

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FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA PURPOSE F S M/N 3-4356 8/29/78 KETCHIKAN, AK CR- 1 0 0 NONCOMMERCIAL CESSNA 1820 PRIVATE, AGE 43, UNK/NR TIME - 1510 N735NZ PX- 1 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, UNK/NR IN DAMAGE-DESTROYED TYPE, INSTRUMENT RATED. NAME OF AIRPORT - KETCHIKAN INTL DEPARTURE POINT INTENDED DESTINATION KETCHIKAN, AK WR ANGLE + AK TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES IN FLIGHT CLIMB TO CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - SELF-HELP, PILOT CHECKED WEATHER DATA WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED SKY CONDITION CEILING AT ACCIDENT SITE BROKEN/LOWER SCATTERED 1500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F BLOWING DUST 60 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 150 17 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR IFR REMARKS- HIT MTN 2200FT MSL 2MI EAST OF DEPARTURE COURSE.RECOVERY DATE 9/1/78. 3-3700 8/30/78 PIPER PA-22 CHELATNA LAKE,AK CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 27, 350 TIME - 1130 N3551A PX- 0 0 3 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 50 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - SONA MINE INTENDED DESTINATION DEPARTURE POINT ANCHORAGE + AK CHELATNA LAKE.AK TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS **REMARKS- PREMATURE FLAP RETRACTION**

BRIEFS OF ACCIDENTS

| | | | BRIEFS | S OF AC | CI | DEN | TS | | |
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| FILE | DATE | LOCATION | AIRCRAFT DATA | INJ F | | | | FLIGHT PURPOSE | PILOT DATA |
| 3-4380 | 8/31/78 TIME - 1 | | | | 1 5 | 0 6 | 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE 38, UNK/NR P TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTUR PRINCE TYPE OF | AIRPORT - INTERNATION E POINT IN GEORGE,BC ACCIDENT GON WITH GROUND/WATER | TENDED DESTINATION KETCHIKAN,AK | | PI | | | F OPERATION IGHT NORMAL CRUISE | KATED. |
| | PILOT FACTOR(S WEATHE WEATHER WEATHER WEATHER | ECAUSE(S) IN COMMAND - CONTINUER R - LOW CEILING R - RAIN BRIEFING - BRIEFED BY FORECAST - FORECAST SI AIRCRAFT - LATER RECOV | FLIGHT SERVICE PERSO JBSTANTIALLY CORRECT | | | | | DNDITIONS | |
| | SKY COND BROKEN VISIBILI 5 OR C | IDENT SITE | | PI TI W | 13 REC UN EMP 55 IND 16 | 00 IPI KNO ERA VE OF | AT ACCIDENT SITE TATION AT ACCIDENT SITE WN/NOT REPORTED TURE-F LOCITY-KNOTS FLIGHT PLAN | | |
| 3-3944 | TIME - U | | N8838L DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSI | STUDENT, AGE 35, UNK/NR P TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED. |
| | DEPARTURE POINT INTENDED DESTINATION COOPER LANDING,AK LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT OTHER | | | | | | | | |
| | PILOT MISCEL PILOT FACTOR(S | • | NS - FLEW INTO BLIND DISTANCE, SPEED, ALTI | CANYON TUDE O | R (| CLE | | | |
| | PILOT FIRE AFT | IN COMMAND - DIVERTED IN COMMAND - INADEQUAT ER IMPACT - A/C FLOAT EQUIPPED RE | | | | | | | |

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| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | | FLIGHT PURPOSE | PILOT DATA | | | | |
|--------|---|----------------|-----------------------|------------|--|-------------|--------|--|--|--|--|--|--|
| 3-4219 | | IRBANKS,AK | | CR- PX- | 1 3 | 0 0 | 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE 24, 289 P TOTAL HOURS, 32 IN TYPE NOT INSTRUMENT RATED. | | | | |
| | NAME OF AIRPO | | | | | | | | | | | | |
| | DEPARTURE POI FAIRBANKS,A | | | | | | | | | | | | |
| | TYPE OF ACCID | | | | | | | | | | | | |
| | COLLIDED WI | | | | | | | | | | | | |
| | COLLIDED WITH TREES LANDING LEVEL OFF/TOUCHDOWN STALL SPIN LANDING GO-AROUND | | | | | | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND | | | | | | | | | | | | |
| | | MMAND - FAILED | TO OBTAIN/MAINTAIN FL | YING SI | PEEI |) | | | | | | | |
| | FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES RUNWAY LIGHTING AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS HIGH VEGETATION WEATHER - RAIN | | | | | | | | | | | | |
| | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | | | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | | | | | | |
| | SKY CONDITION BROKEN | | | | CI | EILI 450 | | AT ACCIDENT SITE | | | | | |
| | VISIBILITY AT 5 OR OVER(1) | ACCIDENT SITE | | | Pf | | | ATION AT ACCIDENT SITE | | | | | |
| | OBSTRUCTIONS | TO VISION AT A | CCIDENT SITE | | T | MP E | - | URE-F | | | | | |
| | UNKNOWN/NOT | | | | | 57 | | | | | | | |
| | | OCITY-KNOTS | | | | | | | | | | | |
| | WIND DIRECTIO | | | | TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN | | | | | | | | |
| | 160 | ER CONDITIONS | | | | | | FLIGHT PLAN | | | | | |

| FILE | DATE | LOCATION | | IN | F | S N | I/N | PURPOSE | | PILOT DATA |
|--------|---|---|--|------|--------|------------|----------|---------------|---------|---|
| | 9/4/78 TIME - 140 | TWIN LAKES,AK DO POINT GE,AK | CESSNA 206 | CR- | 1 0 | 0 0 | 0 0 | NONCOMMERCIAL | | PRIVATE, AGE 52, 2650 TOTAL HOURS, 350 IN TYPE, NOT INSTRUMENT RATED. |
| | WEATHER FACTOR(S) MISCELLA WEATHER BR | CAUSE(S) N COMMAND - SELECT - UNFAVORABLE WI ANEOUS ACTS+CONDI RIEFING - UNKNOWN/ | TIONS - AIRCRAFT CAME TO | REST | IN | | | OTHER | | |
| | UNKNOWN/ TYPE OF WE VFR | ACCIDENT SITE | T CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED WIND VELOCITY-KNOTS 45 TYPE OF FLIGHT PLAN NONE KTS.WIND AND WAVES FLIPPED A/C DURING WAT | | | | | | R TAXI. | |
| 3-3699 | TIME - 130 | RPORT – LAKE HOOD POINT GE.AK CCIDENT | CESSNA 185F N8835T DAMAGE-SUBSTANTIAL SPB INTENDED DESTINATION VALDEZ,AK | | 0 | 0 РНА 5 | 2 E C | | ANSP | CUMMERCIAL, AGE 40, 6500 TOTAL HOURS, 1700 IN TYPE, INSTRUMENT RATED. |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ORTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - FAILED TO ABORT TAKEOFF REMARKS- FLOAT EQUIPPED. | | | | | | | | | |

BRIEFS OF ACCIDENTS

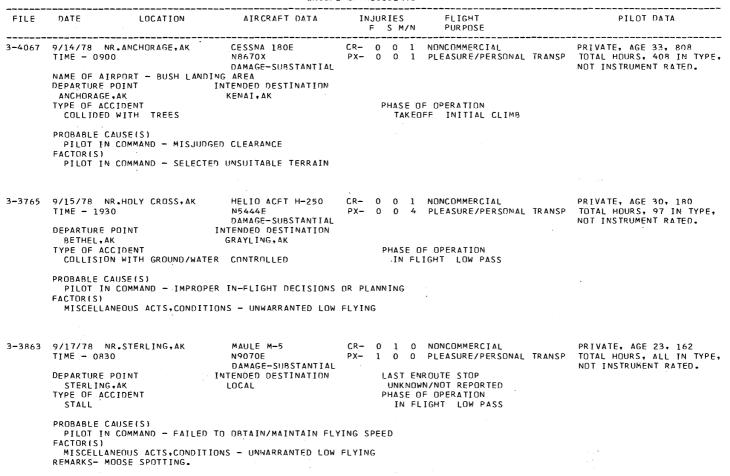
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| FILE | DATE | LOCATION | | F | RIES S M | | | PILOT DATA |
|--------|--|--|--|----------------|-------------------------|-----------------------|--|---|
| 3-3960 | | THEL,AK RT - BETHEL NT ENT | CESSNA 206 N5014U DAMAGE-SUBSTANTIAL INTENDED DESTINATION BETHEL+AK | CR- 0 PX- 0 | 0 LAST TU PHAS | 5 EN LUK E O | COMMERCIAL AIR TAXI-PASSG ROUTE STOP SAK,AK F OPERATION IFF ABORTED | COMMERCIAL, AGE 34, 2400 TOTAL HOURS, 250 IN TYPE, NOT INSTRUMENT RATED. |
| | PILOT IN CO FACTOR(S) MISCELLANEO | MMAND - DELAY MMAND - SELEC US ACTS,CONDI US ACTS,CONDI | ED ACTION IN ABORTING TA TED WRONG RUNWAY RELATIV TIONS - FAILED TO USE AL TIONS - DOWNWIND LAN. | 'E TO EX | | - | | |
| 3-3956 | 9/9/78 NR.F TIME - 1640 DEPARTURE POI INNOKO RVR, TYPE OF ACCID MISCELLANEO | NT AK ENT | CESSNA 185 N5485R DAMAGE-SUBSTANTIAL INTENDED DESTINATION ANCHORAGE,AK | PX- 0 | 0 PHAS | 2 E (1 | NONCOMMERCIAL PLEASURE/PERSONAL TRA F OPERATION NG ROLL | COMMERCIAL, AGE 40, 2600 ANSP TOTAL HOURS, 770 IN TYPE, INSTRUMENT RATED. |
| | MISCELLANEO FACTOR(S) TERRAIN - R EMERGENCY CIR | MMAND - BECAM US ACTS,CONDI DUGH/UNEVEN CUMSTANCES - | E LOST/DISORIENTED TIONS - FLEW INTO BLIND PRECAUTIONARY LANDING OF CTN LANDING.BLIND CANYON | F AIRPO | RT | | | |

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BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA PURPOSE F S M/N _____ 3-3704 9/13/78 NR.CANTWELL, AK CHAMPION 7 7HC CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 47, 602 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 22 IN TYPE, TIME - 1430 N8974R NOT INSTRUMENT RATED. DAMAGE-SUBSTANTIAL NAME OF AIRPORT - CHULITNA STRIP DEPARTURE. POINT INTENDED DESTINATION CANTWELL, AK CANTWELL, AK TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) WEATHER - SUDDEN WINDSHIFT 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 WIND VELOCITY-KNOTS WIND DIRECTION-DEGREES 180 30 TYPE OF FLIGHT PLAN TYPE OF WEATHER CONDITIONS VFR NONE REMARKS- GUST TO 35 KNOTS 3-4383 9/13/78 NR.WHITTIER,AK DEHAVILLAND DHC-2 CR- 1 0 0 COMMERCIAL COMMERCIAL, AGE 26, 3125 TIME - 1130 N37741 PX- 5 0 0 AIR TAXI-PASSG TOTAL HOURS, 106 IN TYPE. DAMAGE-SUBSTANTIAL INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION ANCHORAGE, AK WHITTIER + AK PHASE OF OPERATION TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED UNKNOWN/NOT REPORTED PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VER FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) WEATHER - SUDDEN WINDSHIFT WEATHER - DOWNDRAFT, UPDRAFTS MISCELLANEOUS ACTS, CONDITIONS - FLEW INTO BLIND CANYON MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F UNKNOWN/NOT REPORTED 53 TYPE OF FLIGHT PLAN TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED VFR REMARKS- FLOAT EQUIPPED NO ANT FOR ELT



| | | | BRIEF | SOF | CCI | I DEN T | S | | | |
|-------|---|---|--|------------------------|---------------|-----------------------------------|--|--|--------|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | | RIES S M/ | N | FLIGHT PURPOSE | | PILOT DATA |
| -3865 | 9/17/78 NR.ILIAMNA.AK TIME - UNK/NR | | PIPER PA-18 N1623A DAMAGE-DESTROYED | | | | 0 1 NONCOMMERCIAL 0 1 PLEASURE/PERSON | | TRANSP | PRIVATE, AGE 51, 6000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE ILIAMNA,A TYPE OF AC COLLIDED | ĸ | INTENDED DESTINATION LOCAL | | F | | | - OPERATION F INITIAL CLIMB | | |
| | PILOT IN FACTOR(S) | COMMAND - INADE | QUATE PREFLIGHT PREPARA ATED FLIGHT IN ADVERSE ND CONDITIONS | | | | | | | |
| | 5 OR OVE | AT ACCIDENT SIT R(UNLIMITED) DNS TO VISION AT CITY-KNOTS | 1 | - | F | UNL PRECI NON VIND 90 | IM PI E DIF | AT ACCIDENT SITE TED ATION AT ACCIDENT ECTION-DEGREES WEATHER CONDITIONS | | |
| | NONE REMARKS- F | LOAT EQUIPPED.GU | ST TO 80 KNOTS. | | | | | | | |
| -4088 | 9/20/78 N TIME - 132 | NR • SK WENTNA • AK 25 | CESSNA 182 N8957T Damage-Substantial | | | | | COMMERCIAL AIR TAXI-PASSG | | COMMERCIAL, FL.TNSTR., AGE 35, 2200 TOTAL HOURS, 20 IN TYPE, NOT INSTRU- MENT RATED. |
| | ANCHORAC TYPE OF AC | GE,AK CCIDENT FAILURE OR MALFUN | INTENDED DESTINATION COLLINSVILLE.AK | | F | IN | FL | - OPERATION IGHT NORMAL CRUIS NG LEVEL OFF/TOUCH | | |
| | PILOT IN MISCELLA FACTOR(S) PERSONNE POWERPLA MISCELLA COMPLETE P | N COMMAND - INADE N COMMAND - MISMA NEOUS ACTS,CONDI EL - MAINTENANCE, NT - EXHAUST SYS NEOUS ACTS,CONDI OWER LOSS - COMP | QUATE PREFLIGHT PREPARA NAGEMENT OF FUEL TIONS - FUEL EXHAUSTION SERVICING,INSPECTION I TEM MANIFOLDS TIONS - LOOSE,PART/FITT LETE ENGINE FAILURE/FLA FORCED LANDING OFF AIRP | NADEQ ING MEOUT- | JA TE -1 E | E MAI | NTE | | ION | |

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BRIEFS OF ACCIDENTS _____ DATE AIRCRAFT DATA INJURIES PILOT DATA FILE LOCATION FLIGHT F S M/N PURPOSE ______ CR- C O 1 NONCOMMERCIAL 3-3945 9/22/78 NR.KOTZBUE.AK MAULE M-5 PRIVATE, AGE 38, 81 TOTAL TIME - 0630 N372X PX- 0 0 1 PLEASURE/PERSONAL TRANSP HOURS, ALL IN TYPE, NOT DAMAGE-SUBSTANTIAL . INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION KUGURURAK RIVER,AK KOTZEBUE,AK PHASE OF OPERATION TYPE OF ACCIDENT IN FLIGHT NORMAL CRUISE ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR FACTOR(S) WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT CEILING AT ACCIDENT SITE SKY CONDITION UNKNOWN/NOT REPORTED SCATTERED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE TEMPERATURE-F OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE 35 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE 3-4014 9/22/78 ANCHORAGE, AK CESSNA 170-A CR- 0 1 0 NONCOMMERCIAL COMMERCIAL, AGE 29, 344 TIME - 1649 N9780A PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 98 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - ANCHORAGE INTL DEPARTURE POINT INTENDED DESTINATION ANCHORAGE, AK TRADING BAY, AK TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIN TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FIRE AFTER IMPACT

| FILE | | ATION | | | F | S | M/N | PURPOSE | - | PILOT DATA |
|--------|---|---|--|----------------|---|---------|--|--|---------------|---|
| | 9/23/78 N∆KNEK∢∆K TIME - 0830 | | NAVION NA-1 N4586K DAMAGE-SUBSTANTIAL | | 0 | 0 | 1 | NONCOMMER | IAL | PRIVATE, AGE 22, 185 10TAL HOURS, 70 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - DEPARTURE POINT NAKNEK.AK TYPE OF ACCIDENT ENGINE FAILURE D HARD LANDING | INTENDED DESTINATION KING SALMON,AK ION | | Ρ | Т | ΆΚΕ | OF OPERATION OFF INITIAL LIGHT OTHER | . CLIMB | | |
| | MISCELLANEOUS AC PARTIAL POWER LOSS EMERGENCY CIRCUMST | TS,CONDITI - PARTIAL ANCES - FO | URE VALVE ASSEMBLIES DNS - MATERIAL FAILURE LOSS OF POWER - 1 ENC RCED LANDING ON AIRPOR LVE GUIDE EXCESSIVELY | GINE RT/SEA | | NE | θA | SE/HELIPT. | | |
| 3-4137 | 9/28/78 FT.RICH TIME - 1945 | ARD SON + AK | CESSNA 172 N64456 DAMAGE-SUBSTANTIAL | | | | | INSTRUCTIO DUAL | DNAL | COMMERCIAL, FL.INSTR., AGE 28, 592 TOTAL HOURS, 242 IN TYPE, NUT INSTRU- MENT RATED. |
| | NAME OF AIRPORT - DEPARTURE POINT FT.RICHARDSON.AK TYPE OF ACCIDENT COLLIDED WITH A | | LD INTENDED DESTINATION FT.RICHARDSON.AK | | | к на | ENA S E | NROUTE STOP I,AK DF OPERATION OFF RUN | | |
| | PROBABLE CAUSE(S) MISCELLANEOUS - REMARKS- MODSE KIL | | DN RUNWAY/TAXIWAY/RAMP Ng rwy. | ı | | | | | | |
| -3950 | 9/30/78 NR.FAIRBA TIME - 0900 | NKS,AK | CESSNA 180 N26604 Damage-Substantial | | | | | NONCOMMER(PLEASURE/F | | STUDENT, AGE 45, 96 TOTA Hours, all in Type, not Instrument rated. |
| | DEPARTURE POINT FAIRBANKS.AK TYPE OF ACCIDENT | | INTENDED DESTINATION LOCAL | | Ρ | | | DF OPERATION | | |
| | OVERSHOOT COLLISION WITH G | ROUND/WATE | R CONTROLLED | | | | | ING LEVEL O ING ROLL | IFF/TOUCHDOWN | |
| | | | ED DISTANCE AND SPEED | | | | | | | na n |

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| FILE | DATE | | AIRCRAFT DATA | | F | SΜ | / N | PURPOSE | PILOT DATA |
|--------|---|---|--|------------|-------------|-----------------|----------------------|--|---|
| 3-3701 | TIME - 2005 NAME OF AIR DEPARTURE F ILIAMNA,A TYPE OF ACC | ANCHORAGE.AK PORT - SIX MILE LAN POINT IV | CESSNA 180 N2619Y DAMAGE-SUBSTANTIAL E SPB ITENDED DESTINATION ANCHORAGE,AK | CR- PX- | O O P | 0 0 PHAS | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSF F OPERATION NG LEVEL OFF/TOUCHDOWN | |
| | FACTOR(S) PILOT IN MISCELLAN | COMMAND - IMPROPER COMMAND - PHYSICAL HEDUS ACTS.CONDITION | • | | | | | RNED ON. | |
| 3-4317 | 10/5/78 NF TIME - UNK/ | | CESSNA 180H N8203V Damage-Substantial | CR- PX- | 1 0 | 0 0 | 0 0 | MISCELLANEOUS HUNTING | PRIVATE, AGE 45, 1000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | RIVER SAN TYPE OF ACC | | ANCHORAGE, AK | | | | | F OPERATION IGHT NORMAL CRUISE | |
| | PILOT IN FACTOR(S) WEATHER - WEATHER - | COMMAND - CONTINUE COMMAND - BECAME LO - LOW CEILING - RAIN | D VFR FLIGHT INTO ADV DST/DISORIENTED DF BRIEFING RECEIVED | ERSE | WEA | тне | R C | ONDITIONS | |
| | 5 OR OVER OBSTRUCTION UNKNOWN/M TYPE OF FLI |) AT ACCIDENT SITE R(UNLIMITED) NS TO VISION AT ACCI NOT REPORTED | DENT SITE | | P | 30 REC RA | 0 IPI IN DF | AT ACCIDENT SITE TATION AT ACCIDENT SITE WEATHER CONDITIONS | |

AIRCRAFT DATA ETLE DATE LOCATION INJURIES FLIGHT PTIOT DATA E S M/N PURPOSE 3-3763 10/7/78 NR. FAIRBANKS. AK PIPER PA-18 CR- 0 0 1 NONCOMMERCIAL PRIVATE. AGE 26. 165 TIME - 1530 N9869D PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 155 IN TYPE, DAMAGE-SUB STANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION FATRBANKS + AK FAIRBANKS, AK TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH DIRT BANK TAKENEE INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - SANDY REMARKS- GRAVEL BAR USED FOR THIS OPERATION 1200 FT LONG. 3-3957 10/8/78 BELUGA • AK BELLANCA 7GCBC CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 41, 200 TIME - 1300 N8681V PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, ALL IN TYPE, DAMAGE-DESTROYED NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION BELUGA .AK ANCHORAGE . AK TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALEUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR FACTOR(S) WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED 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 VFR TYPE OF FLIGHT PLAN NONE FIRE AFTER IMPACT

BRIEFS DE ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | | F S | M/N | N P | LIGHT URPOSE | PILOT DATA |
|--------|---|-------------------------------------|---|-------|------|------|----------------------------|----------------------|---|
| | 10/8/78 HA TIME - 1300 | RDING LAKE,AK | DAMAGE-SUBSTANTIAL | CR- | 0 | 0 1 | L NONC | OMMERCIAL | COMMERCIAL, AGE 30, 4120 TOTAL HOURS, 43 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POI HARDING LAK TYPE OF ACCID | E∙AK ENT R LOOP-SWERVE | E NTENDED DESTINATION CIRCLE CITY+AK | | | TAK | OF OPE EOFF A EOFF A | BORTED | ; |
| | PILOT IN CO FACTOR(S) AIRPORTS/AI | MMAND - FAILED 1 MMAND - DELAYED | O MAINTAIN DIRECTIONA ACTION IN ABORTING TA - AIRPORT CONDITIONS SIDE OF RUNWAY. | KEOFF | | | | | |
| 3-4210 | 10/11/78 Сн ТIME - 1704 | IGNIK LAKE,AK | CESSNA 402 N3963C DAMAGE-SUBSTANTIAL | | | | | ERCIAL TAXI-PASSG | ATP,FLIGHT INSTR., AGE 46, 16153 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT |
| | | •AK ENT | KE NTENDED DESTINATION CHIGNIK LAKE∙AK | | | | OF OPE DING R | | RATED. |
| | | LANDING GEAR NO | RMAL RETRACTION/EXTEN DNS - MATERIAL FAILURE | | ASSE | MBLY | (| | |

| | TION AIRCRAFT DATA | | | PILOT DATA | | | | |
|--|---|--|---|-----------------|--|--|--|--|
| 10/13/78 BARROW.AK TIME - 1644 | | ~ | | | | | | |
| NAME OF AIRPORT - PO | | | | | | | | |
| BARROW+AK | INTENDED DESTINATION BARROW+AK | | RUUTE STUP IVUK PASS | | | | | |
| TYPE OF ACCIDENT STALL | JANGHTAN | PHASE OF | OPERATION G FINAL APPROACH | | | | | |
| PROBABLE CAUSE(S) | | | | | | | | |
| PERSONNEL - MAINTE AIRFRAME - FLIGHT MISCELLANEOUS ACTS PILOT IN COMMAND - MISCELLANEOUS ACTS PILOT IN COMMAND - FACTOR(S) PERSONNEL - OPERAT PERSONNEL - OPERAT WEATHER - ICING CO WEATHER BRIEFING - B WEATHER FORECAST - F | - CONTINUED VFR FLIGHT INTO ADN NANCE,SERVICING,INSPECTION IN CONTROL SURFACES OTHER CONDITIONS - IMPROPERLY INSTI - FAILED TO USE OR INCORRECTLY CONDITIONS - ANTI-ICING/DEICJ - MISUSED OR FAILED TO USE FLAN TIONAL SUPERVISORY PERSONNEL IONAL SUPERVISORY PERSONNEL DIDITIONS-INCLUDES SLEET,FREEZ SRIEFED BY FLIGHT SERVICE PERSO GORECAST SUBSTANTIALLY CORRECT | ADEQUATE MAINTE USED MISC.EQUIP NG EQUIPMENT-IM S NADEQUATE FLIGH EFICIENCY,COMPA NG RAIN,ETC. NNEL, BY RADIO | NANCE AND INSPECTION PMENT PROPER OPERATION OF/(AT TRAINING-PROCEDURE: NY MAINTAINED EQPMT,: | S | | | | |
| SKY CONDITION OVERCAST | | CEILING 900 | AT ACCIDENT SITE | | | | | |
| VISIBILITY AT ACCIDE | NT SITE | | ATION AT ACCIDENT SI | TE | | | | |
| | · • • | SNOW | | | | | | |
| 5 OR OVER(UNLIMITE | | | | | | | | |
| OBSTRUCTIONS TO VISI | | RELATIVE | BEARING OF WIND | | | | | |
| OBSTRUCTIONS TO VISI NONE | | RELATIVE RIGHT | QUARTERING HEAD WIND | 023-067 DEGREES | | | | |
| OBSTRUCTIONS TO VISI | | RELATIVE RIGHT | | 023-067 DEGREES | | | | |
| OBSTRUCTIONS TO VISI NONE TEMPERATURE-F 26 WIND VELOCITY-KNOTS | | RELATIVE RIGHT WIND DIF 270 TYPE OF | QUARTERING HEAD WIND | 023-067 DEGREES | | | | |
| OBSTRUCTIONS TO VISI NONE TEMPERATURE-F 26 | | RELATIVE RIGHT WIND DIF 270 | QUARTERING HEAD WIND ECTION-DEGREES | 023-067 DEGREES | | | | |

BRIEFS OF ACCIDENTS

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| FILE | DATE LOCATIO | | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--|--|--|---|
| | 10/14/78 ANCHORAGE,A TIME - 1115 | CESSNA 185E | PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 56, 17500 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - LAKE DEPARTURE POINT SUSITNA RIVER.AK TYPE OF ACCIDENT HARD LANDING NOSE OVER/DOWN | HOOD INTENDED DESTINATION ANCHORAGE+AK | LANDI | DF OPERATION NG LEVEL OFF/TOUCHDOWN NG LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IM PILOT IN COMMAND - F/ FACTOR(S) MISCELLANEOUS ACTS;CI REMARKS- SUN GLARE ON (| AILED TO MAINTAIN'DIRECTION. DNDITIONS - SUNGLARE | AL CONTROL | | |
| 3-3958 | 10/14/78 WILLOW,AK TIME - 1130 | PIPER PA-12 N7530H DAMAGE-DESTROYED | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 22, 167 TOTAL HOURS, 104 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE POINT ANCHORAGE,AK TYPE OF ACCIDENT ENGINE FAILURE OR MAU COLLIDED WITH TREES | INTENDED DESTINATION TALKEETNA,AK | IN FL | F OPERATION IGHT NORMAL CRUISF NG FINAL APPROACH | |
| | MISCELLANEOUS ACTS.CC PILOT IN COMMAND - MI MISCELLANEOUS ACTS.CC TERRAIN - HIGH OBSTRU COMPLETE POWER LOSS - C EMERGENCY CIRCUMSTANCES | ONDITIONS - FUEL STARVATION | FUEL SUPPLY MEOUT-1 ENGINE DRT ON LAND | | |
| 3-3695 | 10/15/78 NR•KETCHIKAN•/ TIME - UNK/NR | AK CESSNA 185 N70269 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 59, 2700 Total Hours, unk/nr in Type, not instrument |
| | DEPARTURE POINT KETCHIKAN.AK TYPE OF ACCIDENT UNDETERMINED | INTENDED DESTINATION RETURN | UNKNOW PHASE C | ROUTE STOP N/NOT REPORTED F OPERATION WN/NOT REPORTED | RATED. |
| | PROBABLE CAUSE(S) MISCELLANEOUS - UNDET MISSING AIRCRAFT - LATE REMARKS- FLOAT FOUTPPE | | | | |

| FILE | DATE LOCATION | AIRCRAFT DATA | F | S M | 'N | PURPOSE | PILOT DATA |
|--------|---|---|--|---|----------------------------|--|---|
| | 10/19/78 NR.KETCHIKAN,AK TIME - 1014 | SOLOY 12E N64876 DAMAGE-SUBSTANTIAL | CR- 0 | 0 | 1 (| | COMMERCIAL, AGE 30, 2253 TOTAL HOURS, 124 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE POINT HERRING COVE,AK | INTENDED DESTINATION | | | | | |
| | TYPE OF ACCIDENT | WHITEMAN LAKEFAK | c | סטאכנ | 0.5 | OPERATION | |
| | ENGINE FAILURE OR MALFU | NCTION | | | | GHT HOVERING | |
| | HARD LANDING | | | LAP | ID I NO | G POWER-OFF AUTORO | TATIVE LANDING |
| | PROBABLE CAUSE(S) | | | | | | |
| | | SUPERVISORY PERSONNEL [| DEFICIENC | CY,CC | ΜΡΔΝ | NY MAINTAINED EOPMT | ,SERVICES,REGULATION |
| | MISCELLANEOUS ACTS, COND FACTOR(S) | ITIONS - WATER IN FUEL | | | | | |
| | TERRAIN - HIGH VEGETATI | QN | | | | | |
| | | | | | | | |
| | COMPLETE POWER LOSS - COM | | | | ιE | | |
| | COMPLETE POWER LOSS - COM EMERGENCY CIRCUMSTANCES - REMARKS- LONG LINE EXTERN | FORCED LANDING OFF AIRPO | DRT ON LA | AND | | CKED. | |
| . (007 | EMERGENCY CIRCUMSTANCES - REMARKS- LONG LINE EXTERN | FORCED LANDING OFF AIRPO AL LOAD.OGE HOVER.TANK IN | DRT ON LA N FUEL TR | AND RUCK | CRAC | | |
| 1-4087 | EMERGENCY CIRCUMSTANCES - REMARKS- LONG LINE EXTERN 10/20/78 NR.ILIAMNA.AK | FORCED LANDING OFF AIRPO AL LOAD.OGE HOVER.TANK IN CESSNA 185 | ORT ON LA N FUEL TR CR- 0 | AND RUCK 0 | CR40 | COMMERCIAL | COMMERCIAL, FL.INSTR., |
| 3-4087 | EMERGENCY CIRCUMSTANCES - REMARKS- LONG LINE EXTERN | FORCED LANDING OFF AIRPO AL LOAD.OGE HOVER.TANK IN | ORT ON LA N FUEL TR CR- 0 | AND RUCK 0 | CR40 | | AGE 44, 1720 TOTAL HOURS 200 IN TYPE, NOT INSTRU- |
| 3-4087 | EMERGENCY CIRCUMSTANCES - REMARKS- LONG LINE EXTERN 10/20/78 NR.ILIAMNA.AK | FORCED LANDING OFF AIRPO AL LOAD.OGE HOVER.TANK IN CESSNA 185 N736ST | ORT ON LA N FUEL TR CR- 0 | AND RUCK 0 | CR40 | COMMERCIAL | AGE 44, 1720 TOTAL HOURS |
| 3-4087 | EMERGENCY CIRCUMSTANCES - REMARKS- LONG LINE EXTERN 10/20/78 NR.ILIAMNA.AK TIME - 0945 DEPARTURE POINT ILIAMNA.AK | FORCED LANDING OFF AIRPO AL LOAD.OGE HOVER.TANK IN CESSNA 185 N736ST DAMAGE-SUBSTANTIAL | DRT ON LA N FUEL IF CR- O PX- O | AND RUCK 0 0 | CRA(1 (3 / | COMMERCIAL AIR TAXI-PASSG | AGE 44, 1720 TOTAL HOURS 200 IN TYPE, NOT INSTRU- |
| 3-4087 | EMERGENCY CIRCUMSTANCES - REMARKS- LONG LINE EXTERN 10/20/78 NR.ILIAMNA.AK TIME - 0945 DEPARTURE POINT ILIAMNA.AK TYPE OF ACCIDENT | FORCED LANDING OFF AIRPO AL LOAD.OGE HOVER.TANK IN CESSNA 185 N736ST DAMAGE-SUBSTANTIAL INTENDED DESTINATION | DRT ON LA N FUEL IF CR- O PX- O | AND RUCK 0 0 | CR4(1 (3 / | COMMERCIAL AIR TAXI-PASSG OPERATION | AGE 44, 1720 TOTAL HOURS 200 IN TYPE, NOT INSTRU- |
| 3-4087 | EMERGENCY CIRCUMSTANCES - REMARKS- LONG LINE EXTERN 10/20/78 NR.ILIAMNA.AK TIME - 0945 DEPARTURE POINT ILIAMNA.AK | FORCED LANDING OFF AIRPO AL LOAD.OGE HOVER.TANK IN CESSNA 185 N736ST DAMAGE-SUBSTANTIAL INTENDED DESTINATION | DRT ON LA N FUEL IF CR- O PX- O | AND RUCK 0 0 | CR4(1 (3 / | COMMERCIAL AIR TAXI-PASSG | AGE 44, 1720 TOTAL HOURS 200 IN TYPE, NOT INSTRU- |
| -4087 | EMERGENCY CIRCUMSTANCES - REMARKS- LONG LINE EXTERN 10/20/78 NR.ILIAMNA.AK TIME - 0945 DEPARTURE POINT ILIAMNA.AK TYPE OF ACCIDENT STALL MUSH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJ PILOT IN COMMAND - ATTE | FORCED LANDING OFF AIRPO AL LOAD.OGE HOVER.TANK IN CESSNA 185 N736ST DAMAGE-SUBSTANTIAL INTENDED DESTINATION TALARIK CREEK.AK UDGED DISTANCE AND ALTITM MPTED OPERATION W/KNOWN D | DRT ON LA N FUEL IF CR- O PX- O | ND RUCK 0 0 - PHASI TAP | CRAC 1 (3 A E OF | COMMERCIAL AIR TAXI-PASSG OPERATION F INITIAL CLIMB | AGE 44, 1720 TOTAL HOURS 200 IN TYPE, NOT INSTRU- |
| -4087 | EMERGENCY CIRCUMSTANCES - REMARKS- LONG LINE EXTERN 10/20/78 NR.ILIAMNA.AK TIME - 0945 DEPARTURE POINT ILIAMNA.AK TYPE OF ACCIDENT STALL MUSH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJ PILOT IN COMMAND - ATTE | FORCED LANDING OFF AIRPO AL LOAD.OGE HOVER.TANK IN CESSNA 185 N736ST DAMAGE-SUBSTANTIAL INTENDED DESTINATION TALARIK CREEK.AK UDGED DISTANCE AND ALTITO MPTED OPERATION W/KNOWN D ITIONS - PREVIOUS DAMAGE | DRT ON LA N FUEL IF CR- O PX- O | ND RUCK 0 0 - PHASI TAP | CRAC 1 (3 A E OF | COMMERCIAL AIR TAXI-PASSG OPERATION F INITIAL CLIMB | AGE 44, 1720 TOTAL HOURS 200 IN TYPE, NOT INSTRU- |

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| FILE | DATE | | AIRCRAFT DATA | | S M/N | PURPOSE | PILOT DATA |
|--------|---|------------------------------------|--|---------|-----------------|--|---|
| 3-3963 | TIME - 1630 | IOOPER BAY+AK PORT - HOOPER BAY | CESSNA U206 a N4SF DAMAGE-SUBSTANTIAL | CR- 0 | 01 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 28, 4602 TOTAL HOURS, 2700 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE PO HOOPER BAY TYPE OF ACCI NOSE OVER | TAK DENT | INTENDED DESTINATION CHEVAK+AK | I | | DF OPERATION TO TAKEOFF | |
| | FACTOR(S) | | PARKED WITHOUT PROPER CONDITIONS | ΑSSISTA | NCE | | |
| | SKY CONDITIO |)N DT REPORTED | | | CEILINO 3000 | G AT ACCIDENT SITE | |
| | | AT ACCIDENT SITE | | I | | TATION AT ACCIDENT SIT | E |
| | | (UNLIMITED) | | | NONE | | |
| | NONE | S TO VISION AT AC | CIDENT SITE | 1 | | /E BEARING OF WIND WIND 158-202 DEGREES | |
| | WIND DIRECTI | | 1 | | ELOCITY-KNOTS | | |
| | TYPE OF WEAT VFR | HER CONDITIONS | | | | FLIGHT PLAN | |
| | REMARKS- GUS | TS TO 30 KNOTS. | | | | | |
| 3-4244 | | IME VILLAGE,AK | PIPER PA-32 | | | | COMMERCIAL, AGE 30, 750 |
| | TIME - 1630 | | N4043R DAMAGE-SUBSTANTIAL | PX- 0 | 03 | AIR TAXI-PASSG | TOTAL HOURS, 100 IN TYPE NOT INSTRUMENT RATED. |
| | NAME OF AIRE | PORT - LIME VILLA | | | | | NOT INSTRUMENT RATED. |
| | DEPARTURE PO | | INTENDED DESTINATION | | | | |
| | MCGRATH,AN TYPE OF ACCI | | LIME VILLAGE,AK | | PHASE | F OPERATION | |
| | UNDERSHOOT GEAR COLLA | Г | | | LAND | ING FINAL APPROACH ING FINAL APPROACH | |
| | FACTOR(S) | COMMAND - MISJUNG | ED DISTANCE AND ALTIT | | | | |
| | | CH TO RIVER GRAVE | | | | | |

| FILE | | AIRCRAFT DATA | F S M/N | PURPOSE | PILOT DATA |
|--------|---|--|--|---|---|
| | 10/30/78 PEDERSON POINT TIME - 1650 | • AK CESSNA 180 | CR- 0 0 1 0 PX- 0 0 1 | | COMMERCIAL, AGE 29, 1697 TOTAL HOURS, 30 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - PEDERSO | N POINT | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | LAST ENR(| DUTE STOP DN POINT+AK | |
| | KING SALMON•AK• TYPE OF ACCIDENT | NAKNEK + AK | | OPERATION | |
| | NOSE QVER/DOWN | | LANDING | | |
| | PROBABLE CAUSE(S) | | | | |
| | | OPER IN-FLIGHT DECISIONS | | | |
| | | TIES - AIRPORT CONDITION: TIES - AIRPORT CONDITIONS | | INED RUNWAY SURFACE | |
| | FACTOR(S) | | | | |
| | MISCELLANEOUS ACTS,COND REMARKS- RWY HAD BUMP IN | ITIONS - POORLY PLANNED A CENTER WITH SOFT SPOTS. | 1PPROACH | | |
| | | | | | |
| -4240 | 11/5/78 NR.COPPER CENTER TIME - 1200 | | | MISCELLANEOUS HUNTING | |
| 9-4240 | | DAMAGE-SUBSTANTIAL INTENDED DESTINATION | | MISCELLANEOUS HUNTING | PRIVATE, AGE 24, 1348 TOTAL HOURS, 605 IN TYPE NOT INSTRUMENT RATED. |
| 3-4240 | DEPARTURE POINT GULKANA+AK | DAMAGE-SUBSTANTIAL | | | |
| 3-4240 | DEPARTURE POINT | DAMAGE-SUBSTANTIAL INTENDED DESTINATION COPPER CENTER,AK | PHASE OF LANDING | MISCELLANEOUS HUNTING OPERATION G FINAL APPROACH G FINAL APPROACH | |
| 3-4240 | DEPARTURE POINT GULKANA↓AK TYPE OF ACCIDENT ENGINE FAILURE OR MALFU | DAMAGE-SUBSTANTIAL INTENDED DESTINATION COPPER CENTER,AK | PHASE OF LANDING | OPERATION 3 FINAL APPROACH | |
| -4240 | DEPARTURE POINT GULKANA,AK TYPE OF ACCIDENT ENGINE FAILURE OR MALFU STALL PROBABLE CAUSE(S) PILOT IN COMMAND - MISM PILOT IN COMMAND - IMPR MISCELLANEOUS ACTS,COND | DAMAGE-SUBSTANTIAL INTENDED DESTINATION COPPER CENTER,AK NCTION ANAGEMENT OF FUEL OPER IN-FLIGHT DECISIONS ITIONS - FUEL STARVATION | PHASE OF LANDING LANDING | OPERATION 3 FINAL APPROACH | |
| 3-4240 | DEPARTURE POINT GULKANA,AK TYPE OF ACCIDENT ENGINE FAILURE OR MALFU STALL PROBABLE CAUSE(S) PILOT IN COMMAND - MISM PILOT IN COMMAND - IMPR MISCELLANEOUS ACTS,COND PILOT IN COMMAND - FAIL | DAMAGE-SUBSTANTIAL INTENDED DESTINATION COPPER CENTER,AK NCTION ANAGEMENT OF FUEL OPER IN-FLIGHT DECISIONS | PHASE OF LANDING LANDING | OPERATION 3 FINAL APPROACH | |
| -4240 | DEPARTURE POINT GULKANA,AK TYPE OF ACCIDENT ENGINE FAILURE OR MALFU STALL PROBABLE CAUSE(S) PILOT IN COMMAND - MISM PILOT IN COMMAND - IMPR MISCELLANEOUS ACTS,COND PILOT IN COMMAND - FAIL FACTOR(S) | DAMAGE-SUBSTANTIAL INTENDED DESTINATION COPPER CENTER,AK NCTION ANAGEMENT OF FUEL OPER IN-FLIGHT DECISIONS ITIONS - FUEL STARVATION | PHASE OF LANDING LANDING OR PLANNING VING SPEED | OPERATION 5 FINAL APPROACH 5 FINAL APPROACH | NOT INSTRUMENT RATED. |
| -4240 | DEPARTURE POINT GULKANA,AK TYPE OF ACCIDENT ENGINE FAILURE OR MALFU STALL PROBABLE CAUSE(S) PILOT IN COMMAND - MISM PILOT IN COMMAND - IMPR MISCELLANEOUS ACTS,COND PILOT IN COMMAND - FAIL FACTOR(S) | DAMAGE-SUBSTANTIAL INTENDED DESTINATION COPPER CENTER,AK NCTION ANAGEMENT OF FUEL OPER IN-FLIGHT DECISIONS ITIONS - FUEL STARVATION ED TO OBTAIN/MAINTAIN FLY ITIONS - ANTI-ICING/DEICI PLETE ENGINE FAILURE/FLAY | PHASE OF LANDING OR PLANNING VING SPEED NG EQUIPMENT-IMF MEOUT-1 ENGINE | OPERATION 5 FINAL APPROACH 5 FINAL APPROACH | NOT INSTRUMENT RATED. |

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| FILE | DATE | LOCATION | | | F S | M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|---|--|------------|------|-------------|--|--|
| | | R.ANCHORAGE.AK | MAULE M-5 | CR- PX- | 0 | 0 1 | NONCOMMERCIAL | PRIVATE, AGE 33, 1520 NSP TOTAL HOURS, 290 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE KENAI,AK | | INTENDED DESTINATION KUSKOKWIM RIVER,AK | | | | | |
| | TYPE OF AC | CIDENT | | | | | F OPERATION | |
| | ENGINE F NOSE OVE | AILURE OR MALFUNC R/DOWN | ION | | | | IGHT NORMAL CRUISE NG LEVEL OFF/TOUCHDOW | |
| | POWERPLA MISCELLA FACTOR(S) TERRAIN COMPLETE P EMERGENCY | L - MAINTENANCE,SU NT - IGNITION SYST NEDUS ACTS,CONDIT - ROUGH/UNEVEN OWER LOSS - COMPLE CIRCUMSTANCES - FO | IONS - MATERIAL FAILURE TE ENGINE FAILURE/FLAM DRCED LANDING OFF AIRPO | EOUT- | 1 EN | G I NE D | | |
| | REMARKS- F | CD LDG-GLCR CVD W | DEEP SNW.CAUS-MAG ROTO | IR HSG | INT | ERFER | ENCE.CONT-APPLIC AD TO | MAG NOT REC BY OWNR. |
| 3-4339 | 11/8/78 TIME - 113 | | CESSNA 185 N3489Y DAMAGE-SUBSTANTIAL | | | | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 33, 4200 TOTAL HOURS, 9 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE TELLER+A TYPE OF AC | к | INTENDED DESTINATION BREVIG MISSION,AK | | | | IF OPERATION JFF RUN | |
| | | | | | | | | |
| | | COMMAND - INADEQU | NATE PREFLIGHT PREPARAT CONS - IMPROPERLY LOADO | | | | | |
| | MISCELLA | NEOUS ACTS,CONDIT LT STATED FREIGHT | IONS - IMPROPERLY SECU AGAINST PETALS. | RED | | | | |
| 3-4310 | 11/10/78 TIME - 115 | UNALAKLEET,AK O | BEECH 36 N7512N | | | | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 37, 1960 Total Hours, 462 In Type |
| | DEPARTURE UNALAKLE | | DAMAGE-SUBSTANTIAL INTENDED DESTINATION NULATO,AK | | | | | NOT INSTRUMENT RATED. |
| | TYPE OF AC ENGINE F WHEELS-U | AILURE OR MALFUNCT | ION | | | IN FL |)F OPERATION IGHT NORMAL CRUISE ING LEVEL OFF/TOUCHDOW | N |
| | | AUSE(S) NT - ENGINE STRUCT | URE CRANKSHAFT IDNS - FATIGUE FRACTURI | | | | | |

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| | | | S OF ACC | | | |
|-------|---|---|---|---|---|--|
| FILE | DATE LOC | ATION AIRCRAFT DATA | F | S M/N | PURPOSE | PILOT DATA |
| | 11/11/78 AKUTAN TIME - 1345 Departure point | BAY,AK GRUMMAN G-21A N95467 DAMAGE-SUBSTANTIA INTENDED DESTINATION DUTCH HARBOR,AK | CR- 0 PX- 0 L | 0 1 0 1 PHASE | COMMERCIAL AIR TAXI-PASSG DF OPERATION OFF RUN | COMMERCIAL, AGE 39, 1073 TOTAL HOURS, 4850 IN TYPE, INSTRUMENT RATED. |
| | FACTOR(S) WEATHER - UNFAVO | - IMPROPER COMPENSATION FOR W RABLE WIND CONDITIONS NO RECORD OF BRIEFING RECEIVE | | FIONS | | |
| | SKY CONDITION CLEAR VISIBILITY AT ACCIN 5 OR OVER(UNLIMI OBSTRUCTIONS TO VI NONE WIND VELOCITY-KNOT 20 TYPE OF FLIGHT PLAN VFR | TED) SION AT ACCIDENT SITE S | | UNLI PRECIP NONE VIND D 180 | G AT ACCIDENT SITE MITED ITATION AT ACCIDENT SITE IRECTION-DEGREES F WEATHER CONDITIONS | |
| | | 30 KNTS. A/C COLLIDED WITH SHI | PS BUOY. | | | |
| -4086 | 11/17/78 NR.ANCHOR TIME - 1338 | AGE,AK BEECH 36 N4495S DAMAGE-SUBSTANTIA | PX- 0 | | NONCOMMERCIAL Pleasure/personal trans | COMMERCIAL, FL.INSTR., P AGE 30, 1505 TOTAL HOURS. 4 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT ANCHORAGE.AK TYPE OF ACCIDENT ENGINE FAILURE O COLLISION WITH G | NINILCHICK,AK. | | IN F | OF OPERATION LIGHT NORMAL CRUISE ING LEVEL OFF/TOUCHDOWN | NA 160. |
| | POWERPLANT - ENG MISCELLANEOUS AC FACTOR(S) MISCELLANEOUS AC COMPLETE POWER LOS EMERGENCY CIRCUMST | - INADEQUATE PREFLIGHT PREPAR INE STRUCTURE MASTER AND CONN IS,CONDITIONS - LACK OF LUBRIC IS,CONDITIONS - INTENTIONAL WH S - COMPLETE ENGINE FAILURE/FL ANCES - FORCED LANDING OFF AIR CTIONS OR LEAKS FOUND IN ENG. | ECTING ROU ATION-SPEC EELS-UP AMEOUT-1 U | DS CIFIC ENGINE | PART, NOT SYSTEM | |

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| | | BRIEFS | 5 OF ACCIDENTS | | |
|--------|---|---|---|---|--|
| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
| 3-4298 | 11/21/78 CRAB BAY.AK TIME - 0930 DEPARTURE POINT JUNEAU.AK TYPE OF ACCIDENT NOSE OVER/DOWN | DEHAVILLAND DHC-3 N3382 DAMAGE-SUBSTANTIAL INTENDED DESTINATION CRAB BAY,AK | CR- 0 0 1 PX- 0 0 0 | | COMMERCIAL, AGE 45, 10800 TOTAL HOURS, 800 IN TYPE, NOT INSTRUMENT RATED. |
| | FACTOR(S) | LED TO RETRACT LANDING GE/ DITIONS - AIRCRAFT CAME TO | • | | |
| 3-4235 | 11/27/78 GIRDWOOD,AK TIME - 1130 | PIPER PA-18 N63837 DAMAGE-SUBSTANTIAL | PX- 0 0 0 | NONCOMMERCIAL Pleasure/personal transp | COMMERCIAL, AGE 27, 539 Total Hours, 60 in type, Instrument rated. |
| | NAME OF AIRPORT - GIRDWO DEPARTURE POINT MERRILL FIELD+AK TYPE OF ACCIDENT NOSE OVER/DOWN | | LAST EN GIRDW PHASE C | NROUTE STOP JOOD,AK JF OPERATION NG ROLL | INSTRUMENT NATED. |
| | FACTOR(S) TERRAIN - SNOW-COVERED TERRAIN - HIDDEN OBSTR | | • | | |
| 3-4135 | 11/28/78 NR.ANGOON,AK TIME - 1000 | STINSON 108 N341C DAMAGE-SUBSTANTIAL | PX-001 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 41, 1100 TOTAL HOURS, UNK/NR IN Type, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT JUNEAU.AK TYPE OF ACCIDENT ENGINE FAILURE OR MALF | | INŢFL | OF OPERATION IGHT NORMAL CRUISE | |
| | FACTOR(S) MISCELLANEOUS ACTS,CON COMPLETE POWER LOSS - CO EMERGENCY CIRCUMSTANCES | WATER CONTROLLED EOUS POWERPLANT FAILURE F DITIONS - AIRCRAFT CAME T(MPLETE ENGINE FAILURE/FLAI - FORCED LANDING OFF AIRP(BEACH AT TIDEMAN ISLAND. | OR UNDETERMINE D REST IN WATER MEDUT-1 ENGINE | | |

BRIEFS OF ACCIDENTS

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BRIEFS OF ACCIDENTS

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/ | | PILOT DATA |
|-------|--|--|--|--|--|
| -4066 | 11/29/78 SHUNGNAK.AK TIME - 2300 | CESSNA 185 N1583H DAMAGE-SUBSTANTIAL | | I NONCOMMERCIAL 3 PLEASURE/PERSONAL TR | COMMERCIAL, AGE 33, 3100 ANSP TOTAL HOURS, 2300 IN TYPE, UNK/NR INSTRUMENT RATED. |
| | NAME OF AIRPORT - SHUNGNA DEPARTURE POINT SHUNGNAK,AK TYPE OF ACCIDENT GROUND-WATER LOOP-SWERV GEAR COLLAPSED | INTENDED DESTINATION AMBLER+AK | ΤΑΚ | OF OPERATION EOFF RUN EOFF RUN | |
| | FACTOR(S) AIRPORTS/AIRWAYS/FACILI | CTED UNSUITABLE TERRAIN TIES - AIRPORT CONDITIONS TITIONS - OVERLOAD FAILURE WAS FLARE POTS. | | NFAY | |
| -4363 | 11/29/78 MC GRATH,AK TIME - 1842 | PIPER PA-32 N3976X DAMAGE-DESTROYED | | D COMMERCIAL D AIR TAXI-PASSG | COMMERCIAL, AGE 25, 1580 Total Hours, 8 in Type, Not instrument rated. |
| | NAME OF AIRPORT - MC GRAT DEPARTURE POINT MC GRATH.AK TYPE OF ACCIDENT COLLISION WITH GROUND/W | H INTENDED DESTINATION MC GRATH,AK | TAT. PHASE | ENROUTE STOP ALINA,AK OF OPERATION EOFF INITIAL CLIMB | NUT INSTRUMENT RATED. |
| | PILOT IN COMMAND - INIT PILOT IN COMMAND - SPAT FACTOR(S) PILOT IN COMMAND - PSYC PERSONNEL - OPERATIONAL | HOLOGICAL CONDITION SUPERVISORY PERSONNEL I SUPERVISORY PERSONNEL C D 8Y FLIGHJ SERVICE PERSO | EATHER CONDI NADEQUATE SU EFICIENCY,CO | TIONS PERVISION OF FLIGHT CRE MPANY MAINTAINED EOPMT, | |
| | SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SI 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT | | 250 PRECI NON | PITATION AT ACCIDENT SI | TE |
| | FOG WIND VELOCITY-KNOTS CALM TYPE OF FLIGHT PLAN VFR | | 19 | OF WEATHER CONDITIONS | |

BRIEFS OF ACCIDENTS LOCATION AIRCRAFT DATA INJURIES FLIGHT F S M/N PURPOSE FILE DATE PILOT DATA
 3-4360
 12/8/78
 SHELDONS POINT, AK
 CESSNA U-206
 CR 0
 1
 COMMERCIAL

 TIME - 1130
 N5187U
 PX 0
 1
 AIR TAXI-PASSG
 COMMERCIAL, AGE 26, 960 TIME - 1130 TOTAL HOURS, 140 IN TYPE, INSTRUMENT RATED. DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP BETHEL, AK SHELDONS POINT, AK BETHEL,AK PHASE OF OPERATION TYPE OF ACCIDENT TAKEOFF RUN NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY WEATHER - RAIN WEATHER BRIEFING - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F UNKNOWN/NOT REPORTED 25 WIND VELOCITY-KNOTS WIND DIRECTION-DEGREES 90 15 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR VFR REMARKS- SIX INCH SNOW DEPTH ON ICE COVERED LAKE. 3-4305 12/18/78 EKWOK, AK PIPER PA-32 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 32, 5020 PX- 0 0 6 AIR TAXI-PASSG TOTAL HOURS, 457 IN TYPE, TIME - 1400 N8944N NOT INSTRUMENT RATED. DAMAGE-SUBSTANTIAL NAME OF AIRPORT - EKWOK INTENDED DESTINATION LAST ENROUTE STOP DEPARTURE POINT EKWOK,AK DILLINGHAM, AK RETURN TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF RUN COLLIDED WITH SNOWBANK TAKEOFF ABORTED PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - IGNITION SYSTEM MAGNETOS MISCELLANEOUS ACTS, CONDITIONS - MISSING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. REMARKS- MAGNETO VENTED CAP MISSING.

| | | | BRIEF | S OF # | CCIDE | INTS | | | |
|-------|---|---|---|--------|----------------|-----------------------|---|-------------|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | IJUR IE F S | | FLIGHT PURPOSE | | PILOT DATA |
| -4306 | 12/19/78 AM TIME - 1015 | NCHOR AGE • AK | ROCKWELL 500S N777DT DAMAGE-SUBSTANTIAL | | | | COMMERCIAL AIR TAXI-CARGO | 35, | FLIGHT INSTR., AGE 5100 TOTAL HOURS, 217 TYPE, INSTRUMENT FD. |
| | DEPARTURE PO ANCHORAGE, TYPE OF ACCIO | AK DENT LURE OR MALFUNCT | INTENDED DESTINATION MIDDLETON ISL,AK | | 1 | (N FL | F OPERATION IGHT CLIMB TO CR NG LEVEL OFF/TOU | UISE | |
| | PILOT IN CO MISCELLANEO PILOT IN CO | DMMAND - ATTEMPT DMMAND - INITIAT DUS ACTS,CONDITI DMMAND - IMPROPE | ED OPERATION W/KNOWN (ED FLIGHT IN ADVERSE ' DNS - ICE-ENGINE R LEVEL OFF DNS - ICE-WINDSHIELD | | | | | | |
| | MISCELLANE FACTOR(S) WEATHER - C WEATHER - C WEATHER - L WEATHER - S | DUS ACTS,CONDITI ICING CONDITIONS CONDITIONS CONDU LOW CEILING SNOW | ONS - AIRFRAME ICE -INCLUDES SLEET.FREEZ CIVE TO CARB./INDUCTIO | DN SYS | | | | | |
| | WEATHER BRIEF | FING - BRIEFED B CAST - FORECAST | LOSS OF POWER - 1 EN Y FLIGHT SERVICE PERSI SUBSTANTIALLY CORRECT ECAUTIONARY LANDING O | DNNEL | | RADIO | | | |
| | SKY CONDITION OVERCAST VISIBILITY AN | N ACCIDENT SITE | | | - | 700 | AT ACCIDENT SITE | T SITE | |
| | 2 MILES OR OBSTRUCTIONS BLOWING SNO | LESS TO VISION AT AC DW | CIDENT SITE | | TEN | SNOW + 1PERA 15 | FREEZING RAIN TURE-F | | |
| | WIND DIRECTIO 320 TYPE OF WEATH IFR | IN-DEGREES | | | TYF | 10 | LOCITY-KNOTS FLIGHT PLAN | | |
| | | NOT CERTIFICAT | ED FOR OPERATION IN IC | CING C | | | -FREEZING RAIN RE | PORTED | |
| -4371 | 12/21/78 CH TIME - 1430 | | CESSNA 207 N7378U DAMAGE-DESTROYED | | | | COMMERCIAL AIR TAXI-PASSG | AGE | MERCIAL, FL.INSTR., 52, 2075 TOTAL HOURS, IN TYPE, INSTRUMENT ED. |
| | NAME OF AIRPO DEPARTURE PO ST.MARYS.AM | | INTENDED DESTINATION CHEVAK,AK | | | | | | |
| | COLLISION V | DENT VITH GROUND/WATE | R CONTROLLED | | | | F OPERATION NG TRAFFIC PATTE | RN-CIRCLING | 1. T. |
| | | | ED VFR FLIGHT INTO AD DISORIENTATION | VERSE | WEATH | IER C | ONDITIONS | | |
| | MISCELLANEO | DUS ACTS+CONDITI | DNS - WHITEOUT | | | | | | |

| | | | BR I EF : | | | | | | | |
|--------|---|---|---|------|-----------|-------------|----------|---|-------|--|
| FILE | DATE LOCA | TION | AIRCRAFT DATA | | NJUP F | RIES S M | | FLIGHT PURPOSE | | PILOT DATA |
| 3-3955 | 12/30/78 WILD LAK TIME - 1415 DEPARTURE POINT BETTLES.AK TYPE OF ACCIDENT COLLIDED WITH SN | E•AK IN | PIPER PA-18 N9397D DAMAGE-SUBSTANTIAL NTENDED DESTINATION WILD LAKE+AK | CR- | • 0 | 0 Phas | 1 E 0 | NONCOMMERCIAL PLEASURE/PERSONAL T F OPERATION NG TRAFFIC PATTERN-(| | PRIVATE, AGE 42, 225 TOTAL HOURS, 101 IN TYPE, NOT INSTRUMENT RATED. NG |
| | PILOT IN COMMAND FACTOR(S) MISCELLANEOUS ACT | - FAILED TO S.CONDITION S.CONDITION | NS - TOUCH AND GO LAN | | i | | | | | |
| 3-3668 | 5/20/78 PHOENIX, TIME - 1450 | | CESSNA 210-5 N8389Z DAMAGE-DESTROYED | | | | | NONCOMMERCIAL Pleasure/personal t | RANSP | COMMERCIAL, AGE 37, 330 TOTAL HOURS, 16 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - S DEPARTURE POINT PHDENIX,AZ TYPE OF ACCIDENT ENGINE FAILURE OR COLLIDED WITH TR | IMALFUNCTIO | GRAND CANYON, AZ | | F | I١ | I FL | F OPERATION IGHT CLIMB TO CRUIS NG FINAL APPROACH | E | |
| | FACTOR(S) TERRAIN - HIGH VE PARTIAL POWER LOSS | S,CONDITION GETATION - PARTIAL I | RE CRANKSHAFT NS - FATIGUE FRACTURE LOSS OF POWER - 1 ENG CED LANDING OFF AIRPO | GINE | N LA | AND | | | | |
| 3-3847 | 6/28/78 NR.GRAND C TIME - UNK/NR | ANYON. AZ | CESSNA 170 N4219V DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PLEASURE/PERSONAL T | RANSP | COMMERCIAL, AGE 28, 450 Total Hours, 39 IN Type, INSTRUMENT RATED. |
| | DEPARTURE POINT GRAND JUNCTION,CO TYPE OF ACCIDENT ENGINE FAILURF OR COLLISION WITH GR | MALFUNCTIO | | | I | IN | I FL | F OPERATION IGHT NORMAL CRUISE NG LEVEL OFF/TOUCHD | OWN | |
| | PILOT IN COMMAND PILOT IN COMMAND MISCELLANEOUS ACT COMPLETE POWER LOSS | IMPROPER MISMANAGE S,CONDITION COMPLETE NCES - FORG | TE PREFLIGHT PREPARAJ IN-FLIGHT DECISIONS EMENT OF FUEL NS - FUEL EXHAUSTION E ENGINE FAILURE/FLAN CED LANDING OFF AIRPO | OR P | -1 E | N I N G | ; | NNING | | |

| | | | BRIEF | S OF ACC | TOE | :N ſ S | | | | | | |
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| FILE | DATE | LOCATION | AIRCRAFT DATA | F | | S M/N | FLIGHT PURPOSE | PILOT DATA | | | | |
| 3-3754 | 7/28/78 TIME - 05 DEPARTURE | CASA GRANDE,AZ DO POINT | PIPER PA-36 N57569 DAMAGE-DESTROYED INTENDED DESTINATION | CR- 1 | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 45, 17000 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED. | | | | |
| | CASA GR. TYPE OF A | LOCAL | | РНА | SE D | F OPERATION | | | | | | |
| | COLLIDE | S | IN FLIGHT STARTING SWATH RUN | | | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) AIRFRAME - FLIGHT CONTROL SURFACES VERTICAL STABILIZER,ATTACHMENTS MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY INSTALLED | | | | | | | | | | | |
| | SPECIAL D | | | | | | | | | | | |
| | | DURS IN CROP CONTR CROP - COTTON | OL - 9999 | | | | OF OPERATION - SPRAYING OF CHEMICAL USED - LIQU | | | | | |
| | PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED | | | | | SLOVE | S - USED | | | | | |
| | GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED | | | | | | HELMET - AVAILABLE USEI BAR - INSTALLED |) | | | | |
| | TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | | | TERRAIN-TYPE - LEVEL+FLAT | | | | | | |
| | ELEVATION-AREA BEING TREATED-FEET - 1500 | | | | | | SWATH RUN-HOW FLOWN - WIND CALM | | | | | |
| | FIRE AFTER IMPACT REMARKS- ANTI-SNAG DEFLECTOR P-N 98341-00. | | | | | | | | | | | |
| | | | | | | | | | | | | |
| 3-3753 | 8/19/78 TIME - 12: | NR.CASHION,AZ | PIPER PA-36 N9911P DAMAGE-SUBSTANTIAL | PX- 0 | | | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 34, 3673 Y TOTAL HOURS, 8 IN TYPE, INSTRUMENT RATED. | | | | |
| | NAME OF A | | | | | | | | | | | |
| | DEPARTURE CASHION, | INTENDED DESTINATION | | | | | | | | | | |
| | TYPE OF A | | | | РНА | SE D | F OPERATION | | | | | |
| | | AILURE OR MALFUNC | TION | | | | FF RUN | | | | | |
| | CULLIDE | O WITH DITCHES | 2 | | I | AKED | FF RUN | | | | | |
| | PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE.SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - IGNITION SYSTEM MAGNETOS MISCELLANEOUS ACTS,CONDITIONS - STUCK PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE | | | | | | | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1140 KIND OF CROP - COTTON PILOT'S SEAT BELT - FASTENED-PROPERLY | | | | Т | YPE | OF OPERATION - SPRAYING OF CHEMICAL USED - LIQUI | | | | | |
| | GOGGLES | NLU-FRUFERLT | | GLOVES - USED CRASH HELMET - AVAILABLE USED | | | | | | | | |
| | COCKPIT | | С | RASH | BAR - INSTALLED | | | | | | | |
| | | PPER-LOCATION - FO | | JITH COT | | LEVA | TION-AREA BEING TREATED- | -FEET - 1018 | | | | |
| | REMARKS- MAGNETO BRUSHES NOT IN CONSTANT COMTACT WITH COIL. | | | | | | | | | | | |

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| FILE | DATE | LOCATION | AIRCRAFT DATA | | IJUR F | SM | | FLIGHT PURPOSE | PILOT DATA | |
| -4362 | | •HYDER•AZ | CESSNA 402B N78660 DAMAGE-DESTROYED | CR- | 0 | 0 | | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 45, 8289 TOTAL HOURS, 2622 IN TYPE, INSTRUMENT RATED. | |
| | DEPARTURE P YUMA,AZ TYPE OF ACC | IDENT | INTENDED DESTINATION PHOENIX,AZ | | Ρ | | | FOPERATION | | |
| | FIRE UR E | XPLOSION IN FLIC | 5H I | | | IN | FL | IGHT NORMAL CRUISE | | |
| | PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - EXHAUST SYSTEM OTHER MISCELLANEOUS ACTS, CONDITIONS - MISSING MISCELLANEOUS ACTS, CONDITIONS - VIRRATION, EXCESSIVE MISCELLANEOUS ACTS, CONDITIONS - FAIGUE FRACTURE MISCELLANEOUS ACTS, CONDITIONS - FIRE IN ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- BOLT CONNECTING BALL JOINT ON L ENG R SIDE FOUND MISSING. | | | | | | | | | |
| -3755 | 10/14/78 NR TIME - 1755 | •CHANDLER • AZ | VARGA 2150 N5108V DAMAGE-SUBSTANTIAL | РХ— | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE 29, 199 P TOTAL HOURS, 23 IN TYPE, NOT INSTRUMENT RATED. | |
| | NAME OF AIR DEPARTURE P OCEAN SID | | INTENDED DESTINATION CHANDLER,AZ | | | | | · | | |
| | TYPE OF ACC ENGINE FA NOSE OVER | ILURE OR MALFUNC | TION | | Ρ | IN | FL | F OPERATION IGHT DESCENDING NG LEVEL OFF/TOUCHDOWN | | |
| | | COMMAND - MISMAN | AGEMENT OF FUEL IONS - FUEL EXHAUSTION | I | | | | | | |
| | PILOT IN MISCELLAN COMPLETE PO | EOUS ACTS,CONDIT WER LOSS - COMPLI | JATE PREFLIGHT PREPARA LONS - MISCALCULATED FU ETE ENGINE FAILURE/FLA DRCED LANDING OFF AIRPO | UEL CO MEDUT- | NSU | MP T | ION | | | |
| | | | | | | | | | | |
| -3670 | 10/20/78 TIME - 0910 | | CESSNA 310I N8071M DAMAGE-SUBSTANTIAL | PX- | | - | _ | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, AGE 44, 2408 TOTAL HOURS, 450 IN TYPE INSTRUMENT RATED, | |
| | DEPARTURE P SAN DIEGO TYPE OF ACC | •CA | INTENDED DESTINATION TUCSON, AZ. | | 0 | | E 0 | F OPERATION | | |
| | | FAILURE IN FLIG | IT | | r | | | IGHT NORMAL CRUISE | | |
| | MISCELLAN MISCELLAN | - FUSELAGE DOOR EOUS ACTS,CONDIT EOUS - FOREIGN N | IONS - MATERIAL FAILURE BJECT DAMAGE | | IN TA | | ΤΔΒ | · · · · · | | |
| | REMARKS- EM | ERGENCY EXIT WING | DOW POPPED OUT DMGG R H | HORIZO | ΝΤΑ | LS | TAB | • | | |

| FILE | | | AIRCRAFT DATA | | | | | FLIGHT PURPOSE | PILOT DATA | | |
|-------|---|---|--|-------------------|---------|--------------------|------------|--|--|-----------------------------|--|
| -3662 | 10/22/78 NR.SUN C TIME - 1530 | ΙΤΥ•ΑΖ | PIPER PA-32 N4167W DAMAGE-SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 M O F | MISCELLANEOUS PARAJUMP-SPORT | COMMERCIAL, AGE 3 TOTAL HOURS, 500 NOT INSTRUMENT RA | 9, 1751 IN TYPE. TED. | |
| | NAME OF AIRPORT - | DIRT STRIP | NTENDED DESTINATION LOCAL | | Pł | HASE LAN | OF DING | OPERATION 5 TRAFFIC PATTERN-C 5 LEVEL OFF/TOUCHDON | IRCLING | | |
| | FACTOR(S) TERRAIN - ROUGH COMPLETE POWER LO EMERGENCY CIRCUMS | PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | | | | |
| | | | | | | | | : | | | |
| -3659 | 10/22/78 GILA B TIME - 1930 | | CESSNA TU206G N7520N DAMAGE-SUBSTANTIAL | PX- | 0 0 | 0 0 | 1 N 5 F | NONCOMMERCIAL PLEASURE/PERSONAL TR. | COMMERCIAL, AGE 2 ANSP TOTAL HOURS, 8 IN INSTRUMENT RATED. | | |
| | VAN NUYS+CA | I | | | | | | | | | |
| | TYPE OF ACCIDENT HARD LANDING | | | , | | | | OPERATION G LEVEL OFF/TOUCHDON | 4N | | |
| | PROBABLE CAUSE(S) PILOT IN COMMANI PILOT IN COMMANI | - IMPROPER | | | | | | | | | |
| -3924 | 10/22/78 MARANA TIME - 1130 | • AZ | CESSNA T337B N2343S DAMAGE-SUBSTANTIAL | РХ- | 0 0, | ช 0 | 2 I 0 C | INSTRUCTIONAL HECK | STUDENT, AGE 35, TOTAL HOURS, 62 II NOT INSTRUMENT RA | N TYPE, | |
| | NAME OF AIRPORT - DEPARTURE POINT TUCSON.AZ TYPE OF ACCIDENT ENGINE FAILURE (COLLISION WITH (| II DR MALFUNCTIO | NTENDED DESTINATION LOCAL DN | | Pł | MAR HASE TAK | OF EDFF | Ú DUTE STOP AZ OPERATION : INITIAL CLIMB ; LEVEL OFF/TOUCHDOW | | | |
| | FACTOR (S) | POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | | | | |
| | COMPLETE POWER LOS | SS - COMPLETE FANCES - FORG | E ENGINE FAILURE/FLAM CED LANDING OFF AIRPO | HEOUT-: DRT ON | LAN | ١D | | | | · | |

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| FILE | DATE LOCATION | | INJURI F S | ES M/N | FLIGHT PURPOSE | PILOT DATA | | | |
| | 10/23/78 PHOENIX,AZ TIME - 1143 | MAULE M-4 N626M DAMAGE-SUBSTANTIAL | CR- 0 PX- 0 | 0 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSI | AIRLINE TRANSPORT, AGE 55, 10288 TOTAL HOURS, 4 IN TYPE, INSTRUMENT RATED. | | | |
| | NAME OF AIRPORT - SKY H DEPARTURE POINT | IARBOR INTENDED DESTINATION | | | | | | | |
| | PHOENIX, AZ | LOCAL | 011 | | F OPERATION | | | | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MAL COLLIDED WITH AUTOMO | | | LAND | NG FINAL APPROACH NG LEVEL OFF/TOUCHDOWN | | | | |
| | COMPLETE POWER LOSS - C | INDITIONS - FUEL STARVATION COMPLETE ENGINE FAILURE/FLAM | | | | | | | |
| | | 5 - FORCED LANDING OFF AIRPO O ON R MAIN TANK.R MAIN FOUN | | | HAD 8GAL IN IT. | | | | |
| -3745 | 10/25/78 SCOTTSDALE.A TIME - 1500 | Z CESSNA 172N N733WM | | | NONCOMMERCIAL | PRIVATE, AGE 66, 541 P TOTAL HOURS, 186 IN TYPE | | | |
| | | DAMAGE-SUBSTANTIAL | | 0 1 | TELASORE TELSSINE TRAIS | NOT INSTRUMENT RATED. | | | |
| | | INTENDED DESTINATION | | | | | | | |
| | BLYTHE,CA TYPE OF ACCIDENT OVERSHOOT | SCOTTSDALE, AZ | | | F OPERATION NG LEVEL OFF/TOUCHDOWN | | | | |
| | NOSE OVER/DOWN | | | LAND | NG ROLL | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | | | |
| | | | | | | | | | |
| -4228 | 10/25/78 WHITERIVER,A TIME - 1915 | Z CESSNA 182P N96060 DAMAGE-DESTROYED | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | COMMERCIAL, AGE 42, 350 P TOTAL HOURS, 80 IN TYPE, NOT INSTRUMENT RATED. | | | |
| | NAME OF AIRPORT - WHITE | RIVER | | | | | | | |
| | DEPARTURE POINT PHOENIX,AZ | INTENDED DESTINATION SHOW LOW,AZ | | | ROUTE STOP | | | | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND | | РН | ASE C | F OPERATION IGHT CLIMB TO CRUISE | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS FIRE AFTER IMPACT | | | | | | | | |

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_____ LOCATION AIRCRAFT DATA INJURIES FILE DATE FLIGHT PILOT DATA F S M/N PURPOSE ______ KNIGHT TWST WHB-1 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 54, 1111 3-3746 10/28/78 MARANA+AZ TIME - 1130 N67P PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, O IN TYPE, NOT INSTRUMENT RATED. DAMAGE-SUBSTANTIAL NAME OF AIRPORT - MARANA AIR PARK DEPARTURE POINT INTENDED DESTINATION MARANA, AZ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION TAKEOFF RUN GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE 3-3667 10/30/78 BUCKEYE, AZ CESSNA 182 CR- 0 1 0 NONCOMMERCIAL PRIVATE, AGE 47, 286 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TIME - 0915 N1800M TOTAL HOURS, ALL IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - FORNES RANCH INTENDED DESTINATION DEPARTURE POINT GOODYEAR . AZ BUCKEYE, AZ TYPE OF ACCIDENT PHASE OF OPERATION LANDING ROLL NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT RUNWAY PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND REMARKS- PILT VEERED RT TO AVOID COTTON TRAILER ON LFT SIDE, NOSE WHEEL DUG IN SOFT SPOT, FLIPPED OVER.

BRIEFS OF ACCIDENTS

| FILE | DATE LOCATION | AIRCRAFT DATA | | IES S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------|---|---|-------|--|--|---|
| -4266 | 11/4/78 YUMA+AZ TIME - 1750 | HILLER UH12E N62349 DAMAGE-DESTROYED | CR- 0 | | COMMERCIAL ASSOC CROP CTL ACTIV | COMMERCIAL, AGE 31, 7203 /ITY TOTAL HOURS, 2026 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT YUMA,AZ TYPE OF ACCIDENT ENGINE FAILURE OR MALFUN ROLL OVER | INTENDED DESTINATION YUMA,AZ | | HASE OF IN FLI | - OPERATION GHT NORMAL CRUISE NG POWER-OFF AUTORO | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INADE MISCELLANEOUS ACTS,COND TERRAIN - WET,SOFT GROUN EMERGENCY CIRCUMSTANCES - | TIONS - WATER IN FUEL | | OR PLAN | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONT KIND OF CROP - LETTUCE PILOT'S SEAT BELT - UNKN GOGGLES - NOT USED COCKPIT CRASHPAD - NOT I TANK/HOPPER-LOCATION - S ELEVATION-AREA BEING TRE | IOWN/NOT REPORTED NSTALLED BIDES | | TYPE C GLOVES CRASH CRASH TERRAI | IF UPERATION - SPRAY F CHEMICAL USED - L - USED HELMET - AVAILABLE I BAR - NOT INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - UNKI | IQUID CHEMICAL-TOXIC |
| -3666 | 11/6/78 MARICOPA,AZ TIME - 1430 | CESSNA 188 N21613 Damage-Substantial | PX- 0 | 0 1 0 0 | COMMERCIAL ASSOC CROP CTL ACTIV | COMMERCIAL, AGE 24, 330 VITY TOTAL HOURS, 18 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - SUNRISE STRIP DEPARTURE POINT INTENDED DESTINATION MARICOPA+AZ LOCAL TYPE OF ACCIDENT GEAR COLLAPSED | | | | - OPERATION NG ROLL | INSTRUMENT RATED. |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - SELEC FACTOR(S) AIRPORTS/AIRWAYS/FACILII MISCELLANEOUS ACTS,COND | IES - AIRPORT CONDITION | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONT KIND OF CROP - COTTON PILOT'S SEAT BELT - UNKN GOGGLES - USED COCKPIT CRASHPAD - INSTA TANK/HOPPER-LOCATION - F ELEVATION-AREA BEING TRE REMARKS- DURING LOG ROLL I | IOWN/NOT REPORTED ILLED ORWARD OF PILOT | · | TYPE (GLOVES CRASH CRASH TERRA | DF OPERATION - DEFOL: DF CHEMICAL USED - L G - USED HELMET - AVAILABLE D BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WING | IQUID CHEMICAL-NONTOXIC USED |

BRIEFS OF ACCIDENTS

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_____ FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-3665 11/6/78 GOODYEAR, AZ CESSNA 152 CR- 0 0 2 INSTRUCTIONAL COMMERCIAL, FL.INSTR., TIME - 1100 N24864 PX- 0 0 0 DUAL AGE 28, 1182 TOTAL HOURS, DAMAGE-SUBSTANTIAL 237 IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - PHOENIX-LITCHFLD INTENDED DESTINATION DEPARTURE POINT GOODYEAR + AZ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT TAXI FROM LANDING PROBABLE CAUSE(S) DUAL STUDENT - MISJUDGED SPEED AND CLEARANCE PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT REMARKS- REFUELLING TRUCK PARKED IN TAXIWAY. 3-4151 11/7/78 NR.LITTLEFIELD, AZ CESSNA U206 CR- 0 0 1 NONCOMMERCIAL STUDENT, AGE 39, 131 TIME - 1715 N60838 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 126 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. INTENDED DESTINATION DEPARTURE POINT ST. GEORGE, AZ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE 3-3752 11/13/78 SCOTTSDALE, AZ MOONEY M20C CR- 0 0 2 NONCOMMERCIAL PRIVATE, AGE 45, 3306 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 452 IN TYPE. TIME - 0725 N1346W DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - SCOTTSDALE INTENDED DESTINATION LAST ENROUTE STOP DEPARTURE POINT CAMP VERDE, AZ PHOENIX, AZ SCOTTSDALE + AZ PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT.

BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS AIRCRAFT DATA INJURIES FLIGHT PILOT DATA FILE DATE LOCATION PURPOSE F S M/N CR- 0 0 1 COMMERCIAL 3-4313 11/16/78 NR.YUMA.AZ BELL 47G-5 COMMERCIAL, FL.INSTR., N7907S PX- 0 0 0 AERIAL APPLICATION AGE 46, 11974 TOTAL TIME - 1700 DAMAGE-SUBSTANTIAL HOURS, 905 IN TYPE, NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION YUMA+AZ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE MAIN ROTOR IN FLIGHT PROCEDURE TURNAROUND HARD LANDING LANDING ROLL-ON/RUN-ON PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION ROTORCRAFT - ROTOR ASSEMBLIES MAIN ROTOR HEAD ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND DIRECTIONAL CONTROL PROBLEM SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1000 KIND OF OPERATION - DUSTING CROPS KIND OF CROP - LETTUCE TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED COCKPIT CRASHPAD - NOT INSTALLED TERRAIN-TYPE - LEVEL . FLAT TANK/HOPPER-LOCATION - SIDES ELEVATION-AREA BEING TREATED-FEET - 200 SWATH RUN-HOW FLOWN - CROSSWIND PROCEDURE TURNAROUND - FIRST 1/3 TURN REMARKS- STABILIZER BAR DAMPER CLAMP PN 47-140-134-1 FAILED. 3-3664 11/27/78 ELOY, AZ PIPER PA-18 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 22. 120 TIME - 1430 N4090E PX- 0 0 0 PRACTICE TOTAL HOURS, 13 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - ELOY MUNI DEPARTURE POINT INTENDED DESTINATION CASA GRANDE, AZ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTRULS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING

| FILE | DATE | LOCATION | AIRCRAFT DATA | _ | FS | IES 5 M/I | | FLIGHT PURPOSE | PILOT DATA | |
|--------|---|--------------------------------------|--|--|----|--------------|--|-----------------------|--|--|
| | | PRESCOTT, AZ | GRUMMAN AA-5B N28959 DAMAGE-SUBSTANTIAL | | 0 | | | INSTRUCTIONAL Solo | STUDENT, AGE 21, 29 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. | |
| | NAME OF AIR DEPARTURE F PRESCOTT TYPE OF ACC HARD LANE GEAR COLL | AZ CIDENT DING | INTENDED DESTINATION LOCAL | PHASE OF OPERATION Landing level off/touchdown Landing level off/touchdown | | | | | | |
| | PILOT IN FACTOR(S) | COMMAND - IMPROP COMMAND - IMPROP | | | | | | | | |
| | MISCELLAN | NEODS ACTS+CONDIT | IONS - OVERLOAD FAILURE | | | | | | | |
| 3-3748 | MISCELLAM 11/30/78 TIME - 1530 | TUCSON+AZ | BELLANCA 7KCAB N86651 DAMAGE-SUBSTANTIAL | | | | | | COMMERCIAL, FL.INSTR., AGE 26, 1160 TOTAL HOURS 22 IN TYPE, NOT INSTRU- MENT RATED. | |

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| 12/1/78 NR.PEACH SPRINGS, TIME - 1838 | | | PURPOSE | | | | |
|--|--|---|---|---|--|--|--|
| DEPARTURE POINT | DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL | PRIVATE, AGE 42, 164 TOTAL HOURS, 162 IN TYPE, NOT INSTRUMENT RATED. | | | |
| PHOENIX,AZ TYPE OF ACCIDENT STALL | LAS VEGAS,NV | | DF OPERATION LIGHT EMERGENCY DESCENT | | | | |
| PILOT IN COMMAND - CONTI PILOT IN COMMAND - FAILE FACTOR(S) WEATHER - RAIN WEATHER - ICING CONDITION WEATHER - CONDITIONS CON WEATHER BRIEFING - BRIEFED | NUED VER FLIGHT INTO AD D TO OBTAIN/MAINTAIN FLY NS-INCLUDES SLEET,FREEZ DUCIVE TO CARB./INDUCTIU BY FLIGHT SERVICE PERSI | VERSE WEATHER YING SPEED ING RAIN,ETC. DN SYSTEM ICIN | G | | | | |
| SKY CONDITION | | CEILIN | G AT ACCIDENT SITE | | | | |
| OVERCAST VISIBILITY AT ACCIDENT SIT 1/2 MILE OR LESS | E | | | | | | |
| OBSTRUCTIONS TO VISION AT NONE | ACCIDENT SITE | TEMPER 30 | A TURE-F | | | | |
| TYPE OF WEATHER CONDITIONS IFR | | TYPE O VFR | F FLIGHT PLAN | | | | |
| 12/8/78 NR.WILLCOX.AZ | CESSNA 152 | CR- 0 0 1 | | PRIVATE, AGE 23, 112 | | | |
| DEPARTURE POINT | DAMAGE-SUBSTANTIAL INTENDED DESTINATION | | FELASURE FERSONAL TRANSP | NOT INSTRUMENT RATED. | | | |
| TYPE OF ACCIDENT | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL | | | | | |
| PROBABLE CAUSE(S) POWERPLANT - MISCELLANEO FACTOR(S) TERRAIN - SNOW-COVERED TERRAIN - ROUGH/UNEVEN | ED REASONS | | | | | | |
| | STALL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPRO PILOT IN COMMAND - CONTI PILOT IN COMMAND - FAILE FACTOR(S) WEATHER - RAIN WEATHER - CONDITIONS CON WEATHER BRIEFING - BRIEFED WEATHER FORECAST - FORECAS SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SIT 1/2 MILE OR LESS DBSTRUCTIONS TO VISION AT NONE TYPE OF WEATHER CONDITIONS IFR 12/8/78 NR.WILLCOX.AZ TIME - 1030 DEPARTURE POINT TUCSON.AZ TYPE OF ACCIDENT ENGINE FAILURE OR MALFUN NOSE OVER/DOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANED FACTOR(S) TERRAIN - SNOW-COVERED TERRAIN - SNOW-COVERED TERRAIN - SNOW-COVERED | STALL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS PILOT IN COMMAND - CONTINUED VER FLIGHT INTO AD PALOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FL' FACTOR(S) WEATHER - RAIN WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTIV WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTIV WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTIV WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERS WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS DBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF WEATHER CONDITIONS IFR 12/8/78 NR.WILLCOX.AZ CESSNA 152 TIME - 1030 N757HL DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION TUCSON.AZ EL PASO.TX TYPE OF ACCIDENT EL PASO.TX TYPE OF ACCIDENT EL PASO.TX TYPE OF ACCIDENT EL PASO.TX POBERLANT - MISCELLANEOUS POWERPLANT FAILURE FACTOR(S) TERRAIN - SNOW-COVERED | STALLIN FPROBABLE CAUSE(S)PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNINGPILOT IN COMMAND - CONTINUED VER FLIGHT INTO ADVERSE WEATHERPILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEEDFACTOR(S)WEATHER - RAINWEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICINWEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICINWEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSWEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECTSKY CONDITIONCEILINOVERCAST500VISIBILITY AT ACCIDENT SITEPRECIPNONE30TYPE OF WEATHER CONDITIONSTO VISION AT ACCIDENT SITENONE30ITME - 1030N757HLDEPARTURE POINTINTENDED DESTINATIONTUCSON,AZEL PASO.TXTYPE OF ACCIDENTEL PAS | STALL IN FLIGHT EMERGENCY 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 - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - RAIN WEATHER - CONDITIONS CONDUCIVE TO CARA./INDUCTION SYSTEM ICING WEATHER - CONDITIONS CONDUCIVE TO CARA./INDUCTION SYSTEM ICING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS FREEZING RAIN., SNOW DBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF HEATHER CONDITIONS TIFR TYPE OF WEATHER CONDITIONS 1/2 MILE OR LESS TYPE OF FLIGHT PLAN TIFR TYPE OF OF PLIGHT 12/8/78 NR.WILLCOX.AZ CESSNA 152 CR- 0 0 1 NONCOMMERCIAL TIME NTSTHL PX- 0 0 0 O PLEASURE/PERSONAL TRANSP DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL PLASE OF OPERATION DEPARTURE POINT | | | |

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE _____ CR- 0 0 1 NONCOMMERCIAL 3-3747 12/13/78 UNKNOWN/NOT REPORTEDCESSNA 1708 PRIVATE, AGE 55, 1141 TIME - 1230 PX- 0 0 2 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 497 IN TYPE, N1956C DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - GRND CANYON CVRN DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP ST.JOHNS.AZ LAS VEGAS,NV GRND CYN CVRNS+AZ TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN REMARKS- ROADWAY SIGNS. CESSNA 210K CR- 0 0 1 NONCOMMERCIAL 3-3661 12/14/78 SHOW LOW, AZ COMMERCIAL, AGE 56, 1642 TIME - 0710 N8262M PX- 0 0 0 BUSINESS TOTAL HOURS, 21 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - SHOW LOW DEPARTURE POINT INTENDED DESTINATION SHOW LOW, AZ PHOENIX, AZ. TYPE OF ACCIDENT PHASE OF OPERATION TAKEOFF INITIAL CLIMB ENGINE FAILURE OR MALFUNCTION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - ICE-IN FUEL MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ICE IN WING FUEL CELLS RESTRICTED FUEL FLOW.

BRIEFS OF ACCIDENTS

| | | | OF ACCIDENTS | | | | | | |
|--------|---|---|--|--|--|--|--|--|--|
| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES | | PILOT DATA | | | | |
| 3-4229 | 12/17/78 AGUILA.AZ TIME - 0200 DEPARTURE POINT LAS VEGAS.NV TYPE OF ACCIDENT ENGINE FAILURE OR MALFU COLLIDED WITH WIRES/PO | GRUM AMER AA1-A N9426L DAMAGE-SUBSTANTIAL INTENDED DESTINATION PHOENIX+AZ NCTION | CR- 0 0 1 PX- 0 0 0 PHASE C IN FL | NONCOMMERCIAL PLEASURE/PERSONAL TRANSI DF OPERATION .IGHT NORMAL CRUISE NG LEVEL OFF/TOUCHDOWN | | | | | |
| | PILOT IN COMMAND - MISM MISCELLANEOUS ACTS.COND FACTOR(S) PILOT IN COMMAND - INIT WEATHER - RAIN | EQUATE PREFLIGHT PREPARAT ANAGEMENT OF FUEL ITIONS - FUEL EXHAUSTION IATED FLIGHT IN ADVERSE W | | | | | | | |
| | WEATHER - SNOW COMPLETE POWER LOSS - COM WEATHER BRIEFING - OTHER EMERGENCY CIRCUMSTANCES - | | | | | | | | |
| | SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SI 3 MILES OR LESS OBSTRUCTIONS TO VISION AT NONE WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN NONE REMARKS- OBTAINED WX FROM | ACCIDENT SITE | CEILING AT ACCIDENT SITE 1750 PRECIPITATION AT ACCIDENT SITE RAIN, SNOW SHOWERS WIND DIRECTION-DEGREES 270 TYPE OF WEATHER CONDITIONS VFR | | | | | | |
| 3-4308 | 12/20/78 NR.SPRINGERVILLE TIME - UNK/NR DEPARTURE POINT SCOTTSDALE.AZ TYPE OF ACCIDENT | • △Z PIPER PA-24 N5734P DAMAGE-DESTROYED INTENDED DESTINATION AMARILLO,TX | PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANS DF OPERATION | PRIVATE, AGE 24, 455 P TOTAL HOURS, 40 IN TYPE NOT INSTRUMENT RATED. | | | | |
| | COLLISION WITH GROUND/W PROBABLE CAUSE(S) MISCELLANEOUS - UNDETER MISSING AIRCRAFT - LATER REMARKS- RECOVERY DATE 6/ | MINED RECOVERED | IN FL | IGHT UNCONTROLLED DESCE | νΤ | | | | |

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| FILE | DATE | | AIRCRAFT DATA | | F | SM | / N | PURPOSE | PILOT DATA |
|-------|--|-------------------------------------|--|--------------|-----|------|-----|--|---|
| | 12/20/78 TIME - 1619 | PHOENIX, AZ | CURTIS-WRŢ D-4000 N8708 DAMAGE-SUBSTANTIAL | CR- PX- | 0 | 0 | 1 | | PRIVATE, AGE 46, 2539 TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED. |
| | | Z CIDENT | EY INTENDED DESTINATION UNKNOWN/NOT REPORTED | | P | - | | F OPERATION Ng Roll | |
| | MISCELLA | - LANDING GEAR NEOUS ACTS,CONDIT | BRAKING SYSTEM (NORMAL IONS - MATERIAL FAILURE D GREASE ON BRAKE SHOES | | | BF | AKE | SHOE VERT WEB HAD 1 INC | CH CRACK. |
| -3660 | 12/21/78 TIME - 1250 DEPARTURE (| ງ ⁻ | PIPER PA-18 N28832 DAMAGE-SUBSTANTIAL INTENDED DESTINATION | PX- | | | | NONCOMMERCIAL Pleasure/personal trans | PRIVATE, AGE 39, 400 SP TOTAL HOURS, 266 IN TYPE, NOT INSTRUMENT RATED. |
| | FLAGSTAF Type of AC | E A 7 | PINON, AZ | | Ρ | | | F OPERATION NG ROLL | |
| | | COMMAND - SELECT | ED UNSUITABLE TERRAIN DY & BADLY RUTTED,PILOT | r elec | TEC |) T(| LN | D ON ROAD,HIT SIGN & ROI | LLED INTO OFFRAMP. |
| -3751 | 12/21/78 TIME - 1600 | PHOENIX,AZ D | CESSNA 152 N48600 DAMAGE-SUBSTANTIAL | Р Х — | | | | NONCOMMERCIAL PRACTICE | STUDENT, AGE 50, 79 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | | R INTL INTENDED DESTINATION LOCAL | | | | | | |
| | TYPE OF ACC COLLIDED | CIDENT WITH FENCE+FENC | EPOSTS | | | | | F OPERATION FROM LANDING | |
| | PROBABLE CA PILOT IN | AUSE(S) COMMAND - MISJUD | GED CLEAR ANCE | | | | | | |
| -4102 | 12/21/78 TIME - 0812 | | BELL 206 N2964W DAMAGE-DESTROYFD | | | | | COMMERCIAL POWER/PIPELINE | COMMERCIAL, AGE 28, 2205 TOTAL HOURS, 470 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE SCOTTSDAU TYPE OF AC | _E,AZ | NTL INTENDED DESTINATION PHOENIX,AZ | | Ρ | | | F OPERATION IGHT HOVERING | |
| | | ERLINE TOWER STAT | IC CABLE FELL ON ACFT. OWER FELL TOWARDS HELIC | OPTER | _ | | | | |

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er eksempletet blist forsessen hit i det anvære het token er med ansværet talmad en som et the eftet beskuret er beneret.

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| FILE | DATE | | AIRCRAFT DATA | | F | S M | /N | FLIGHT PURPOSE | PILOT DATA |
| | 12/24/78 NR.SUN TIME - 1530 | CITY,AZ | PIPER PA-32 N4008R DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | CR- | 1 1 | 0 0 9 Ha S | 0 4 E 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP F OPERATION IGHT NORMAL CRUISE | COMMERCIAL, AGE 39, 1040 TOTAL HOURS, 400 IN TYPE NOT INSTRUMENT RATED. |
| | | E CHUTE OPEN ACTS,CONDIT | ING IONS - SEPARATION IN FL R THRU DOOR FRAME,TAIL | | D. | | | | |
| -4179 | 12/27/78 PHOE TIME - 0735 | NIX,AZ | CESSNA 152 'N25058 Damage-Substantial | CR- PX- DT- | 0 0 0 | 0 0 0 | 2 0 1 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 31, 800 TOTAL HOURS, 336 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT DEPARTURE POINT PHOENIX,AZ TYPE OF ACCIDEN COLLIDED WITH | т. Т | R INTENDED DESTINATION LOCAL | | f | | | F OPERATION FROM LANDING | |
| | | ISCELLANEOUS | -PERSONNEL OTHER ER OF VEHICLE FAILED TO |) SEE | ANC |) AV | 010 | ACFT. | |
| -3749 | 12/27/78 TUCS TIME - 1240 NAME OF AIRPORT DEPARTURE POINT DOUGLAS,AZ TYPE OF ACCIDEN HARD LANDING GEAR COLLAPSE | - RYAN FIEL | DAMAGE-SUBSTANTIAL DINTENDED DESTINATION TUCSON+AZ | | 0 | PHAS LA | E O ND I | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP F OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL | STUDENT, AGE 24, 44 TOTA HOURS, 18 IN TYPE, NOT INSTRUMENT RATED. |
| | PROBABLE CAUSE(PILOT IN COMM PILOT IN COMM FACTOR(S) MISCELLANEOUS | S) AND - IMPROP AND - IMPROP ACTS,CONDIT | ER LEVEL OFF ER RECOVERY FROM BOUNCE IONS - DOWNWIND IONS - OVERLOAD FAILURE | | DIN | - | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJ F | | IES S M/N | | FLIGHT PURPOSE | PILOT DATA |
|--------|--|---|--|---------------|-----|------------------|-----|---|---|
| 3-4326 | 12/27/78 TIME - 170 DEPARTURE PHOENIX | POINT | MIDGET MUSTNG N86DL DAMAGE-SUBSTANTIAL INTENDED DESTINATION PRESCOTT+AZ | | | | | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 29, 5000 TDTAL HOURS, 20 IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF AC PROPELLE HARD LAN | R/ROTOR FAILURE | | | Pł | IN F | LI | OPERATION GHT NORMAL CRUISE G LEVEL OFF/TOUCHDOWN | |
| | MISCELLA MISCELLA | ANT - PROPELLER AN ANEOUS ACTS.CONDIT | D ACCESSORIES BLADES IONS - PREVIOUS DAMAGE IONS - FATIGUE FRACTURE ER LEVEL OFF | 1 | | | | | |
| | PILOT IN MISCELL | NEOUS ACTS+CONDIT CIRCUMSTANCES - F P | WATE PREFLIGHT PREPARAT IONS - SEPARATION IN FU DRCED LANDING OFF AIRPC ROP/ENGINE VIBRATION WSPECTED MECHANICAL DIS | IGHT RT ON | LAI | | | NING | |
| | REMARKS- 1 | L3IN OF #1 BLADE S | EPD.DENT IN LEADING EDO | SE.LNDD | 0 | N ROA | ۱D. | | |
| 1-3984 | TIME - 185 | | BEECH 95-55 N6118V DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 2659 Total Hours, 857 IN Type, INSTRUMENT RATED. |
| | DEPARTURE PHOENIX, Type of AC | AZ | INTENDED DESTINATION FLAGSTAFF,AZ | | PI | - | | OPERATION 5 FINAL APPROACH | |
| | PROBABLE C PILOT IM | | ER IFR OPERATION | | | | | | |
| | FACTOR(S) WEATHER WEATHER WEATHER | | | | | | | | |
| | | | BY FLIGHT SERVICE PERSE SUBSTANTIALLY CORRECT |)NNEL, | ΙN | PERS | ON | | |
| | SKY CONDIT OBSCURAT | ION | | | | 900 | | AT ACCIDENT SITE | |
| | 1 MILE COBSTRUCTION | Y AT ACCIDENT SITE DR LESS DNS TO VISION AT A | | . * | | SNOW Emper | S | ATION AT ACCIDENT SITE HOWERS URE-F | |
| | FDG WIND DIREC 210 | CTION-DEGREES | | | | 31 IND \ 4 | /EL | OCITY-KNDTS | |
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FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE _________ 3-4152 12/31/78 FLAGSTAFF, AZ AERONCA 0-58B CR- 0 1 0 NONCOMMERCIAL PRIVATE, AGE 22, 349 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 45 IN TYPE, TIME - 0900 N33323 DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - FLAGSTAFF DEPARTURE POINT INTENDED DESTINATION FLAGSTAFF,AZ GRAND CANYON, AZ TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- HEAVY FROST ON ACT AND ICE ON TRIM HINGES. 3-3933 12/15/78 TEXARKANA, AR CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 31. 107 PIPER PA-28 TIME - 2252 N6902J PX- 2 1 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 5 IN TYPE, DAMAGE-DESTROYED NOT INSTRUMENT RATED. NAME OF AIRPORT - WEBB FIELD DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP COLORADO CITY,TX MEMPHIS.TN TEXARKANA • AR TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT OTHER COLLIDED WITH TREES LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VER FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - BECAME LOST/DISORIENTED MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL WEATHER - LOW CEILING WEATHER - FOG MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS NONE TEMPERATURE-F OBSTRUCTIONS TO VISION AT ACCIDENT SITE 47 FOG WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS CALM IFR TYPE OF FLIGHT PLAN NONE REMARKS- PLT WORKED NORMAL DAY SHIFT.FLEW TO PICK UP ACFT.FLEW 3/4HR PICK UP FAMILY BFR FLYING 4 1/2HR FLT.

BRIEFS OF ACCIDENTS

| FILE | DATE LOCATION | AIRCRAFT DATA | F | RIES S M, | | | PILOT DATA | | | |
|--------|---|--|-------------------|---|---|--------------------------------|---|--|--|--|
| 3-4172 | 12/18/78 FERNDALE.AR TIME - 1900 | CESSNA 140A N777RN DAMAGE-DESTROYED | CR- 1 | 0 0 | 0 NONCOMMERCIAL 0 PLEASURE/PERS | DNAL TRANSP | PRIVATE, AGE 19, 396 TOTAL HOURS, 50 IN TYPE NOT INSTRUMENT RATED. | | | |
| | DEPARTURE POINT LITTLE ROCK,AR | INTENDED DESTINATION BOULDER+CO | | | | | | | | |
| | TYPE OF ACCIDENT | 0002020400 | | PHASE | OF OPERATION | | | | | |
| | COLLISION WITH GROUND/WATE | | | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUE FACTOR(S) WEATHER - LOW CEILING | | | | | | | | | |
| | WEATHER BRIEFING - BRIEFED B WEATHER FORECAST - FORECAST S | | | | | | | | | |
| | SKY CONDITION OVERCAST | | | CEILI 100 | NG AT ACCIDENT S | ITE | | | | |
| | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | | | PITATION AT ACCI | | | | | |
| | OBSTRUCTIONS TO VISION AT ACC | CIDENT SITE | | | RATURE-F | | | | | |
| | WIND DIRECTION-DEGREES | | | | VELOCITY-KNOTS | | | | | |
| | TYPE OF WEATHER CONDITIONS | | | | OF FLIGHT PLAN | | | | | |
| | | REMARKS- SHIPPING SCREW NOT REMOVED FROM ELT PREVENTED ACTIVATION. | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| 3-3925 | 4/15/78 NR.TRABUCO CANYON.C/ TIME - 1514 | A PIPER PA-23 N5641y DAMAGE-DESTROYED | | 0 | 0 NONCOMMERCIAL 0 BUSINESS | | AIRLINE TRANSPORT, AGE 58, 21217 TOTAL HOURS, 800 IN TYPE, INSTRUMENT | | | |
| 3-3925 | TIME - 1514 | N5641Y | | 0 | | | 58, 21217 TOTAL HOURS, | | | |
| 3-3925 | TIME - 1514 DEPARTURE POINT | N5641Y DAMAGE-DESTROYED INTENDED DESTINATION PHOENIX.AZ | PX- 0 | O O PHASE | | | 58, 21217 TOTAL HOURS, 800 IN TYPE, INSTRUMENT | | | |
| 3-3925 | TIME - 1514 DEPARTURE POINT SANTA MONICA.CA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUE FACTOR(S) WEATHER - RAIN | N5641Y DAMAGE-DESTROYED INTENDED DESTINATION PHOENIX+AZ CONTROLLED ED VFR FLIGHT INTO AD | PX- 0 | 0 0 PHASE IN | O BUSINESS OF OPERATION FLIGHT NORMAL C | | 58, 21217 TOTAL HOURS, 800 IN TYPE, INSTRUMENT | | | |
| 3-3925 | TIME - 1514 DEPARTURE POINT SANTA MONICA,CA TYPE OF ACCIDENT COLLISION WITH GROUND/WATEN PROBABLE -CAUSE(S) PILOT IN COMMAND - CONTINUE FACTOR(S) | N5641Y DAMAGE-DESTROYED INTENDED DESTINATION PHOENIX.AZ CONTROLLED ED VFR FLIGHT INTO AD | PX- 0 VERSE WE | 0 0 PHASE IN | O BUSINESS OF OPERATION FLIGHT NORMAL C | | 58, 21217 TOTAL HOURS, 800 IN TYPE, INSTRUMENT | | | |
| 3-3925 | TIME - 1514 DEPARTURE POINT SANTA MONICA.CA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUE FACTOR(S) WEATHER - RAIN TERRAIN - HIGH OBSTRUCTION | N5641Y DAMAGE-DESTROYED INTENDED DESTINATION PHOENIX.AZ CONTROLLED ED VFR FLIGHT INTO AD | PX- 0 VERSE WE | 0 0 PHASE IN A THEF CEILI | O BUSINESS OF OPERATION FLIGHT NORMAL C | RUISE | 58, 21217 TOTAL HOURS, 800 IN TYPE, INSTRUMENT | | | |
| 3-3925 | TIME - 1514 DEPARTURE POINT SANTA MONICA.CA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUE FACTOR(S) WEATHER - RAIN TERRAIN - HIGH OBSTRUCTION: WEATHER BRIEFING - NO RECORD SKY CONDITION | N5641Y DAMAGE-DESTROYED INTENDED DESTINATION PHOENIX.AZ CONTROLLED ED VFR FLIGHT INTO AD | PX- 0 VERSE WE | O O PHASE IN A THEF CEILI | O BUSINESS OF OPERATION FLIGHT NORMAL C CONDITIONS NG AT ACCIDENT S NOWN/NOT REPORTE PITATION AT ACCID | RUISE ITE D | 58, 21217 TOTAL HOURS, 800 IN TYPE, INSTRUMENT | | | |
| 3-3925 | TIME - 1514 DEPARTURE POINT SANTA MONICA,CA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUE FACTOR(S) WEATHER - RAIN TERRAIN - HIGH OBSTRUCTION WEATHER BRIEFING - NO RECORD SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE | N5641Y DAMAGE-DESTROYED INTENDED DESTINATION PHOENIX.AZ R CONTROLLED ED VFR FLIGHT INTO AD S OF BRIEFING RECEIVED | PX- 0 VERSE WE | 0 0 PHASE IN A THEF CEILI UN PRECI RA | O BUSINESS OF OPERATION FLIGHT NORMAL C CONDITIONS NG AT ACCIDENT S NOWN/NOT REPORTE PITATION AT ACCI OF WEATHER CONDI | RUISE ITE D DENT SITE | 58, 21217 TOTAL HOURS, 800 IN TYPE, INSTRUMENT | | | |

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BRIEFS OF ACCIDENTS INJURIES FILE DATE LOCATION AIRCRAFT DATA FLIGHT PILOT DATA F S M/N PURPOSE ------CR- 1 0 0 NONCOMMERCIAL 3-4222 7/1/78 SAN DIEGO,CA CESSNA 182 COMMERCIAL, AGE 45, 1007 TIME - 1558 N2341G PX- 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, UNK/NR IN DAMAGE-DESTROYED OT- 0 0 1 TYPE, INSTRUMENT RATED. NAME OF AIRPORT - MONTGOMERY FIELD DEPARTURE POINT INTENDED DESTINATION SAN DIEGO,CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED'- SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL CONTROL ZONE/AREA - YES HORIZONTAL COLLISION ANGLE-DEGREES - 160 EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED ANTI-COLLISION LIGHTS - OPERATING FIRE AFTER IMPACT REMARKS- N2341G CRASHED IN RAVINE FIRE DESTRYD BRUSH.NOSEWHEEL FROM N9378U STRUCK ROOF OF A PARKED CAR. 3-4222 7/1/78 SAN DIEGO,CA CESSNA 150 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 58, 15325 TIME - 1558 N9378U PX- 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, UNK/NR IN DAMAGE-SUBSTANTIAL OT- 1 0 0 TYPE, INSTRUMENT RATED. NAME OF AIRPORT - MONTGOMERY FIELD DEPARTURE POINT INTENDED DESTINATION CHULA VISTA,CA CARLSBAD,CA TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL CONTROL ZONE/AREA - YES HORIZONTAL COLLISION ANGLE-DEGREES -EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED 160 ANTI-COLLISION LIGHTS - OPERATING REMARKS- N9378U LND MONTGMRY FLD WITHOUT FURTHER DMG TO ACFT FOLLOWING COLL, LOSS OF RT AND NOSE GEAR.

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| FILE | | LOCATION | AIRCRAFT DATA | F | S M/ | | F | PILOT DATA |
|-------|--------------------------|---|--|----------------|-------------|---|---------------|--|
| | 8/27/78 | COSTA MESA+CA | | | | | | PRIVATE, AGE 28, 464 TOTAL HOURS, 264 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE P | PORT - ORANGE COU DINT •CA | | | | | | |
| | TYPE OF ACC FIRE OR E | IDENT XPLOSION IN FLI WITH GROUND/WAT | | | IN | OF OPERATIC FLIGHT CLIM FLIGHT CLIM | B TO CRUISE | |
| | | USE(S) EQUS - UNDETERMIN | NED | | | | | |
| | | EOUS ACTS, CONDIT | IONS - FIRE IN BRAKES. IONS - FIRE OF UNDETER | | | Y,WHEEL WELL | | |
| | | | | | | | | |
| -3756 | 8/29/78 TIME - 0520 | | PIPER PA-32 N3708M DAMAGE-DESTROYED | CR- 1 PX- 3 | 0 0 | O NONCOMMER O BUSINESS | CIAL | PRIVATE, AGE 25, 140 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | Δ. | IELD INTENDED DESTINATION PHOENIX.AZ | | LAS | ENROUTE STOP VEGAS,NV OF OPERATIO | | |
| | | WITH WIRES/POLE | 5 | ' | | EOFF INITIA | | |
| | | | TED FLIGHT IN ADVERSE | | CONDI | TIONS | | |
| | WEATHER - WEATHER BRI | FOG EFING - BRIEFED | BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT | ONNEL, B' | Y РНС | NE | | |
| | SKY CONDITI | | | | CEILI | NG AT ACCIDE | NT SITE | |
| | 1/4 MILE | | | | NON | E | ACCIDENT SITE | |
| | FOG | S TO VISION AT A | CCIDENT SITE | | 63 | RATURE-F | | |
| | WIND DIRECT | - | | | 5 | VELOCITY-KNC | | |
| | TYPE OF WEA IFR | THER CONDITIONS | | | TYPE NON | NF FLIGHT PL E | | |

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| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU F | RIES S M | /N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--|---|---|---------------------------------|-------------------|---|--|
| | 8/30/78 TIME - 12 NAME OF A DEPARTURE AQUA DU TYPE OF A | LOS ANGELES,CA 15 IRPORT - VAN NUYS POINT LCF,CA CCIDENT FAILURE OR MALFUNCT | MONNEY M20 N864B DAMAGE-DESTROYED INTENDED DESTINATION VAN NUYS.CA | CR- 2 PX- 0 | 0 0 PHAS | O O E FL | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP F OPERATION IGHT NORMAL CRUISE NG FINAL APPROACH | |
| | PILOT I MISCELL PILOT I COMPLETE EMERGENCY | N COMMAND - INADEQU N COMMAND - MISMAN ANEOUS ACTS,CONDITI N COMMAND - FAILED POWER LOSS - COMPLE | IONS — FUEL EXHAUSTION TO OBTAIN/MAINTAIN FL TE ENGINE FAILURE/FLAM DRCED LANDING OFF AIRP | YING SPE 4EOUT-1 | ED ENGI | | NNING | |
| 3–3926 | DEPARTURE LAKE EL TYPE OF A | POINT SINGRE.CA CCIDENT | DAMAGE-DESTROYED | | ρηας | ΕO | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP F OPERATION NG POWER-ON LANDING | PRIVATE, AGE 56, 875 TOTAL HOURS, 225 IN TYPE, NOT INSTRUMENT RATED. |
| | MISCELL PILOT I FACTOR(S) ROTORCR MISCELL EMERGENCY FIRE AFTE | N COMMAND - IMPROPI ANEOUS ACTS,CONDIT N COMMAND - FAILED AFT - MISCELLANEOUS ANEOUS ACTS,CONDIT CIRCUMSTANCES - FO R IMPACT | ER IN-FLIGHT DECISIONS IONS - IMPROPER EMERGEN TO MAINTAIN ADEQUATE N S UNITS AND ASSEMBLIES IONS - MATERIAL FAILURN DRCED LANDING DFF AIRPO D77038+DF ENG TACH GEN | NCY PROC ROTOR R. DUAL T E DRT ON L | E DUR P • M • ACHC AND | ES MET | | |

| | | | BRIEF | S OF A | ссі | ÐEN | TS | | |
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| FILE | | ATION | AIRCRAFT DATA | | F | IES S M | 1/N | FLIGHT PURPOSE | PILOT DATA |
| 3-3849 | 10/1/78 BUENA P/ TIME - 1356 NAME OF AIRPORT - F DEPARTURE POINT BUENA PARK.CA TYPE OF ACCIDENT ENGINE FAILURE OR COLLIDED WITH WI | ARK,CA FULLERTON I R MALFUNCTIO | NAVION A N91160 DAMAGE-SUBSTANTIAL | CR- | 0 1 | ן 0 אר גד | 0 1 E 0 KE0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP F OPERATION FF INITIAL CLIMB NG LEVEL OFF/TOUCHDOWN | PRIVATE, AGE 50, 2000 TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED. |
| | PILOT IN COMMAND MISCELLANEOUS ACT COMPLETE POWER LOSS EMERGENCY CIRCUMSTA | - MISMANAG TS,CONDITIO S - COMPLET ANCES - FOR | TE PREFLIGHT PREPARA EMENT OF FUEL NS - FUEL EXHAUSTION E ENGINE FAILURE/FLAI CED LANDING OFF AIRPI SEL FOUND ON EMPTY T | MEOUT- DRT ON | ·1 E | NGI | | NNING | |
| 3-3929 | 10/18/78 OXNARD. TIME - UNK/NR | CA | CESSNA 152 N67476 Damage-substantial | | | | | INSTRUCTIONAL SOLO | STUDENT, AGE 43, 13 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT OXNARD,CA TYPE OF ACCIDENT | OF AIRPORT - DXNARD RTURE POINT INTENDED DESTINATION NARD,CA LOCAL | | | | | | | |
| | FACTOR(S) MISCELLANEOUS ACT | TS, CONDITIO | ACTION IN ABORTING T NS - TOUCH AND GO LAN NS - RAN DEF END DE F | NDING | | | | | |
| 3-3743 | 10/20/78 SAN LEAN TIME - 2118 | NDRO+CA | CESSNA T-210L N51480 DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 30, 369 TOTAL HOURS, 22 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - C DEPARTURE POINT SEATTLE.WA TYPE OF ACCIDENT ENGINE FAILURE OF COLLIDED WITH WI | II R MALFUNCTI | L NTENDED DESTINATION SAN FRANCISCO,CA | | | IN | FL | F OPERATION IGHT DESCENDING NG FINAL APPROACH | INSTROMENT KATED. |
| | PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE MASTER AND CONNECTING RODS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | | | |
| | COMPLETE POWER LDSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- ACFT STRUCK COM POLES & CONCRETE WALL & BURNED. NO 4 ROD ASY (PN 632041A2) FAILED FOR UNKN RSN. | | | | | | | | |

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| | DATE | LOCATION | AIRCRAFT DATA | | | | FLIGHT PURPOSE | PILOT DATA | | |
|--------|---|--|---|------------|-----|-------------|-------------------|---|--|--|
| 3-4209 | 10/20/78 N TIME - 1010 | R.GREEN VLY LK,CA D | PIPER PA32RT N36792 DAMAGE-DESTROYED | CR- PX- | | | | PRIVATE, AGE 43, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. | | |
| | UNKNOWN/NO TYPE OF AC | DEPARTURE POINT INTENDED DESTINATION UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT NORMAL CRUISE | | | | | | | | |
| | PILOT IN PILOT IN FACTOR(S) WEATHER WEATHER WEATHER MISCELLA | COMMAND - INADEQU/ COMMAND - IMPROPER COMMAND - CONTINUE - LOW CEILING - RAIN - WIND SHEAR NEOUS ACTS,CONDITIC | NTE PREFLIGHT PREPARAT IN-FLIGHT DECISIONS D VFR FLIGHT INTO ADV NS - STOLEN OR UNAUTH OF BRIEFING RECEIVED | OR PL | WEA | ING THER | CONDITIONS | | | |
| | SKY CONDITION CEILING AT ACCIDENT SITE BROKEN/LOWER SCATTERED 7000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SI 4 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F HAZE 65 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN | | | | | | | | | |

| | | | BRIEF | S OF A | ссі | DE | NTS | | | | |
|--------|---|--|--|--------|-------------|---|----------|---|--|--|---|
| FILE | DATE LOC | ATION | AIRCRAFT DATA | | F | S | S M/N | PURF | OSE | | PILOT DATA |
| 3-3928 | 10/30/78 NR.MOJAVE TIME - 1236 | •CA | PIPER PA-32 N400EW DAMAGE-DESTROYED | | 2 | Ó | i o | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 59, 700 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. | | |
| | DEPARTURE POINT INTENDED DESTINATION PORTERVILLE.CA KINGMAN.AZ TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE IN FLIGHT IN FLIGHT UNCONTROLLED DESCENT | | | | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND PILOT IN COMMAND PILOT IN COMMAND FACTOR(S) WEATHER - LOW CF WEATHER - TURBUL WEATHER BRIEFING - WEATHER FORECAST - | ITS OF ING RA IR THUM ONEL, | IN, NDER BY | ET | CRAF | T . | 15 | | | | |
| | SKY CONDITION BROKEN/LOWER SCA VISIBILITY AT ACCI 5 OR OVER(UNLIMI OBSTRUCTIONS TO VI UNKNOWN/NOT REPO WIND DIRECTION-DEO 220 TYPE OF WEATHER CO VFR REMARKS- GENERAL D | IDENT SITE ITED) ISION AT ACC DRTED GREES DNDITIONS | | | F 7 1 | CEILING AT ACCIDENT SITE 3500 PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TEMPERATURE-F 59 WIND VELOCITY-KNOTS 14 TYPE OF FLIGHT PLAN NONE | | | | | |
| 3-4199 | 11/6/78 HERMOS/ TIME - 1813 | A BEACH+CA | CESSNA T210M N761GP DAMAGE-DESTROYED | | | | | COMMER(AIR TA) | | | COMMERCIAL, FL.INSTR., AGE 37, 1045 TOTAL HOURS, 24 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT LOS ANGÈLES.CA TYPE OF ACCIDENT ENGINE FAILURE (DITCHING | | NTENDED DESTINATION LONG BEACH₊CA DN | | F | I | IN FI | | TION IMB TO CRU EL OFF/TOUC | | |
| | PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - IGNITION SYSTEM MAGNETOS MISCELLANEOUS ACTS, CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT 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- MAG NORMAL POINT GAP .17 TO .19IN, POINTS FOUND TO BE .08IN. | | | | | | | | | | |

DATE AIRCRAFT DATA INJURIES FLIGHT PILOT DATA FILE LOCATION F S M/N PURPOSE 3-3932 11/11/78 NR.LUCERNE,CA AERO COMDR 680W CR- 0 1 0 NONCOMMERCIAL ATP, FLIGHT INSTR., AGE TIME ~ 0300 N94HD PX- 0 0 0 PLEASURE/PERSONAL TRANSP 30, 5420 TOTAL HOURS, DAMAGE-DESTROYED 1105 IN TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION SAN DIEGO,CA LAS VEGAS,NV TYPE OF ACCIDENT PHASE OF OPERATION IN FLIGHT NORMAL CRUISE COLLISION WITH GROUND/WATER CONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT REMARKS- 2 MICRO GMS/MILL BENZO DIAZEPIND FOUND IN BLOOD SAMPLE. 3-3927 11/12/78 NR.KERNVILLE,CA GRUM AMER AA1-G CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 22, 105 TIME - 1440 N9584U PX- 1 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 17 IN TYPE, DAMAGE-DESTROYED NOT INSTRUMENT RATED. LAST ENROUTE STOP DEPARTURE POINT INTENDED DESTINATION VAN NUYS.CA VAN NUYS+CA KERNVILLE.CA TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VER FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE WEATHER - LOW CEILING WEATHER - RAIN WEATHER - SNOW WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 2500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED RAIN, SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F BLOWING SNOW 32 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 290 13 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR NONE REMARKS- ACFT DECENDED VERTICALLY THROUGH TREES IN A FLAT UPRIGHT ATTITUDE WHILE ROTATING.

ETLE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PTIOT DATA E S M/N PURPOSE _____ 3-4252 11/12/78 SN UN CPSTRN-CA CESSNA 172N CR- 1 0 0 INSTRUCTIONAL STUDENT, AGE 36, 57 TOTAL TIME - 1640 N739HC PX- 0 0 0 TRAINING HOURS. 54 IN TYPE. NOT DAMAGE-DESTROYED INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION SANTA ΑΝΑ.C.Α 10041 TYPE OF ACCIDENT PHASE OF OPERATION IN FLIGHT NORMAL CRUISE FIRE OR EXPLOSION IN FLIGHT COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED EACTOR(S) PTIOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - FIRE IN CABIN, COCKPIT, BAGGAGE COMPARTMENT MISCELLANEOUS ACTS, CONDITIONS - FTRE OF UNDETERMINED ORIGIN FIRE AFTER IMPACT REMARKS- PLT DEPENDENT ON DEMORAL DIAZEPAM & ITS METABOLITE MORPHINE CODEINE DETECTED IN TOXICOLOGY. 3-3742 11/22/78 HOLLISTER.CA BELLANCA 7ECA CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 36, 811 TIME - 1400 N86872 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS. 27 IN TYPE. DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - HOLLISTER MUNI INTENDED DESTINATION DEPARTURE POINT SAN JOSE CA HOLLISTER+CA PHASE OF OPERATION TYPE OF ACCIDENT HARD LANDING LANDING LEVEL OFF/TOUCHDOWN NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING 3-3758 11/23/78 IMPERIAL + CA PIPER PA-28 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 30, 130 TIME - 1130 PX- 0 0 3 PLEASURE/PERSONAL TRANSP N8482F TOTAL HOURS, ALL IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION IMPERIAL .CA IMPERIAL, CA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS REMARKS- DURING TAKEOFF FROM A NARROW DIRT ROAD LFT WHEEL HIT BALE OF HAY, ACFT SETTLED TO GROUND

BRIEES OF ACCIDENTS

| FILE | DATE LOCATION | | INJU F | | | FLIGHT PURPOSE | PILOT DATA | | |
|-----------------|--|--|----------------|-----|--------|---|---|--|--|
| | 11/29/78 EL CENTRO,CA TIME - 1437 | | CR- 0 PX- 0 | 0 | 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSF | COMMERCIAL, FL.INSTR., AGE 65, 9372 TOTAL HOURS 110 IN TYPE, NOT INSTRU- MENT RATED. | | |
| | NAME OF AIRPORT - DOUTHIT DEPARTURE POINT EL CENTRO,CA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH BUILDING | F OPERATION NG ROLL NG ROLL | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPRO | OPER OPERATION OF FLIGHT | CONTROL | s | | | | | |
| J − 3649 | 12/1/78 WINTERS.CA TIME - 1440 | ÇESSNA 150 N8378J DAMAGE-SUBSTANTIAL INTENDED DESTINATION | PX- 0 | | | MISCELĽANEOUS Ferry | PRIVATE, AGE 43, 361 TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED. | | |
| | DEPARTURE POINT NORTH BEND+OR TYPE OF ACCIDENT ENGINE FAILURE OR MALFU! NOSE OVER/DOWN | | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | | | |
| | EMERGENCY CIRCUMSTANCES - REMARKS- FORCED LANDED ON | FORCED LANDING OFF AIRPO | ORT ON L | AND | | | | | |
| 3-3650 | 12/3/78 NR.SAN CARLOS.CA TIME - 2157 | STINSON 108-3 N660C DAMAGE-SUBSTANTIAL | PX- 0 | | | MISCELLANEOUS FERRY | PRIVATE, AGE 23, 390 TOTAL HOURS, 80 IN TYPE, NOT INSTRUMENT RATED. | | |
| | NAME OF AIRPORT - SAN CARU DEPARTURE POINT PALO ALTO+CA TYPE OF ACCIDENT | | | | | | | | |
| | ENGINE FAILURE OR MALFUN COLLIDED WITH WIRES/POI | | | | | IGHT CLIMB TO CRUISE IGHT DESCENDING | | | |
| | PROBABLE CAUSE(S) POWERPLANT - MISCELLANE(TERRAIN - HIGH OBSTRUCT PARTIAL POWER LOSS - PARTI | | | | | | | | |

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | | PILOT DATA | | | |
|--------|---|---|----------------------------|---|------------|--|--|--|
| 3-3930 | 12/5/78 VAN NUYS,CA TIME - 1805 NAME OF AIRPORT - VAN NUYS DEPARTURE POINT LONG BEACH.CA TYPE OF ACCIDENT NOSE OVER/DOWN PROBABLE CAUSE(S) | PRIVATE, AGE 45, 731 • TOTAL HOURS, 500 IN TYPE NOT INSTRUMENT RATED. | | | | | | |
| | PILOT IN COMMAND - TAXIED WEATHER - UNFAVORABLE WIN SKY CONDITION | | | AT ACCIDENT SITE | | | | |
| | CLEAR | | UNLIM | | | | | |
| | VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | Ē | | PRECIPITATION AT ACCIDENT SITE | | | | |
| | OBSTRUCTIONS TO VISION AT A NONE | CCIDENT SITE | | E BEARING OF WIND WIND 338-022 DEGREES | | | | |
| | TEMPERATURE-F 58 | | WIND DI 350 | RECTION-DEGREES | | | | |
| | WIND VELOCITY-KNOTS | | TYPE OF WEATHER CONDITIONS | | | | | |
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| FILE | DATE | LOCATION | - | | | S M, | 'N | FLIGHT PURPOSE | PILOT DATA | | | | | | |
| | | •CUYAMACA•CA | CESSNA 172G N5979R DAMAGE-DESTROYED INTENDED DESTINATION | CR- | | 0 | 0 · | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 54, 759 TOTAL HOURS, 726 IN TYPE NOT INSTRUMENT RATED. | | | | | | |
| | SAN DIEGO | •C A | LAS VEGAS,NV | | | | | | | | | | | | |
| | TYPE OF ACC COLLISION | IDENT WITH GROUND/WATE | R CONTROLLED | | P | | | OPERATION IGHT NORMAL CRUISE | | | | | | | |
| | FACTOR(S) POWERPLAN MISCELLAN WEATHER - WEATHER - WEATHER BRI | COMMAND - CONTINU T - ENGINE ACCESSI EQUS ACTS.CONDITI DOWNDRAFT.UPDRAF LOW CEILING EFING - RECIEVED | TS RECORDED BRIEFING BY | | | THEF | . C | INDITIONS | | | | | | | |
| | WEATHER FOR | | SUBSTANTIALLY CORRECT | | ſ | 6 T I | | AT ACCIDENT SITE | | | | | | | |
| | BROKEN | BROKEN | | | | | | CEILING AT ACCIDENT SITE 2300 | | | | | | | |
| | VISIBILITY 5 OR OVER OBSTRUCTION | | | REC NO | IPI IE | TATION AT ACCIDENT SI TURE-F | TE | | | | | | | | |
| | NONE | 5 10 11510N AT AU | STOCKT STIL | | • | 59 | | | | | | | | | |
| | WIND DIRECT | ION-DEGREES | | | | 11 | | LOCITY-KNOTS | | | | | | | |
| | ITPE OF WEA | | ' | NO | - | FLIGHT PLAN | | | | | | | | | |
| | REMARKS- SC | T TO BKN CLOUDS A | ND MOD TO SEVERE TURB | BELOW | 20 | | | ESP OVR MTNS,FORECAST | IN AREA. | | | | | | |
| 3-3740 | 12/6/78 NR TIME - 0830 | •CASTROVILLE•CA | BELL 47G2 N8404E DAMAGE-SUBSTANTIAL | | | - | - | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 33, 4765 Total Hours, 645 in type Not instrument rated. | | | | | | |
| | DEPARTURE P ROGERS RO | AD | INTENDED DESTINATION HAYMORE RANCH | | | | | | | | | | | | |
| | TYPE OF ACC COLLIDED HARD LAND | WITH WIRES/POLES | | PHASE OF OPERATION IN FLIGHT PULLUP FROM SWATH RUN LANDING POWER-OFF AUTOROTATIVE LANDING | | | | | | | | | | | |
| | | COMMAND - MISJUDG | ED DISTANCE RCED LANDING NFF AIRPO | ORT ON | LA | ND | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | TOTAL HOU KIND OF C PILOT'S S | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 3500 KIND OF CROP - OTHER PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED | | | | | PE (| DF OPERATION - SPRAYI DF CHEMICAL USED - LI S - NOT USED HELMET - AVAILABLE U | QUID CHEMICAL-TOXIC | | | | | | |
| | COCKPIT C TANK/HOPP | RASHPAD - NOT INS ER-LOCATION - AFT | OF PILOT | | | C R I TEF | SH RA | BAR - NOT INSTALLED | | | | | | | |
| | | -AREA BEING TREAT NDING AREA WAS PR | | RT I СНОК | < E S | | | RUN-HOW FLOWN - WIND STRIKE RSLTD IN LOSS | OF DIRECTIONAL CONTROL | | | | | | |

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BRIEFS OF ACCIDENTS

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| FILE | DATE | LOCATION | AIRCRAFT DATA | | vjur F | | | FLIGHT PURPOSE | | PILOT DATA |
| 3-3675 | 12/12/78 TIME - 11 | LOMITA,CA 40 | CESSNA 210J N2260R DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL PLEASURE/PERSONAL | TRANSP | AIRLINE TRANSPORT, AGE 36, 10000 TOTAL HOURS, 87 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE CONCORD Type of A Engine (| , CA | | | Ρ | LA | NDI | F OPERATION NG TRAFFIC PATTERN- NG TRAFFIC PATTERN- | | |
| | PILOT I MISCELL FACTOR(S) TERRAIN COMPLETE | N COMMAND - INADEQU N COMMAND - MISMANA ANEOUS ACTS,CONDITI - HIGH OBSTRUCTION POWER LOSS - COMPLE | NNS - FUEL EXHAUSTION | 1EOUT- | -1 E | NG I | | NNING | | |
| 3-3648 | | IRPORT - AUBURN MUN | | | | | | INSTRUCTIONAL SOLO | | STUDENT, AGE 23, 24 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE AUBURN TYPE OF AU HARD LA NOSE OV | CA CCIDENT NDING | INTENDED DESTINATION LOCAL | | Ρ | LA | NDĪ | F OPERATION NG LEVEL OFF/TOUCHI NG LEVEL OFF/TOUCHI | | |
| | | N COMMAND - IMPROPE | R LEVEL OFF R RECOVERY FROM BOUNCE | DLAN | IDIN | G | | | | |
| 3-3757 | 12/13/78 TIME - 160 | | CESSNA 182 N1386S DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL PLEASURE/PERSONAL | TRANSP | PRIVATE, AGE 47, 227 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE SANTA B | ARBARA,CA | ARA INTENDED DESTINATION LA VERNE,CA | | | | E 0 | F OPERATION | | |
| | TYPE OF ACCIDENT NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - DELAYED ACTION IN ABORTING T | | | | | | | FF ABORTED | | |

BRIEFS OF ACCIDENTS

| FILE | | | AIRCRAFT DATA | F | | SΜ | /N | PURPOSE | | PILOT DATA |
|--------|--|--|--|------------|--------|---------------|---------------|---|---------|--|
| 3-3741 | 12/15/78 TIME - 125 NAME OF AI | MAMMOTH LAKES,CA 9 RPORT - MAMMOTH LAM POINT I A CIDENT INED | CESSNA 206 N756UD DAMAGE-SUBSTANTIAL KES NTENDED DESTINATION MAMMOTH LAKES,CA | CR- | 0 | 0 0 HAS | 1 0 E 0 | NONCOMMERCIAL | | PRIVATE, AGE 30, 67 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | PROBABLE C | | | | | | | | | |
| 3-4329 | | IRVINE,CA 7 | | CR- | 1 | 0 0 | 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL | TRANSP | PRIVATE, AGE 31, 209 TOTAL HOURS, 25 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE SAN DIEG TYPE OF AC | | NTENDED DESTINATION IRVINE.CA | | | | | F OPERATION IGHT DESCENDING | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE REMARKS- ACFT HIT MICROWAVE TOWER DURING DESCENT TOWARDS TRAFFIC PATTERN. | | | | | | | | | |
| | | | | | | | | | | |
| 3-4208 | 12/20/78 TIME - 195 | | PIPER PA-32 N4987F DAMAGE-DESTROYED | CR- PX- | 0 0 | 1 0 | 0 1 | COMMERCIAL AIR TAXI-CARGO | | COMMERCIAL, AGE 26, 2165 TOTAL HOURS, 125 IN TYPE INSTRUMENT RATED. |
| | NAME OF AI | RPORT - LOS ANGELES POINT | | | | | | | | |
| | TYPE OF AC TURBULEN COLLISIO | CE | | | | L۵ | NDI | F OPERATION NG FINAL APPROACH IGHT UNCONTROLLED | DESCENT | |
| | | | O FOLLOW APPROVED PRO | CEDURE | s, | DIR | ЕСТ | IVES,ETC. | | |

BRIEFS OF ACCIDENTS LOCATION INJURIES FILE DATE AIRCRAFT DATA FLIGHT PILOT DATA F S M/N PURPOSE _____ 3-4101 12/20/78 29 PALMS,CA CESSNA 210L CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 53, 1231 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 110 IN TYPE, TIME - 1415 N5038V NOT INSTRUMENT RATED. DAMAGE-SUBSTANTIAL NAME OF AIRPORT - TWENTYNINE PALMS DEPARTURE POINT INTENDED DESTINATION PALM SPRINGS.CA 29 PALMS, CA TYPE OF ACCIDENT PHASE OF OPERATION TAKEOFF INITIAL CLIMB ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) TERRAIN - SANDY COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND 3-3672 12/21/78 VISALIA.CA PIPER PA-23 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 48, 2430 TIME - 1740 PX- 0 0 3 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 1103 IN N1437P DAMAGE-SUBSTANTIAL TYPE, INSTRUMENT RATED. NAME OF AIRPORT - VISALIA MUNICIPAL DEPARTURE POINT INTENDED DESTINATION MAMMOTH LAKES,CA VISALIA, CA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH RUNWAY OR APPROACH LIGHTS LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IER OPERATION MISCELLANEOUS ACTS, CONDITIONS - ALTIMETER SETTING-INCORRECT EACTOR(S) WEATHER - FOG WEATHER BRIEFING - RECIEVED RECORDED BRIEFING BY LEME RADIO WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 600 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS NONE RELATIVE BEARING OF WIND OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG UNKNOWN/NOT REPORTED TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR REMARKS- PLT DID NOT CALL FOR UR RCV LATEST ALT SETTING PRIOR TO MAKING APPROACH.

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| FILE | DATE LOCATION | AIRCRAFT DATA | | | PILOT DATA | | | | | | |
|--------|---|--|--------------------|---|--|--|--|--|--|--|--|
| 3-4153 | 12/22/78 LOMPOC.CA TIME - 1030 NAME OF AIRPORT - LOMPOC DEPARTURE POINT | CESSNA 150 N704VR DAMAGE-SUBSTANTIAL INTENDED DESTINATION | CR- 0 0 PX- 0 0 | 1 NONCOMMERCIAL 0 PRACTICE | STUDENT, AGE 48, 29 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. | | | | | | |
| | LOMPOC.CA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH OBJECT | LOCAL | τακ | OF OPERATION EOFF RUN EOFF RUN | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROP FACTOR(S) PILOT IN COMMAND - MISUSE MISCELLANEOUS ACTS,CONDIT REMARKS- PLOWED FIELD.FAILE | D OR FAILED TO USE FLAN IONS - TOUCH AND GO LAN | PS NDING | T CONTROLS | | | | | | | |
| | | | | | | | | | | | |
| 3-4089 | 12/23/78 NR.SAN RAFAEL.CA TIME - 1720 | BELLANCA 17-31 N9555E DAMAGE-DESTROYED | CR- 1 0 PX- 0 0 | O NONCOMMERCIAL O PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 56, 1982 TOTAL HOURS, 850 IN TYPE, INSTRUMENT RATED. | | | | | | |
| | DEPARTURE POINT SAN FRANCISCO,CA TYPE OF ACCIDENT | INTENDED DESTINATION NOVATO.CA | | OF OPERATION | | | | | | | |
| | COLLIDED WITH TREES PROBABLE CAUSE(S) | | IN | FLIGHT NORMAL CRUISE | | | | | | | |
| | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) | | | | | | | | | | |
| | WEATHER - FOG WEATHER - OBSTRUCTIONS TO TERRAIN - HIGH OBSTRUCTIO WEATHER BRIEFING - NO RECOR | NS | | | | | | | | | |
| | MISSING AIRCRAFT - LATER RE | | | | | | | | | | |
| | SKY CONDITION UNKNOWN/NOT REPORTED | | UNK | NG AT ACCIDENT SITE NOWN/NOT REPORTED | | | | | | | |
| | VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS OBSTRUCTIONS TO VISION AT A | PITATION AT ACCIDENT SITE E RATURE-F | | | | | | | | | |
| | FOG WIND DIRECTION-DEGREES | | | VELOCITY-KNOTS | | | | | | | |
| | 80 TYPE OF WEATHER CONDITIONS | | 15 Type Non | OF FLIGHT PLAN E | · · · | | | | | | |
| | FIRE AFTER IMPACT REMARKS- RECOVERY DATE 1/2 | 4/78. PLANE & 1/4 ACRE | OF WOODED AR | EA BURNED. | | | | | | | |

| | | | BRIEF | S OF ACC | .IUEN15 | | | | | |
|-------|--|--|---|----------|--------------------------------------|---|----------------------------------|--|--|--|
| FILE | | ATION | AIRCRAFT DATA | | JRIES S M/N | FLIGHT PURPOSE | | PILOT DATA | | |
| -3674 | 12/24/78 WESTMOR TIME - 1220 | | PIPER PA-25 N4998Y DAMAGE-DESTROYED | | | COMMERCIAL AERIAL APPL | ICATION | COMMERCIAL, AGE 34, 724 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. | | |
| | DEPARTURE POINT WESTMORELAND.CA TYPE OF ACCIDENT COLLIDED WITH W | | INTENDED DESTINATION LOCAL | | | OF OPERATION LIGHT PROCED | URE TURNAROUND | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND | - MISJUDG | D CLEARANCE | | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN C KIND OF CROP - L PILOT'S SEAT BEL GOGGLES - NOT US COCKPIT CRASHPAC TANK/HOPPER-LOCA SWATH RUN-HOW FL FIRE AFTER IMPACT | ETTUCE T - UNKNOW ED - INSTALL TION - FORM | N/NOT REPORTED ED MARD OF PILOT | | TYPE GLOV CRAS CRAS TERR | OF CHEMICAL ES - NOT USED H HELMET - AV H BAR - INSTA AIN-TYPE - LE | AILABLE USED LLED VEL,FLAT | PS CHEMICAL-TOXIC D PROCEDURE TURN | | |
| -4346 | 12/27/78 MECCA₊C TIME - 0950 | A . | HUGHES 500DH N501DH DAMAGE-DESTROYED | | | MISCELLANED EXPERIMENTA | | ATP.FLIGHT INSTR., AGE 54, 11858 TOTAL HOURS, 2760 IN TYPE, INSTRUMENT RATED. | | |
| | DEPARTURE POINT THERMAL.CA TYPE OF ACCIDENT AIRFRAME FAILURE | | INTENDED DESTINATION LOCAL | | | OF OPER∆TION LIGHT NORMAL | CRUISE | | | |
| | PROBABLE CAUSE(S) ROTORCRAFT - MISCELLANEOUS UNITS AND ASSEMBLIES TAIL BOOMS/PYLONS/CONES MISCELLANEOUS ACTS+CONDITIONS - OVERLOAD FAILURE FACTOR(S) | | | | | | | | | |
| | FIRE AFTER IMPACT | | D DESIGNED STRESS LIM | | | | T REQUIRED 25% | • | | |
| -3917 | 12/29/78 MAMMOTH TIME - 1815 | LAKES.CA | CESSNA 210 N777GB DAMAGE-SUBSTANTIAL | | | NONCOMMERCI Pleasure/Pe | AL RSONAL TRANSP | PRIVATE, AGE 40, 895 Total Hours, 383 in Type INSTRUMENT RATED. | | |
| | NAME OF AIRPORT - DEPARTURE POINT VAN NUYS,CA TYPE OF ACCIDENT | | ES,CA INTENDED DESTINATION MAMMOTH LAKES,CA | | PHASE | OF OPERATION | | | | |
| | GROUND-WATER LOO COLLIDED WITH S PROBABLE CAUSE(S) | | | | | ING ROLL ING ROLL | | | | |
| | PROBABLE CAUSERS/ PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY | | | | | | | | | |

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BRIEFS OF ACCIDENTS LOCATION FILE DATE AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-4112 12/31/78 GRASS VALLEY.CA CR- 0 0 1 NONCOMMERCIAL CESSNA 150 PRIVATE, AGE 42, 67 TOTAL PX- 0 0 0 PRACTICE TIME - 1230 N9124U HOURS, 61 IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - NEVADA COUNTY DEPARTURE POINT INTENDED DESTINATION GRASS VALLEY,CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN GROUND-WATER LOOP-SWERVE COLLIDED WITH DITCHES 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 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 VFR TYPE OF FLIGHT PLAN NONE REMARKS- PLT RPTD STRONG GUST OF WIND DURING TOUCHDOWN. 3-4384 9/27/78 NR.MANCOS,CO CESSNA 172 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 34, 181 TIME - 1805 N5329V PX- 0 0 2 PLEASURE/PERSONAL TRANSP TOTAL HOURS, ALL IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION FARMINGTON, NM LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH WIRES/POLES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND

| | | DRICI 3 | UF ALLI | | | | |
|--------|--|--|----------------|-----------------|-------------------------------|--------------------|---|
| FILE | DATE LOCATION | AIRCRAFT DATA | INJUF F | RIES S M/N | FLIGHT PURPOSE | | PILOT DATA |
| | 11/10/78 BROOMFIELD,CO C TIME - 1251 N | | CR- 0 | 0 1 | NONCOMMERCIAL | A I F 38 UNK | RLINE TRANSPORT, AGE 8555 TOTAL HOURS, (/NR IN TYPE, INSTRU- NT RATED. |
| | | TY NDED DESTINATION NIND,CA | PHASE O | F OPERATION | 11 | AT RAILD. | |
| | STALL MUSH | | | | FF. INITIAL CLI | MB | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE MISCELLANEOUS ACTS.CONDITIONS FIRE AFTER IMPACT | | ION AND/ | OR PLA | NNING | | |
| | REMARKS- WITNESS STATED 1/4IN IC | E ON AIRCRAFT. | | | | | |
| 3-4096 | TIME - 1137 | ESSNA 172N N738JP DAMAGE-SUBSTANTIAL | CR- 0 PX- 0 | 0 1 0 3 | NONCOMMERCIAL BUSINESS | TO | IVATE, AGE 43, 696 TAL HOURS, ALL IN TYPE T INSTRUMENT RATED. |
| | DEPARTURE POINT INTE PRITCHETT.CO LA TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | ENDED DESTINATION JUNTA,CO | F | | F OPERATION FF INITIAL CLI | MB | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UN FACTOR(S) | SUITABLE TERRAIN | | | | | |
| | PILOT IN COMMAND - IMPROPER CO WEATHER - UNFAVORABLE WIND CON TERRAIN - HIGH OBSTRUCTIONS | | D CONDII | TIONS | | | |
| | SKY CONDITION CLEAR | | C | EILING UNLIM | LAT ACCIDENT SI | TE | |
| | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | F | | TATION AT ACCID | ENT SITE | |
| | OBSTRUCTIONS TO VISION AT ACCIDE NONE | NT SITE | | IND DI 135 | RECTION-DEGREES | | |
| | WIND VELOCITY-KNOTS 22 | and a second | ٦ | TYPE OF VFR | WEATHER CONDIT | IONS | · . |
| | TYPE OF FLIGHT PLAN NONE | n an | | | | | |
| | REMARKS- GUSTS TO 22KTS. | | | | | | |

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| FILE | DATE | LOCATION | AIRCRAFT DATA | INJ F | JUR = | IES S M | / N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|---|--|-------------------|-------------|------------------------------|----------------------------------|---|--|
| | 11/28/78 TIME - 2130 DEPARTURE MCCOOK,N TYPE OF AC GROUND-W NOSE OVE PROBABLE C PILOT IN AIRFRAME | ENGLEWOOD,CO O RPORT - ARAPAHOE O POINT E CIDENT ATER LOOP-SWERVE R/DOWN AUSE(S) COMMAND - ATTEMP' - LANDING GEAR | CESSNA 120 N2757N DAMAGE-SUBSTANTIAL | CR- PX- | 0 0 P | 0 0 HAS LA | 1 0 E OF NDIN NDIN | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP OPERATION G ROLL G ROLL | PRIVATE, AGE 44, 264 TOTAL HOURS, 15 IN TYPE NOT INSTRUMENT RATED. |
| 3-3970 | TIME - 194 DEPARTURE STEAMBOAT | 5 POINT SPGS+CO | CO DEHAVILLAND DHC-6 N25RM DAMAGE-DESTROYED INTENDED DESTINATION DENVER.CO | CR- PX- | | | | COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 29, 7340 TOTAL HOURS, 3904 IN TYPE, INSTRUMEN RATED. |
| | PROBABLE C WEATHER WEATHER FACTOR(S) PILOT IN WEATHER BR WEATHER FO | N WITH GROUND/WAT AUSE(S) - ICING CONDITION - DOWNDRAFT,UPDRA COMMAND - INITIA IEFING - BRIEFED | S-INCLUDES SLEET,FREEZ FTS TED FLIGHT IN ADVERSE N BY FLIGHT SERVICE PERS SLIGHTLY WORSE THAN FO | WEATHER DNNEL, | IN, R C | IN ETC | FLI • ITIO | OPERATION GHT NORMAL CRUISE NS | |
| | 5 OR OVE OBSTRUCTIO BLOWING | AT ACCIDENT SITE R(UNLIMITED) NS TO VISION AT A SNOW TION-DEGREES | | | Р Т | UN REC SN EMP 26 | KNOW IPIT OW ERAT OF | AT ACCIDENT SITE N/NOT REPORTED ATION AT ACCIDENT SITE URE-F WEATHER CONDITIONS | |

| FILE | | | AIRCRAFT DATA | IN | JUR F | S M | /N | FLIGHT PURPOSE | | PILOT DATA |
|--------|-------------------------------------|--|--|------------|----------|--------|--------|------------------------------------|--------|--|
| 3-3687 | 12/10/78 TIME - 165 | ASPEN, CO O | CESSNA 414 N6604C DAMAGE-SUBSTANTIAL | CR- PX- | 0 | 1 0 | 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL | TRANSP | COMMERCIAL, AGE 62, 774 TOTAL HOURS, 715 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE EAGLE,CO | CIDENT | D INTENDED DESTINATION ASPEN, CO | | Ρ | | | F OPERATION NG GO-AROUND | | |
| | FACTOR(S) | COMMAND - FAILED | TO OBTAIN/MAINTAIN FLY O OR FAILED TO USE FLAF | | PEE | D | | | | |
| | PILOT IN | COMMAND - DELAYER |) IN INITIATING GN-AROU | IND | | | | | | |
| 3-4398 | 12/12/78 N TIME - 113 | R.LAJUNTA.CO O | AERD COMM 680F N11VM DAMAGE-SUBSTANTIAL | | 0 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL | TRANSP | COMMERCIAL, AGE 35, 2926 TOTAL HOURS, 240 IN TYPE. INSTRUMENT RATED. |
| | CARLSBAD TYPE OF AC | + NM | INTENDED DESTINATION LITTLETON.CO | | Ρ | | | F OPERATION IGHT LOW PASS | | INSTROMENT KATED. |
| | FACTOR(S) MISCELLA | COMMAND - FAILED NEOUS ACTS,CONDITI | TO SEE AND AVOID OBJEC ONS - UNWARRANTED LOW LOOK AT ANTELOPE,LEFT | FLYIN | G | | | | | |
| | • 4 4 | | | | | | | | | |
| 3-3688 | 12/13/78 TIME - 120 | | PIPER PA-28R N1562X DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL BUSINESS | | STUDENT, AGE 31, 1091 TOTAL HOURS, 27 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE DUMAS,TX TYPE OF AC | | INTENDED DESTINATION FT COLLINS,CO | | Ρ | | | F OPERATION NG ROLL | | |
| | FACTOR(S) | COMMAND - FAILED | TO MAINTAIN DIRECTION | | | | NG | WIND | | |

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BRIEFS OF ACCIDENTS

| FILE | DATE LOCATION | AIRCRAFT DATA | INJU F | JR I E S | | FLIGHT PURPOSE | PILOT DATA | | | | |
|--------|---|--|-----------|-------------|------|---|---|--|--|--|--|
| 3-3686 | 12/15/78 ENGLEWOOD.CO TIME 1730 NAME OF AIRPORT - ARAPAH(| PIPER PA-30 N5EE DAMAGE-SUBSTANTIAL | | | | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 46, 1078 TOTAL HOURS, 200 IN TYPE INSTRUMENT RATED. | | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | | | | | | |
| | ENGLEWOOD,CO TYPE OF ACCIDENT WHEELS-UP | | | | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAI | LED TO EXTEND LANDING GEAF | R | | | | | | | | |
| 3-3689 | 12/20/78 GREELEY,CO TIME - 1115 | BEECH 35 N3512B `DAMAGE-SUBSTANTIAL | | | | NONCOMMERCIAL Pleasure/personal trans | PRIVATE, AGE 23, 96 TOTA P HOURS, 23 IN TYPE, NOT INSTRUMENT RATED. | | | | |
| | NAME OF AIRPORT - GREELE DEPARTURE POINT FT COLLINS CO | Y WELD CO. INTENDED DESTINATION GREELEY,CO | | | | | | | | | |
| | TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING LEVEL OFF/TOUCHDOWN | | | | | | | | | | |
| | COLLIDED WITH SNOWBAN | | | | | ING ROLL | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | | | |
| | SKY CONDITION CLEAR | | | | | G AT ACCIDENT SITE MITED | | | | | |
| | VISIBILITY AT ACCIDENT S 5 OR OVER(UNLIMITED) | ITE | | | CIPI | ITATION AT ACCIDENT SITE | | | | | |
| | OBSTRUCTIONS TO VISION A | ACCIDENT SITE | | REL | ATI | /E BEARING OF WIND T QUARTERING HEAD WIND 02 | 3-067 DEGREES | | | | |
| | TEMPERATURE-F 35 | | | WIN | D D | IRECTION-DEGREES | | | | | |
| | WIND VELOCITY-KNOTS | | | TYP | | WEATHER CONDITIONS | | | | | |
| | 25 TYPE OF FLIGHT PLAN | | | v | FR | | | | | | |
| | NONE REMARKS- GUSTS TO 35KTS. | | | | | | | | | | |
| | | | | | | | | | | | |
| 3-4095 | 12/26/78 NR.AURORA.CO TIME - 1535 | MIDGET MUSTNG N5785N DAMAGE-SUBSTANTIAL | | | | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 48, 211 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. | | | | |
| | NAME OF AIRPORT - COLUMB DEPARTURE POINT AURORA.CO | INE INTENDED DESTINATION | | | | | NUT INSTRUMENT RATED. | | | | |
| | TYPE OF ACCIDENT STALL MUSH | AURORA, CO | | | | DF OPERATION DFF INITIAL CLIMB | | | | | |
| | PROBABLE CAUSE(S) | - | | | | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | UR I E S | | FLIGHT PURPOSE | PILOT DATA |
|--------|---|---|---|------------|------------------------------------|---|--|---|
| 3-4254 | TIME - 1820 DEPARTURE PO POUGHKEEP TYPE OF ACC ENGINE FA | DINT SIE•NY | BEECH 95 N2714Y DAMAGE-SUBSTANTIAL INTENDED DESTINATION GROTON.CT | | 0 0 РНА I | 0 SE N N FL | NONCOMMERCIAL BUSINESS F OPERATION IGHT DESCENDING IGHT DESCENDING | COMMERCIAL, AGE 56, 5000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | MISCELLAN PILOT IN FACTOR(S) WEATHER - WEATHER - WEATHER BRI WEATHER FOR | INSTRUMENTS ATTITUDE GY | RD | | | | | |
| | SKY CONDITI OBSCURATI VISIBILITY 1 MILE OR OBSTRUCTION FOG WIND VELOCI 6 TYPE OF FLI IFR FIRE AFTER | ON ON AT ACCIDENT SITE LESS S TO VISION AT AC TY-KNOTS GHT PLAN | | אט דאנ | CEI 2 PRE WIN 2 TYP | LING 00 CIPI DNE D DI 70 | AT ACCIDENT SITE TATION AT ACCIDENT SITE RECTION-DEGREES WEATHER CONDITIONS | |
| 3-4276 | 9/20/78 TIME - 2015 | WINDSOR LOCKS,CT | CESSNA 172M N20285 DAMAGF-DESTROYED | CR- PX- | | | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 57, 1150 TOTAL HOURS 450 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - BRADLEY INTL DEPARTURE POINT INTENDED DESTINATION E-HARTFORD.CT RETURM TYPE OF ACCIDENT COLLIDED WITH TREES | | | | W PHA | INDS SE O | ROUTE STOP OR LOCKS•CT F OPERATION NG FINAL APPROACH | |
| | PROBABLE CA DUAL STUD PILOT IN FACTOR(S) MISCELLAN TERRAIN - REMARKS- LN | | | | | | | |

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| FILE | DATE | LOCATION | AIRCRAFT DATA | | F | SM | /N | PURPOSE | PILOT DATA |
|--------|--|----------|---|-----|---|----|----|---|---|
| 3-4365 | 11/28/78 TIME - 0903 | | AEROSTAR 601P N8999A DAMAGE-DESTROYED | CR- | 1 | 0 | 0 | COMMERCIAL AIR TAXI-CARGO | ATP,FLIGHT INSTR., AGE 25, 3234 TOTAL HOURS, 170 IN TYPE, INSTRUMENT RATED. |
| • | NAME OF AIRPORT - HARTFORD DEPARTURE POINT INTENDED DESTINATION HARTFORD,CT NEWBURGH,NY TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT OTHER | | | | | | | FF INITIAL CLIMB | |
| | PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE PISTON,PISTON RINGS MISCELLANEOUS ACTS,CONDITIONS - DVERHEATED POWERPLANT - FXHAUST SYSTEM EXTERNAL SUPERCHARGER MISCELLANEOUS ACTS,CONDITIONS - ERRATIC MISC- UNDETFRMINED LOSS OF AIRCRAFT CONTROL. PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- LEFT ENG OVER TEMP PISTON,R ERRAIC TURBO GATE. | | | | | | | | |
| 3-4369 | 12/7/78 TIME - 0740 | | BEECH C55 N82V DAMAGE-DESTROYED | | | | | NONCOMMERCIAL CORP/EXEC | ATP,FLJGHT INSTR., AGE 49, 9433 TOTAL HOURS, 2100 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT INTENDED DESTINATION PALMER,MA BALTIMORE,MD TYPE OF ACCIDENT FIRE OR EXPLOSION IN FLIGHT COLLIDED WITH TREES | | | | | IN | FL | F DPERATION IGHT NORMAL CRUISE NG LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - FIRE IN BRAKES,WHEEL ASSEMBLY,WHEEL WELL FIRE AFTER IMPACT | | | | | | | | |

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| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURI F S | M/N | FLIGHT PURPOSE | PILOI DATA |
|----------------|--|---|---|--------------------|--------------------|--|--|
| 3-409 <u>1</u> | 12/8/78 CHES TIME - 1830 | TER.CT | BEECH V35A N7125N DAMAGE-DESTROYED | CR- 0 | 0 1 | 1 NONCOMMERCIAL 1 PLEASURE/PERSONAL TRANS | COMMERCIAL, AGE 47, 1698 |
| | NAME OF AIRPORT DEPARTURE POINT BRIDGEPORT • CI | | INTENDED DESTINATION CHESTER+CT | | | | |
| | TYPE OF ACCIDEN COLLIDED WITH | | | | | F OPERATION NG FINAL APPRDACH | |
| | | AND - IMPROP ACTS,CONDIT CEILING N | ER IFR OPERATION TONS - ALTIMETER SETTIM | IG-INCORRE | ст | | |
| | | | SUBSTANTIALLY CORRECT | | | | |
| | SKY CONDITION OBSCURATION | | | 200 | AT ACCIDENT SITE | | |
| | VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS DBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | I | RAIN | TATION AT ACCIDENT SITE | · . |
| | FOG WIND VELOCITY-H CALM TYPE OF FLIGHT | | ΤY | 48 PE OF IFR | WEATHER CONDITIONS | | |
| | IFR REMARKS- FINAL | FOR CHESTER | A/P 076DEG.HEADING FOR | GOODSPEED | A/P | 066DEG.NDT INST APCH.ACF | T (IN 066DEG RADIAL. |
| 3-3977 | TT 115 0007 | INGTON, DE | PIPER PA-28 N55645 DAMAGE-DESTROYED | | | | PRIVATE, AGE 38, 80 TOTAL 2 HOURS, 12 IN TYPE, NOT INSTRUMEN] RATED. |
| | DEPARTURE POINT AMBLER,PA | | INTENDED DESTINATION WILLIAMSBURG, VA | | | | INSTROMENT RETED. |
| | TYPE OF ACCIDEN AIRFRAME FAIL | | нт | | | F OPERATION IGHT NORMAL CRUISE | |
| | PROBABLE CAUSE MISCELLANEOUS FACTOR(S) MISCELLANEOUS | - UNDETERMI | NED Ions - overload failure | : | | | |

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| FILE | | LOCATION | AIRCRAFT DATA | | - | ~ | | FLIGHT PURPOSE | PILOT DATA | |
|--------|--|-------------|---|------------|--------|--------|--------|---------------------------------------|--|--|
| | | LBYVILLE,DE | BELLANCA 7ECA N88388 DAMAGE-SUBSTANTIAL | CR- | 0 | 0 | 1 | | PRIVATE, AGE 31, 1595 TOTAL HOURS, 161 IN TYPE, NOT INSTRUMENT RATED. | |
| | NAME OF AIRPO DEPARTURE POI SELBYVILLE+ TYPE OF ACCID COLLIDED WI | DE ENT | INTENDED DESTINATION LOCAL | | Ρ | | | F OPERATION IGHT LOW PASS | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SUSPECTED MECHANICAL DISCREPANCY | | | | | | | | | |
| | REMARKS- PLT STATED SEAT CUSHION BLOCKED RELEASE HANDLE. | | | | | | | | | |
| 3-4388 | 9/17/78 CH TIME - 2230 | | BEECH V35B N444KM DAMAGE-SUBSTANTIAL | | | | | | PRIVATE, AGE 37, 605 TOTAL HOURS, 538 IN TYPF, NOT INSTRUMENT RATED. | |
| | | | | | | | | F OPERATION NG LEVEL OFF/TOUCHDOWN | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL DEF | | | | | | | | | |
| 3-4387 | 11/25/78 RE TIME - 0915 | HOBETH,DE | CESSNA 150 N5440Q · DAMAGE-SUBSTANTIAL | CR- PX- | 0 Q | 0 0 | 2 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 50, 2346 TOTAL HOURS, 240 IN TYPE, INSTRUMENT RATED. | |
| | NAME OF AIRPO DEPARTURE POI REHOBETH.DE TYPE OF ACCID DRAGGED WIN | NT | INTENDED DESTINATION LOCAL DAT | | | | | F OPERATION NG LEVEL OFF/TOUCHDOWN | | |
| | PROBABLE CAUSE(S) DUAL STUDENT - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | | | | |

| -3739 5 | DATE LOCATION 5/12/78 NR.HOLOPAW.FL TIME - 1845 | | F | | | FLIGHT PURPOSE | PILOT DATA | | | |
|---------|--|--|--------------------------------------|-------------------------|-----------|--|--|--|--|--|
| -3739 5 | 5/12/78 NR.HOLOPAW.FL | | | | | | | | | |
| | | N62012 DAMAGE-DESTROYED | CR- 1 PX- 0 | 0 | O NON | COMMERCIAL | | | | |
| D | DEPARTURE POINT OKEECHOBEE,FL | INTENDED DESTINATION SANFORD+FL | | | | | | | | |
| т | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUN FIRE OR EXPLOSION IN FL | | | IN | FLIGHT | PERATION NORMAL CRUISE NORMAL CRUISE | | | | |
| C | PROBABLE CAUSE(S) POWERPLANT - ENGINE STRU MISCELLANEOUS ACTS,CONDI MISCELLANEOUS ACTS,CONDI MISCELLANEOUS ACTS,CONDI PERSONNEL - PRODUCTION-DI COMPLETE POWER LOSS - COMP RERGENCY CIRCUMSTANCES - U REMARKS- FAA PROPOSING REQ | TIONS - MATERIAL FAILUR TIONS - FIRE IN ENGINE TIONS - FIRE IN CABINE ESIGN-PERSONNEL POOR/II LETE ENGINE FAILURF/FLA FORCED LANDING OFF AIRP | E NADEQUAT MEDUT-1 ORT NN L | AGGAC E DES ENGIM | IGN IE | | PROTECTION. | | | |
| | 6/28/78 JACKSONVILLE+FL FIME - 1030 | CESSNA 150 N9873J DAMAGE-MINNR | CR- 0 PX- 0 0T- 0 | 0 | 0 0TH | | COMMERCIAL, AGE 53, 3712 TOTAL HOURS, 240 IN TYPE, NOT INSTRUMENT RATED. | | | |
| D | DEPARTURE POINT JACKSONVILLE+FL | INTENDED DESTINATION | 01 0 | 0 | - | | NOT TRUTKOHENT RATED. | | | |
| т | TYPE OF ACCIDENT | LUCAL | | | | PERATION | | | | |
| | -COLLISION WITH AIRCRAFT | BOTH IN FLIGHT | | IN | FLIGHT | NORMAL CRUISE | | | | |
| Ρ | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT | | | | | | | | | |
| F | FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | | |
| s | SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVSMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE EVASIVE ACTION TAKEN - YES | | | | | | | | | |

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FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-4045 6/28/78 JACKSONVILLE,FL CESSNA 172 CR- 0 0 1 MISCELLANEOUS COMMERCIAL, FL.INSTR., PX- 0 0 3 OTHER TIME - 1030 N9444H AGE 32, 3412 TOTAL HOURS, DAMAGE-SUBSTANTIAL OT- 0 0 1 240 IN TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION JACKSONVILLE, FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - UNKNOWN/NOT REPORTED EVASIVE ACTION TAKEN - YES REMARKS- ACET COLLIDED WHILE FORMATION FLYING ON PHOTO MISSTON-BOTH ACET LANDED SAFELY. 3-3642 6/30/78 NR.MULBERRY.FL CESSNA 337 CR- 0 0 1 MISCELLANEOUS CERTIFICATE UNKNOWN, AGE TIME - 2330 N337AC PX- 0 0 0 OTHER 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- THREE BALES OF CANNABIS WERE FOUND ON THE ACFT. 3-4193 7/15/78 NR.LOGHMAN.FL BELL 47G CR- 1 0 0 COMMERCIAL COMMERCIAL, AGE 44, 8330 TIME - 0800 N1158W PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 8220 IN DAMAGE-DESTROYED TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION LOGHMAN, FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) - () · · · ROTORCRAFT - ROTOR ASSEMBLIES TAIL ROTOR BLADES MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE FIRE AFTER IMPACT REMARKS- T/R BLADE, P/N 47-642-102-051 S/N A39096, FAILED.

BRIEFS OF ACCIDENTS

_____ _____ INJURIES FLIGHT PILOT DATA FILE DATE LOCATION AIRCRAFT DATA F S M/N PURPOSE -----3-4109 8/10/78 ORMOND BEACH+FL PIPER J3 CR- 0 0 1 COMMERCIAL COMMERCIAL. FL.INSTR., TIME - 1800 N30400 PX- 0 0 0 AERIAL ADVERTISING AGE 24, 966 TOTAL HOURS, 219 IN TYPE, INSTRUMENT DAMAGE-SUBSTANTIAL OT- 0 1 0 RATED. DEPARTURE POINT INTENDED DESTINATION ORMOND BEACH, FL LOCAL PHASE OF OPERATION TYPE OF ACCIDENT IN FLIGHT NORMAL CRUISE COLLISION WITH AIRCRAFT BOTH IN FLIGHT LANDING LEVEL OFF/TOUCHDOWN NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE TERRAIN - WET, SOFT GROUND EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - UNKNOWN/NOT REPORTED EVASIVE ACTION TAKEN - YES REMARKS- TOWING BANNER WITH NI1699-AFTER DROPPING BANNERS ACFT COLLIDED WHILE PLEASURE FLYING. 3-4109 8/10/78 ORMOND BEACH, FL CR- 0 1 0 COMMERCIAL COMMERCIAL, AGE 28, 1320 BELLANCA 7CGBC TIME - 1800 N11699 PX- 0 0 0 AERIAL ADVERTISING TOTAL HOURS, 528 IN TYPE, DAMAGE-DESTROYED OT- 0 0 1 INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION ORMOND BEACH.FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - UNKNOWN/NOT REPORTED EVASIVE ACTION TAKEN - YES REMARKS- TOWING BANNER WITH N30400-AFTER DROPPING BANNERS ACFT COLLIDED WHILE PLEASURE FLYING.

BRIEFS OF ACCIDENTS

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ETLE DATE ATRCRAFT DATA LOCATION INJURIES EL IGHT PILOT DATA E S M/N PURPOSE 3-3838 8/19/78 ALTHA+FL GRUMMAN G-164B CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 31, 7000 TIME - 1030 N6531K PX- 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 1500 IN DAMAGE-SUBSTANTIAL TYPE. INSTRUMENT RATED. NAME OF AIRPORT - FARM AIR SERVICE DEPARTURE POINT INTENDED DESTINATION ALTHA.FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND. - FAILED TO FOLLOW APPROVED PROCEDURES. DIRECTIVES. FTC. SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 7000 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - OTHER TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED GOGGLES - USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL FLAT FLEVATION-AREA BEING TREATED-FEET - 202 SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED REMARKS- PARKING BRAKE VIBERATED TO ON POS.AD ON PARKING BRAKE HAD BEEN COMPLIED WITH AT FACTORY. 3-4322 8/23/78 NR_CHIPLEY.EL CESSNA C188 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 40, TIME - 1855 N4891R PX- 0 0 0 AERIAL APPLICATION UNK/NR TOTAL HOURS. DAMAGE-SUBSTANTIAL UNK/NR IN TYPE, NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION CHIPLEY.FL RETURN TYPE OF ACCIDENT PHASE OF OPERATION IN FLIGHT MANEUVER TO AVOID OBSTRUCTION COLLISION WITH GROUND/WATER CONTROLLED PROBABLE CAUSE(S) MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION PILOT IN COMMAND - MISJUDGED CLEARANCE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - OTHER TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 120 SWATH RUN-HOW FLOWN - WIND CALM PROCEDURE TURNAROUND - FIRST 1/3 TURN REMARKS- ANOTHER AERIAL APPLICATOR CROSSED FLIGHT PATH DURING PULL UP.SPRAYING PEANUTS.

BRIEFS OF ACCIDENTS

| FILE | DATE | | AIRCRAFT DATA | IN | | | | | PILOT DATA |
|--------|--|--|--|--------|-----|------|--------------------------------|--|--|
| | | SOUTH BAY, FL | BEECH 65-A80 N44SG | ~ ~ | - | ~ | - | MISCELLANEOUS UNKNOWN/NOT REPORTED | |
| | DEPARTURE P UNKNOWN/NO TYPE DF ACC MISCELLAN | T REPORTED IDENT | INTENDED DESTINATION UNKNOWN/NOT REPORTED | | F | | | F OPERATION WN/NOT REPORTED | |
| | | EOUS - UNDETERM | INED ED ABANDONED AND BURNIN | G IN 4 | s |)D F | IEL | D. | |
| | | | | | | | | | |
| 3-4378 | TIME - 1521 | | AEROSPATLE SE3160 N8394 DAMAGE-DESTROYED | | | | | MISCELLANEOUS FERRY | AIRLINE TRANSPORT, AGE 33, 3500 TOTAL HOURS, 1705 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - BAPTIST HELIPORT DEPARTURE POINT INTENDED DESTINATION | | | | | | | · · · · |
| | | | | | F | ΤA | KEO | F OPERATION FF VERTICAL FF ABORTED | |
| | COMPLETE PO | T - MISCELLANEO WER LOSS - COMP | US POWERPLANT FAILURE LETE ENGINE FAILURE/FLAI FORCED LANDING OFF AIRP | HEOUT- | 1 6 | NGI | | DREASONS | |
| | | | | | | | | | |
| -4243 | 9/9/78 TIME - 0930 | DELAND,FL | BIRDMAN TL1A N102BA DAMAGE-DESTROYED | | | | | MISCELLANEOUS DEMONSTRATION | COMMERCIAL, FL.INSTR., AGE 26, 521 TOTAL HOURS, 42 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIR DEPARTURE P DELAND,FL | | INTENDED DESTINATION | | | | | | |
| | TYPE OF ACC AIRFRAME | GHT | | | | | F OPERATION IGHT ACROBATICS | | |
| | AIRFRAME FAILURE IN FLIGHT IN FLIGHT IN FLIGHT ACROBATICS PROBABLE CAUSE(S) PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT REMARKS- EXPERIMENTAL ACFT.ENGINE-MCCULLOUGH 101MC. | | | | | | | | |
| | NCHARKS- LA | COLORIAL AUCT | LETOTAL HOUSELEDGON IVIA | - | | | | | |

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| FILE | DATE LOCATION | AIRCRAFT DATA | · F S | | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--|-------------|--------|---|--|
| | 9/10/78 NR.DUNNELLON.FL TIME - 1410 NAME OF AIRPORT - DUNNELL DEPARTURE POINT | GYROCOPTER 1 NONE DAMAGE-DESTROYED | CR- 1, 0 | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | NO CERTIFICATE, AGE 29, 5 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | DUNNELLON.FL Type of accident Airframe Failure in Fl | LOCAL | | | F OPERATION IGHT NORMAL CRUISE | |
| | PILOT IN COMMAND - LACK | DESIGN-PERSONNEL POOR/IM OF FAMILIARITY WITH AIR OPER OPERATION OF FLIGHT PPING STOP PLATE.RED PAIM | CRAFT | | | |
| 3-4140 | 9/17/78 NR.LK OKEECHOBEE TIME - 1000 | FL CESSNA 172 N13165 DAMAGE-SUBSTANTIAL | PX- 0 0 | 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 395 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - RUTENBE DEPARTURE POINT PALM BEACH.FL TYPE OF ACCIDENT NOSE OVER/DOWN | | рна | | F OPERATION NG ROLL | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - SELE FACTOR(S) AIRPORTS/AIRWAYS/FACILI | CTED UNSUITABLE TERRAIN TIES - AIRPORT CONDITION | S SOFT RUN | IWA Y | | |
| 3-3634 | 10/1/78 NR.FT WALTON BCH TIME - 1754 | <pre> •FL DOUGLAS DC-3 N742 DAMAGE-DESTROYED</pre> | | | MISCELLANEOUS UNKNOWN/NOT REPORTED | CERTIFICATE UNKNOWN, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED. |
| | DEPARTURE POINT MIAMI+FL TYPE OF ACCIDENT DITCHING | INTENDED DESTINATION SAN JUAN,PR | | | F OPERATION NG LEVEL OFF/TOUCHDOWN | ONCONCINGING INSTRUMENT RATED. |
| | FACTOR(S) | ITIONS - ELECTRICAL FAILS ITIONS - AIRGRAFT CAME TO |) REST IN W | | | |
| | REMARKS- ELECTRICAL FAILU | | | | | |

| | | | BRIEFS | S UF A | ιIJ | DEN | 115 | | |
|--------|---|--|---|--------|-----|-------------|-------------------|--|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | | RIES S M | | FLIGHT PURPOSE | PILOT DATA |
| | 10/4/78 TIME - 1803 NAME OF AIR DEPARTURE F NEW CARLI TYPE OF ACC FIRE OR E | ODFSSA.FL RPORT - WEST PASC POINT ISLE.OH IJDENT EXPLOSION IN FLI(| REECH B35 N8804A DAMAGE-DESTROYED COUNTY INTENDED DESTINATION SARASOTA+FL | | 0 | | 0 SE () FL | F OPERATION IGHT NORMAL CRUISE | PRIVATE, AGE 57, 491 TOTAL HOURS, 30 IN TYPE, INSTRUMENT RATED. |
| | MISCELLAN FIRE AFTER | AUSE(S) E OF UNDET SOURCE VEOUS ACTS,CONDIT IMPACT | IN FLOOR AREA OF COCK IONS - FIRE IN CABIN,CI ALLED IN REAR CABIN WA | ОСКРІТ | •B/ | | | NG LEVEL OFF/TOUCHDOWN COMPARTMENT | |
| 3-4312 | 10/7/78 NF TIME - 0825 | R•TALLAHASSEE•FL | CESSNA 310 N87328 DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 35, 399 TOTAL HOURS, 12 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE F W PALM BE TYPE OF ACC ENGINE FA | ACH.FL | INTENDED DESTINATION TALLAHASSEE+FL | | ſ | IN | I FL | DF OPERATION IGHT NORMAL CRUISE NG LEVEL OFF/TOUCHDOWN | |
| | MISCELLAN FACTOR(S) PILOT IN MISCELLAN COMPLETE PO | COMMAND - MISMAN NEOUS ACTS,CONDIT COMMAND - LACK O NEOUS ACTS,CONDIT WER LOSS - COMPL CIRCUMSTANCES - FO | AGEMENT OF FUEL IONS - FUEL STARVATION F FAMILIARITY WITH AIR IONS - FUEL SELECTOR PI ETE ENGINE FAILURE/FLA DRCED LANDING OFF AIRPO | NSITIO | 26 | ENGI | | | |
| | | | | | | | | | |
| 3-4321 | 10/7/78 NF TIME - 0130 | | CESSNA 402 N3254 DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 47, 1050 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE P | T REPORTED | | | F | | | F OPERATION NG LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CA PILOT IN | | TO EXTEND LANDING GEA | R | | | | | |
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| FILE | DATE L | OCATION | AIRCRAFT DATA | | | IES S M | | FLIGHT PURPOSE | PILOT DATA |
|-------|---|---|---|-------|----|------------|-------|--|--|
| | | LE•FL | CESSNA 150 N22331 DAMAGE-SUBSTANTIAL | CR- | 0 | 0 | 1 | NONCOMMERCIAL | STUDENT, AGE 37, 33 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT DEPARTURE POINT LABELLE.FL TYPE OF ACCIDENT ENGINE FAILURE COLLIDED WITH | IN OR MALFUNCTIO | TENDED DESTINATION | | Ρ | TA | KEO | F OPERATION FF INITIAL CLIMB NG ROLL | |
| | MISCELLANEOUS FACTOR(S) TERRAIN - ROUG | GNITION SYSTEM ACTS.CONDITION H/UNEVEN | MAGNETOS IS - MATERIAL FAILURE OSS OF POWER - 1 ENG | | | | | | |
| -4139 | 10/8/78 NR.CRYS TIME - UNK/NR | TAL RIVER.FL | ERCOUPE 415-CD N3954H | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 37, 427 TOTAL HOURS, 58 IN TYPE, |
| | DEPARTURE POINT BROOKVILLE.FL TYPE OF ACCIDENT GROUND-WATER L COLLIDED WITH | 00P-SWERVE | DAMAGE-SUBSTANTIAL TENDED DESTINATION INVERNESS.FL | | Ρ | LA | NDI | F OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL | NOT INSTRUMENT RATED. |
| | TERRAIN - ROUG FACTOR(S) POWERPLANT - P MISCELLANEOUS | ND - SELECTED H/UNEVEN OWERPLANT-INST ACTS,CONDITION STANCES - FORC SUSP | UNSUITABLE TERRAIN RUMENTS DIL PRESSUR S - MATERIAL FAILURE ED LANDING OFF AIRPO ECTED MECHANICAL DIS | RT ON | LA | | | | |
| -4030 | 10/12/78 NR.TARP TIME - 1535 | ∩N SPRINGS.FL | AERD COMDR 680FL N90651 DAMAGE-SUBSTANTIAL | | | | | MISCELLANEOUS EXPERIMENTATION | COMMERCIAL, AGE 33, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT |
| | DEPARTURE POINT WEST PASCO.FL TYPE OF ACCIDENT COLLISION WITH | U | TENDED DESTINATION NKNOWN/NOT REPORTED CONTROLLED | | Ρ | | | F OPER∆TION IGHT BUZZING | INSTRUMENT RATED. |
| | FACTOR(S) PILOT IN COMMA | ND - MISJUDGED ND - EXERCISED | ALTITUDE POOR JUDGMENT S - UNWARRANTED LOW | FLYIN | 5 | | | • • | |

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| FILE | DATE LOCATION | AIRCRAFT DATA | | | IES S M | | FLIGHT PURPOSE | PILOT DATA |
|-------|---|---|------------|-----|------------|--------|--|--|
| -4104 | 10/13/78 FT PIERCE,FL TIME - 1715 | PIPER PA-28 N43792 DAMAGE-SIJBSTANTIAL | | | | | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 37, 2573 TOTAL HOURS, 420 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - ST LUCIE DEPARTURE POINT VERO BEACH.FL TYPE OF ACCIDENT WHEELS-UP | COUNTY INTENDED DESTINATION FT PIERCE.FL | | PI | | | F DPERATION NG LEVEL DFF/TOUCHDOWN | |
| | PROBABLE CAUSE(S) DUAL STUDENT - FAILED TO PILOT IN COMMAND - INADE FACTOR(S) MISCELLANEOUS ACTS+CONDI | QUATE SUPERVISION OF FLI | | | | | | |
| | AIRFRAME - LANDING GEAR MISCELLANEMIS ACTS,CONDI REMARKS- GEAR WARNING LIGH | TIONS - GROUNDED | ND IND | ICA | TIN | GС | OMPONENTS | |
| -4145 | 10/18/78 DELRAY BEACH.FL TIME - 1440 | STINSON 108-1 N8472K DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | CDMMERCIAL, AGE 60, 5480 P TOTAL HOURS, 220 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - BASSO FI DEPARTURE POINT DELRAY BEACH.FL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH DITCHES | ELD INTENDED DESTINATION LOCAL | | PI | TΔ | KEO | F OPERATION FF ABORIED FF ABORIED | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - SELEC PILOT IN COMMAND - DELAY FACTOR(S) MISCELLANEOUS ACTS+CONDI | ED ACTION IN ABORTING TA | | ∃XI | STI | NG | WIND | |
| -4347 | 10/19/78 NR.SANFORD.FL TIME - 0902 | CESSNA 337 N589 DAMAGE-SUBSTANTIAL | CR- PX- | | | 0 0 | MISCELLANEQUS FERRY | COMMERCIAL, AGE 27, 1236 TOTAL HOURS, 21 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - SANFORD DEPARTURE POINT ORLANDO,FL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUN | INTENDED DESTINATION DELAND,FL CTION | | PI | IN | FL | F OPERATION IGHT NORMAL CRUISE | |
| | COLLIDED WITH RESIDENCE PROBABLE CAUSE(S) PILOT IN COMMAND - INADE PILOT IN COMMAND - MISMA MISCELLANEOUS ACTS,CONDI COMPLETE POWER LOSS - COMP EMERGENCY CIRCUMSTANCES - | QUATE PREFLIGHT PREPARAT NAGEMENT OF FUEL TIONS - FUEL EXHAUSTION LETE ENGINE FAILURE/FLAM | •, | 2 E | OR NG I | ΡίΔ | | |

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| FILE | DATE | LOCAŢION | AIRCRAFT DATA | INJURIES F S M/N | PURPOSE | PILOT DATA | | | | |
| 3-4191 | TIME - 1750 NAME OF AIRI DEPARTURE PO ELIZABETH TYPE OF ACCI ENGINE FA | PORT - MARCO ISLA DINT TON,TN DENT ILURE OR MALFUNCT WITH GROUND/WATE | N4716P DAMAGE-SUBSTANTIAL ND INTENDED DESTINATION MARCO ISLAND.FL ION | PX- 0 1 1 PHASE C LAND | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP DF OPERATION ING FINAL APPROACH NG FINAL APPROACH | COMMERCIAL, AGE 47, 4083 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. | | | | |
| | PILOT IN (MISCELLAN) MISCELLAN FACTOR(S) PERSONNEL PUWERPLAN MISCELLAN COMPLETE POU EMERGENCY C | COMMAND - MISMANA EOUS ACTS,CONDITI OUS ACTS,CONDITI - MAINTENANCE,SE F - FUEL SYSTEM U EOUS ACTS,CONDITI WER LOSS - COMPLE | DNS - INATTENTIVE TO F DNS - FUEL STARVATION RVICING,INSPECTION IN DTHER DNS - BINDING TE ENGINE FAILURE/FLAM RCED LANDING OFF AIRPO | NADEQUATE MAIN Meout-1 engine | FENANCE AND INSPECTION | | | | | |
| 3-4344 | TIME - 1800 DEPARTURE PI ROCK SOUNT TYPE OF ACC | DINT D•BAHAMAS IDENT | N56855 DAMAGE-DESTROYED INTENDED DESTINATION SAN SALVADOR,BAHAMAS | PX- 0 0 0 5 PHASE (| DF OPERATION | PRIVATE, AGE 42, 1500 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED. | | | | |
| | ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE DITCHING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - BECAME LOST/DISORIENTED MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- PLT REPORTED ACCD 29 DEC.ACFT DITCHED IN ATLANTIC OCEAN OFF BOCA RATON,FL. | | | | | | | | | |

| FILE | DATE | | AIRCRAFT DATA | | F | S M | /N | PURPOSE | PILOT DATA |
|--------|--|---|--|------------|---|--------|--------|---|---|
| 3-4162 | | VERO BEACH.FL | GRUMMAN AA-5B N28411 DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | NO CERTIFICATE, AGE 21, P 10 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE F VERO BEAC TYPE OF ACC GROUND-WA | H,FL | INTENDED DESTINATION RETURN | | Ρ | LA | NDI | F OPERATION NG LEVEL OFF/TOUCHDOWN NG GO-AROUND | |
| | PILOT IN PILOT IN FACTOR(S) | COMMAND - ATTEMPT COMMAND - IMPROPE COMMAND - IMPROPE | R RECOVERY FROM BOUNCE | D LAM | IDIN | G | | | |
| | | AUTHOZIZED USE OF | NNS - STOLEN OR UNAUTH ACFT. | IURIZE | :D U | SE | 0- | AIRCRAFI | |
| 3-3641 | TIME - 1620 | | DAMAGE-SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | PRIVATE, AGE 20, 186 TOTAL HOURS, 32 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIR DEPARTURE F DAYTONA BE TYPE OF ACC WHEELS-UP | ACH+FL IDENT | ACH INTENDED DESTINATION LOCAL | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | |
| | PROBABLE CA PILOT IN | | TO EXTEND LANDING GEAF | ł | | | | | |
| 3-4107 | 10/29/78 NR | •KENANSVILLE•FL | CESSNA 150 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 36, 490 |
| | TIME - 1500 DEPARTURE P | | N9134Y DAMAGE-SUBSTANTIAL INTENDED DESTINATION | | 0 | 0 | 1 | PLEASURE/PERSONAL TRANSI | P TOTAL HOURS, 150 IN TYPE, NOT INSTRUMENT RATED. |
| | FORT PIER TYPE OF ACC NOSE OVER | CE,FL IDENT | LOCAL | | Ρ | | | F OPERATION NG ROLL | |
| | PILOT IN FACTOR(S) TERRAIN - | COMMAND - SELECTE COMMAND - FAILED HIGH OBSTRUCTION | | | | | ECT | IVES,ETC. | |
| | | SL | ECAUTIONARY LANDING OF SPECTED MECHANICAL DIS OIL TEMP AND PRESS FOU | SCREP | ANCY | , | NUV | RS NOT AUTH IN ACFT-ENG I | RAN SATIS ON GND CK |

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FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE ____ 3-4083 10/30/78 NR.TITUSVILLE,FL PIPER PA-34 CR- 1 0 0 NONCOMMERCIAL COMMERCIAL, AGE 59, 2978 TIME - 2000 N1058U PX- 1 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 696 IN TYPE, DAMAGE-DESTROYED INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION ASHEVILLE, NC MERRITT ISLAND, FL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT DESCENDING PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) PILOT IN COMMAND - IMPROPER IFR OPERATION WEATHER - RAIN WEATHER - THUNDERSTORM ACTIVITY SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED IFR TYPE OF FLIGHT PLAN IFR REMARKS- PLT DSND BLO ASGN ALT-RPTD GYRO INSTR INOP-VFR-LOST CTL UNKN RSN-ALL WRECKGE NOT RCVD FM SWAMP. 3-4181 11/1/78 JACKSONVILLE, FL CESSNA 150J CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 20, 59 TOTAL TIME - 1336 N60537 PX- 0 0 1 PLEASURE/PERSONAL TRANSP HOURS, ALL IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - HERLONG DEPARTURE POINT INTENDED DESTINATION JACKSONVILLE, FL 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 - ENGINE CONTROLS THROTTLE-POWER LEVER ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- THROTTLE CABLE FAILED AT HIGH RPM.PLT CIRCLED FIELD BER ATTEMPTING TO CONTROL RPM W MIXTURE.

BRIEFS OF ACCIDENTS

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| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | FLIGHT PURPOSE | PILOT DATA | | |
|--------|--|--|---|-----|--|-----------|-------------------|---|--|--|
| 3-4194 | 11/2/78 TIME - 09 | ORLANDO,FL 940 | BELLANCA 17-30A N39832 DAMAGE-SUBSTANTIAL | | | | NONCOMMERCIAL | STUDENT, AGE 49, 416 TOTAL HOURS, 185 IN TYPE NOT INSTRUMENT RATED. | | |
| | NAME OF AIRPORT - HERNDON DEPARTURE POINT FT LANDERDALE,FL TYPE OF ACCIDENT | INTENDED DESTINATION ORLANDO,FL | | РНА | SE OF | OPERATION | | | | |
| | | -WATER LOOP-SWERVE DLLAPSED | | | LANDING LEVEL OFF/TOUCHDOWN LANDING GO-AROUND | | | | | |
| | PILOT PILOT FACTOR(S) WEATHER | IN COMMAND - DELAYE R - UNFAVORABLE WIN | ER COMPENSATION FOR WIN D IN INITIATING GO-AROL D CONDITIONS IONS - OVERLOAD FAILURE | IND | ITIO | NS | | | | |
| | SKY CONDI CLEAR | ITION | | | | | AT ACCIDENT SITE | | | |
| | VISIBILII 5 OR DV | | PRE | | TION AT ACCIDENT SIT | E | | | | |
| | OBSTRUCTI NONE | CCIDENT SITE | RELATIVE BEARING OF WIND LEFT CROSS WIND 248-292 DEGREES | | | | | | | |
| | TEMPERATURE-F 64 | | | | WIND DIRECTION-DEGREES 360 | | | | | |
| | WIND VELO 12 | DCITY-KNOTS | | | | E.OF W | EATHER CONDITIONS | | | |
| | 12 | | | | | | | | | |

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|-------|--|---|--|----------|---|------------------------------|--|--|
| FILE | DATE | LOCATION | | | S | M/N | FLIGHT PURPOSE | PILOT DATA |
| | 11/2/78 TIME - 1645 NAME OF AIR DEPARTURE F PLYMOUTH, TYPE OF ACC GROUND-WA | PLYMOUTH.FL PORT - ORLANDO NO POINT FL | CESSNA 150 N18059 DAMAGE-DESTROYED | CR- (|) () () () (| 0 1 0 0 ASE (LANDI | INSTRUCTIONAL TRAINING DF OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL | STUDENT, AGE 28, 15 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | FACTOR(S) | | R COMPENSATION FOR WIN CONDITIONS | ID COND | TIC | SNC | | |
| | 5 OR OVER OBSTRUCTION NONE TEMPERATURE 72 WIND VELOCI 10 TYPE OF FLI NDNE |) AT ACCIDENT SITE R(UNLIMITED) IS TO VISION AT AC E-F TY-KNOTS | 1 | | UNLIMI PRECIPIT NONE RELATIVE RIGHT WIND DIR 30 | | AT ACCIDENT SITE NITED TATION AT ACCIDENT SITE E BEARING OF WIND OUARTERING HEAD WIND O RECTION-DEGREES WEATHER CONDITIONS | 23-067 DEGREES |
| -4333 | TIME - 1745 NAME OF AIR DEPARTURE P LANTANA F TYPE OF ACC | RPORT – AVON PARK POINT FL IDENT NILURE OR MALFUNCI | INTENDED DESTINATION AVON PARK,FL | | рн, | 03 ASE (IN FI | NONCOMMERCIAL PLEASURE/PERSONAL TRAN IF OPERATION IGHT NORMAL CRUISE NG LEVEL OFF/TOUCHDOWN | PRIVATE, AGE 26, 390 SP TOTAL HOURS, 11 IN TYPE, NOT INSTRUMENT RATED. |
| | PROBABLE CA PERSONNEL POWERPLAN MISCELLAN MISCELLAN FACTOR(S) MISCELLAN COMPLETE PC | AUSE(S) – MAINTENANCE,SE NT – FUEL SYSTEM NEOUS ACTS,CONDITI NEOUS ACTS,CONDITI NEOUS ACTS,CONDITI NEOUS ACTS,CONDITI NEOUS ACTS,CONDITI MERLOSS – COMPLE | | JATE VE | TE I | MAIN' NG GINE | | |

INJURTES FLIGHT FUE DATE LOCATION AIRCRAFT DATA · PILOT DATA E S M/N PHRPOSE _____ _____ CR- 1 0 0 NONCOMMERCIAL 3-3915 11/6/78 BOCA RATON-FL CESSA 152 STUDENT. AGE 21. 53 TOTAL N48905 PX- 1 0 0 PLEASURE/PERSONAL TRANSP HOURS, 35 IN TYPE, NOT TIME - 2350 DAMAGE-DESTROYED INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION FT LAUDERDALE, FL 10041 PHASE OF OPERATION TYPE OF ACCIDENT STALL IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS. CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS.CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- ACET STALLED ON ABRIPT PULLUP EM 200 ET HEIGHT.PILOT'S BLOOD ALCOHOL LEVEL 0.08 PERCENT. 3-3841 :1/10/78 NR.BELLE GLADE, FL GRUMMAN 164-A CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 39, 10400 TIME - 1030 N7484 PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS. 640 IN TYPE. DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION BELLE GLADE, FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALEUNCTION IN FLIGHT PROCEDURE TURNAROUND NOSE OVER/DOWN LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9999 KIND OF OPERATION - FERTILIZING (LIQUID) KIND OF CROP - BEANS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL+FLAT ELEVATION-AREA BEING TREATED-FEET - 12 SWATH RUN-HOW FLOWN - CROSSWIND 3-4338 11/10/78 NR.SANFORD,FL PIPER PA-30 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 54, 840 N7555Y TIME - 1230 PX- 0 0 2 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 110 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - SANFORD MUNICIPAL DEPARTURE POINT INTENDED DESTINATION ZELLWOOD+FL SANFORD+FL PHASE OF OPERATION TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE LANDING ROLL GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE

BRIEFS OF ACCIDENTS

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BRIEES OF ACCIDENTS INJURIES FILE DATE LOCATION AIRCRAFT DATA FLIGHT PTIOT DATA PURPOSE E S M/N _____ PIPER PA-28 CR- 1 0 0 INSTRUCTIONAL STUDENT, AGE 41, 22 TOTAL 3-4128 11/12/78 NR.JACKSONVILLE.FL TIME - UNK/NR N34090 PX- 0 0 0 TRAINING HOURS. ALL IN TYPE. NOT DAMAGE-DESTROYED INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION JACKSONVILLE .EL TYPE OF ACCIDENT PHASE DE OPERATION LINK NOWN / NOT REPORTED UNDETERMINED PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED REMARKS- FOUND 1-3-79-NO EVIDENCE OF PREIMPACT ACET FAILURE FOUND.STUD PLT LOST CONTROL FOR UNDER REASON. 3-4149 11/12/78 TARPON SPRINGS.FL HOFEMAN X2 CR- 1 0 0 NONCOMMERCIAL PRIVATE. AGE 47. 2130 TIME - 1515 N1736 PX- 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS. 6 IN TYPE. DAMAGE-DESTROYED NOT INSTRUMENT RATED. NAME OF AIRPORT - LAKE TARPON DEPARTURE POINT INTENDED DESTINATION TARPON SPRINGS - FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION LANDING FINAL APPROACH STALL MUSH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT EACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER MISCELLANEOUS ACTS.CONDITIONS - TOUCH AND GO LANDING 3-4192 11/12/78 NR.KEY WEST.FL CESSNA 1778 CR- 0 0 5 NONCOMMERCIAL STUDENT, AGE 49, 172 TOTAL HOURS, 127 IN TYPE, N11771 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TIME - 1230 NOT INSTRUMENT RATED. DAMAGE-SUBSTANTIAL NAME OF AIRPORT - KEY WEST INTL DEPARTURE POINT INTENDED DESTINATION LANTANA, FL KEY WEST+FL TYPE OF ACCIDENT PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN HARD LANDING COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING REMARKS- ACFT 1.7LBS LESS THAN MAX CERT GW.

| FILE | DATE | LOCATION | AIRCRAFT DATA | F | SΜ | /N | | ΡΙΙΟΤ ΟΔΤΔ |
|--------|--|---|--|----------------|------------------|-----------------------|--|---|
| 3-4170 | TIME - 181 DEPARTURE LAUREL,M TYPE OF AC | R.LIVE OAK,FL 5 POINT S | CESSNA 172 N8459L DAMAGE-SUBSTANTIAL INTENDED DESTINATION TALLANASSE+FL | CR- 0 PX- 0 | 0 0 PHAS | 1 1 E OF | | PRIVATE, AGE 60, 660 TOTAL HOURS, 150 IN TYPE, NOT INSTRUMENT RATED. |
| | PILOT IN PILOT IN FACTOR(S) WEATHER WEATHER WEATHER WEATHER BR | COMMAND - CONTI COMMAND - BECAM COMMAND - SELEC - LOW CEILING - RAIN - FOG IEFING - BRIEFING CIRCUMSTANCES - | NUED VER FLIGHT INTO ADV E LOST/DISORIENTED TED UNSUITABLE TERRAIN G RECEIVED-METHOD UNKNOW PRECAUTIONARY LANDING OF NOVERSE/UNFAVORABLE WEAT | IN F AIRPO | | r Cn | NDITIONS | |
| | 3 MILES | AT ACCIDENT SITE OR LESS NS TO VISION AT A | | | 80 PREC RA | O IPIT IN OF | AT ACCIDENT SITE ATION AT ACCIDENT SITE WEATHER CONDITIONS | |
| 3-4264 | 11/15/78 N TIME - 105 | R•FT MYERS•FL 0 | HILLER UH12C N46937 DAMAGE-SUBSTANTIAL | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL.INSTR., AGE 34, 2200 TOTAL HOURS, 167 IN TYPE, NOT INSTRU- |
| | FT MYERS, TYPE OF AC ENGINE F | FL | INTENDED DESTINATION LOCAL | | ΤA | KEOF | OPERATION F INITIAL CLIMB G LEVEL DFF/TOUCHDOWN | MENT RATED. |
| | PILOT IN | COMMAND - INADEC COMMAND - FAILE | DUATE PREFLIGHT PREPARAT) TO MAINTAIN ADEQUATE R FORCED LANDING OFF AIRPO | OTOR R. | Р.М. | PLAN | NING | |

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| FILE | DATE | LOCATION | | | F | S M | /N | FLIGHT PURPOSE | PILOT DATA | | |
|-------|---|--|---|----------------|-----|-----|------|---|---|--|--|
| | 11/16/78 TIME - 1036 NAME OF AIR | SARASOTA,FL PORT - SARASOTA-BF DINT I | PIPER PA-28 N702FL DAMAGE-SUBSTANTIAL | CR- | 0 | 0 | 1 | NONCOMMERCIAL PRACTICE | STUDENT, AGE 29, 31 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED. | | |
| | TYPE OF ACC HARD LAND | IDENT | | | Ρ | | | F OPERATION NG GO-AROUND | | | |
| | FACTOR(S) . PILOT IN (| COMMAND - IMPROPER Command - Delayed | DPERATION OF FLIGHT IN INITIATING GO-AROU FAMILIARITY WITH AIR(| IND | OLS | | | | | | |
| -4251 | 11/18/78 TIME - 1730 | SILVER SPRINGS,FL | CESSNA 152 N25952 DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 19, 58 TOTA HOURS, 21 IN TYPE, NOT INSTRUMENT RATED. | | |
| | DEPARTURE P SILVER SP TYPE OF ACC | RINGS,FL IDENT | INTENDED DESTINATION LOCAL PHASE OF OPERATION | | | | | | | | |
| | NOSE OVER | WITH GROUND/WATER /DOWN | CONTROLLED | | | | | IGHT BUZZING NG LEVEL OFFZTQUCHDOWN | | | |
| | FACTOR(S) PILOT IN (MISCELLAN | COMMAND - MISJUDGE COMMAND - EXERCISE EOUS ACTS,CONDITIC | | | | ∆CF | ΤF | LEW BACK TO ARPT. | | | |
| -3636 | 11/19/78 NR TIME - 1830 | •NPA LOCKA•FL | PIPER PA-34 N1387T DAMAGE-SUBSTANTIAL | | | | | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 30, 2304 TOTAL HOURS 374 IN TYPE, INSTRUMENT RATED. | | |
| | NAME OF AIR DEPARTURE P OPA LOCKA | | | | | | | | | | |
| | TYPE OF ACC COLLISION | | OPA LOCKA,FL CONTROLLED | | Ρ | | | F OPERATION NG GO-AROUND . | | | |
| | PILOT IN (DUAL STUD | COMMAND - FAILED T COMMAND - DELAYED ENT - IMPROPER OPE | O FOLLOW APPROVED PRO IN INITIATING GO-AROU RATION OF FLIGHT CON TE SUPERVISION OF FLI | JND . FROLS | ES, | DIR | EC T | IVES.ETC. | | | |

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| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | | PILOT DATA |
|--------|-----------------------|--|---|---------------------|------------------------------------|--|
| 3-4352 | 11/20/78 TIME - 19 | NR.ORMOND BEACH.FL 03 | PIPER PA-23 N3485P DAMAGE-DESTROYED | CR-200 PX-000 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 21, 947 TOTAL HOURS, 74 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE ORLANDO | •FL | INTENDED DESTINATION ORMOND BEACH,FL | | | |
| | TYPE OF A COLLISI | CCIDENT ON WITH GROUND/WATE | RUNCONTROLLED | | F OPERATION NG INITIAL APPROACH | |
| | PROBABLE MISCELL | CAUSE(S) ANEOUS - UNDETERMIN | ED | | | |
| | | EL - MAINTENANCE,SE - OTHER SYSTEMS V | | NADEQUATE MAINT | ENANCE AND INSPECTION | |
| | WEATHER | - LOW CEILING | | • | | |
| | SKY CONDI | | | CEILING 600 | AT ACCIDENT SITE | |
| | | Y AT ACCIDENT SITE OR LESS | | PRECIPI NONE | TATION AT ACCIDENT SI | TE |
| | HAZE | ONS TO VISION AT AC | CIDENT SITE | TYPE OF IFR | WEATHER CONDITIONS | |
| | IFR | LIGHT PLAN | | | | |
| | REMARKS- | LAST STATIC SYSTEM | CHECK 6/6/75.ATTITUDE | IND TUMBLED ON | PRIOR FLT WHEN L ENG | SHUT DOWN. |

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| | DATE LOCATION | AIRCRAFT DATA | INJURIES | FLIGHT | PILOT DATA |
|--------|---|---|--|------------------------------------|--|
| | | | F S M/N | PURPOSE | |
| | 11/20/78 ORMOND BEACH,F TIME - 2037 | | | | COMMERCIAL, FL.INSTR., AGE 23, 922 TOTAL HOURS 315/IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT Daytona Beach, FL | INTENDED DESTINATION LOCAL | | | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/W | 、 | PHASE OF O IN FLIGH | PERATION T UNCONTROLLED DESCENT | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INAD DUAL STUDENT - SPATIAL FACTOR(S) | EQUATE SUPERVISION OF FL DISORIENTATION | IGHT | | |
| | PERSONNEL - OPERATIONAL | SUPERVISORY PERSONNEL ITIONS - AIRCRAFT CAME T | | ADEQ.DIRECTIVES, MANUAL | , EQUIPMENT |
| | WEATHER FORECAST - FORECA | ST SUBSTANTIALLY CORRECT | | | |
| | SKY CONDITION OVERCAST | | CEILING AT 800 | ACCIDENT SITE | |
| | VISIBILITY AT ACCIDENT SI 2 MILES OR LESS | TE | | ION AT ACCIDENT SITE | |
| | OBSTRUCTIONS TO VISION AT | ACCIDENT SITE | TEMPERATUR 70 | E-F | |
| | WIND DIRECTION-DEGREES 360 | | WIND VELOC | ITY-KNOTS | |
| | TYPE OF WEATHER CONDITION | S | TYPE OF FL IFR | IGHT PLAN | |
| | REMARKS- WX BRIEF RCVD VI | A ARPT ATIS INFO. COMPAN | Y DID NOT PROHIBIT | ACTUAL PARTIAL PANEL F | LT TNG IN WX. |
| 3-4318 | 11/21/78 NR.DAYTONA BEACH TIME - 2137 | N86540 DAMAGE-DESTROYED | CR- 1 0 0 NO PX- 1 0 0 PL | | COMMERCIAL, AGE 56, 6250 TOTAL HOURS, 38 IN TYPE INSTRUMENT RATED. |
| | NAME OF AIRPORT - DAYTONA DEPARTURE POINT | | | | |
| | FT.MEYERS.FL | DATIONA BEACHTEL | | | |
| | FT.MEYERS.FL TYPE OF ACCIDENT COLLIDED WITH TREES | DATIONA BEACH+PL | PHASE OF O LANDING | PERATION FINAL APPROACH | |
| | TYPE OF ACCIDENT COLLIDED WITH TREES PROBABLE CAUSE(S) PILOT IN COMMAND - IMPR | | | | |
| | TYPE OF ACCIDENT COLLIDED WITH TREES PROBABLE CAUSE(S) | | | | |
| | TYPE OF ACCIDENT COLLIDED WITH TREES PROBABLE CAUSE(S) PILOT IN COMMAND - IMPR FACTOR(S) WEATHER - LOW CEILING | | LANDING | | |
| | TYPE OF ACCIDENT COLLIDED WITH TREES PROBABLE CAUSE(S) PILOT IN COMMAND - IMPR FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SI 2 MILES OR LESS | DPER IFR OPERATION | LANDING Ceiling At 400 | FINAL APPROACH | |
| | TYPE OF ACCIDENT COLLIDED WITH TREES PROBABLE CAUSE(S) PILOT IN COMMAND - IMPR FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SI | DPER IFR OPERATION | LANDING CEILING AT 400 PRECIPITAT NONE | FINAL APPROACH | |

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| FILE | | | AIRCRAFT DATA | | F | S M/ | N | PURPOSE | PILOT DATA |
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| | | NR.OSTEEN.FL | PIPER PA-28 N5362W DAMAGE-DESTROYED | CR- | 1 | 0 | 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRAN | |
| | DAYTONA TYPE OF A | A BEACH,FL | INTENDED DESTINATION MIAMI.FL | | Р | | : 0 | - OPERATION IGHT OTHER | |
| | PILOT I FACTOR(S) WEATHER |) R - LOW CEILING | NUED VFR FLIGHT INTO ADV | /ER SE | WEA | THEF | C | DNDITIONS | |
| | 4 MILES | | E | | P T | 110 RECI | IO IPI IE | AT ACCIDENT SITE TATION AT ACCIDENT SITE TURE-F | L |
| | 10 TYPE OF W | ECTION-DEGREES VEATHER CONDITIONS | | , | | 10 | OF | LOCITY-KNOTS FLIGHT PLAN | |
| -4076 | TIME - 14 | | CESSNA 140 N72244 DAMAGE-SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | MISCELLANEOUS FERRY | PRIVATE, AGE 65, 340 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| | CITRA,F TYPE OF A ENGINE | L | INTENDED DESTINATION WILLISTON+FL CTION | | | IN | FL | F OPERATION IGHT NORMAL CRUISE NG ROLL | |
| | PILOT I MISCELL COMPLETE | IN COMMAND - INADEO IN COMMAND - MISMA ANEOUS ACTS.CONDI POWER LOSS - COMP | DUATE PREFLIGHT PREPARAT NAGEMENT OF FUEL TIONS - FUEL EXHAUSTION LETE ENGINE FAILURE/FLAM- ORCED LANDING OFF AIRPO | EOUT- | 1 Е | NGIM | | NING | |

BRIEFS OF ACCIDENTS

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BRIEFS OF ACCIDENTS DATE AIRCRAFT DATA FILE LOCATION INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-4226 11/24/78 FT.LAUDERDALE.FL PIPER PA-34 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE UNK/NR, TIME - 2145 N15229 PX- 0 0 4 AIR TAXI-PASSG 1205 TOTAL HOURS, 140 IN DAMAGE-SUBSTANTIAL TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - FT.LAUDERDALE INT DEPARTURE POINT INTENDED DESTINATION ISLAMORADA, FL FT.LAUDERDALE.FL TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED 3-4334 11/26/78 NR.SEBRING.FL BEECH 819 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 41, 36 TOTAL TIME - 1705 N2171W PX- 0 0 0 TRAINING HOURS, ALL IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - SEBRING HIGHLANDS DEPARTURE POINT INTENDED DESTINATION AVON PARK, FL SEBRING, FL TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION AIRFRAME - LANDING GEAR MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC. MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE REMARKS- RT MLG CASTING, P/N 169-810011-21, FAILFD. 3-4057 11/30/78 MULBERRY,FL CESSNA 152 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 25, 61 TOTAL TIME - 1400. N49433 PX- 0 0 0 TRAINING HOURS, ALL IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - CIRCLE X DEPARTURE POINT INTENDED DESTINATION HILLSBOROUGH,FL MULBERRY, FL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH TREES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL

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| | | | BRIEF | | | | | | |
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| FILE | i. | DCATION | AIRCRAFT DATA | I | ∙JUR F | | | FLIGHT | PILOT DATA |
| | 11/30/78 NR.MARI/ TIME - 1150 DEPARTURE POINT JACKSON,MS TYPE OF ACCIDENT COLLISION WITH | ANNA,FL IM | GRUMMAN AA-58 N28649 DAMAGE-DESTROYED NTENDED DESTINATION FT. MEYERS+FL | CR- | 1 0 P | 0 PHAS | o E n | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP F OPERATION IGHT UNCONTROLLED DESCENT | NOT INSTRUMENT RATED. |
| | PROBABLE CAUSE(S) PILOT IN COMMAN PILOT IN COMMAN FACTOR(S) PILOT IN COMMAN WEATHER - LOW CO WEATHER - FOG WEATHER BRIEFING |) ND - CONTINUED ND - SPATIAL I ND - LACK OF R CEILING - BRIEFED BY |) VFR FLIGHT INTO AD | CRAFT | | | | ONDITIONS | |
| | SKY CONDITION OVERCAST VISIBILITY AT ACC 5 OR OVER(UNLIN OBSTRUCTIONS TO V UNKNOWN/NOT REF WIND VELOCITY-KNC 6 TYPE OF FLIGHT PL NONE REMARKS- ELT WAS | MITED) VISION AT ACC PORTED DTS LAN | IDENT SITE | | F | 30 REC RA VIND 36 | D IPI IN DI D OF | AT ACCIDENT SITE TATION AT ACCIDENT SITE SHOWERS RECTION-DEGREES WEATHER CONDITIONS | |
| | | | | CD | | | | | |
| 4202 | 12/2/78 MIAMI TIME - 1550 DEPARTURE POINT MIAMI.FL | IN | BEAGLE 206 N568MA DAMAGE-DESTROYED ITENDED DESTINATION HOMESTEAD.FL | | 1 | 0 | 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 60, 1297 TOTAL HOURS, 55 IN TYPE. NOT INSTRUMENT RATED. |
| | TYPE OF ACCIDENT ENGINE FAILURE STALL SPIN | OR MALFUNCTIO | IN | | P | ΙN | FL | F OPERATION IGHT CLIMB TO CRUISE IGHT CLIMB TO CRUISE | |
| | MISCELLANEOUS A PILOT IN COMMAN FACTOR(S) PILOT IN COMMAN COMPLETE POWER LC | INTENANCE,SERV ACTS,CONDITION ND - FAILED TO ND - LACK OF F DSS - COMPLETE | IS - OIL EXHAUSTION-1 O OBTAIN/MAINTAIN FL AMILIARITY WITH AIR E ENGINE FAILURE/FLAP | ENGINE YING : CRAFT MEDUT- | E LU SPEE -1 E | BRI D NGI | CAT | ENANCE AND INSPECTION ION SYSTEM | |
| | FIRE AFTER IMPACT | | ED LANDING OFF AIRPORT | | | | LO | GGED AFT GEAR UP LNDGS. | |

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BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-4311 12/4/78· FT PIERCE,FL SWEARINGEN SAT226 CR- 0 0 1 NONCOMMERCIAL AIRLINE TRANSPORT, AGE TIME - 1420 N97AB PX- 0 0 0 CORP/EXEC 34. 6900 TOTAL HOURS. 60 IN TYPE, INSTRUMENT DAMAGE-SUBSTANTIAL RATED. NAME OF AIRPORT - FT PIERCE INTENDED DESTINATION DEPARTURE POINT FT LAUDERDALE.FL FT PIERCE,FL TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED 3-3633 12/5/78 NR.LORIDA.FL DOUGLAS DC3 CR- 1 0 0 MISCELLANEOUS PRIVATE, AGE 28, 280 TIME - 0500 N25656 PX- 2 0 0 UNKNOWN/NOT REPORTED TOTAL HOURS, UNK/NR IN DAMAGE-DESTROYED TYPE, NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP UNKNOWN/NOT REPORTED SEBRING, FL UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - GUST LOCKS ENGAGED FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. FIRE AFTER IMPACT REMARKS- PLT SEL CERTIFICATED.ELEVATOR GUST LOCK FOUND IN EARLY PART OF CRASH PATH BFR BREAK UP. 3-3886 12/6/78 PALM BEACH, FL BEECH 18 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 58, 10000 TIME - 1630 N189R PX- 0 0 0 BUSINESS TOTAL HOURS, ALL IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - PALM BEACH INTL DEPARTURE POINT INTENDED DESTINATION PALM BEACH, FL LANTANA+FL TYPE OF ACCIDENT PHASE OF OPERATION TAKEOFF RUN GEAR COLLAPSED PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED

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|-------|---|---|-----------|-------------|--------|--|---|
| FILE | DATE LOCATION | AIRCRAFT DATA | INJU F | RIES S M | /N | FLIGHT PURPOSE | PILOT DATA |
| -4227 | 12/7/78 NR∢LABELLE,FL TIME - 1700 | CESSNA 150 | CR- 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 51, 192 P TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| | VENICE,FL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNC NOSE OVER/DOWN | LOCAL | | IN | FL | F OPERATION IGHT NORMAL CRUISE NG ROLL | and and a second se Second second |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEOU PILOT IN COMMAND - MISMAN MISCELLANEOUS ACTS.CONDIT COMPLETE POWER LOSS - COMPLU EMERGENCY CIRCUMSTANCES - FO | AGEMENT OF FUEL IONS - FUEL EXHAUSTION TE ENGINE FAILURE/FLAN | 1EOUT-1 | ENGI | | NNING | |
| -4074 | 12/10/78 ₩ PALM BEACH.FL TIME - 1400 | CESSNA 172 N2425L DAMAGE-SUBSTANTIAL | C.R 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | COMMERCIAL, AGE 56, 1470 P TOTAL HOURS, ALL IN TYPE INSTRUMENT RATED. |
| | NAME OF AIRPORT - PALM BEACH DEPARTURE POINT FREEPORT,BAHAMA | INTENDED DESTINATION | | | | | |
| | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN | | | LA | NDI | F OPERATION NG ROLL NG ROLL | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPI FACTOR(S) WEATHER - UNFAVORABLE WINN | | JD CUNDI | TION | S | | |
| | SKY CONDITION SCATTERED | | | | | AT ACCIDENT SITE | |
| | VISIBILITY AT ACCIDENT SITE 5.OR OVER(UNLIMITED) | | | | ΙPΙ | TATION AT ACCIDENT SITE | |
| | OBSTRUCTIONS TO VISION AT A | CCIDENT SITE | | RI | GHT | E BEARING OF WIND QUARTERING HEAD WIND 02 | 3-067 DEGREES |
| | WIND DIRECTION-DEGREES 300 TYPE OF WEATHER CONDITIONS | | | 15 | - | LOCITY-KNOTS FLIGHT PLAN | |
| | VFR REMARKS- GUSTS TO 30KTS. | | | VF | R | | ··· ¥ |

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| FILE | DATE LOCATION | AIRCRAFT DATA | | | | FLIGHT PURPOSE | PILOT DATA |
| -4377 | 12/11/78 NR.PORT MAYÁCA,FL TJME - 0630 | | | | | | PRIVATE,FL.INSTR., AGE 43, 467 TOTAL HOURS, 30 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - WHITE BE DEPARTURE POINT UNKNOWN/NOT REPORTED TYPE OF ACCIDENT ENGINE FAILURE OR MALFUN COLLIDED WITH TREES | INTENDED DESTINATION PORT MAYACA,FL | | LA | NDIM | - OPERATION NG TRAFFIC PATTERN- NG TRAFFIC PATTERN- | CIRCLING |
| | F?OBABLE CAUSE(S) PILOT IN COMMAND - MISMA MISCELLANEOUS ACTS,CONDI PILOT IN COMMAND - ATTEM MISCELLANEOUS - UNQUALIF COMPLETE POWER LOSS - COMP EMERGENCY CIRCUMSTANCES - I FIRE AFTER IMPACT REMARKS- NARCOTICS CONTRAB | TIONS - FUEL STARVATION PTED OPERATION BEYOND E TED PERSON OPERATED AIRC LETE ENGINE FAILURE/FLAP FORCED LANDING OFF AIRPO | CRAFT MEOUT-2 ORT ON L | ENG I AND | NES | | |
| | | | | | | | |
| -3914 | 12/14/78 NR.BELLE GLADE,FL TIME - UNK/NR | DNUGLAS DC-3C N4996E DAMAGE-SUBSTANTIAL | CR- 0 PX- 0 | | | | CERTIFICATE UNKNOWN, AGI UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, |
| -3914 | TIME - UNK/NR DEPARTURE PÔINT | N4996E DAMAGE-SUBSTANTIAL INTENDED DESTINATION UNKNOWN/NOT REPORTED | PX- 0 | 0 Phas | 0 E 0 f | | UNK/NR, UNK/NR TOTAL |

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| FILE | DATE LOCAT | | | F | S I | 4/N | | PILOT DATA |
|--------|--|---|------------|--------|----------------------------|---------------------------------|--|---|
| | 12/16/78 WINDEMERE TIME - 0950 | DAMAGE-SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 31, 4102 TOTAL HOURS, 18 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - MA DEPARTURE POINT TAMPA.FL TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH WIR | INTENDED DESTINATION WINDEMERE+FL | | P | L | ANDI | F OPER∆TION NG LEVEL OFF/TOUCHDOWN NG ROLL | |
| | FACTOR(S) PILOT IN COMMAND - PILOT IN COMMAND - | MISJUDGED DISTANCE AND SPEED IMPROPER RECOVERY FROM BOUND FAILED TO INITIATE GO-AROUND CONDITIONS - RAN OFF END OF | CED LAN | | IG | | | |
| 3-3635 | 12/18/78 NR.PANAMA C TIME - UNK/NR | ITY,FL PITTS S-1 N4GP DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 40, 819 TÜTAL HOURS, 558 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT PANAMA CITY,FL TYPE OF ACCIDENT COLLISION WITH GRO | INTENDED DESTINATION UNKNOWN/NOT REPORTED UND/WATER CONTROLLED |) | Ρ | | | F OPERATION IGHT ACROBATICS | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - | MISJUDGED ALTITUDE | | | | | | |
| 3-3639 | 12/19/78 NR.HAINES.FI TIME - 1220 DEPARTURE POINT | L SIKORSKY S-55B N6489 DAMAGE-SUBSTANTIAL INTENDED DESTINATION | PX- | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 32, 1500 TOTAL HOURS, 150 IN TYPE, NOT INSTRUMENT RATED. |
| | PREPARED LDG AREA TYPE OF ACCIDENT AIRFRAME FAILURE | LOCAL | | Ρ | | - | F OPERATION IGHT PULLUP FROM SWATH R | UN |
| | | MISSION ROTOR DRIVE SYSTEM O CONDITIONS - MATERIAL FAILUR | | | | | | |
| | GOGGLES - NOT USED COCKPIT CRASHPAD - TANK/HOPPER-LOCATIC SWATH RUN-HOW FLOW PROCEDURE TURNAROUM | IT ORCHARDS - UNKNOWN/NOT REPORTED NOT INSTALLED DN - BELLY | /NI 5_14 | -20 | TN GL CF CF TE | PE OVE ASH RASH RRA | OF OPERATION - SPRAYING C OF CHEMICAL USED - LIQUID S - NOT USED HELMET - NOT AVAILABLE BAR - NOT INSTALLED IN-TYPE - LEVEL.FLAT DENSE WITH TREE | CHEMICAL-TOXIC |

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BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE _____ 3-4058 12/19/78 BROOKSVILLE.FL BEECH C35 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 50, 803 TIME - 1700 N45X PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 445 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - HERNANDO COUNTY ' DEPARTURE POINT INTENDED DESTINATION BROOKSVILLE, FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE 3-4190 12/23/78 PALM BEACH,FL CESSNA 152 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 21, 98 TOTAL TIME - 1430 N24287 PX- 0 0 0 TRAINING HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. DAMAGE-SUBSTANTIAL INTENDED DESTINATION DEPARTURE POINT OKEECHOBEE,FL PALM BEACH, FL TYPE OF ACCIDENT PHASE OF OPERATION LANDING ROLL NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) PILOT IN COMMAND - CONTINUED VER FLIGHT INTO ADVERSE WEATHER CONDITIONS WEATHER - LOW CEILING WEATHER - THUNDERSTORM ACTIVITY EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND ADVERSE/UNFAVORABLE WEATHER SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED 200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE RAIN, THUNDERSTORM ZERO OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS IFR HAZE TYPE OF FLIGHT PLAN VFR

| FILE | DATE LOCATION | AIRCRAFT DATA | | JURI = S | | | FLIGHT PURPOSE | | PILOT DATA |
|--------|--|---|------------|-------------|-----------------|----------------|---|---------|---|
| 3-4249 | 12/23/78 NR.BRANDON.FL TIME - 1630 DEPARTURE POINT BRANDON.FL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | CESSNA 182 N8861T DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | | 0 РН | O ASE LAN | O OF DIF | NONCOMMERCIAL PLEASURE/PERSONAL OPERATIÓN IG ROLL IG ROLL | TRANSP | COMMERCIAL, AGE 46, 796 TOTAL HOURS, 202 IN TYPE NOT INSTRUMENT RATED. |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED FACTOR(S) MISCELLANEOUS ACTS+CONDITI | | | TRNL | | | | | |
| 3-4232 | 12/24/78 CRNSS CTY+FL TIME - 1630 | BEECH 58 N94080 Damage-Substantial | CR- PX- | | - | - | NONCOMMERCIAL PLEASURE/PERSONAL | TRANSP | PRIVATE, AGE 55, 2200 TOTAL HOURS, 1200 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - CROSS CITY DFPARTURE POINT MONROE.LA TYPE OF ACCIDENT GEAR RETRACTED | INTENDED DESTINATION SARASOTA,FL | | | | - | OPERATION NG ROLL | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INADVER | TENTLY RETRACTED GEAR | | | | | | | |
| 3-4223 | 12/26/78 LAKELAND.FL TIME - 1030 | PIPER PA-22 N8943C DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PLEASURE/PERSONAL | TRANSP | PRIVATE, AGE UNK/NR, 318 TOTAL HOURS, 160 IN TYPE NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - LAKELAND DEPARTURE POINT LAKELAND,FL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE | INTENDED DESTINATION LOCAL | | | | | OPERATION F RUN | | |
| | PROBABLĖ CAUSE(S) PILOT IN COMMAND - IMPROPE | R OPERATION OF BRAKES | AND/OP | ₹ FL | IGH | τc | ONTROLS | | |
| 3-4217 | 12/26/78 NR.ARCADIA.FL TIME - 0759 | BEECH E33 N1043A DAMAGE-DESTROYED | | | | | NONCOMMERCIAL Pleasure/personal | TRANSP | COMMERCIAL, FL.INSTR., AGE 42, 717 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- |
| | DEPARTURE POINT FORT MYERS.FL TYPE OF ACCIDENT COLLISION WITH GROUND/WATE | INTENDED DESTINATION JACKSONVILLE+FL R UNCONTROLLED | | | | | OPERATION GHT UNCONTROLLED | DESCENT | MENT RATED. |
| | PROBABLE CAUSE(S) MISCELLANENUS - UNDETERMIN | ED | | | | | | | |

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| | 12/27/78 TIME - 1410 | ARCADIA,FL | BEECH 95-855 N5716V DAMAGE-SUBSTANTIAL | CR- | 0 | 0 | 1 | NONCOMMERCIAL | • | COMMERCIAL, AGE 55, 5200 TOTAL HOURS, 717 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE P BIRMINGHA TYPE OF ACC | M • AL | INTENDED DESTINATION ARCADIA,FL | | Ρ | | | DF OPERATION ING ROLL | | |
| | FACTOR(S) MISCELLAN | COMMAND - SELECT | ED UNSUITABLE TERRAIN IONS - NOT ALIGNED WITH AY FOR RWY AND STRUCK DF | | | | | | | |
| -4048 | 12/27/78 NR TIME - 0945 | .KISSIMMEE.FL | BELL 47J2A N3099G DAMAGE-SUBSTANTIAL | | | | | COMMERCIAL OTHER | | COMMERCIAL, FL.INSTR., AGE 28, 1740 TOTAL HOURS 2 IN TYPE, NOT INSTRUMEN |
| | DEPARTURE P KISSIMMEE, TYPE OF ACC ENGINE FA HARD LAND | FL IDENT ILURE OR MALFUNG | INTENDED DESTINATION LOCAL | | F | ٦ | άκε | OF OPERATION DFF INITIAL CLIMB ING LEVEL OFF/TOU | | RATED. |
| | POWERPLAN MISCELLAN COMPLETE PO EMERGENCY C | - MAINTENANCE,S IT - ENGINE STRUC IERUS ACTS,CONDIT WER LOSS - COMPL IRCUMSTANCES - F | GERVICING, INSPECTION IN CTURE OTHER IONS - IMPROPERLY INSTA ETE ENGINE FAILURE/FLAN ORCED LANDING OFF AIRPO NOP DUE IMPROPERLY INSTA | ALLED MENUT- | 1 E | ENG | INE) | | | EL) |
| -4029 | TIME - 0800 | | CESSNA 175 N7521M DAMAGE-SUBSTANTIAL | - | | | | NONCOMMERCIAL Pleasure/persona | L TRANSP | PRIVATE, AGE 27, 170 TOTAL HOURS, 114 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE F CLEARWATE TYPE OF ACC | R.FL | R INTENDED DESTINATION STATESBORD,GA | | F | | | DF OPERATION DFF ABOR TED | | |
| | PROBABLE CA PILOT IN | | D ACTION IN ABORTING TA | KEOFF | | | | | | |

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| DATE LOCATION | | F | S M/1 | м | FLIGHT PURPOSE | PILOT DATA |
| 12/30/78 DELAND.FL TIME - 1300 NAME OF AIRPORT - DELAND DEPARTURE POINT DELAND.FL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVU PROBABLE CAUSE(S) PILOT IN COMMAND - INAD | CESSNA 185 N4544F DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL E EQUATE PREFLIGHT PREPARA | CR- O PX- O F | 0 0 PHASE TAKE | 1 NO 4 PL 0F O EOFF | NCOMMERCIAL EASURE/PERSONAL TRAMSP PERATION RUN | COMMERCIAL, AGE 27, 988 |
| PROBABLE CAUSE(S) ROTORCRAFT - ROTOR ASSE | MBLIES TAIL ROTOR BLADE | PX- 0 F | OHASE | 0 AE NF 0 | RIAL APPLICATION PERATION | COMMERCIAL, AGE 29, 862 TOTAL HOURS, 555 IN TYPF, NOT INSTRUMENT RATED. |
| KIND OF CROP - BEANS PILOT'S SEAT BELT - UNK GOGGLES - NOT USED COCKPIT CRASHPAD - NOT TANK/HOPPER-LOCATION - | NNWN/NOT REPORTED INSTALLED SIDES | TED | GLOY GLOY CRAS CRAS TERF | E DF VES - SH HE SH BA RAIN- | CHEMICAL USED - LIQUID NOT USED LMET - AVAILABLE USED R - NOT INSTALLED TYPE - LEVEL,FLAT | CHEMICAL-NONTOXIC |
| COLLIDED WITH WIRES/PO PROBABLE CAUSE(S) | LES | РХ- 0 F | O (PHASE TAKE LANI | 0 T0 0F 0 E0FF DING | WING GLIDERS PERATION INITIAL CLIMB FINAL APPROACH | PRIVATE, AGE 20, 295 TOTAL HDURS, 9 IN TYPE, NOT INSTRUMENT RATED. |
| | 12/30/78 DELAND.FL TIME - 1300 NAME OF AIRPORT - DELAND DEPARTURE POINT DELAND.FL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVI PROBABLE CAUSE(S) PILOT IN COMMAND - INAD REMARKS- PLT SEAT LATCH D R/12/78 NR.OMEGA.GA TIME - 1810 DEPARTURE POINT OMEGA.GA TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE PROBABLE CAUSE(S) ROTORCRAFT - ROTOR ASSEI MISCELLANEOUS ACTS.COND SPECIAL DATA TOTAL HOURS IN CROP CON KIND OF CROP - BEANS PILOT'S SEAT BELT - UNKI GUGGLES - NOT USEO COCKPIT CRASHPAD - NOT TANK/HOPPER-LOCATION - 3 SWATH RUN-HOW FLOWN - UN 8/20/78 MONROE.GA TIME - 1430 NAME OF AIRPORT - MONROE DEPARTURE POINT MONROE.GA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUM COLLIDED WITH WIRES/POI PROBABLE CAUSE(S) | DATE LOCATION AIRCRAFT DATA 12/30/78 DELAND.FL CESSNA 185 TIME - 1300 N4544F NAME OF AIRPORT - DELAND DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DELAND INTENDED DESTINATION DEPARTURE POINT INTENDED DESTINATION DEPARTURE POINT LOCAL TYPE OF ACCIDENT LOCAL ROBABLE CAUSE(S) PILOT IN COMMAND - INADEOUATE PREFLIGHT PREPARA REMARKS- PLT SEAT LATCH DISENGAGED DURING TKOF RUN A/12/78 NR.OMEGA.GA BELL 47G2 TIME - 1810 N67290 DEPARTURE POINT INTENDED DESTINATION OMEGA.GA LOCAL TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE TAIL ROTOR PROBABLE CAUSE(S) NOTORAL ROTORALE CAUSE(S) ROTORART - ROTOR ASSEMBLIES TAIL ROTOR READE MORROELCAUSE IN CROP CONTROL - UNKNOWN/NOT REPORTED SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/MOPPE-LOCATION - SIDES SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED DAMAGE-DESTROYED NAME OF AIRPORT - MONROE DAMAGE-DESTROYED | DATE LOCATION AIRCRAFT DATA INJUG F 12/30/7R DELAND,FL CESSNA 185 CR- 0 NAME OF AIRPORT - DELAND DEPARTURE POINT DELAND DEPARTURE POINT INTENDED DESTINATION DELAND,FL LOCAL TYPE OF ACCIDENT F GROUND-WATER LOOP-SWERVE PROBABLE CAUSE(S) PILOT IN COMMAND - INADEOUATE PREFLIGHT PREPARATION AND, REMARKS- PLT SEAT LATCH DISENGAGED DURING TKOF ROLL A/12/7R NR.OMEGA.GA BELL 47G2 CR- 1 TIME - 1810 NG729D PX- 0 DAMAGE-DESTROYED DEPARTURE POINT INTENDED DESTINATION OMEGA.GA LOCAL TYPE OF ACCIDENT PROPALLER/ROTOR FAILURE TAIL ROTOR PLADES MISCELLANEOUS ACTS.CONDITIONS - FATIGUE FRACTURE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - BEANS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED SMATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED COCKPIT CRASHPAD - NOT INSTALLED TANK/MOPPER-LOATION - SIDES SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED A/20/7R MONROE.GA BELLANCA 7GCBC CR- 0 TAME OF AIRPORT - MONROE DAMAGE-DESTROYED DAMAGE-DESTROYED AME OF AIRPORT - MONROE BA/20/7R MONROE.GA BELLANCA 7GCBC CR- 0 TAME OF AIRPORT - MONROE DAMAGE-DESTROYED NAME OF AIRPORT - MONROE DAMAGE-DESTROYED NAME OF AIRPORT - MONROE PROBABLE CAUSE(S) ROTORCAL TYPE OF ACCIDENT - SIDES SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED A/20/7R MONROE.GA BELLANCA 7GCBC CR- 0 TAME OF AIRPORT - MONROE DAMAGE-DESTROYED NAME OF AIRPORT - MONROE PROBABLE CAUSE(S) PROBABLE CAUSE(S) | DATE LDCATION AIRCRAFT DATA INJURIES F S M// F S M// 12/30/78 DELAND.FL CESSNA 185 CR-000 TIME - 1300 N4544F PX-000 NAME OF AIRPORT - DELAND DAMAGE-SUBSTANTIAL DELAND.FL LOCAL TYPE OF ACCIDENT PHASE GROUND-WATER LOOP-SWERVE TAKI PROBABLE CAUSE(S) PILOT IN COMMAND - INADEOUATE PREFLIGHT PREPARATION AND/OR P REMARKS- PLT SEAT LATCH DISENGAGED DURING TKOF ROLL RAGG-DESTROYED B/12/78 NR.OMEGA.GA BELL 47G2 CR-1000 RMAGE-DISTROYED DAMAGE-DESTROYED PX-000 O RMARKS- PLT SEAT LATCH DISENGAGED DURING TKOF ROLL NG7290 PX-000 O MAGEAGA BELL 47G2 CR-1000 O O MAGEAGA LOCAL TYPE PX-000 O O MAGEAGA LOCAL TYPE PX-000 O O MAGEAGA LL 47G2 CR-1000 O O O PROBAUE CAUSE(S) DEMAGE-DESTROYED NAGEAGA LOCAL O O | 12/30/78 DELAND.FL CESSNA 185 CR- 0 0 1 NO 112/30/78 DELAND.FL CESSNA 185 CR- 0 0 4 PL NAME OF AIRPORT - DELAND DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION DELAND.FL LOCAL TYPE OF ACCIDENT INTENDED DESTINATION DEPARTURE POINT INTENDED DESTINATION NO/OR PLANNI REMARKS- PLT SEAT LATCH DISENGAGED DURING TKOF ROLL RAKEDFF PROBABLE CAUSE(S) PLOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNI REMARKS- PLT SEAT LATCH DISENGAGED DURING TKOF ROLL RAKEDFF PASE OF O RAMAGE-DESTROYED PX- 0 0 0 REMARKS- PLT SEAT LATCH DISENGAGED TAIL ROTOR READES NOTORCAL PASE OF O 0 0 0 RAMAGE-DESTROYED DAMAGE-DESTROYED PX- 0 <td>DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT 12/30/7A DELAND,FL CESSNA 185 CR-0001 NONCOMMERCIAL TIME - 1300 N45445 PX-0004 4 PLEASURE/PERSONAL TRANSP DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL PASE OF OPERATION TRANSP DELAND,FL LOCAL PHASE OF OPERATION TAKEOFF RUN TYPE OF ACCIDENT INTENDED DESTINATION DCAL GROUND-WATER LOOP-SWEVE PHASE OF OPERATION TAKEOFF RUN PRIBABLE CAUSE(S) PILOT IN COMMAND - INADEONATE PREFLICHT PREPARATION AND/OR PLANNING REMARKS- PLT SEAT LATCH DISENGAGED DURING TKOF ROLL REMARKS- PLT SEAT LATCH DISENGAGED DURING TKOF ROLL MATEOF PROFLER/RUN PLASE OF OPERATION DEFARINE POINT INTENDED DESTINATION DAMAGE-DESTROYED DAMAGE-DESTROYED TYPE OF ACCIDENT INTENDED DESTINATION DAMAGE-DESTROYED PLASE OF OPERATION PROPELLER/ROTRM FAILURE TAIL ROTOR PHASE OF OPERATION PROFEDURE TURNAROUN PROPELLER/ROTRM FAILURE TAIL ROTOR PHASE OF OPERATION SPROFLOE SPECIAL DATA TOTAL HOURS CASONTON NOT REPORTED</td> | DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT 12/30/7A DELAND,FL CESSNA 185 CR-0001 NONCOMMERCIAL TIME - 1300 N45445 PX-0004 4 PLEASURE/PERSONAL TRANSP DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL PASE OF OPERATION TRANSP DELAND,FL LOCAL PHASE OF OPERATION TAKEOFF RUN TYPE OF ACCIDENT INTENDED DESTINATION DCAL GROUND-WATER LOOP-SWEVE PHASE OF OPERATION TAKEOFF RUN PRIBABLE CAUSE(S) PILOT IN COMMAND - INADEONATE PREFLICHT PREPARATION AND/OR PLANNING REMARKS- PLT SEAT LATCH DISENGAGED DURING TKOF ROLL REMARKS- PLT SEAT LATCH DISENGAGED DURING TKOF ROLL MATEOF PROFLER/RUN PLASE OF OPERATION DEFARINE POINT INTENDED DESTINATION DAMAGE-DESTROYED DAMAGE-DESTROYED TYPE OF ACCIDENT INTENDED DESTINATION DAMAGE-DESTROYED PLASE OF OPERATION PROPELLER/ROTRM FAILURE TAIL ROTOR PHASE OF OPERATION PROFEDURE TURNAROUN PROPELLER/ROTRM FAILURE TAIL ROTOR PHASE OF OPERATION SPROFLOE SPECIAL DATA TOTAL HOURS CASONTON NOT REPORTED |

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BRIEFS OF ACCIDENTS

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BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT ΡΙΙΟΤ ΠΑΤΑ F S M/N PURPOSE _____ 3-3987 9/13/78 NR.CAMILLA.GA AERD COMDR S2R CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 29, 3000 N8480V PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 1000 IN TIME - 1730 DAMAGE-SUBSTANTIAL TYPE, NOT INSTRUMENT RATED. . DEPARTURE POINT INTENDED DESTINATION CAMILLA,GA LOCAL PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION IN FLIGHT EN ROUTE TO TREAT CROP LANDING ROLL COLLIDED WITH CROP PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE BLOWER, IMPELLER ASSEMBLY 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 - 1800 KIND OF OPERATION - FERRY TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC KIND OF CROP - BEANS 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 REMARKS- IMPELLER BEARING FAILED-FORCED LDG IN CORN FIELD. 3-4354 9/22/78 NR.ATLANTA, GA CESSNA 337G CR- 2 0 0 INSTRUCTIONAL PRIVATE, AGE 30, 161 TIME - 1443 N1309L PX- 0 0 0 CHECK TOTAL HOURS, 18 IN TYPE, DAMAGE-DESTROYED NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION ATLANTA, GA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT OTHER PROBABLE CAUSE(S) CHECK PILOT - INCAPACITATION MISCELLANERUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FIRE AFTER IMPACT REMARKS- MULTI-ENG CK RIDE.PLT EXAMINER BLOOD ALCOHOL LEVEL 160MG%.

| | DATE LOCATION | AIRCRAFT DATA | T M | | | | FLIGHT | PILOT DATA |
|--------|---|--|---------|--------|--------------------------|-----------------------------|---|--|
| | | | | F | S M/ | N | PURPOSE | FILUI DATA |
| | 10/11/78 NR.WAYCROSS.GA TIME - 1030 DEPARTURE POINT WAYCROSS.GA TYPE OF ACCIDENT COLLIDED WITH TREES | | | 0 0 | 0 N HASE | 1 0 0 4 | | COMMERCIAL, AGE 31, 1480 TOTAL HOURS, 220 IN TYPE, NOT INSTRUMENT RATED. |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJ | UDGED CLEARANCE | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CON KIND OF CROP - FOREST-T PILOT'S SEAT BELT - FAS GOGGLES - NOT USED COCKPIT CRASHPAD - INST TANK/HOPPER-LOCATION - ELEVATION-AREA BFING TR SWATH RUN-HOW FLOWN - U FIRE AFTER IMPACT | TENED-PROPERLY ALLED FORWARD OF PILOT EATED-FEET - 142 | FED | | TYP GLO CRA CRA | E OF VES SH F SH F | OPERATION - FERTILI - CHEMICAL USED - UNK - NOT USED HELMET - AVAILARLE-NO DAR - INSTALLED I-TYPE - LEVEL.FLAT DENSE WITH T | NOWN/NOT REPORTED NT USED |
| 3-4337 | 10/20/78 CAJRO,GA TIME - 1505 NAME OF AIRPORT - CAIRO M DEPARTURE POINT JACKSONVILLE,FL | CESSNA 310 N5387A DAMAGE-SUBSTANTIAL UNICIPAL INTENDED DESTINATION CAIRD.GA | | | | | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 48, 353 TOTAL HOURS, 95 IN TYPF, NOT INSTRUMENT RATED. |
| | TYPE OF ACCIDENT WHEELS-UP | | | Ρ | | | OPERATION G LEVEL OFF/TOUCHDOW | IN |
| | FACTOR(S) | ED TO EXTENO LANDING GEAR | R | | | | | |
| | POWERPLANT - FUEL SYSTE MISCELLANEOUS ACTS,COND | M RAM AIR ASSEMBLY ITIONS - MATERIAL FAILUR | E | | | | | |
| 3-4320 | 11/8/78 NR.ST.MARYS.GA TIME - 1430 | CESSNA 210M N761AX DAMAGE-SUBSTANTIAL | PX- | | | | COMMERCIAL SIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 23, 4500 TOTAL HOURS, 100 IN TYPE, INSTRUMENT |
| | NAME OF AIRPORT - CHANDLE DEPARTURE POINT JACKSONVILLE,EL TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH FENCE,FE | INTENDED DESTINATION CUMBERLAND ISLAND.GA | 1 | PI | LAN | DING | OPERATION 5 LEVEL OFF/TOUCHDOW 5 GO-AROUND | RATED. |
| | | UDGED DISTANCE AND SPEED YED IN INITIATING GO-AROU | JND | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------|--|--|--|---|---|
| -4032 | 11/8/78 NR.CHAMBLEE.GA TIME - 1735 | CESSNA 172 N7208G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, FL.INSTR., AGE 57, 16494 TOTAL HOURS, 200 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - DEKALB DEPARTURE POINT MUSCLE SHOALS.AL TYPE OF ACCIDENT DVERSHOOT NOSE OVER/DOWN | | LANDIN | OPERATION G LEVEL OFF/TOUCHDOWN G ROLL | |
| | FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG | ED TO INITIATE GO-AROUND | RUNWAY | | |
| | SKY CONDITION OVERCAST/LOWER SCATTER VISIBILITY AT ACCIDENT SI 3/4 MILE OR LESS OBSTRUCTIONS TO VISION AT FOG WIND DIRECTION-DEGREES 120 TYPE OF WEATHER CONDITION | TE ACCIDENT SITE | 500 PRECIPIT NONE RELATIVE LEFT C WIND VEL 3 | AT ACCIDENT SITE ATION AT ACCIDENT SITE BEARING OF WIND ROSS WIND 248-292 DEGR DCITY-KNDTS FLIGHT PLAN | |
| | IFR REMARKS- LOC APCH.AFTR BF | EAKING OUT COULD SEE RWY | IFR BUT NEITHER END | | |
| -4059 | 11/19/78 NR.HORTENCE.GA TIME - 1330 | CESSNA A188A N1566M DAMAGE-SUBSTANTIAL | | COMMERCIAL ASSOC CROP CTL ACTIVIT | COMMERCIAL, AGE 33, 1607 TOTAL HOURS, 1196 IN Type, not instrument Rated. |
| | NAME OF AIRPORT - DUSTER DEPARTURE POINT HORTENCE.GA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERV COLLIDED WITH DITCHES | INTENDED DESTINATION LOCAL | TAKEOF | OPERATION F RUN F RUN | KATED. |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAIL | ED TO MAINTAIN DIRECTION | AL CONTROL | | |
| | SPECIAL DATA TOTAL HOURS IN CROP COM TYPE OF CHEMICAL USED - GLOVES - NOT USED CRASH HELMET - AVAILABU CRASH RAR - INSTALLED TERRAIN-TYPE - DENSE WI | - DRY CHEMICAL-NONTOXIC E USED | PILDT GOGGLE COCKPI TANK/H | F OPERATION - FERRY S SEAT BELT - UNKNOWN/ S - NOT USED T CRASHPAD - INSTALLED OPPER-LOCATION - FORWA ION-AREA BEING TREATED | ARD OF PILOT |

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| | 11/30/78 TIME - 2006 | ALBANY.GA 6 | | С R — Р X — | | | | | PRIVATE, AGE 57, 1160 TOTAL HOURS, 60 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE P COLUMBUS TYPE OF ACC | •GA | NTENDED DESTINATION ALBANY,GA R UNCONTROLLED | | | - | | F OPERATION NG FINAL APPROACH | |
| | PILOT IN PILOT IN FACTOR(S) | COMMAND - ATTEMPTE COMMAND - IMPROPE COMMAND - SPATIAL - LOW CEILING | | (PERIE | NCE | ∕A₿ | ILI | TY LEVEL | |
| | 3 MILES C | ON AT ACCIDENT SITE DR LESS NS TO VISION AT ACC | CIDENT SITE | | P | 20 REC NO |) IPI NE OF | AT ACCIDENT SITE TATION AT ACCIDENT SITE WEATHER CONDITIONS | |
| 3-3643 | TIME - 1620 | POINT | CESSNA 177 N30839 DAMAGE-SUBSTANTIAL INTENDED DESTINATION AUGUSTA-GA | CR- PX- | 0 0 | 0 0 | 1 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSF | PRIVATE, AGE 34, 149 TOTAL HOURS, 118 IN TYPE NOT INSTRUMENT R∆TED. |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | | | | Ρ | ΙN | FL | F OPERATION IGHT NORMAL CRUISE NG ROLL | |
| | PROBABLE CA PILOT IN PILOT IN MISCELLAN COMPLETE PO EMERGENCY C | | | | | | | | |

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| | 12/4/78 D/ TIME - 1145 | | PIPER PA-28 | CR- 0 0 1 NONCOMMERCIAL PX- 0 0 3 PLEASURE/PERSONAL 1 | NONCOMMERCIAL | PRIVATE, AGE 50, 146 | | | |
| | CROSS CITY TYPE OF ACCI COLLIDED W | NT FL | INTENDED DESTINATION DAWSON.GA CEPOSTS | | Ρ | LA | NDI | - OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL | |
| | PROBABLE CAUS PILOT IN CO FACTOR(S) WEATHER - 1 | | | | | | | | |
| | SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 220 TYPE OF WEATHER CONDITIONS VFR | | | | | UN PREC NO ELA LE TINC 7 | LIM IPI NE TIV FT VE | AT ACCIDENT SITE ITED TATION AT ACCIDENT SITE E BEARING OF WIND CROSS WIND 248-292 DEGRE LOCITY-KNDTS | 5 |
| | REMARKS- WINE | O GUSTS TO 18K | TS. | | | | | | |
| 3-4230 | DEPARTURE PO MCCOMB.MS TYPE OF ACCI | NRT - FULTON CI INT DENT | N67309 DAMAGE-SUBSTANTIAL DUNTY INTENDED DESTINATION ATLANTA,GA | CR- PX- | 0 | 0 | 0 E 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANS F OPERATION IGHT NORMAL CRUISE | PRIVATE, AGE 42, 173 P TOTAL HOURS, 52 IN TYPE, NOT INSTRUMENT RATED. |
| | ENGINE FAI COLLIDED W PROBABLE CAUS PILOT IN CO PILOT IN CO MISCELLANEO COMPLETE POWN EMERGENCY CI | | | | | | | | |

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| FILE | DATE | LOCATION | AIRCRAFT DATA | IN. | JUR | IES S M | | FLIGHT PURPOSE | PILOT DATA |
| 3-4188 | | AIMEA CNYN,HI | BELL 206L N477KH DAMAGE-SUBSTANTIAL | | | | | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 29, 2929 TOTAL HOURS, 370 IN TYPE, NOT INSTRI- MENT RATED. |
| | | | | | | ΙN | FL | F OPERATION IGHT NORMAL CRUISE NG POWER-OFF AUTOROTATIV | |
| | PILOT IN C MISCELLANE FACTOR(S) TERRAIN - 1 COMPLETE POW EMERGENCY CI | MMAND - INADEQU MMAND - MISMANA DUS ACTS,CONDITI HIGH VEGETATION ER LOSS - COMPLE RCUMSTANCES - FO | ONS - FUEL EXHAUSTION TE ENGINE FAILURE/FLAM RCED LANDING OFF AIRPO | IEQUT-1 DRT ON | . E | NGI | NE | | |
| | REMARKS- SGH1 | I SNG FLT FRM H∩ | TEL TO WIAMEA CNYN AND | RETRN | • P | LT | AUT | OROTATED INTO FOREST AFTE | R FLAMEOUT. |
| -3652 | TIME - 1100 | 4ITHS PRAIRIE, ID | N783C DAMAGE-SUBSTANTIAL | | | | | MISCELLANEOUS HUNTING | CUMMERCIAL, AGE 42, 1588 TOTAL HOURS, 85 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPO DEPARTURE PO MOUNTAIN HO TYPE OF ACCID NOSE OVER/O | DME . ID DENT | IRIE INTENDED DESTINATION LOCAL | | P | | | F OPERATION NG ROLL | |
| | AIRPORTS/A Emergency cif | MMAND - SELECTE RWAYS/FACILITIE CUMSTANCES - PR PH | D UNSUITABLE TERRAIN S - AIRPORT CONDITIONS ECAUTIONARY LANDING ON YSICAL CONDITION OF PA W REMOVAL: PLT LND IN | AIRPO | R T R | | | | |
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| -3653 | 12/17/78 Cr TIME - 1630 | DEUR D'ALENE, ID | MAULE M4220C N40314 DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 30, 3980 TOTAL HOURS, 42 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPO DEPARTURE POI SAND POINT TYPE OF ACCID NOSE OVER/0 | , ID DENT | ENE INTENDED DESTINATION COEUR D'ALENE,ID | | P | - | | F OPERATION NG ROLL | |
| | PILOT IN C MISCELLANE FACTOR(S) AIRPORTS/A | MMAND - INADEQU MMAND - SELECTE DUS ACTS,CONDITI RWAYS/FACILITIE | ATE PREFLIGHT PREPARAT D UNSUITARLE TERRAIN ONS - NOT ALIGNED WITH S - AIRPORT CONDITIONS DEEP SNOW. RWY LTS INC | I RUNWA OTHE | Y/ R | INT | END | ED LANDING AREA | |

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______ FILE DATE LOCATION AIRCRAFT, DATA INJURIES PILOT DATA FLIGHT F S M/N PURPOSE ____ BEECH G-18S 3-4085 1/11/78 WEST CHICAGO, IL CR- 0 0 2 COMMERCIAL AIRLINE TRANSPORT, AGE TIME - 2145 N38RM PX- 0 0 0 AIR TAXI-CARGO 26, 3831 TOTAL HOURS, DAMAGE-SUBSTANTIAL 1075 IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - DUPAGE COUNTY DEPARTURE POINT INTENDED DESTINATION WEST CHICAGO,IL GRAND RAPIDS.MI TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) AIRFRAME - LANDING GEAR MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC. MISCELLANEOUS ACTS, CONDITIONS - HYDRAULIC FAILURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- MANAGING DIRECTOR STATED TO DIRECTOR OF MAINT ACFT WAS OK. ROCK FALLS,IL 3-4178 3/14/78 PIPER PA-32R CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 38, 252 TIME - 1921 N7299C PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 51 IN TYPE, DAMAGE-DESTROYED. NOT INSTRUMENT RATED. NAME OF AIRPORT - WHITESIDE COUNTY DEPARTURE POINT INTENDED DESTINATION ROCK FALLS, IL PEKIN, IL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 1300 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 34 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 290 8 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE

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LOCATION FILE DATE AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE _____ _____ 3-3709 4/24/78 WEST CHICAGO, IL N AMERICAN NA265 CR- 0 0 2 NONCOMMERCIAL COMMERCIAL, AGE 53, 7145 TIME - 1756 N600BP PX- 0 0 3 CORP/EXEC TOTAL HOURS, 305 IN TYPE, INSTRUMENT RATED. DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DU PAGE COUNTY DEPARTURE POINT INTENDED DESTINATION ST LOUIS,MO WEST CHICAGO,IL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE 3-3871 4/24/78 ROCKFORD, IL BELLANCA 7KCAB CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 26, 150 TIME - 1130 PX- 1 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 10 IN TYPE, N41680 DAMAGE-DESTROYED NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION ROCKFORD.IL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT ACROBATICS PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - ALTIMETER SFTTING-INCORRECT REMARKS- STUDENT PILOT IN REAR SEAT. 3-4285 5/2/78 BELVIDERE,IL CESSNA 152 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 35, 17 TOTAL TIME - 1300 N757EE PX- 0 0 0 TRAINING HOURS, ALL IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - BELVIDERE DEPARTURE POINT INTENDED DESTINATION BELVIDERE IL LUCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE

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_____ AIRCRAFT DATA FILE DATE LOCATION INJURIES FLIGHT PILOT DATA F S M/N PURPOSE _____ _____ CESSNA 152 3-4269 6/2/78 NR.CHICAGO,IL CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 27, 79 TOTAL TIME - 1458 N67564 PX- 0 0 0 PLEASURE/PERSONAL TRANSP HOURS, 8 IN TYPE, NOT DAMAGE-DESTROYED INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION NEW LENOX,IL CHICAGO,IL PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION MISCELLANEOUS ACTS. CONDITIONS - FUEL EXHAUSTION TERRAIN - HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LANDED IN BRUSH. 3-4280 6/4/78 OAK BROOK, IL STEARMAN B75N1 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 53, 1080 N64993 TIME - 0640 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HUURS, 227 IN TYPE, DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - OAK BROOK RLA DEPARTURE POINT INTENDED DESTINATION OAK BROOK,IL DEKALB,IL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLIDED WITH OBJECT LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR FACTOR(S) WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE WEATHER BRIEFING - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. 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 52 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 20 . 2 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VER NONE REMARKS- STRUCK INCLINE AT FDGE OF RWY.

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | | - | IES S M/M | N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--|--|--------|-----|--------------|-----|--|--|
| 3-3999 | | EST CHICAGO,IL | AEROSTAR 601P N711NW DAMAGE-SUBSTANTIAL | | | | | INSTRUCTIONAL DUAL | ATP,FLIGHT INSTR., AGE 26, 2479 TOTAL HOURS, 12 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE PO WEST CHICA TYPE OF ACCI | GO,IL DENT ER LOOP-SWERVE | UNTY INTENDED DESTINATION LOCAL | | Ρ | LAN(| DIN | OPERATION IG ROLL IG ROLL | |
| | AIRFRAME - MISCELLANE FACTOR(S) MISCELLANE | - MAINTENANCE,SE LANDING GEAR M DUS ACTS,CONDITI DUS ACTS,CONDITI | RVICING,INSPECTION IN MIN GEAR-SHOCK ABSORD ONS - MATERIAL FAILUR ONS - OVERLOAD FAILUR ISSORS LUG LINK P/N 40 | ING AS | SY, | STRU | TS, | | DVERLOAD. |
| 3-3771 | 6/24/78 M TIME - 0830 | CHENRY, IL | SEMCO AX7 N35996 DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRAN: | COMMERCIAL, FL.INSTR., SP AGE 30, 113 TOTAL HOURS, ALL IN TYPE, NOT INSTRU- MENT RATED. |
| | DEPARTURE PO FOX RIVER TYPE OF ACCI COLLIDED W | GROVE, IL | INTENDED DESTINATION LOCAL | | Ρ | | | OPERATION G GO-AROUND | |
| | FACTOR(S) | | IN INITIATING GO-AROU IS | JND | | | | | |
| -3989 | 6/25/78 B TIME - 0556 | ELLEVILLÈ,IL | PIPER PA-23 N3284P DAMAGE-DESTROYED | - | - | - | - | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | COMMERCIAL, FL.INSTR., SP AGE 26, 1388 TOTAL HOURS 182 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRP DEPARTURE PO NEW ORLEAN TYPE OF ACCI COLLIDED W | S.LA DENT | ARKS INTENDED DESTINATION EAST ST. LOUIS.IL | | Ρ | | | OPERATION G FINAL APPROACH | |
| | PILOT IN C MISCELLANE | NT - PHYSICAL IM OMMAND - PHYSICA OUS ACTS,CONDITI DMMAND - INADEQU | | Іднт | | | | | |

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BRIEFS OF ACCIDENTS ETI E DATE AIRCRAFT DATA TNURTES FLIGHT PILOT DATA F S M/N PURPOSE 3-3868 6/29/78 STREATOR.IL MURPHY RV3 CR+ 0 0 1 NONCOMMERCIAL PRIVATE, AGE 53, 605 TIME - 1930 N66CJ PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, NOT INSTRU-DAMAGE-SUBSTANTIAL MENT RATED. NAME OF AIRPORT - STREATOR DEPARTURE POINT INTENDED DESTINATION STREATOR, IL LOCAL TYPE DE ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALEUNCTION IN FLIGHT ACROBATICS COLLIDED 'ITH OBJECT LANDING ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - EUEL SYSTEM CARBURETOR MISCELLANEOUS ACTS, CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - EDRCED LANDING DEE AIRPORT ON LAND REMARKS- DURING LNDG ROLL ACET HIT PLOW AND LARGE ROCK-BENDIX PS-5C CARB-S/N 758187-FIOW RATES EXCESSIVE. 3-3867 7/1/78 NR.MOLINE.IL BEECH B19 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 20, 30 TOTAL TIME - 0927 N6507R PX- 0 0 0 SOLO HOURS, 7 IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - QUAD-CITY DEPARTURE POINT INTENDED DESTINATION MOLITNE, TI LOCAL TYPE OF ACCIDENT PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN HARD LANDING GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS.CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING 3-4279 7/8/78 BRANTLY B2B CR- 0 1 0 MISCELLANEOUS HUNTLEY, IL COMMERCIAL. FL.INSTR.. TIME - 1000 PX- 0 0 0 TEST N2100U AGE 55, 7500 TOTAL HOURS, DAMAGE-DESTROYED 200 IN TYPE, NOT INSTRU-MENT RATED. NAME OF AIRPORT - LANDINGS AIRSTRIP DEPARTURE POINT INTENDED DESTINATION HUNTLEY, IL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION UNDETERMINED LANDING OTHER PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED

| | | | BRIEFS | 0F A | | | | | |
|-------|--|--|--|------------|-----|--------------------------|---------------------------|---|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | | S M | | FLIGHT PURPOSE | PILOT DATA |
| -4041 | 7/8/78 TIME - 19 NAME OF A | PEORIA,IL 45 IRPORT - GREATER PE | CESSNA 150 N45530 DAMAGE-SUBSTANTIAL ORIA | | | | | INSTRUCTIONAL TRAINING | STUDENT, AGE 54, 37 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE PEORIA TYPE OF A NOSE OV GEAR CO | IL CCIDENT ER/DOWN | INTENDED DESTINATION LOCAL | | Ρ | LAI | NDIN | OPERATION G LEVEL OFF/TOUCHDOW G LEVEL OFF/TOUCHDOW | |
| | PILOT I FACTOR(S) MISCELL | N COMMAND - IMPROPE N COMMAND - IMPROPE | ER RECOVERY FROM BOUNCE CONS - OVERLOAD FAILURE | | DIN | IG | | | |
| -4370 | TIME - 12 | | - HUGHES 269A N8774F DAMAGE-SUBSTANTIAL | | | | | COMMERCIAL ASSOC CROP CTL ACTIVI | COMMERCIAL, AGE 29, 817 TY TUTAL HOURS, 375 IN TYPE, INSTRUMENT RATED. |
| | WILLIAMS | | INTENDED DESTINATION WILLIAMSFIELD,IL | | Ρ | | | OPERATION F VERTICAL | |
| | PROBABLE (PILOT I | | TO MAINTAIN DIRECTIONA | L CON | TRO | IL | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO | DURS IN CROP CONTRO CROP - CORN SEAT BELT - FASTEN | STALLED DES | ΈD | | TYI GLC CRA CRA | PE 0 VES ASH ASH | F OPERATION - SPRAYING F CHEMICAL USED - DRY - USED HELMET - AVAILABLE USI BAR - NOT INSTALLED N-TYPE - LEVEL,FLAT | CHEMICAL-TOXIC |
| -3997 | TIME - 10 | NR.APERVILLE.IL 15 IRPORT - NAPER AERO | CESSNA 150 N30265 Damage-Substantial | CR- PX- | | | | NONCOMMERCIAL PRACTICE | STUDENT, AGE 18, 66 TOTAL HOURS, 48 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE APERVILLE TYPE OF AC | POINT E.IL | INTENDED DESTINATION WEST CHICAGO,IL | | P | | | OPERATION TO TAKEOFF | |
| | PROBABLE (PILOT IN | CAUSE(S) N COMMAND - MISJUDG | ED CLEARANCE | | | | | | |

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BRIEFS OF ACCIDENTS

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BRIEFS OF ACCIDENTS

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| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/ | | PILOT DATA |
|--------|--|--|--------------------|--|---|
| 3-4286 | 7/26/78 WHEELING,IL TIME - 1515 | PIPER PA-30 N8788Y DAMAGE-SUBSTANTIAL | CR- 0 0 | 1 NONCOMMERCIAL 3 PLEASURE/PERSONAL TRANS | |
| | NAME OF AIRPORT - PAL-WAUK DEPARTURE POINT PELSTON↓MI TYPE OF ACCIDENT GEAR RETRACTED | | | E OF OPERATION NDING ROLL | |
| | PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERM | INED | | | |
| 3-4314 | 7/28/78 ROCKFORD,IL TIME - 1625 | BEECH 35-B33 N9798Y DAMAGE-SUBSTANTIAL | | 1 NONCOMMERCIAL 3 PLEASURE/PERSONAL TRANS | COMMERCIAL, AGE 36, 6554 P TOTAL HOURS, 290 IN TYPE, INSTRUMENT RATED. |
| | DES MOINES.IA TYPE OF ACCIDENT" | ND INTENDED DESTINATION ROCKFORD,IL | | OF OPERATION | |
| | OVERSHOOT COLLIDED WITH DIRT BANK | | | NDING LEVEL OFF/TOUCHDOWN NDING GO-AROUND | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJU PILOT IN COMMAND - DELAY FACTOR(S) PILOT IN COMMAND - IMPRO WEATHER - UNFAVORABLE WI | ED IN INITIATING GO-AROU PER COMPENSATION FOR WIN | | 5 | |
| | SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SIT | E | UNL | ING AT ACCIDENT SITE Imited Ipitation at accident site | |
| | 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT NONE | ACCIDENT SITE | 200 | DIRECTION-DEGREES | |
| | WIND VELOCITY-KNOTS 18 TYPE OF FLIGHT PLAN NONE | | TYPE VFF | OF WEATHER CONDITIONS | |
| | REMARKS- WIND GUSTS TO 18K | Τ\$. | | | |
| 3-3770 | 7/31/78 WEST CHICAGO,IL | CESSNA 320C | | 1 NONCOMMERCIAL | |
| ,-3110 | TIME - 2257 | N3021T DAMAGE-SUBSTANTIAL | | 1 PLEASURE/PERSONAL TRANS | AIRLINE TRANSPORT, AGE P 57, 26000 TOTAL HOURS, 350 IN TYPE, INSTRUMENT RATED. |
| | MADISON, WI | OUNTY INTENDED DESTINATION WEST CHICAGO+IL | | | |
| | TYPE OF ACCIDENT WHEELS-UP | | | E OF OPERATION VDING LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILE | D TO ASSURE THE GEAR WAS | | ורא בט | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | F | S | M/N | PURPOSE | PILOT DATA |
|--------|---|--|--|------------------|------------------------|------------------------|--|--|
| 3-4288 | DEPARTURE POI YATES CITY, TYPE OF ACCID | DRT - TRI-COUNT NT | CESSNA U206F N50625 DAMAGE-SUBSTANTIAL Y INTENDED DESTINATION LOCAL | CR- (PX- (|) 0) 0 РНА L | 1 1 SE (AND) | NONCOMMERCIAL PLEASURE/PERSONAL T DF OPERATION ING TRAFFIC PATTERN- ING ROLL | COMMERCIAL, AGE 26, 1463 RANSP TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED. |
| | MISCELLANEC MISCELLANEC TERRAIN - R PARTIAL POWER EMERGENCY CIR | DMMAND - MISMAN DUS ACTS,CONDIT DUS ACTS,CONDIT COUGH/UNEVEN & LOSS - PARTIA CUMSTANCES - F | AGEMENT OF FUEL IONS - INATTENTIVE TO I IONS - FUEL STARVATION L LOSS OF POWER - 1 EN ORCED LANDING OFF AIRPO TANK EMPTY+FUEL SEL L | GINE DRT ON L | | | | |
| -4008 | 8/6/78 EA TIME - 1140 NAME OF AIRPO DEPARTURE POI EAST MOLINE | NT | CESSNA 150 N8881G DAMAGE-DESTROYED INTENDED DESTINATION EAST MOLINE,IL | | 0 | 0 | NONCOMMERCIAL PRACTICE | STUDENT, AGE 18, 40 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF ACCIE COLLISION W | DENT VITH AIRCRAFT | BOTH IN FLIGHT | | | | DF OPERATION ING FINAL APPROACH | |
| | PROBABLE CAUS | | | | | | | |
| | PROBABLE CAUS PERSONNEL - SPECIAL DATA | | -PERSONNEL PILOT OF O | THER AIF | CRA | FT | | |

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|---|----------------------------------|---|---|
| -4008 | 8/6/78 EAST MOLINE,I TIME - 1140 | L PIPER PA-22 N32178 ,DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL | COMMERCIAL, FL.INSTR., ISP AGE 48, 6323 TOTAL HOURS, 1900 IN TYPE, NOT INSTRU- MENT RATED. |
| | NAME OF AIRPORT - WOODS DEPARTURE POINT EAST MOLINE,IL TYPE OF ACCIDENT COLLISION WITH AIRCRAF | INTENDED DESTINATION EAST MOLINE.IL T BOTH IN FLIGHT | | DF OPERATION . ING FINAL APPROACH | |
| | FACTOR(S) | LED TO SEE AND AVOID OTHE DITIONS - POORLY PLANNED | | | |
| | SPECIAL DATA SEGMENTS OF AVIATION I CONTROLLING AGENCY - N TRAFFIC ADVISORY ISSUE CONTROL ZONE/AREA - NO HORIZONTAL COLLISION A EVASIVE ACTION TAKEN - | D - NONE NGLE-DEGREES - 90 | RADAR CONTE CONVE VERTI | R CTL/SURVEILLANCE - NOT ROLLED/UNCONTROLLED AIRF ERGENCE ANGLE-DEGREES - ICAL COLLISION ANGLE-DEG | POR1 - UNCONTROLLED AIRPORT 45 |
| -4287 | 8/8/78 NR.URBANA,IL TIME - 1507 | VARI-VIGGEN N29HR DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | MISCELLANEOUS TEST | COMMERCIAL, AGE 48, 607 TOTAL HOURS, 25 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - ILLINI DEPARTURE POINT URBANA.IL TYPE OF ACCIDENT | INTENDED DESTINATION LOCAL | | OF OPERATION | |
| | | WATER UNCONTROLLED INDSHIELDS,WINDOWS,CANOPI UND NOT IN LOCKED POSITIC | ES | DFF INITIAL CLIMB EMBER BRACE IN PLTS FIST | τ. |
| 3-4000 | TIME - 0945 | GREAT LAKES 2T1A2 N3807F DAMAGE-SUBSTANTIAL | PX- 0 0 0 | | COMMERCIAL, AGE 30, 307 ISP TOTAL HOURS, 2 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - MT. HA DEPARTURE POINT PEORIA.IL TYPE OF ACCIDENT ENGINE FAILURE OR MALF COLLIDED WITH FENCE.F | INTENDED DESTINATION LOCAL | TAKED | ∩F OPER∆TION DFF INITI∆L CLIMR ING FINAL APPROACH | |
| | PILOT IN COMMAND - MIS MISCELLANEOUS ACTS,CON | DEQUATE PREFLIGHT PREPARA MANAGEMENT OF FUEL DITIONS - FUEL FXHAUSTION - FORCED LANDING OFF AIRP | | annIng | |

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_____ _____ TN HIRTES FLIGHT ETLE. DATE LOCATION AIRCRAFT DATA PTLOT DATA E S M/N PURPOSE ••• PIPER PA-328 3-3769 8/22/78 PRINCETON+IL CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 32, 157 NIOIDR PX- 0 0 2 BUSINESS TOTAL HOURS, 86 IN TYPE. TIME - 1230 DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - PIPER INTENDED DESTINATION LAST ENROUTE STOP DEPARTURE POINT PRINCETON, U WEST CHICAGO.IL WEST CHICAGO, IL TYPE DE ACCIDENT PHASE OF OPERATION LANDING ROLL COLLIDED WITH BUILDING(S) PROBABLE CAUSE(S) PLIOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS AIRPORTS/AIRWAYS/FACTIITIES - AIRPORT CONDITIONS WET RUNWAY 3-4273 8/24/78 NR_GREENETELD.IL GRUMMAN G-164 CR- 0 0 1 COMMERCIAL COMMERCIAL . EL . INSTR ... TIME - 1300 N723Y PX- 0 0 0 ASSOC CROP CTL ACTIVITY AGE 39, 3930 TOTAL HOURS. DAMAGE-SUBSTANTIAL 350 IN TYPE. INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION GREENETELD.IL LOCAL PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALEUNCTION TAKENEE INITIAL CLIMB COLLIDED WITH CROP LANDING LEVEL DEE/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM CARBURETOR MISCELLANEOUS ACTS.CONDITIONS - OBSTRUCTED FACTOR(S) TERRAIN - HIGH VEGETATION PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- SAND FOUND IN FLOAT NEEDLE CAVITY. 3-3774 9/1/78 NR.MINONK.IL BEECH 23 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 56, 106 TIME - 1845 PX- 0 0 1 BUSINESS N2301J TOTAL HOURS, 87 IN TYPE. DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - OLTMAN-SHUCK DEPARTURE POINT INTENDED DESTINATION MINONK, IL LOCAL PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALEUNCTION IN ELIGHT NORMAL CRUISE COLLIDED WITH CROP LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE VALVE ASSEMBLIES MISCELLANEOUS ACTS.CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - HIGH VEGETATION PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- CROPS. NUMBER 3 CYLINDER EXHAUST VALVES BROKEN.

BRIEFS OF ACCIDENTS

| ILE | DATE | LOCATION | | INJI F | S | M/N | | | | PILOT DATA |
|------|--|---|---|---|------------------------------|----------------------|-----|---|-------|---|
| 4042 | 9/1/78 TIME - 140 | SCHAUMBURG, IL | N711RF DAMAGE-SUBSTANTIAL | CR- (PX- (| 0 0 | 0 1 | N | ONCOMMERCIAL | | PRIVATE, AGE 68, 580 TOTAL HOURS, 66 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE KENDSHA. TYPE OF AC OVERSHOD GEAR COL | POINT WI CIDENT T | INTENDED DESTINATION SCHAUMBURG.IL | | l | LAND | ING | OPERATION LEVEL OFF/TOUCHDO ROLL | NWN | |
| | PROBABLE C PILOT IN PILOT IN PILOT IN MISCELLA FACTOR(S) | AUSE(S) COMMAND - IMPROP COMMAND - FAILED COMMAND - MISJUD NEOUS ACTS,CONDIT | ER IN-FLIGHT DECISIONS TO INITIATE GO-ARQUND SED DISTANCE AND SPEED TONS - INTENTIONAL GROU TONS - OVERLOAD FAILUR | JND-WA TE | NNII | NG | | | | |
| 4341 | 9/9/78 TIME - 182 | SAVOY,IL 6 | PIPER PA-31 N26AN DAMAGE-DESTROYED | | | | | OMMERCIAL IR TAXI-PASSG | | COMMERCIAL, AGE 29, 1502 Total Hours, 49 in type, INSTRUMENT RATED. |
| | NAME OF AI DEPARTURE SAVOY,IL | | INTENDED DESTINATION | | | | | | | |
| | TYPE OF AC | CIDENT AILURE OR MALFUNC ⁻ | | | | ΤΑΚΕ | OFF | OPERATION INITIAL CLIMB INITIAL CLIMB | | |
| | MISCELLA PILOT IN MISCELLA PILOT IN FACTOR(S) PERSONNE COMPLETE P EMERGENCY | NT - ENGINE STRUC NEOUS ACTS,CONDITI COMMAND - IMPROPI NEOUS ACTS,CONDITI COMMAND - FAILED L - MISCELLANEOUS- DWER LOSS - COMPLE CIRCUMSTANCES - F | TURE MASTER AND CONNE CONS - MATERIAL FAILUR SR IN-FLIGHT DECISIONS CONS - IMPROPER EMERGE TO OBTAIN/MAINTAIN FL -PERSONNEL OTHER TE ENGINE FAILURE/FLAI DRCED LANDING ON AIRPO TO NUT FAILURE FOR UN | E OR PLAI NCY PROU YING SPI MEOUT-1 RT/SEAPI | NN I I CEDU EED ENC | URES GINE E BA | SE/ | | LT NO | T COMPLETE. |
| 4350 | 9/13/78 TIME - 044 | CHICAGO,IL 0 | BEECH 18T N12VT DAMAGE-SUBSTANTIAL | | | | | OMMERCIAL IR TAXI-CARGO | | COMMERCIAL, FL.INSTR., AGE 33, 4500 TOTAL HOURS 600 IN TYPE, INSTRUMENT RAIED. |
| | DEPARTURE CHICAGO, | IL | L INTENDED DESTINATION PITTSBURGH,PA | | | | | | | |
| | TYPE OF AC GROUND-W | CIDENT ATER LOOP-SWERVE | | | | | | OPERATION RUN | | |
| | | AUSE(S) | | | | | | | | |

| | | N AIRCRAFT DATA | F | S M/1 | PURPOSE | PILOT DATA |
|-------|---|--|-------------------|----------------------|--|---|
| | 9/15/78 SPARTA•IL TIME - 1530 | CESSNA 180A N9560B DAMAGE-SUBSTANTIAL | CR- 0 PX- 0 | 0 | NONCOMMERCIAL | STUDENT, AGE 40, 802 RANSP TUTAL HOURS, 420 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE POINT SPARTA.IL | INTENDED DESTINATION | | | | |
| | TYPE OF ACCIDENT | LOOKL | F | HASE | OF OPERATION | |
| | ENGINE FAILURE OR MA NOSE OVER/DOWN | LFUNCTION | | | ELIGHT LOW PASS DING LEVEL OFF/TOUCHD | OWN |
| | PROBABLE CAUSE(S) POWERPLANT - ENGINE | STRUCTURE MASTER AND CONNE | CTING RO |)S | | |
| | COMPLETE POWER LOSS - | ONDITIONS - MATERIAL FAILURI COMPLETE ENGINE FAILURE/FLAI S - FORCED LANDING OFF AIRPO TING ROD FAILED. | | | = | - |
| | | | | | | |
| -3708 | 9/19/78 DEKALB.IL TIME - 2040 | BEECH V35B N23583 Damage-Substantial | РХ - О | | | 31 IN TYPE, INSTRUMENT |
| -3708 | TIME - 2040 NAME OF AIRPORT - DEKA DEPARTURE POINT | N23583 DAMAGE-SUBSTANTIAL LB INTENDED DESTINATION | РХ - О | | | AGE 47, 2351 TOTAL HOURS |
| -3708 | TIME - 2040 NAME OF AIRPORT - DEKA DEPARTURE POINT WEST CHICAGO,IL | N23583 DAMAGE-SUBSTANTIAL LB INTENDED DESTINATION LOCAL | PX- 0 | 0.0 |) DUAL | AGE 47, 2351 TOTAL HOURS, 31 IN TYPE, INSTRUMENT |
| -3708 | TIME - 2040 NAME OF AIRPORT - DEKA DEPARTURE POINT | N23583 DAMAGE-SUBSTANTIAL LB INTENDED DESTINATION LOCAL | PX- 0 | 0. (HASE IN F | | AGE 47, 2351 TOTAL HOURS 31 IN TYPE, INSTRUMENT RATED. |

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| FILE | | | INJURIES FLIGHT F S M/N PURPOSE | PILOT DATA |
|--------|---|--|---|--|
| | 9/20/78 NORTH CHICAGO.IL TIME - 1550 | | CR- 0 0. 1 NONCOMMERCIAL PX- 0 0 1 PLEASURE/PERSONAL TRAM | COMMERCIAL, FL.INSTR., |
| | DEPARTURE POINT ZION BEAC.IL TYPE OF ACCIDENT COLLIDED WITH BUILDING(S | INTENDED DESTINATION CHICAGO.IL | PHASE OF OPERATION LANDING POWER-ON LANDING | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INITIA FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - NO RECORD EMERGENCY CIRCUMSTANCES - FO | O OF BRIEFING RECEIVED | DRT ON LAND | |
| | SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE ZERO ORSTRUCTIONS TO VISION AT AG SMOKE TYPE OF FLIGHT PLAN NONE | CCIDENT SITE | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE RAIN, THUNDERSTORM TYPE OF WEATHER CONDITIONS IFR | |
| 3-4342 | 9/25/78 LANSING.IL TIME - 1530 NAME OF AIRPORT - LANSING DEPARTURE POINT LANSING.IL TYPE OF ACCIDENT | PIPER PA-32 N44295 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- 0 0 1 INSTRUCTIONAL PX- 0 0 0 TRAINING PHASE OF OPERATION | STUDENT, AGE 16, 51 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | OVERSHOOT COLLIDED WITH DIRT BANK PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUD PILOT IN COMMAND - DELAYE FACTOR(S) MISCELLANEOUS ACTS,CONDIT REMARKS- DITCH AT DEP END OF | D IN INITIATING GO-ARO | | • |

BRIEFS OF ACCIDENTS

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| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/ | FLIGHT N PURPOSE | PILOT DATA |
| 3-4131 | 10/4/78 CHICAGO.IL TIME - 0125 | PIPER PA-32 N5909V DAMAGE-SUBSTANTIAL | PX- 0 0 | 1 COMMERCIAL 0 AIR TAXI-CARGO 1 | COMMERCIAL, AGE 24, 1400 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - O,HARE DEPARTURE POINT CHICAGO,IL TYPE OF ACCIDENT COLLIDED WITH AUTOMOBIL | INTENDED DESTINATION MINNEAPOLIS+MN | | OF OPERATION I TO TAKEOFF | |
| | PROBABLE CAUSE(S) PERSONNEL - MISCELLANEDU REMARKS- R WING STRUCK BY | IS-PERSONNEL DRIVER OF V FORWARD LEFT SIDE OF UT] | | | |
| -3710 | 10/4/78 NR.SUGAR GROVE.IL TIME ~ 1735 | - BEECHCRAFT C24R N24023 DAMAGE-SUBSTANTIAL | CR- 0 0 PX- 0 0 | 2 INSTRUCTIONAL 0 DUAL | COMMERCIAL, FL.INSTR., AGE 47, 2443 TOTAL HOURS, 60 IN TYPE, INSTRUMENT |
| | NAME OF AIRPORT - AURORA DEPARTURE POINT SUGAR GROVE.IL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUN COLLIDED WITH RUNWAY OR | | TAK | OF OPERATION EOFF INITIAL CLIMB DING LEVEL OFF/TOUCHDOWN | RATED. |
| | DUAL STUDENT - INADEQUAT DUAL STUDENT - MISMANAGE MISCELLANEOUS ACTS,CONDI FACTOR(S) POWERPLANT - POWERPLANT- MISCELLANEOUS ACTS,CONDI COMPLETE POWER LOSS - COMP EMERGENCY CIRCUMSTANCES - | TIONS - FUEL STARVATION INSTRUMENTS FUEL QUANTI ITIONS - ERRATIC LETE ENGINE FAILURE/FLAM FORCED LANDING ON AIRPOR | AND/OR PLANN TY GAUGE REOUT-1 ENGIN RT/SEAPLANE B | E | JEL. |
| -4118 | 10/10/78 LANARK,IL TIME - 1800 | CESSNA 150 N5896G Damage-Substantial | CR- 0 0 PX- 0 0 | 1 NONCOMMERCIAL O PLEASURE/PERSONAL TRANSF | PRIVATE, AGE 35, 291 TOTAL HOURS, 71 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT LANARK,IL TYPE OF ACCIDENT COLLIDED WITH WIRES/POL | INTENDED DESTINATION FREEPORT,IL | | OF OPERATION EOFF INITIAL CLIMB | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INADE PILOT IN COMMAND - SELEC PILOT IN COMMAND - FAILE FACTOR(S) TERRAIN - WET.SOFT GROUN TERRAIN - HIGH VEGETATIO MISCELLANEOUS ACTS.CONDI REMARKS- TKOF RUN REQD ON | D TO ABORT TAKEOFF D N TIONS - DOWNWIND | E TO EXISTIN | G WIND | |

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| 3-4040 10/18/78 NR.JACKSONVILLE,IL CESSNA 152 CR- 0 0 1 INSTRUCTIONAL TIME - 1230 N757UJ PX 0 0 0 TRAINING STUDENT, AGE 40, 39 TU HOURS, ALL IN TYPE, N INSTRUCTIONAL DAMAGE-SUBSTANTIAL NAME OF AIRPORT - JACKSONVILLE MINI DEPARTURE POINT INTENDED DESTINATION JACKSONVILLE,IL LOCAL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE TAKEOFF RUN COLLIDED WITH RUNWAY OR APPROACH LIGHTS TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL 3-4001 10/18/78 NR.MOLINE,IL BEECH 58 CR- 0 0 1 COMMERCIAL COMMERCIAL N93670 PX- 0 0 0 AIR TAXI-CARGO AGE 27, 2984 TOTAL HOU 164 IN TYPE, INSTRUME RATED. 3-4001 10/18/78 NR.MOLINE,IL BEECH 58 CR- 0 0 1 COMMERCIAL COMMERCIAL N93670 PX- 0 0 0 AIR TAXI-CARGO AGE 27, 2984 TOTAL HOU 164 IN TYPE, INSTRUME RATED. 3-4001 10/18/78 NR.MOLINE,IL BEECH 58 CR- 0 0 1 COMMERCIAL COMMERCIAL N94670 PX- 0 0 0 AIR TAXI-CARGO AGE 27, 2984 TOTAL HOU 164 IN TYPE, INSTRUME RATED. 3-4001 10/18/78 NR.MOLINE,IL MOLINE,IL PX- 0 0 0 AIR TAXI-CARGO AGE 27, 2984 TOTAL HOU 164 IN TYPE, INSTRUME RATED. 3-4001 10/18/78 NR.MOLINE,IL MOLINE,IL PX- 0 0 0 AIR TAXI-CARGO AGE 27, 2984 TOTAL HOU 164 IN TYPE, INSTRUME RATED. 3-4001 10/18/78 NR.MOLINE,IL MOLINE,IL PX- 0 0 0 AIR TAXI-CARGO AGE 27, 2984 TOTAL HOU 164 IN TYPE, INSTRUME RATED. 3-4001 10/18/78 NR.MOLINE,IL PULLED DESTINATION CEDAR RAPIDS,IA MOLINE,IL PLANDING LEVEL OFF/TOUCHDOWN PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN 3-3776 10/19/78 WEST CHICAGO IL PIPER PA-28 CR- 0 0 1 INSTRUCTIONAL. STUDENT, AGE 34, 19 TO INSTRUCTIONAL. | FILE | DATE LOCATI | ON AIRCRAFT DATA | INJURIES F S M/N | | PILOT DATA |
|---|-------|--|--|---|---|---|
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL -4001 10/18/78 NR.MOLINE,IL BEECH 58 CR- 0 0 1 COMMERCIAL TIME - 0614 D93670 PX- 0 0 0 AIR TAXI-CARGO AGE 27, 2984 TOTAL HO DAMAGE-SUBSTANTIAL NAME OF AIRPORT - OUAD CITY DEPARTURE POINT INTENDED DESTINATION CEDAR RAPIDS.IA MOLINE,IL PHASE OF OPERATION CEDAR REMARKS- PILOT PULLED OUT LOG GEAR WARNING CIRCUIT BREAKER PRIOR TO LANDING -3776 10/19/78 WEST CHICAGO IL PIPER PA-28 CR- 0 0 1 INSTRUCTIONAL. D5749F PX- 0 0 0 1 TAINING HOURS, ALL IN TYPE, NI INSTRUMENT AGE 34, 19 TI N5749F DIAT INTENDED DESTINATION WEST CHICAGO IL LOCAL PX- 0 0 0 TRAINING HOURS, ALL IN TYPE, NI INSTRUMENT RATED. NAME OF AIRPORT - DUPAGE COUNTY DEPARTURE POINT INTENDED DESTINATION WEST CHICAGO IL LOCAL PHASE OF OPERATION WEST CHICAGO IL LOCAL PHASE OF OPERATION WEST CHICAGO IL LOCAL PHASE OF OPERATION WEST CHICAGO IL LOCAL PHASE OF OPERATION TYPE OF ACCIDENT TAXI TO TAKEOFF PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCF | | 10/18/78 NR.JACKSONVI TIME - 1230 NAME OF AIRPORT - JAC DEPARTURE POINT JACKSONVILLE.IL TYPE OF ACCIDENT GROUND-WATER LOOP-S | LLE,IL CESSNA 152 N757UJ DAMAGE-SUBSTANTIAL KSONVILLE MUNI INTENDED DESTINATION LOCAL | CR- 0 0 1 PX- 0 0 0 PHASE 0 TAK ED | INSTRUCTIONAL TRAINING F OPERATION IFF RUN | STUDENT, AGE 40, 39 TOTA Hours, All in type, not |
| -4001 10/18/78 NR.MOLINE.IL BEECH 58 CR- 0 0 1 COMMERCIAL COMMERCIAL -4001 10/18/78 NR.MOLINE.IL BEECH 58 CR- 0 0 1 COMMERCIAL COMMERCIAL -4001 10/18/78 NR.MOLINE.IL BEECH 58 CR- 0 0 1 COMMERCIAL COMMERCIAL NAME OF AIRPORT - OUAD CITY DAMAGE-SUBSTANTIAL PX- 0 0 0 AIR TAXI-CARGO AGE 27, 2984 TOTAL HOI 165 IN ATION CEDAR RAPIDS.TA INTENDED DESTINATION CEDAR RAPIDS.TA MOLINE.IL' TYPE OF ACCIDENT INTENDED DESTINATION LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR REMARKS- PILOT PULLED OUT LDG GEAR WARNING CIRCUIT BREAKER PRIOR TO LANDING STUDENT, AGE 34, 19 TI -3776 10/19/78 WEST CHICAGO IL PIPER PA-28 CR- 0 0 1 INSTRUCTIONAL. STUDENT, AGE 34, 19 TI NAME OF AIRPORT - DUPAGE COUNTY DAMAGE-SUBSTANTIAL NAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - DUPAGE COUNTY DAMAGE-SUBSTANTIAL PX- 0 0 0 TRAINING INSTRUMENT RATED. NAME OF AIRPORT - DUPAGE COUNTY DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DUPAGE COUNTY INSTRUMENT RATED. VEST CHICAGO IL LOCAL PHASE OF OPERATION IN | | | • | | FF RUN | |
| DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL NAME OF AIRPORT - QUAD CITY DEPARTURE POINT CEDAR RAPIDS,IA TYPE OF ACCIDENT WHEELS-UP PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR REMARKS- PILOT PULLED DUT LDG GEAR WARNING CIRCUIT BREAKER PRIOR TO LANDING -3776 10/19/78 WEST CHICAGO IL TIME - 1835 DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DUPAGE COUNTY DEPARTURE POINT MEST CHICAGO IL TYPE OF ACCIDENT WEST CHICAGO IL TYPE OF ACCIDENT WEST CHICAGO IL TYPE OF ACCIDENT COLLIDED WITH PARKED AIRCRAFT PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCF | | | FAILED TO MAINTAIN DIRECTIONA | L CONTROL | | ана стана стана Стана стана стан |
| NAME OF AIRPORT - QUAD CITY DEPARTURE POINT INTENDED DESTINATION CEDAR RAPIDS,IA MOLINE,IL' TYPE OF ACCIDENT WHEELS-UP PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR REMARKS- PILOT PULLED OUT LDG GEAR WARNING CIRCUIT BREAKER PRIOR TO LANDING -3776 10/19/78 WEST CHICAGO IL PIPER PA-28 CR- 0 0 1 INSTRUCTIONAL. STUDENT, AGE 34, 19 TI TIME - 1R35 N5749F PX- 0 0 0 TRAINING HOURS, ALL IN TYPE, NI DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DUPAGE COUNTY DEPARTURE POINT INTENDED DESTINATION WEST CHICAGO IL LOCAL PHASE OF OPERATION TYPE OF ACCIDENT OF AIRCRAFT TAXI TO TAKEOFF PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCF | -4001 | | | | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL.INSTR., AGE 27, 2984 TOTAL HOURS 146 IN TYPE, INSTRUMENT |
| PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR REMARKS- PILOT PULLED OUT LOG GEAR WARNING CIRCUIT BREAKER PRIOR TO LANDING -3776 10/19/78 WEST CHICAGO IL PIPER PA-28 CR- 0 0 1 INSTRUCTIONAL. STUDENT, AGE 34, 19 TH TIME - 1835 N5749F PX- 0 0 0 TRAINING HOURS, ALL IN TYPE, NO DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DUPAGE COUNTY DEPARTURE POINT INTENDED DESTINATION WEST CHICAGO IL LOCAL TYPE OF ACCIDENT DUT INTENDED TESTINATION PHASE OF OPERATION COLLIDED WITH PARKED AIRCRAFT TAXI TO TAKEOFF PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCF | | DEPARTURE POINT CEDAR RAPIDS.IA TYPE OF ACCIDENT | INTENDED DESTINATION | | | |
| -3776 10/19/78 WEST CHICAGO IL PIPER PA-28 CR- 0 0 1 INSTRUCTIONAL. STUDENT, AGE 34, 19 TH TIME - 1835 N5749F PX- 0 0 0 TRAINING HOURS, ALL IN TYPE, NO DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DUPAGE COUNTY DEPARTURE POINT INTENDED DESTINATION WEST CHICAGO IL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH PARKED AIRCRAFT TAXI TO TAKEOFF PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCF | | PILOT IN COMMAND - | | | TO LANDING | |
| DEPARTURE POINT INTENDED DESTINATION WEST CHICAGO IL LOCAL PHASE OF OPERATION TYPE OF ACCIDENT COLLIDED WITH PARKED AIRCRAFT TAXI TO TAKEOFF PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE | -3776 | 10/19/78 WEST CHICA TIME - 1835 | N5749F DAMAGE-SUBSTANTIAL | | | STUDENT, AGE 34, 19 TOTA Hours, all in type, not instrument rated. |
| PRUBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE | | DEPARTURE POINT WEST CHICAGO IL TYPE OF ACCIDENT | INTENDED DESTINATION LOCAL | | | |
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| FILE | DATE LOCATION | | | S M/N | | PILOT DATA |
|-------|---|---|----------------|-------|--|--|
| | 10/24/78 WEST CHICAGO, TIME - 1115 | | CR- 0 PX- 0 | 02 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 33, 5561 TOTAL HOURS, 473 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - DUPAGE DEPARTURE POINT WEST CHICAGG.IL TYPE OF ACCIDENT ROLL OVER | COUNTY INTENDED DESTINATION LOCAL | Ρ | | DF OPERATION AERIAL TAXI, OTHER | |
| | | OPERATION OF FLIGHT CON EQUATE SUPERVISION OF FL TICE HOVERING. | | | | |
| -4397 | 10/24/78 FOX RIVER GRVE TIME - 0830 | •IL RAVEN S60A N1918R DAMAGE-SUBSTANTIAL | PX- 0 | | I NS TRUC TI ONAL DUAL | COMMERCIAL, AGE 30, 148 Total Hours, 12 In Type, Not instrument rated. |
| | DEPARTURE POINT FOX RIVER GROVE,IL TYPE OF ACCIDENT COLLIDED WITH WIRES/PO | INTENDED DESTINATION FOX RIVER GROVE+IL | | | DF OPERATION NG GO-AROUND | |
| | DUAL STUDENT - DELAYED FACTOR(S) | EQUATE SUPERVISION OF FL IN INITIATING GO-AROUND ITIONS - TOUCH AND GO LA | | | | |
| -4141 | 11/5/78 OTTAWA.IL TIME - 1530 | BEECH A-55 N323E DAMAGE-SUBSTANTIAL | PX- 0 | | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE 55, 2870 5P TOTAL HOURS, 400 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - OTTAWA DEPARTURE POINT OTTAWA,IL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERN GEAR COLLAPSED | INTENDED DESTINATION CHAMPAIGN+IL | | ΤΑΚΕΟ | DF OPERATION DFF ABORTED DFF ABORTED | |
| | AIRFRAME - FUSELAGE DC MISCELLANEOUS ACTS,CONE FACTOR(S) | ITIONS - INTENTIONAL GROU DITIONS - OVERLOAD FAILUR | UND-WATER E | | | |

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| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | PURPOSE | PILOT DATA |
|--------|--|--|-----------------------------------|---------------------------|--|
| | 11/15/78 NR.MORRIS.IL TIME - 1030 | GRUMMAN AA-5A N9748U DAMAGE-SUBSTANTIAL | | COMMERCIAL | COMMERCIAL, FL.INSTR., AGE 31, 2395 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | KATED. |
| | MANITO,IL TYPE OF ACCIDENT | LOCAL | | F OPERATION | |
| | BIRD STRIKE | | | IGHT LOW PASS | |
| | PROBABLE CAUSE(S) MISCELLANEOUS - BIRD CO EMERGENCY CIRCUMSTANCES - | | | E/HELIPT. | |
| | REMARKS- BIRD SPOTTING. N | | ATT DAMAGE | | |
| 3-3707 | REMARKS- BIRD SPOTTING. M 11/20/78 PEORIA.IL TIME - 1030 | AALLARD DUCKS. CESSNA 310 N78720 | | INSTRUCTIONAL TRAINING | COMMERCIAL, AGE 24, 1769 Total Hours, 13 In Type, Instrument Rated. |
| 3-3707 | 11/20/78 PEORIA.IL TIME - 1030 NAME OF AIRPORT - GREATER | AALLARD DUCKS. CESSNA 310 N78720 DAMAGE-SUBSTANTIAL R PEORIA | CR- 0 0 1 | | |
| 3-3707 | 11/20/78 PEORIA,IL TIME – 1030 NAME OF AIRPORT – GREATER DEPARTURE POINT | CESSNA 310 N78720 DAMAGE-SUBSTANTIAL PEORIA INTENDED DESTINATION | CR- 0 0 1 | | TOTAL HOURS, 13 IN TYPE, |
| 3-3707 | 11/20/78 PEORIA.IL TIME - 1030 NAME OF AIRPORT - GREATER DEPARTURE POINT PEORIA.IL TYPE OF ACCIDENT | AALLARD DUCKS. CESSNA 310 N78720 DAMAGE-SUBSTANTIAL R PEORIA | CR 0 0 1 PX 0 0 0 | | TOTAL HOURS, 13 IN TYPE, |
| 3-3707 | 11/20/78 PEORIA,IL TIME - 1030 NAME OF AIRPORT - GREATER DEPARTURE POINT PEORIA,IL | CESSNA 310 N78720 DAMAGE-SUBSTANTIAL PEORIA INTENDED DESTINATION | CR- 0 0 1 PX- 0 0 0 PHASE 0 | TRAINING | TOTAL HOURS, 13 IN TYPE, INSTRUMENI RATED. |
| 3-3707 | 11/20/78 PEORIA,IL TIME - 1030 NAME OF AIRPORT - GREATER DEPARTURE POINT PEORIA,IL TYPE OF ACCIDENT HARD LANDING PROBABLE CAUSE(S) | AALLARD DUCKS. CESSNA 310 N78720 DAMAGE-SUBSTANTIAL PEORIA INTENDED DESTINATION PEORIA,IL | CR- 0 0 1 PX- 0 0 0 PHASE 0 | TRAINING F OPERATION | TOTAL HOURS, 13 IN TYPE, INSTRUMENI RATED. |
| 3-3707 | 11/20/78 PEORIA.IL TIME - 1030 NAME OF AIRPORT - GREATER DEPARTURE POINT PEORIA.IL TYPE OF ACCIDENT HARD LANDING PROBABLE CAUSE(S) PILOT. IN COMMAND - IMPE FACTOR(S) | AALLARD DUCKS. CESSNA 310 N78720 DAMAGE-SUBSTANTIAL PEORIA INTENDED DESTINATION PEORIA.IL ROPER LEVEL OFF DITIONS - ICE-WINDSHIELD | CR- 0 0 1 PX- 0 0 0 PHASE 0 | TRAINING F OPERATION | TOTAL HOURS, 13 IN TYPE, INSTRUMENI RATED. |

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| FILE | DATE | LOCATION | AIRCRAFT DATA | F | | | | FLIGHT PURPOSE | PILOT DATA |
|--------|---|---|---|----------|----------------|---|-------------------------------------|--|---|
| | 12/2/78 TIME - 074 | SUGAR GROVE.IL | | CR- (| C | 0 0 | 1 0 | MISCELLANEOUS FERRY | COMMERCIAL, FL.INSTR., AGE 22, 592 TOTAL HOURS, 310 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE SUGAR GR Type of AC Ground-W | OVE+IL . | ICIPAL INTENDED DESTINATION WONDERLAKE.IL | | Pł | ΤA | KEC | F OPERATION FF RUN FF ABORTED | |
| | FACTOR(S) PILOT IN AIRPORTS WEATHER | I COMMAND - IMPROPE I COMMAND - IMPROPE /AIRWAYS/FACILITIE - UNFAVORABLE WIND | R OPERATION OF BRAKES R COMPENSATION FOR WIN 5 - AIRPORT CONDITIONS CONDITIONS 7 FLIGHT SERVICE PERSO | ID COND! | [T] 5 | I ON USH | S DN | RUNWAY | |
| | 5 OR OVE OBSTRUCTIO NONE WIND DIREC 30 TYPE OF WE VFR | ION AT ACCIDENT SITE R(UNLIMITED) INS TO VISION AT ACC TION-DEGREES ATHER CONDITIONS USTS TO 15KTS. | CIDENT SITE | | PF Re W] | UN REC NO ELA LE IND 11 | LIM IPI NE TIV FT VE | AT ACCIDENT SITE ITED TATION AT ACCIDENT SITH E BEARING OF WIND QUARTERING HEAD WIND 24 LOCITY-KNOTS FLIGHT PLAN | |
| 3-4039 | TIME - 140 | RPORT - DUPAGE COU POINT I CIDENT | N3262R DAMAGE-SUBSTANTIAL | PX- (|) PF | 0 Has | 0 E 0 | NONCOMMERCIAL BUSINESS F OPERATION NG LEVEL OFF/TOUCHDOW | PRIVATE, AGE 48, 675 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED. |
| | PROBABLE C MISCELLA FACTOR(S) MISCELLA | AUSE(S) NEDIJS — UNDETERMINE | INS - OVERLOAD FAILURE | | | | - • | | |

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BRIEFS OF ACCIDENTS **** DATE LOCATION AIRCRAFT DATA INJURIES FILE FLIGHT PILOT DATA F S M/N PURPOSE _____ 3-3866 12/6/78 CHICAGO,IL CESSNA 401A CR- 0 0 1 COMMERCIAL AIRLINE TRANSPORT, AGE N622DG TIME - 2245 PX- O O O AIR TAXI-CARGO 29, 3681 TOTAL HOURS, 638 DAMAGE-SUBSTANTIAL IN TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - CHICAGO MIDWAY DEPARTURE POINT INTENDED DESTINATION CHICAGO, IL DAYTON, OH TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH SNOWBANK TAKEOFF ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - PREMATURE LIFT-OFF FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND REMARKS- UNABLE TO STOP ON RY DUE TO ICE COVERED SURFACE.COLLIDED WITH SNOWBANK 100 FT OFF RY. CR- 0 0 2 COMMERCIAL 3-4119 12/7/78 ROCKFORD, IL CESSNA 401A COMMERCIAL, AGE 21, 1504 N6247Q TIME - 1029 PX- 0 0 0 COMMUTER AIR CARRIER TOTAL HOURS, 427 IN TYPF, DAMAGE-SUBSTANTIAL AIR TAXI-CARGO S-D INSTRUMENT RATED. NAME OF AIRPORT - GREATER ROCKFORD INTENDED DESTINATION DEPARTURE POINT LAST ENROUTE STOP MINNEAPOLIS, MN MINNEAPOLIS, MN CHICAGO.IL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE WEATHER - LOW CEILING WEATHER - FOG WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. WEATHER BRIEFING - PARTIAL BRIEFING BY FLIGHT SERVICE PERSONNEL, BY PHONE/RADIO, LIMITED BY PILOT ACTION WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. AIRFRAME BUFFET SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 800 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS FREEZING DRIZZLE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FOG IFR TYPE OF FLIGHT PLAN IFR REMARKS- NO RECORD OF WX BRIEFING WHILE AT CHI.

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| | BRIEFS OF ACCIDENTS | | | | | | | | | | |
| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | | PILOT DATA | | | | | | |
| 3-3772 | DEPARTURE POINT ROBINSON,IL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCT COLLIDED WITH OBJECT | | PHASE IN F | | COMMERCIAL, AGE 26, 440 SP TOTAL HOURS, 170 IN TYPF, NOT INSTRUMENT RATED. | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQU | | | | | | | | | | |
| | MISCELLANEOUS ACTS,CONDIT COMPLETE POWER LOSS - COMPLE EMERGENCY CIRCUMSTANCES - FO REMARKS- ON GRND ROLL ACFT N | IDNS - WATER IN FUEL TE ENGINE FAILURE/FLAN DRCED LANDING OFF AIRPO | MEDUT-1 ENGINE ORT ON LAND | | MAGE. | | | | | | |
| 3-3773 | COMPLETE POWER LOSS - COMPLE EMERGENCY CIRCUMSTANCES - FO | IDNS - WATER IN FUEL TE ENGINE FAILURE/FLAN RCED LANDING OFF AIRP(NOSE WHEEL DROPPED INTO | MEDUT-1 ENGINE ORT ON LAND D MUD HOLE RES | ULTING IN SURSTANTIAL DAT | AAGE. Commercial, fl.instr., Age 45, 478 total Hours, 165 in Type, instrument Rated. | | | | | | |

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BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-3775 12/9/78 PEORIA,IL CESSNA 152 CR- 0 0 1 NONCOMMERCIAL STUDENT, AGE 27, 66 TOTAL TIME - 1335 N24792 PX- 0 0 0 PRACTICE HOURS, ALL IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - MT HAWLEY DEPARTURE POINT INTENDED DESTINATION PEORIA, IL PEORIA, IL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH SNOWBANK LANDING ROLL PROBABLE CAUSF(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNL IMITED 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 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 260 16 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN NONE VER REMARKS- WIND GUSTS TO 20KTS. 3-4396 12/12/78 LANSING.IL CESSNA 172-K CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 22, 116 PX- 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 8 IN TYPF, N79035 TIME - 1803 DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - LANSING INTENDED DESTINATION DEPARTURE POINT VALPARAISO.IN LANSINGIL TYPE OF ACCIDENT PHASE OF OPERATION LANDING FINAL APPROACH UNDERSHOOT COLLIDED WITH DITCHES LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PIPER PA-28 3-4272 12/15/78 ELGIN,IL CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 56, 704 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 100 IN TYPE, TIME - 0940 N44105 DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - ELGIN INTENDED DESTINATION DEPARTURE POINT ELGIN, IL ELGIN,IL PHASE OF OPERATION TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH SNOWBANK LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICF/SLUSH ON RUNWAY

| LUCATION | AIRCRAFT DATA | INJURIES F S M/N | | ΡΙΙΩΤ ΝΑΤΑ | |
|---|--|--|--|--|--|
| KANKAKEE,IL 30 RPORT - GREATER KAN POINT - 1 | PIPER PA-30 N8143Y DAMAGE-SUBSTANTIAL | | MISCELLANEDUS | COMMERCIAL, AGE 57, 1850 TOTAL HOURS, 50 IN TYPF, NOT INSTRUMENT RATED. | |
| E.IL CIDENT RACTED | KANKAKEEVIL | | NF OPERATION DING ROLL | | |
| NEOUS ACTS, CONDITIO | DRMAL RETRACTION/EXTEN DNS - MATERIAL FAILUR E.P/N 2101203,BROKEN | | | | |
| MENDOTA+IL 0 | CESSNA 150 M23JR DAMAGE-SUBSTANTIAL | | NONCOMMERCIAL Pleasure/personal transp | PRIVATE, AGE 49, 191 TOTAL HOURS, 62 IN TYPE, NOT INSTRUMENT RATED. | |
| RPORT - GRANDPAS F POINT IL CIDENT MATER LOOP-SWERVE WITH SNOWBANK | | LAND | OF OPERATION ING ROLL ING ROLL | | |
| - LANDING GEAR BA NEOUS ACTS,CONDITIC /AIRWAYS/FACILITIE /AIRWAYS/FACILITIES | D UNSUITABLE TERRAIN RAKING SYSTEM (NORMAL INS - FROZEN, MOISTURE S - AIRPORT CONDITIONS S - AIRPORT CONDITIONS ED COVERED WITH SNOW. | SNOW ON RUN | | | |
| SCHAUMBURG,IL O | PIPER PA-38 N2560A DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 23, 12 TOTAL Hours, all in Type, not Instrument rated. | |
| RPORT - SCHAUMBURG POINT G.IL CIDENT ATER LODP-SWERVE WITH SNOWBANK | INTENDED DESTINATION LOCAL | LAND | ING ROLL | | |
| G,IL CIDEN ATER I WITH | T LODP-SWERVE SNOWBANK S) | LOCAL TODP-SWERVE SNOWBANK S) | LOCAL PHASE CODP-SWERVE LAND SNOWBANK LAND | LOCAL PHASE OF OPERATION DOP-SWERVE LANDING ROLL SNOWBANK LANDING ROLL S) | |

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Charles Providence States

| FILE | | LOCATION | AIRCRAFT DATA | INJU F | S | M/N | PURPOSE | PILOT DATA |
|--------|---|---|---|---|-------------------|-------------------------------------|---|--|
| | 12/19/78 TIME - 110 DEPARTURE SALEM,IL TYPE OF AC AIRFRAME | MEREDOSIA,IL BELLANCA 7G CR- 0 0 1 COMMERCIAL 00 N53815 PX- 0 0 0 POWER/PIPELINE DAMAGE-SUBSTANTIAL POINT INTENDED DESTINATION L SALEM,IL | | COMMERCIAL, AGE 42, 6450 TOTAL HOURS, 2500 IN TYPE, INSTRUMENT RATED. | | | | |
| | MISCELLA AIRFRAME MISCELLA EMERGENCY REMARKS- W | - FUSELAGE WIND NEOUS ACTS,CONDIT - FUSELAGE SEAT NEOUS ACTS,CONDIT CIRCUMSTANCES - F | SHIELDS,WINDOWS,CANDPI IDNS - MATERIAL FAILUR S IDNS - INTERFERENCE WI ORCED LANDING OFF AIRPO IGHT DUE TO DEFECTIVE | E TH FLIGH DRT ON L | AND |) | | 'OR |
| 3-3790 | 12/19/78 TIME - 165 | | CESSNA 210L N46380 DAMAGE-DESTROYED | | | | COMMERCIAL AIR TAXI-CARGD | COMMERCIAL, FL.INSTR., AGE 35, 1425 TOTAL HOURS, 200 IN TYPE, INSTRUMENT RATED. |
| | TERRA HA TYPE OF AC | UTE, IN | INTENDED DESTINATION MOLINE.IL | | | | F OPERATION IGHT NORMAL CRUISE | |
| | FACTOR(S) WEATHER WEATHER WEATHER BR | I COMMAND - CONTIN - LOW CEILING - FOG IEFING - BRIEFED | NUED VFR FLIGHT INTO AD BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT | | | | | |
| | 1 MILE O OBSTRUCTIO FOG | AT ACCIDENT SITE | - | | PRE TEN TYP | +00 CIPI DRIZZ 1PERA 35 | AT ACCIDENT SITE TATION AT ACCIDENT SIT LE TURE-F FLIGHT PLAN | E |
| | FIRE AFTER | IMPACT COLLIDED WITH WIR | ES. | | | | | |

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BRIEFS OF ACCIDENTS FILE DATE LOCATION . AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE _____ _____ 3-4019 12/22/78 S.BARRINGTON.IL BEECH D-50 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 26, 5385 TIME - 1130 N150V PX- 0 0 0 CORP/EXEC TUTAL HOURS, 115 IN TYPE, DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - MILL ROSE FARM DEPARTURE POINT INTENDED DESTINATION CHICAG0, IL S.BARRINGTON, IL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE CR- 0 0 1 NONCOMMERCIAL 3-4165 12/26/78 NAPERVILLE, IL CESSNA 150 STUDENT, AGE 31, 60 TOTAL TIME - 1450 N12940 PX- 0 0 0 PRACTICE HOURS, ALL IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - NAPER AERO DEPARTURE POINT INTENDED DESTINATION NAPERVILLE.IL NAPERVILLE, IL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH SNOWBANK 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 CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE LEFT CROSS WIND 248-292 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 28Ò 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE

BRIEFS OF ACCIDENTS ______ FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA PURPOSE F S M/N _____ 3-4023 12/28/78 OTTAWA,IL SCHUSTER WAS2 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 52, 573 TIME - 0845 N9120 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 3 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - OTTAWA DEPARTURE POINT INTENDED DESTINATION LINCOLN, IL OTTAWA.IL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT 3-3877 1/5/78 **BEECH BE-35** TELL CITY.IN CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 56, 2500 TIME - 1840 N8872A PX- 0 0 0 BUSINESS TOTAL HOURS. UNK/NR IN DAMAGE-DESTROYED TYPE, INSTRUMENT RATED. NAME OF AIRPORT - PERRY COUNTY MUNI DEPARTURE POINT INTENDED DESTINATION SOUTH BEND, IN HARDENSBURG, KY TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 600 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FOG IFR TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT

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REMARKS- PIC DESCENDED BELOW MDA.

| | | | BRIEFS | SOF | ACCI | IDE | NTS | | |
|--------|--|--|---|------------------|------------|--------------------------------------|------------------------------|---|--|
| FILE | ΠΑΤΕ | LUCATION | AIRCRAFT DATA | I | NJUR F. | S M | 1/N | FLIGHT PURPOSE | PILUI DATA |
| 3-3876 | 6/13/78 TIME - 063 DEPARTURE BLOOMING TYPE OF AC OVERSHOO COLLIDED | POINT TON, IN CCIDENT | CESSNA 150 N9149U DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | | 0 | 0 0 0 0 0 0 0 0 | 1 0 SE O NDI NDI | NONCOMMERCIAL | PRIVATE, AGE 22, 217 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED. |
| | FACTOR(S) | | GED DISTANCE AND SPEED | | | | | | |
| 3-3990 | 6/23/78 TIME - 104 NAME OF AI DEPARTURE | RPORT - GOSHEN MI | PIPER PA-32 N4117W DAMAGE-SUBSTANTIAL INICIPAL INTENDED DESTINATION | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 30, 210 TOTAL HOURS. 16 IN TYPF, NOT INSTRUMENT RATED. |
| | | | | | P | ١N | I FL | F OPERATION IGHT NORMAL CRUISE IGHT NORMAL CRUISE | |
| | POWERPLA MISCELLA FACTOR(S) MISCELLA COMPLETE P EMERGENCY | L - MAINTENANCE, NT - ENGINE STRUC INEQUS ACTS,CONDIT INEQUS ACTS,CONDIT OWER LOSS - COMPL | SERVICING, INSPECTION IN TURE CYLINDER ASSEMBLY TIONS - FATIGHE FRACTURE TIONS - FIRE IN ENGINE ETE ENGINE FAILURE/FLAM FORCED LANDING ON AIRPOR | , : 1EOUT: | -1 E | NGI | NE | ANCE (MAINTENANCE PERSONN | IEL) |
| 3-4300 | 6/25/78 N TIME - 120 DEPARTURE | | EAA BIPLANE GB-1 N3GB DAMAGE-SUBSTANTIAL INTENDED DESTINATION | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 475 Total hours, 38 in type, NUT instrument rated. |
| | ELKHART. Type of AC | IN | VALPARAISO, IN | | F | | | F OPERATION FF ABORTED | |
| | PILOT IN | COMMAND - SELECT COMMAND - DELAYE | EÓ UNSUITABLE TERRAIN D ACTION IN ABORTING T∆ IONARY LONG IN FIELD. | KEOFI | = | | | | |

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| FILE | DATE | LOCATION | AIRCRAFT DATA | ١٠٧ | JUR F | IES S M | 1/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--------------------------------|---|------------|----------|------------|--------|--|---|
| 3-3778 | 6/27/78 LIN TIME - 2100 | DEN.IN | GRUMMAN AA-5A N998711 DAMAGE-SUBSTANTIAL | CR- PX- | ,0 0 | 0 0 | 2 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 22, 1600 TOTAL HOURS, 75 IN TYPE, NOT INSTRU- MENT RATED. |
| | NAME OF AIRPOR DFPARTURE POIN RAVENNA,OH TYPE OF ACCIDE OVERSHOOT COLLIDED WITH | r | INTENDED DESTINATION LINDEN,IN EPOSTS | | P | LA | NDI | F OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL | |
| | PILOT IN COMP FACTOR(S) | MAND - MISJUD MAND - SELECT | GED DISTANCE AND SPEED ED WRONG RUNWAY RELATIV IONS - DOWNWIND | /Ε ΤΟ | EXI | STI | NG | WIND | |
| -4294 | 7/15/78 BED TIME - 1550 | FORD,IN | GRUMMAN 'AA5B N28463 DAMAGE-MINOR | PX- | 0 | 0 | 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRAN | ATP,FLIGHT INSTR., AGE SP 45, 8901 TOTAL HOURS, 1004 IN TYPE, INSTRUMENT RAJED. |
| | BEDFORD, IN TYPE OF ACCIDE | Г | INTENDED DESTINATION | | | | | F NPERATION FF RUN | |
| | PERSONNEL - | MAND - FAILED MISCELLANEOUS | TO FOLLOW APPROVED PR -PERSONNEL PILOT OF O' H ENDS OF BOTH INTERSE | THER A | IRC | RAF | т | IVES.ETC. RE NOT MUTUALLY VISIBLE | DUE TO HIGH TERRAIN |
| 3-4294 | 7/15/78 BED TIME - 1550 | FORD + IN | PIPER PA-28 N6367R DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PRACTICE | COMMERCIAL, FL.INSTR., AGE 40, 10660 TOTAL HOURS, 1210 IN TYPE, NOT |
| | BEDFORD, IN TYPE OF ACCIDE | Г | INTENDED DESTINATION | | | | | F OPERATION IFF INITIAL CLIMB | INSTRUMENT RATED. |
| | PROBABLE CAUSE PILOT IN COM PERSONNEL - 1 REMARKS- N63676 | | | | | | | | |

BRIEFS OF ACCIDENTS

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| | | | BRIEF | S OF 4 | 1001 | IDE | NTS | | | |
|-------|--|--|--|--------|------|---------------------|-----------------------------|--|--|--|
| FILE | DATE | | | | | S i | M/N | FLIGHT PURPOSE | PILOT DATA | |
| | 7/16/78 TIME - 13 | FRFNCH LICK,IN 00 | CESSNA 1778 N30767 DAMAGE-SUBSTANTIAL | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 55, 101 P TOTAL HOURS, 26 IN TYPE, NOT INSTRUMENT RATED. | |
| | DEPARTURE DANVILL TYPE OF A | E.IL CCIDENT | MUNI NTENDED DESTINATION FRENCH LICK,IN | | P | | | DF OPERATION | | |
| | COLLIDE | D WITH ANIMALS | | | | L | AND | ING LEVEL OFF/TOUCHDOWN | • | |
| | PROBABLE MISCELL | | N RUNWAY/TAXIWAY/RAM |) | | | | | | |
| -4187 | 7/28/78 TIME - 12 | INDIANAPOLIS, IN 19 | CESSNA 402B N4167G DAMAGE-DESTROYED | | 0 | 0 | 1 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, AGE 39, 5259 TOTAL HOURS, 87 IN TYPE, INSTRUMENT RATED. | |
| | DEPARTURE INDIANA | POLISIN | NTENDED DESTINATION MORRISTOWN, IN | .,, | | - | - | | | |
| | TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH FENCE,FENCEPOSTS TAKEOFF ABORTED | | | | | | | | | |
| | FACTOR(S) PILOT I | N COMMAND - SPONTANE N COMMAND - DELAYED | DUS-IMPROPER ACTION ACTION IN ABORTING T. F RUN FOR UNKNOWN RE | | | | | | | |
| -3875 | 8/3/78 TIME - 10 | PETROLEUM,IN 00 | BELL 47G2 N1273 DAMAGE-DESTROYED | | | | | COMMERCIAL GAERIAL APPLICATION | AIRLINE TRANSPORT, AGE 35, 2925 TOTAL HOURS, 525 IN TYPE, INSTRUMENT RATED. | |
| | DEPARTURE | | NTENDED DESTINATION | | | | | | | |
| | PETROLE TYPE OF A COLLISI | | CONTROLLED | | F | | | DF OPERATION _IGHT_STARTING_SWATH_RUN | | |
| | PILOT I | N COMMAND - FAILED T N COMMAND - MISJUDGE | O MAINTAIN ADEQUATE D SPEED AND ALTITUDE CED LANDING OFF AIRPI | | | | • | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 3000 KIND OF CROP - CORN PILOT'S SEAT BELT - FASTENED-PROPERLY CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPF - LEVEL+FLAT SWATH RUN-HOW FLOWN - WIND CALM | | | | | GI GI CI T | YPE LOVI DCKI ANK, | OF OPERATION - SPRAYING (OF CHEMICAL USED - LIQUI ES - USED PIT CRASHPAD - NOT INSTAL (HOPPER-LOCATION - SIDES ATION-AREA BEING TREATED- | D CHEMICAL-TOXIC | |

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|--------|--|---|---|------------|--------|------------------|-------------------------|--|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | F | = | SΜ | /N | PURPOSE | PILOT DATA |
| 3-3711 | TIME - I NAME OF DEPARTUR SANDUS TYPE OF OVERSE | AIRPORT - BODIN RE POINT SKY.OH ACCIDENT | CESSNA 182M | CR- PX- | 0 0 | 0 0 HAS | 1 3 E O NDI | NONCOMMERCIAL PLEASURE/PERSONAL TRANS F OPERATION NG LEVEL OFF/TOUCHDOWN NG GO-ARDUND | |
| | PILOT | | DGED DISTANCE AND SPEED ED IN INITIATING GO-ARDU | | | | | | |
| -4130 | TIME - C DEPARTUR LOUISV |)954 | N43167 DAMAGE-DESTROYED INTENDED DESTINATION | | Ō | 0 | 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANS F OPERATION | PRIVATE, AGE 57, 378 P TOTAL HOURS, 57 IN TYPE, NOT INSTRUMENT RATED. |
| | PROBABLE PILOT WEATHE WEATHER | ER - TURBULENCE, ASS ER - THUNDERSTORM A BRIEFING - BRIEFED | NUED FLIGHT INTO KNOWN SOCIATED W/CLOUDS AND/O | R THUN | DER | S E V S TO | ER E R M S | IGHT NORMAL CRUISE TURBULENCE | |
| | 2 MILE DBSTRUCT NONE | AST ITY AT ACCIDENT SIT ES OR LESS | E ACCIDENT SITE | | Ρ | UN PREC RA | KND IPI IN, OF | AT ACCIDENT SITE WN/NOT REPORTED TATION AT ACCIDENT SITE THUNDERSTORM WEATHER CONDITIONS | |

| | DATE | LOCATION | AIRCRAFT DATA | | F | S M | /N | FLIGHT PURPOSE | | PILOT DATA | | |
|-------|---|--|--|-------|------------------|---------------------|---|--|--------|--|--|--|
| | | VALPARAISO, IN | | | | | | | | NO CERTIFICATE, AGE 54, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED, | | |
| | NAME OF A) DEPARTURE PONTIAC TYPE OF AC COLLIDED | PHASE OF OPERATION LANDING FINAL APPROACH | | | | | | | | | | |
| | MISCELLA FACTOR(S) WEATHER | N COMMAND - CONTIN ANEOUS - UNQUALIFI - FOG | UÉD VFR FLIGHT INTO AD ED PERSON OPERATED AIR D OF BRIEFING RECEIVED | CRAFT | WEA | THE | r Ci | NOTTIONS | | | | |
| | | CCIDENT SITE | | F | UN PREC NO | KNO) I P I NE | AT ACCIDENT SITE IN/NOT REPORTED IATION AT ACCIDENT .OCITY-KNOTS | SITE | | | | |
| | FOG TYPE OF WEATHER CONDITIONS IFR REMARKS- NO PILOT LICENSE OR MEDICAL ON FILE. | | | | | | | TYPE OF FLIGHT | | FLIGHT PLAN | | |
| -4031 | 8/14/78 TIME - 133 | | CESSNA 172 N7071T DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PLEASURE/PERSONAL | TRANSP | COMMERCIAL, AGE 49, 448 Total Hours, 104 in Type INSTRUMENT RATED. | | |
| | DEPARTURE EVANSVIL TYPE OF AC | | INTENDED DESTINATION | | F | ΤA | Ene | - OPERATION F INITIAL CLIMB G FINAL APPROACH | | | | |
| | PILOT IN FACTOR(S) PILOT IN | CAUSE(S) NT - MISCELLANEOU COMMAND - FAILED COMMAND - MISUSE WER LOSS - PARTIA | | | | | | | | | | |

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| | | | BATCH 2 | OF AL | | DLIN | 15 | | |
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| FILE | DATE | | AIRCRAFT DATA | | | S M | / N | FLIGHT PURPOSE | PILOT DATA |
| | 8/20/78 F TIME - 0925 | ORT WAYNE.IN | TAYLORCRAFT BC12D N96544 DAMAGE-DESTROYED | CR- | 1 1 | 0 0 | 0 0 | NONCOMMERCIAL | PRIVATE, AGE 25, 437 TOTAL HOURS, 119 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE PO FORT WAYNE TYPE OF ACCI | . IN DENT | INTENDED DESTINATION LOCAL | | P | | | F OPERATION | |
| | COLLISION | WITH AIRCRAFT | BOTH'IN FLIGHT | | | ΙN | ۴Ļ | IGHT OTHER | |
| | | OMMAND - FAILED | TO SEE AND AVOID OTHER -PERSONNEL 'PILOT OF OT | | | | т | | |
| | | F AVIATION INVO | LVED - SMALL US GEN.AV. | -SMALL | U | | | | |
| | TRAFFIC AD | IG AGENCY - NO O VISORY ISSUED - E ANGLE-DEGREES | NONE | | | CO | NTR | CTL/SURVEILLANCE - NOT U DL ZONE/AREA - NO ONTAL COLLISION ANGLE-DEG | |
| | VERTICAL C | OLLISION ANGLE- ING THROUGH PAP | DEGREES0 | | | | | VE ACTION TAKEN - UNKNOWN. | |
| | | ORT WAYNE, IN | WOODDELL PUSHER | | | | | NONCOMMERCIAL | PRIVATE, AGE 24, 463 |
| • | TIME - 0925 DEPARTURE PO | ITAIT | N2542 DAMAGE-SUBSTANTIAL INTENDED DESTINATION | | | | | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 6 IN TYPE. NOT INSTRUMENT RATED. |
| | FORT WAYNE | | LOCAL | | | | | | |
| | TYPE OF ACCI COLLISION | DENT WITH AIRCRAFT | BOTH IN FLIGHT | | Ρ | | | F OPERATION IGHT OTHER | |
| | | OMMAND - FAILED | TO SEE AND AVOID OTHER -PERSONNEL PILOT OF O | | | | т | | |
| | CONTROLLIN | | | -SMALL | .υ | RA | DAR | AV. CTL/SURVEILLANCE - NOT U DL ZONE/AREA - NO | NDER RADAR CONTACT |
| | CONVERGENC VERTICAL C | E ANGLE-DEGREES OLLISION ANGLE- 'ING THROUGH PAF | 5 - 45 DEGREES - 0 | | | но | RIZ | ONTAL COLLISION ANGLE-DEG VE ACTION TAKEN - NO | REES - 90 |
| | | | | | | | | | |
| | | | | PAGE 1 | 77 | 3 | | | |
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| FILE | DATE | LOCATION · | AIRCRAFT DATA | IN | IJUR F | | | | PILOT DATA |
|--------|---|---|---|--------------------------|-------------|-----------------------|--------|--|---|
| | | NR.LANESVILLE.IN 330 | CESSNA 172K | CR- PX- | 0 0 | 1 2 | 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 58, 190 TOTAL HOURS, 80 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTUR LANESVI | AIRPORT - LANESVILLE LE POINT I LLE.IN ACCIDENT | NTENDED DESTINATION | | Ρ | | | F OPERATION FF INITIAL CLIMB | NUT INSTRUMENT RATED. |
| | PILOT PILOT PILOT FACTOR(S MISCEL | LANEOUS ACTS.CONDITIO | OR FAILED TO USE FLAM OPERATION OF FLIGHT O OBTAIN/MAINTAIN FL NS - IMPROPERLY LOADD | CONTR CONTR (ING S | ROLS PEE | D F T - | WEI | | |
| 3-3779 | TIME - 2 NAME OF | AIRPORT - BOONE COUNT | MOONEY M20A N6083X DAMAGE-DESTROYED Y NTENDED DESTINATION | | | | | NONCOMMERCIAL Pleasure/personal transp | PRIVATE, AGE 36, 520 TOTAL HOURS, 19 IN TYPE, NOT INSTRUMENT RATED. |
| | SULLIV | | LEBANON, IN | | Ρ | | | F OPERATION NG LEVEL OFF/TOUCHDOWN | |
| | PILOT FIRE AFT | CAUSE(S) IN COMMAND - FAILED T ER IMPACT PILOT AND PAX STATE | | | | DL | DCK | ED | |
| 3-4043 | 9/19/78 TIME - 2 | NR.INDIANAPOLIS.IN 345 | PIPER PA-38 N4376E DAMAGE-DESTROYED | | | | | MISCELLANEOUS FERRY | COMMERCIAL, FL.INSTR., AGE 24, 2102 TOTAL HOURS 7 IN TYPE, INSTRUMENT RATED. |
| | DEPARTUR DAYTON TYPE OF ENGINE | +OH ACCIDENT FAILURE OR MALFUNCTIO | NTENDED DESTINATION ST. LOUIS,MO | | | ·IN | FL | F OPERATION IGHT NORMAL CRUISE NG FINAL APPROACH | ATED. |
| | POWERP MISCEL COMPLETE | CAUSE(S) LANT - IGNITION SYSTE LANEOUS ACTS.CONDITION POWER LOSS - COMPLET BOTH MAGNETOS PN4050 | NS — GROUNDED E ENGINE FAILURE/FLAM | | | | | 7 | |

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| FILE | DATE | LOCATION | AIRCRAFT DATA | F | | S M. | 'N | FLIGHT PURPOSE | PILOT DATA | |
|--------|--|---|---|---|--------------------|---------------------|---------------------------------|--|---|--|
| | 9/24/78 NR.F TIME - 1445 NAME OF AIRPO DEPARTURE POI FORT WAYNE,I TYPE OF ACCID | ORT WAYNE,IN NRT - BAER FIELD NT ENT R LOOP-SWERVE SED | CESSNA 177 N26050 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | | 0 | 0 0 HAS LA | 1 O E OF | INSTRUCTIONAL SOLO OPERATION G LEVEL OFF/TOUCHDOWN G LEVEL OFF/TOUCHDOWN | STUDENT, AGE 26, 23 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. | |
| | PILOT IN CO PILOT IN CO FACTOR(S) | MMAND - IMPROPE MMAND - IMPROPE | R LEVEL OFF R RECOVERY FROM BOUNCE ONS - OVFRLOAD FAILURE | | DIN | G | | | | |
| 3-3777 | 9/27/78 IN TIME - 0630 | DIANAPOLIS.IN | CESSNA 402 N40480 DAMAGE-SUBSTANTIAL | | | | | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 28, 1200 TOTAL HOURS, 800 IN TYPE INSTRUMENT RATED. | |
| | NAME OF AIRPORT - INDIANAPOL DEPARTURE POINT CHICAGO.IL TYPE OF ACCIDENT GEAR COLLAPSED | | | | Ρ | | | OPERATION FROM LANDING | | |
| | PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS.CONDITIONS - FATIGUE FRACTURE REMARKS- CYLINDER AND TRUNNION PN 504-1000-81 CRACKED PRIOR TO ACCIDENT. | | | | | | | | | |
| 3-4175 | 9/27/78 MO TIME - 2122 | NTICELLO, IN | CESSNA 150H N23016 DAMAGE-DFSTROYED | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSF | PRIVATE, AGE 43, 105 7 TOTAL HOURS, ALL IN TYPE NOT INSTRUMENT RATED. | |
| | NAME OF AIRPORT - MONTICELLO WHITE DEPARTURE POINT INTENDED DESTINATION MONTICELLO,IN MONTICELLO,IN TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | | |
| | UNDERSHOOT COLLIDED WI | | | | | | G FINAL APPROACH G GO-AROUND | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND REMARKS- PILOT RPTD UNDER INFLUENCE OF ALCOHOL AT TIME OF ACCIDENT,NO TOX SAMPLE TAKEN. | | | | | | | | | |

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BRIEFS OF ACCIDENTS AIRCRAFT DATA FILE DATE LOCATION INJURIES FLIGHT PILOT DATA PURPOSE F S M/N _____ 3-4177 10/14/78 NR.ROCKVILLE, IN **BELL 206** CR- 0 0 1 MISCELLANEOUS ATP, FLIGHT INSTR., AGE N206M PX- 0 0 0 TEST 42, 5532 TOTAL HOURS, 233 TIME - 1400 DAMAGE-SUBSTANTIAL IN TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION INDIANAPOLIS, IN INDIANAPOLIS, IN PHASE OF OPERATION TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES IN FLIGHT AUTOROTATIVE DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT SUSPECTED OR KNOWN AIRCRAFT DAMAGE AIRFRAME BUFFET 3-4027 10/18/78 NR.PERU, IN CESSNA 150 CR- 0 0 1 NONCOMMERCIAL STUDENT, AGE 52, 36 TOTAL HOURS, ALL IN TYPE, NOT TIME - 1840 N19043 PX- 0 0 0 PRACTICE DAMAGE-SUBSTANTIAL INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION SEYMOUR, IN BROOKSIDE, IN TYPE OF ACCIDENT PHASE OF OPERATION IN FLIGHT NORMAL CRUISE ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR(S) WEATHER - OBSTRUCTIONS TO VISION WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 7000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 4 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS HAZE VFR TYPE OF FLIGHT PLAN VFR

| FILE | DATE | LOCATION | | INJURIES F S M/N | | | | | PILOT DATA |
|--------|---|-----------------------------|---|---------------------|----|-----|------|---|--|
| 3-3996 | TIME - 222 NAME OF AI | IRPORT - INDIANAPO | PIPER PA-31 N62856 DAMAGE-SUBSTANTIAL | CR- | 0 | 0 | 1 | | COMMERCIAL, AGE 23, 1581 TOTAL HOURS, 97 IN TYPE, INSTRUMENT RATED. |
| | TYPE OF AC | | WILLMETON, OH | | Ρ | | | F OPERATION TO TAKEOFF | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PERSONNEL - TRAFFIC CONTROL PERSONNEL FAILURE TO ADVISE OF UNSAFE AIRPORT CONDITIONS. REMARKS- STRUCK SAW HORSES WITH FLASHERS OPERATING.ATC CLEARED ACFT TO CLOSED/BARRICADED TAXIWAY. | | | | | | | | |
| | 11/2/79 | DODTI AND IN | CESSNA 330C | с. В | ^ | • | 2 | | |
| 3-4166 | TIME - 194 | PORTLAND, IN 45 | CESSNA 320C N3166T DAMAGE-SUBSTANTIAL | Р X — | | | | DEMONSTRATION | COMMERCIAL, FL.INSTR., AGE 25, 1303 TOTAL HOURS 79 IN TYPE, INSTRUMENT RATED. |
| | NAME OF A DEPARTURE DAYTON+C TYPE OF AC HARD LAM | DH CCIDENT | INTENDED DESTINATION PORTLAND,IN | | Ρ | | | F OPERATION NG LEVEL OFF/TOUCHDOWN | ۷ |
| | | | NATE SUPERVISION OF FLI JDE | GHT | | | | | |
| 8-3714 | 11/18/78 TIME - 125 | FRANKLIN.IN 55 | CESSNA 180 N3868C DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRAN | CUMMERCIAL, AGE 61, 3138 NSP TOTAL HOURS, 1900 IN Type, NOT INSTRUMENT RATED. |
| | DEPARTURE MORRISVI TYPE OF AC | CIDENT WATER LOOP-SWERVE | INTENDED DESTINATION FRANKLIN,IN. | | P | L | ANDI | F OPERATION Ng ROll Ng Roll | |
| | PROBABLE C PILOT IN | | ER OPERATION OF BRAKES | AND/0 | RF | LIG | нт | CONTROLS | |

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| | | | BRIEFS | S OF ACCID | ENTS | | |
|-------|--|---|--|--------------------------|---------|---|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | | FLIGHT PURPOSE | PILOT DATA |
| -4024 | 11/26/78 NF TIME - 1300 | R.ELKHART, IN | BEECHCRAFT E-55 N171D DAMAGE-SUBSTANTJAL | РХ - О | | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE 43, 2424 P TOTAL HOURS, 323 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE F NASHVILLE TYPE OF ACC GROUND-WA | ,TN | | PH | LANDI | DF OPERATION NG LEVEL OFF/TDUCHDOWN NG ROLL | |
| | PILOT IN PILOT IN FACTOR(S) | COMMAND - FAILED COMMAND - IMPROPE COMMAND - FAILED | TO OBTAIN/MAINTAIN FLY R OPERATION OF BRAKES TO MAINTAIN DIRECTION/ ONS - AIRFRAME ICE | AND/OR FL | IGHT | CONTROLS | |
| | HISCLLAN | EUGS ACTS CONDITI | UNS - AINFRAME ICE | | | | |
| -4022 | 11/27/78 TIME - 0704 | | PIPER PA-28 N16584 DAMAGE-SUBSTANTIAL | CR- 0 PX- 0 | | INS TRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 30, 2060 TOTAL HOURS. 304 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE F DEMOTTE,I TYPE OF ACC ENGINE FA | N | | | такер | IF OPERATION IFF INITIAL CLIMB NG LEVEL OFF/TOUCHDOWN | |
| | MISCELLAM MISCELLAM EMERGENCY (| COMMAND - FAILED HEOUS ACTS,CONDITI HEOUS ACTS,CONDITI HEOUS ACTS,CONDITI HEOUMSTANCES - FO | TO MAINTAIN DIRECTION ONS - ANTI-ICING/DEIC ONS - ICE-CARBURETOR RCED LANDING DEF AIRPO FAT NOT APPLIED AFTR F | ING EQUIPM DRT ON WAT | IEN T-1 | MPROPER OPERATION OF/OR | FAILED TO USE |
| | | | | | | | |
| -4011 | 11/30/78 TIME - 1330 | GREENWOOD, IN | LUSCOMBE 84 N71897 DAMAGE-SUBSTANTIAL | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE 45, 490 P TOTAL HOURS, 183 IN TYPE. NOT INSTRUMENT RATED. |
| | NAME OF AIR DEPARTURE P GREENWOOD | - | INTENDED DESTINATION | | | | |
| | TYPE OF ACC NOSE OVER | IDENT | - | | | F OPERATION NG ROLL | |
| | FACTOR(S) | | D UNSUITABLE TERRAIN | | | | |

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| FILE | DATE | | AIRCRAFT DATA | F | | S N | 1/N | PURPOSE | PILOT DATA | | |
|-------|--|--|--|------------|----|---|--------|--|------------|--|--|
| | 12/1/78 M TIME - 1415 | | CESSNA 3100 N310AE DAMAGE-SUBSTANTIAL | CR- PX- | 0 | 0 0 | 1 2 | COMMERCIAL AIR TAXI-PASSG | | | |
| | NAME OF AIRP DEPARTURE PO OAKLAND-TR | | II INTENDED DESTINATION MARION,IN | | | | | | | | |
| | TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING ROLL | | | | | | | | | | |
| | AIRFRAME - MISCELLANE | - MAINTENANCE,SE LANDING GEAR M OUS ACTS,CONDITI | RVICING,INSPECTION IN MIN GEAR-SHOCK ABSORD NNS - MATERIAL FAILURE NNS - LACK OF LUBRICAT | ING ASS | Υ, | STF | RUTS | | ONNEL) | | |
| -3712 | 12/7/78 I TIME - 0747 | NDIANAPOLIS.IN | BEECHCRAFT E18S N46952 DAMAGE-SUBSTANTIAL | PX- | | | | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | | | |
| | NAME OF AIRP DEPARTURE PO CHICAGO+IL | | | | | | | | | | |
| | TYPE OF ACCIDENT PHOTOCOLOGY PHOSE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH FENCE+FENCEPOSTS LANDING LEVEL OFF/TOUCHDOWN | | | | | | | | N | | |
| | PILOT IN C PILOT IN C | OMMAND - INADEQU OMMAND - IMPROPE OMMAND - MISMANA | ATE PREFLIGHT PREPARAT R IN-FLIGHT DECISIONS GEMENT OF FUEL ONS - FUEL EXHAUSTION | | | | | NNING | | | |
| | FACTOR(S) WEATHER - WEATHER - | CONDITIONS CONDU LOW CEILING | UCIVE TO CARB./INDUCTIO | IN SYST | ΈM | 1 10 | I NG | ; | | | |
| | COMPLETE POW WEATHER BRIE WEATHER FORE | FING - OTHER CAST - UNKNOWN/N | TE ENGINE FAILURE/FLAM NOT REPORTED DRCED LANDING OFF AIRPO | | | | NES | | | | |
| | SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | | | _ I N0 | AT ACCIDENT SITE | | | |
| | | | | | | PRECIPITATION AT ACCIDENT SITE RAIN TEMPERATURE-F | | | | | |
| | FOG WIND DIRECTI 10 | 39 WIND VELOCITY-KNOTS 10 | | | | | | | | | |
| | | HER CONDITIONS | | | Т | | E OF | FLIGHT PLAN | | | |

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| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | | | / N | | PILOT DATA |
|--------|---|---|---|------------|-------------|--------------------|---------------------|---|---|
| 3-4025 | 12/11/78 TIME - 121 | | CESSNA 172M N12619 DAMAGE-SUBSTANTIAL | CR- PX- | | | | NONCOMMERCIAL PRACTICE | STUDENT, AGE 43, 62 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | RPORT - GARY MUNIC | | | | | | | |
| | DEPARTURE GARY IN | PUINT | INTENDED DESTINATION GARY+IN | | | | | | |
| | TYPE OF AC | CIDENT | | | P | HAS | E OF | F OPERATION | |
| | | ATER LOOP-SWERVE WITH SNOWBANK | | | | | | NG ROLL NG ROLL | |
| | PROBABLE C | | | | | | | | |
| | 11201 14 | COMMAND - IMPROPE | ER OPERATION OF BRAKES | AND/O | RF | LIG | нт с | CONTROLS | |
| 3-4111 | | INDIANAPOLIS, IN | CESSNA 172 N7349G | CR- PX- | 0 | 0 | 1 1 | NONCOMMERCIAL | P TOTAL HOURS, 365 IN TYPE, |
| 9-4111 | 12/12/78 TIME - 175 NAME OF AI | INDIANAPOLIS,IN O RPORT - EAGLE CREE | ČESSNA 172 N7349G Damage-Minor Ek | CR- | 0 | 0 | 1 1 | NONCOMMERCIAL | |
| 3-4111 | 12/12/78 TIME - 175 NAME OF AI DEPARTURE | INDIANAPOLIS,IN O RPORT - EAGLE CREE POINT | CESSNA 172 N7349G DAMAGE-MINOR EK INTENDED DESTINATION | CR- PX- | 0 | 0 | 1 1 | NONCOMMERCIAL | P TOTAL HOURS, 365 IN TYPE, |
| 3-4111 | 12/12/78 TIME - 175 NAME OF AI DEPARTURE BLOOMING TYPE OF AC | INDIANAPOLIS,IN O RPORT - EAGLE CREE POINT TON,IN CIDENT | ČESSNA 172 N7349G DAMAGE-MINOR EK INTENDED DESTINATION INDIANAPOLIS+IN | CR- PX- | 0 0 0 | 0 0 1 HAS | 1 1 0 E nF | NONCOMMERCIAL PLEASURE/PERSONAL TRANS = OPERATION | P TOTAL HOURS, 365 IN TYPE, |
| 9-4111 | 12/12/78 TIME - 175 NAME OF AI DEPARTURE BLOOMING TYPE OF AC | INDIANAPOLIS,IN O RPORT - EAGLE CREE POINT TON,IN | ČESSNA 172 N7349G DAMAGE-MINOR EK INTENDED DESTINATION INDIANAPOLIS+IN | CR- PX- | 0 0 0 | 0 0 1 HAS | 1 1 0 E nF | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | P TOTAL HOURS, 365 IN TYPE, |

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_____ FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT F S M/N PURPOSE PILOT DATA 3-3874 12/28/78 NR.BLOOMINGTON.IN CESSNA 152 CR- 0 0 1 MISCELLANEOUS PRIVATE, AGE 25, 194 TIME - 1055 N49417 PX- 0 0 0 FERRY DAMAGE-SUBSTANTIAL TOTAL HOURS, 21 IN TYPE, NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION SPRINGFIELD,MO BLOOMINGTON, IN TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT DESCENDING COLLIDED WITH FENCE, FENCEPOSTS LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OP FAILED TO USE MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR FACTOR(S) WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEDUT-1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION 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 24 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 140 14 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR VFR

BRIEFS OF ACCIDENTS

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FILE DATE INCATION · AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE ____ CR- 1 0 0 NONCOMMERCIAL 3-4299 12/30/78 GRISSOM AFB, IN PIPER PA-28R PRIVATE, AGE 46, 1100 TIME - 1835 N3712T PX- 1 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 341 IN TYPE, DAMAGE-DESTROYED NOT INSTRUMENT RATED. NAME OF AIRPORT - GRISSOM AFR DEPARTURE POINT INTENDED DESTINATION DMAHA.NE KOKOMO,IN TYPE OF ACCIDENT -PHASE OF, OPERATION COLLIDED WITH BUILDING(S) LANDING OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - CONTINUED VER FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND ADVERSE/UNEAVORABLE WEATHER SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 0 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 39 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN BELOW MINIMUMS NONE REMARKS- MANEUVER AFTER MISSED APPROACH.COLLIDED WITH AMMO BUNKER. 3-3616 7/1/78 DENISON, IA PIPER PA-32 CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 43, 450 TIME - 1545 N5510J PX- 3 3 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, UNK/NR IN DAMAGE-DESTROYED TYPE, INSTRUMENT RATED. NAME OF AIRPORT - DENISON MUNI INTENDED DESTINATION DEPARTURE POINT AINSWORTH, NE DUPAGE+IL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE LANDING FINAL APPROACH STALL PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF EVEL MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED EACTOR(S) POWERPLANT - FUEL SYSTEM VENTS, DRAINS, TANK CAPS MISCELLANEOUS ACTS.CONDITIONS - JAMMED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING DEF AIRPORT ON LAND REMARKS- QUICK DRAIN LEVER JAMMED OPEN. PROTECTIVE COVER MISSING. TESTS CONCLUDED OVER 1/2 TANK FUEL LEFT.

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA PURPOSE F S M/N __________ 3-3615 12/2/78 DES MOINES, IA DOUGLAS DC-3 CR- 0 1 1 COMMERCIAL AIRLINE TRANSPORT, AGE TIME - 1313 N41447 PX- 0 0 0 AIR TAXI-CARGO 34, 3900 TOTAL HOURS, 350 DAMAGE-SUBSTANTIAL IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - DES MOINES MUNI INTENDED DESTINATION DEPARTURE POINT DES MOINES, IA CHICAGO, IL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH DIRT BANK LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE MISCELLANEOUS ACTS, CONDITIONS - ICE-WINDSHIELD WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 1000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS FREEZING DRIZZLE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG HEAD WIND 338-022 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 18 60 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 14 IFR TYPE OF FLIGHT PLAN ŢFR REMARKS- WND GUST 20K.ACFT T/D APPROX 300 FT SHORT OF RNY 3-3735 12/10/78 MUSCATINE, IA CESSNA 152 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 57, 503 TIME - 1620 N49159 PX-0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS. 3 IN TYPE. DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - MUSCATINE MUNI DEPARTURE POINT INTENDED DESTINATION MUSCATINE, IA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AJRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW WINDROWS

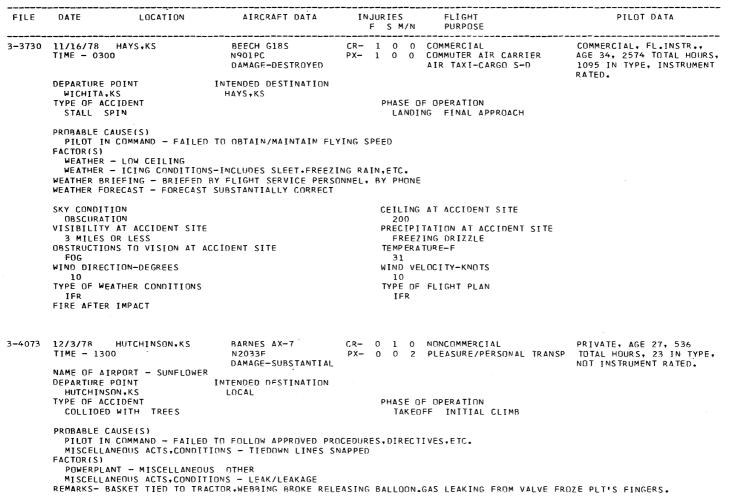
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BRIEFS OF ACCIDENTS LOCATION AIRCRAFT DATA INJURTES FLIGHT PTIOT DATA FILE DATE F S M/N PURPOSE _____ CR- 0 0 2 NONCOMMERCIAL AIRLINE TRANSPORT. AGE 3-4296 12/11/78 MUSCATINE.IA LEAR JET 35 TIME - 0535 N20BG PX = 0 0 3 CORP/EXEC34. 7070 TOTAL HOURS. 750 DAMAGE-SUBSTANTIAL IN TYPE. INSTRUMENT RATED. NAME OF AIRPORT - MUSCATINE MUNI DEPARTURE POINT INTENDED DESTINATION MUSCATINE-IA AKRON.OH TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH BUILDING(S) STATIC IDLING ENGINE(S) PROBABLE CAUSE(S) POWERPLANT - EVEL SYSTEM EVEL CONTROL MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) AIRPORTS/AIRWAYS/FACTULITIES - AIRPORT CONDITIONS ICE/SUUSH ON RAMP/TAXIWAY PERSONNEL-PROCEDURE NOT COVERED IN FLT MANUAL. 3-4376 12/15/78 SLOAN, IA BRANTLY B-2B CR- 2 0 0 INSTRUCTIONAL COMMERCIAL, FL.INSTR., AGE 62, 4327 TOTAL HOURS. TIME - 1145 N1122K PX- 0 0 0 DUAL DAMAGE-DESTROYED 39 IN TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION SALIX.IA LOCAL PHASE OF OPERATION TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE TAIL ROTOR IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) ROTORCRAFT - ROTOR ASSEMBLIES TALL ROTOR BLADES MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE MISCELLANEOUS ACTS.CONDITIONS - PREVIOUS DAMAGE 3-3618 12/15/78 DES MOINES.IA MOONEY M-20 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 54, 622 TIME - 0955 N63760 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 443 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - DES MOINES MUNI DEPARTURE POINT INTENDED DESTINATION OMAHA, NE DES MOINES, IA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH COLLISION WITH GROUND/WATER CONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - ENGINE CONTROLS THROTTLE-POWER LEVER ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - MISSING MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NO BOLT, P/N AN3-7, CONNECTING THROTTLE CONTROL SHAFT TO THROTTLE LEVER.

AIRCRAFT DATA FILE DATE LOCATION INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-3892 12/28/78 WAVERLY, IA CESSNA 3100 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 35, 5200 TIME - 1730 N728SC PX- 0 0 1 BUSINESS TOTAL HOURS, 700 IN TYPE, DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - WAVERLY MUNI INTENDED DESTINATION DEPARTURE POINT INDIANAPOLIS.IN WAVERLY.IA TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA MISCELLANEOUS ACTS, CONDITIONS - ICE-WINDSHIELD FACTOR(S) WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST -- FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED 1200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 4 MILES OR LESS FREEZING RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND RIGHT QUARTERING HEAD WIND 023-067 DEGREES NONE TEMPERATURE-F WIND DIRECTION-DEGREES 30 140 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 20 VFR TYPE OF FLIGHT PLAN IFR REMARKS- WND GUSTS 30KTS. MOD TO SVR ICING DURING DESCENT & LND. WNDSHLD COVER W/ICE. A/C LND BESIDE R/W. 3-3802 11/3/78 PALCO.KS PIPER PA-28 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 25, 231 TIME - 1530 N8411C PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 108 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION SIOUX FALLS,SD PALCO,KS TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH DIRT BANK LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN REMARKS- OFF AIRPORT LDG ON NARROW DIRT ROAD.

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE ____ 3-3804 11/5/78 LYONS,KS PIPER PA-28 CR- 0 1 0 NONCOMMERCIAL PRIVATE, AGE 55, 450 TIME - 1900 N4651R PX- 0 1 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, ALL IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - LYONS-RICE INTENDED DESTINATION DEPARTURE POINT GREAT BEND,KS HUTCHINSON,KS PHASE OF OPERATION TYPE OF ACCIDENT UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) WEATHER - RAIN WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) RAIN TE MP ER A TUR E-F OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE 40 WIND DIRECTION-DEGREES WIND VELUCITY-KNOTS 45 25 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR NONE

BRIEFS OF ACCIDENTS



| FILE | DATE LOO | | AIRCRAFT DATA | F | | 5 M/N | PURPOSE | PILOT DATA |
|--------|---|----------|--|-----|---------|-------------------|--|---|
| 3-3805 | 12/14/78 DIGHTOM TIME - 1937 | | CFSSNA 182 N8997X DAMAGE-DESTROYED | CR- | 0 | 1 0 | NONCOMMERCIAL BUSINESS | PRIVAJE, AGE 35, 286 TOTAL HOURS, 134 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - DEPARTURE POINT MEADE.KS TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH | | INTENDED DESTINATION DIGHTON.KS | | | LAND | OF OPERATION ING FINAL APPRDACH ING FINAL APPRDACH | |
| | PROBABLE CAUSE(S) PILOT IN COMMANE FACTOR(S) AIRPORTS/AIRWAYS | | | | | | | |
| | REMARKS- HIT POWER | R LINE. | | | | | | |
| 3-4343 | REMARKS- HIT POWER 12/23/78 CEDAR F TIME - 1322 | | MOONEY M2OF N7767M Damage-Substantial | CR- | | | NONCOMMERCIAL Pleasure/personal trai | PRIVATE, AGE 45, 186 NSP TOTAL HOURS, 54 IN TYPE, NOT INSTRUMENT RATED. |
| 3-4343 | 12/23/78 CEDAR F TIME - 1322 DEPARTURE POINT | POINT,KS | | CR- | | | | |
| 3-4343 | 12/23/78 CEDAR F TIME - 1322 DEPARTURE POINT | POINT,KS | N7767M DAMAGE-SUBSTANTIAL INTENDED DESTINATION DALHART+TX | CR- | 0 PH | 03 IASE INF | | NSP TOTAL HOURS, 54 IN TYPE, |

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| FILE | DATE | LOCATION | AIRCRAFT DATA | | RIES S M/1 | | FLIGHT PURPOSE | | PILOT DATA |
|--------|-------------------------|----------------|--|---------------|---------------|---------------|-----------------------------------|--------|---|
| 3-3803 | 12/27/78 TIME - 1300 | EDGWICK.KS | CESSNA 172 NG161E DAMAGE-SUBSTANTIAL | | | _ | IONCOMMERCIAL LEASURE/PERSONAL | TRANSP | STUDENT, AGE 28, 197 TOTAL HOURS, 183 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE PO | | INTENDED DESTINATION | | | | | | |
| | WICHITA+KS | | SEDGWICK, KS | | | ~ ~ | 0050 477.04 | | |
| | NOSE OVER | | | | | | OPERATION 10 TAKEOFF | | |
| | FACTOR(S) WEATHER - | UNFAVORABLE WI | ND CONDITIONS | | | | | | |
| | SKY CONDITIO | IN . | | | CETUT | IG A | T ACCIDENT SITE | | |
| | | T REPORTED | | | 480 | | | | |
| | VISIBILITY A | T ACCIDENT SIT | E | | PRECIN | | TION AT ACCIDENT | S I TE | |
| | OBSTRUCTIONS | ACCIDENT SITE | | WIND 1 200 | DIRE | CTION-DEGREES | | | |
| | WIND VELOCITY-KNOTS | | | | |)F W | EATHER CONDITIONS | | |
| | TYPE OF FLIG | HT PLAN | | | •••• | | | | |

| | DATE | | AIRCRAFT DATA | | F | | PURPOSE | PILOT DATA | | | | |
|--------|---|--|---|------------------|-----------------------------|--|--|------------|--|--|--|--|
| | 10/3/78 LFX TIME - 2145 | ATP,FLIGHT INSTR., AGE 48, 11226 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. | | | | | | | | | | |
| | DEPARTURE POIN | | | | | | | | | | | |
| | LEXINGTON, KY | | | | | | | | | | | |
| | TYPE OF ACCIDE | | | P | | OF OPERATION | | | | | | |
| | ENGINE FAILURE OR MALFUNCTION IN FLIGHT CLIMB TO CRUISE | | | | | | | | | | | |
| | COLLIDED WITH TREES LANDING LEVEL OFF/TOUCHDOWN | | | | | | | | | | | |
| | MISCELLANEOU FACTOR(S) WEATHER - RA WEATHER - FO | | | | | | | | | | | |
| | COMPLETE POWER WEATHER BRIEFI WEATHER FORECA | LOSS - COMPL NG - BRIEFED ST - FORECAST | ETE ENGINE FAILURE/FLA BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT DRCED LANDING OFF AIRP | ONNEL, | BY | PHON | | | | | | |
| | COMPLETE POWER WEATHER BRIEFI WEATHER FORECA EMERGENCY CIRC SKY CONDITION | LOSS - COMPL NG - BRIEFED ST - FORECAST | BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT | ONNEL, | BY | PHON ND EILIN | | | | | | |
| | COMPLETE POWER WEATHER BRIEFI WEATHER FORECA EMERGENCY CIRC SKY CONDITION BROKEN VISIBILITY AT | LOSS - COMPL NG - BRIEFED ST - FORECAST UMSTANCES - F | BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT | ONNEL, | BY LAI | PHON ND EILIN 300 RECIP | E G AT ACCIDENT SITE ITATION AT ACCIDENT SITE | <u>.</u> | | | | |
| - | COMPLETE POWER WEATHER BRIEFI WEATHER FORECA EMERGENCY CIRC SKY CONDITION BROKEN VISIBILITY AT 1 MILE OR LE OBSTRUCTIONS T | LOSS - COMPL NG - BRIEFED ST - FORECAST UMSTANCES - F ACCIDENT SITE SS | BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT DRCED LANDING OFF AIRP | ONNEL, ORT ON | BY LAI CI PI | PHON ND EILIN 300 RECIP RAIN EMPER | E G AT ACCIDENT SITE ITATION AT ACCIDENT SITE | Ξ. | | | | |
| - - | COMPLETE POWER WEATHER BRIEFI WEATHER FORECA EMERGENCY CIRC SKY CONDITION BROKEN VISIBILITY AT 1 MILE OR LE OBSTRUCTIONS T FOG | LOSS - COMPL NG - BRIEFED ST - FORECAST UMSTANCES - F ACCIDENT SITE SS O VISION AT A | BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT DRCED LANDING OFF AIRP | ONNEL, ORT ON | BY LAI CI PI TI | PHON EILIN 300 RECIP RAIN EMPER 59 | E G AT ACCIDENT SITE ITATION AT ACCIDENT SITE ATURE-F | E | | | | |
| • | COMPLETE POWER WEATHER BRIEFI WEATHER FORECA EMERGENCY CIRC SKY CONDITION BROKEN VISIBILITY AT 1 MILE OR LE OBSTRUCTIONS T | LOSS - COMPL NG - BRIEFED ST - FORECAST UMSTANCES - F ACCIDENT SITE SS O VISION AT A | BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT DRCED LANDING OFF AIRP | ONNEL, | BY LAI CI PI TI | PHON EILIN 300 RECIP RAIN EMPER 59 | E G AT ACCIDENT SITE ITATION AT ACCIDENT SITE | : | | | | |

BRIEFS OF ACCIDENTS ____ ETLE DATE AIRCRAFT DATA TN.IURTES FLIGHT LOCATION PILOT DATA E S M/N PURPOSE ____ 3-3908 12/9/78 BARDSTOWN.KY CESSNA 150 STUDENT, AGE 38, 1000 TIME - 2008 N5920T PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 700 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - BARDSTOWN DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP I FRANON-KY CAMPBELLSVILLE+KY BARDS TOWN KY TYPE DE ACCIDENT PHASE DE OPERATION COLLIDED WITH WIRES/POLES LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) WEATHER - LOW CELLING WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED SKY CONDITION CELLING AT ACCIDENT SITE OVERCAST 300 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED FREEZING RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F UNKNOWN/NOT REPORTED 32 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN TER NONE REMARKS- PILOT ATTEMPTED EMERG. LDG AT NIGHT ON ROAD.AIRPORT 1 MILE NORTH. 3-3851 9/17/78 PATTERSON, LA AERD COMDR 2000 CR- 0 0 2 INSTRUCTIONAL COMMERCIAL, FL.INSTR., TIME - 1400 N5507M PX- 0 0 0 TRAINING AGE 53, 13950 TOTAL DAMAGE-SUBSTANTIAL HOURS, 16 IN TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION PATTERSON.LA LAFAYETTE.LA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP FACTOR(S) AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEDUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- R MAIN GR WOULD NOT FULLY RETRACT.RAN L MAIN TANK DRY.

| | | | BRIEFS | 5 NF A(| CCI | DEN | TS | | | | | |
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| FILE | DATE | LOCATION | AIRCRAFT DATA | IN. | | IES S M | | FLIGHT PURPOSE | PILOT DATA | | | |
| 3-3679 | TIME - 173 | - IRPORT - MARTIN FIELI | AERONCA 7EC N4378C DAMAGE-DESTROYED) NTENDED DESTINATION | | | | | NONCOMMERCIAL Pleasure/personal transf | PRIVATE, AGE 20, 200 TOTAL HOURS, 75 IN TYPE, NOT INSTRUMENT RATED. | | | |
| | | TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE IN FLIGHT IN FLIGHT ACROBATICS | | | | | | | | | | |
| | PILOT I FACTOR(S) AIRFRAM MISCELLA | PROBABLE CAUSE(S) PILOT IN COMMAND - EXCEEDED DESIGNED STRESS L | | | | | | | | | | |
| -3678 | 11/14/78 TIME - 081 | HARVEY+LA 15 | CESSNA A185F N101AM DAMAGF-SUBSTANTIAL | | | | | NONCOMMERCIAL RUSINESS | COMMERCIAL, AGE 47, R198 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT | | | |
| | DEPARTURE HOUMA,LA TYPE OF AC | Δ | _ RASE ITENDED DESTINATION HARVEY.LA | | Ρ | - | - | F OPERATION Ng Roll | RATED. | | | |
| | | | D SEE AND AVOID ORJEC | TS NR | OВ | S TR | UCT | IONS | | | | |
| -3676 | TIME - 104 | - | BOLKOW B-105 N46977 DAMAGF-SUBSTANTIAL | | | | | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 41, 4987 TOTAL HOURS, 347 IN TYPE INSTRUMENT RATED. | | | |
| | DEPARTURE SOUTH MA TYPE OF AC COLLISIO | ARSH 11 | TENDED DESTINATION EUGENE ISLAND 20G UNCONTROLLED | | PI | | | F OPERATION IGHT NORMAL CRUISE | | | | |
| | MISCELLA FACTOR(S) MISCELLA | L - MISCELLANEOUS-PE ANEOUS ACTS,CONDITION ANEOUS ACTS,CONDITION | RSONNEL PASSENGER IS - INTERFERENCE WIT IS - AIRCRAFT CAME TO UGHT IN CYCLIC CONTR | REST | IN | WΔ | TER | | | | | |

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILO1 DATA F S M/N PURPOSE 3-4207 12/1/78 NR.BATON ROUGE,LA PIPER PA-28 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 42, 1671 TIME - 1315 N9322N PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 683 IN TYPE, DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - BATON ROUGE DEPARTURE POINT INTENDED DESTINATION BATON ROUGE.LA мссомв,мѕ TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT CLIMB TO CRUISE COLLIDED WITH FENCE, FENCEPOSTS LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE INSPECTION OF AIRCRAFT (OWNER-PILOT) POWERPLANT - LUBRICATING SYSTEM OIL COOLERS POWERPLANT - LUBRICATING SYSTEM LINES, HOSES, FITTING MISCELLANEOUS ACTS.CONDITIONS - DISCONNECTED FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE PAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- OIL COOLER LINE DISCONNECTED FROM ATTACH FITTING, ENG SEIZED IN FLT.WX NOT A FACTOR 3-3852 12/2/78 NR.MORGAN CITY, LA CR- 0 0 2 COMMERCIAL COMMERCIAL, AGE 55, 13352 BELL 212 TIME - 1857 N16982 PX- 0 0 0 AIR TAXI-CARGO TOTAL HOURS, 1549 IN DAMAGE-SUBSTANTIAL TYPE, INSTRUMENT RATED. NAME OF AIRPORT - SHIP SHOAL BLK149 DEPARTURE POINT INTENDED DESTINATION INTERCOASTAL CITY,LA MORGAN CITY+LA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH AIRPORT HAZARD LANDING POWER-ON LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE 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 RELATIVE BEARING OF WIND NONE RIGHT CROSS WIND 068-112 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 77 140 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 20 VFR TYPE OF FLIGHT PLAN VFR

BRIEFS OF ACCIDENTS

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| FILE | DATE | | AIRCRAFT DATA | INJU F | RIES S M/M | FLIGHT PURPOSE | PILOT DATA |
| | 12/14/78 NU TIME - 131 DEPARTURE SO.MARSH TYPE OF AC ENGINE F | R.MORGAN CITY,LA 7 POINT ISLAND B 61 | AEROSPATIAL AS350C N9001P DAMAGE-SUBSTANTIAL INTENDED DESTINATION SHIP SHOAL BLOCK 199 ION | CR- 0 PX- 0 | 0 1 0 C PHASE IN F | MISCELLANEOUS FERRY OF OPERATION LIGHT NORMAL CRUISE JING POWER-OFF AUTOPOTA | COMMERCIAL, AGE 29, 3138 TOTAL HOURS, 73 IN TYPE, INSTRUMENT RATED. |
| | PROBABLE C POWERPLA MISCELLA TERRAIN FACTOR(S) MISCELLA COMPLETE P EMERGENCY | AUSE(S) NT - ACCESSORY DRI NEOUS ACTS,CONDITI - ROUGH WATER NEOUS ACTS,CONDITI OWER LOSS - COMPLE | VE ASSEMBLY GEARS,ACC ONS - FATIGUE FRACTUR DNS - AIRCRAFT CAME TO TE ENGINE FAILURE/FLA RCED LANDING OFF AIRPO | E N REST II MEDUT-1 | DRIVE N WATE ENGINE | R | IIVE LANDING |
| -3985 | 12/19/78 TIME - 104 | | BEECH C-45G N37JR DAMAGE-DESTROYED | CR- 1 PX- 4 OT- 1 | 0 (1 () 0 () |) NONCOMMERCIAL) PLEASURE/PERSONAL TRAM | AIRLINE TRANSPORT, AGF JSP 32, 10000 TOTAL HOURS, 400 IN TYPE, INSTRUMENT |
| | NAME OF AI DEPARTURE BORDELON TYPE OF AC | VILLF .LA | S AG ST INTENDED DESTINATION LOCAL | | | OF OPERATION OFF INITIAL CLIMB | RATED. |
| | FACTOR(S) AIRPORTS TERRAIN | COMMAND - MISJUDG /AIRWAYS/FACILITIE - HIGH:OBSTRUCTION CIRCUMSTANCES - FO | ED DISTANCE,SPEED,AND S — AIRPORT CONDITION S RCED LANDING OFF AIRPO | S SOFTI | RUNWAY | | |
| | | NE FARM BUILDING SU | BSTANTIAL DAMAGE. | | | | |
| | | | | PAGE 17 | 24 | | |
| | | | | 140C 1/ | , , | | |

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE -------3-3986 12/19/78 HUSSER, LA CESSNA 152 CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 48, 134 N25819 PX- 1 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 27 IN TYPF, TIME - 1500 DAMAGE-DESTROYED NOT INSTRUMENT RATED. NAME OF AIRPORT - HUSSER LANDING ST DEPARTURE POINT INTENDED DESTINATION HUSSER .LA LOCAL PHASE OF OPERATION TYPE OF ACCIDENT COLLIDED WITH TREES TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS.CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT RUNWAY TERRAIN - HIGH OBSTRUCTIONS REMARKS- ACET APPROX 13LBS OVER GW. COMMERCIAL, AGE 30, 2784 3-4003 12/26/78 MORGAN CITY.LA BELL 206B CR- 0 0 1 COMMERCIAL TIME - 0921 TOTAL HOURS, 682 IN TYPE. N90115 PX- 0 0 1 AIR TAXI-PASSG DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - PHI HELIPORT INTENDED DESTINATION DEPARTURE POINT GULF OF MEXICO MORGAN CITY.LA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT DESCENDING HARD LANDING LANDING POWER-OFE AUTOROTALIVE LANDING PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM FUEL CONTROL MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SFAPLANE BASE/HELIPT. REMARKS- PLT STATED LOST ROTOR RPM AT BOTTOM OF AUTO RESULTING IN SLOPPLY CONTROL REACTION. 3-3991 12/23/78 NR. AUGUSTA.ME BEECH C-23 CR- 0 0 2 INSTRUCTIONAL CERTIFICATE UNKNOWN, AGE TIME - 1400 N2054L PX- 0 0 1 DUAL 26, 1070 TOTAL HOURS. DAMAGE-SUBSTANTIAL DT- 0 0 2 UNK/NR IN TYPE, INSTRU-MENT RATED. NAME OF AIRPORT - AUGUSTA STATE DEPARTURE POINT INTENDED DESTINATION BIDDFORD, MA LOCAL PHASE OF OPERATION TYPE OF ACCIDENT TAXI TO TAKEOFF COLLISION WITH AIRCRAFT BOTH ON GROUND PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT

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| DATE LOCAT | ION AIRCRAFT DATA | INJI F | IRIES S M | 5 4/N | FLIGHT PURPOSE | PILOT DATA | | |
| | ME MOONEY M20J N201M | CR- (PX- (| 0 0 | 1 1 | NUNCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE 20, 79 TOTA P HOURS, 27 IN TYPE, NOT INSTRUMENT RATED. | | |
| DEPARTURE POINT BIDDFORD.MF TYPE OF ACCIDENT | INTENDED DESTINATION LOCAL | | | | - | | | |
| | | /W COLLI | DED W | И Т Н | REECHCRAFT WAITING ON T | AXI WAY. | | |
| 8/8/78 EDGEWATER TIME - 0915 | N250MP | |) 1) 1 | 0 1 | MISCELLANEOUS Police patrol | COMMERCIAL, AGE 56, 5659 Total Hours, 1348 IN Type, instrument rated. | | |
| EDGEWATER.MD Type of accident Engine failure or | | | | | | | | |
| FACTOR(S) PILOT IN COMMAND - WEATHER - HIGH DEN PARTIAL POWER LOSS - | FAILED TO FOLLOW APPROVED P SITY ALTITUDE PARTIAL LOSS OF POWER - 1 E | ROCEDURES | 5.₽DIF | | | | | |
| | 0) | | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 78 WIND VELOCITY-KNOTS 9 TYPE OF FLIGHT PLAN | | | | | |
| | DATE LOCAT 12/23/78 NR.AUGUSTA, TIME - 1400 NAME OF AIRPORT - AU DEPARTURE POINT BIDDFORD,MF TYPE OF ACCIDENT COLLISION WITH AIR PROBABLE CAUSE(S) PILOT IN COMMAND - REMARKS- AFTER LDG M A/A/78 EDGEWATER TIME - 0915 NAME OF AIRPORT - LE DEPARTURE POINT EDGEWATER,MD TYPE OF ACCIDENT ENGINE FAILURE OR COLLIDED WITH TRE PROBABLE CAUSE(S) POWERPLANT - MISCE FACTOR(S) PILOT IN COMMAND - WEATHER - HIGH DEN PARTIAL POWER LOSS - EMERGENCY CIRCUMSTAN SKY CONDITION SCATTERED VISIBILITY AT ACCIDE 5 OR OVER(INLIMITE | DATE LOCATION AIRCRAFT DATA 12/23/78 NR.AUGUSTA.ME MODNEY M20J TIME - 1400 DAMAGE-SUBSTANTIA NAME OF AIRPORT - AUGUSTA STATE DEPARTURE POINT INTENDED DESTINATION BIDDFORD,MF LOCAL TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH ON GROUND PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- AFTER LDG MODNEY AFCT TURNING OFF THE R A/A/78 EDGEWATER.MD UNITED CONS UC-1 TIME - 0915 DAMAGE-DESTROYED NAME OF AIRPORT - LEE DEPARTURE POINT INTENDED DESTINATION EDGEWATER.MD FASTON.MD TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FACTOR(S) PLOT IN COMMAND - FAILED TO FOLLOW APPROVED P WEATHER - HIGH DENSITY ALTITUDE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 E EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIR SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | DATE LOCATION AIRCRAFT DATA INJU AIRCRAFT DATA INJU F 12/23/78 NR.AUGUSTA.ME MODNEY M20J CR- (TIME - 1400 DAMAGE-SUBSTANTIAL OT- (DAMAGE-SUBSTANTIAL OT- (NAME OF AIRPORT - AUGUSTA STATE DEPARTURE POINT INTENDED DESTINATION RIDDFORD,MF LOCAL TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH ON GROUND PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- AFTER LDG MODNEY AFCT TURNING OFF THE R/W COLLIG A/A/78 EDGEWATER.MD UNITED CONS UC-1 CR- (TIME - 0915 N250MP PX- (DAMAGE-DESTROYED NAME OF AIRPORT - LEE DEPARTURE POINT INTENDED DESTINATION EDGEWATER.MD FASTON.MD TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES PROBABLE CAUSE(S) POWERLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDE FACTOR(S) PLOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES WEATHER - HIGH DENSITY ALTITUDE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON L SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 DR OVER(UNLIMITED) | DATE LOCATION AIRCRAFT DATA INJURIES F S P 12/23/78 NR.AUGUSTA.ME MODNEY M20J CR- 0 O TIME - 1400 N201M PX- 0 O DAMAGE-SUBSTANTIAL OT- 0 O NAME OF AIRPORT - AUGUSTA STATE DEPARTURE POINT INTENDED DESTINATION RIDDFORD,MF LOCAL PHAS COLLISION WITH AIRCRAFT BOTH DN GROUND TA PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- AFTER LDG MODNEY AFCT TURNING OFF THE R/W COLLIDED W A/8/78 EDGEWATER.MD UNITED CONS UC-1 CR- 0 1 TIME - 0915 N250MP PX- 0 1 DAMAGE-DESTROYED NAME OF AIRPORT - LEE DEPARTURE POINT INTENDED DESTINATION EDGEWATER.MD FAILURE OR MALFUNCTION TA RNGINE FAILURE OR MALFUNCTION TA PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERN FACTOR(S) PLOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES.DIF WEATHER - HIGH DENSITY ALTITUDE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEIL SCATTERED VISIBILITY AT ACCIDENT SITE PRO | DATE LOCATION AIRCRAFT DATA INJURIES F S M/M 12/23/78 NR.AUGUSTA.ME MODNEY M20J CR- 0 0 1 TIME - 1400 DAMAGE-SUBSTANTIAL OT- 0 0 3 NAME OF AIRPORT - AUGUSTA STATE DEPARTURE POINT INTENDED DESTINATION RIDDEFRD.ME LOCAL PHASE TYPE OF ACCIDENT PHASE COLLISION WITH AIRCRAFT BOTH ON GROUND TAXI PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- AFTER LDG MODNEY AFCT TURNING OFF THE R/W COLLIDED WITH A/8/78 EDGEWATER.MD UNITED CONS UC-1 CR- 0 1 0 TIME - 0915 DAMAGE-DESTROYED NAME OF AIRPORT - LEE DEPARTURE POINT INTENDED DESTINATION EDGEWATER.MD FASTON.MD TYPE OF ACCIDENT FASTON.MD TYPE OF ACCIDENT FASTON.MD POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINE FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES.DIRECT WAATHER - HIGH DENSITY ALTITUDE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILINET SITE PRES | DAMAGE-SUBSTANTIAL OT- 0 0 3 NAME OF AIRPORT - AUGUSTA STATE DEPARTURE POINT INTENDED DESTINATION BIDDEORD, MF LOCAL TYPE OF ACCIDENT LOCAL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- AFTER LOG MODNEY AFCT TURNING OFF THE R/W COLLIDED WITH REECHCRAFT WAITING ON T A/R/TR EDGEWATER, MD UNITED CONS UC-1 CR- 0 1 0 MISCELLANEOUS TIME - 0915 N250MP PX- 0 1 1 POLICE PATROL DAMAGE-DESTROYED NAME OF AIRPORT - LEE DEPARTURE POINT INTENDED DESTINATION EDGEWATER, MD FASTON, MD TYPE OF ACCIDENT FALLURE OR MALFUNCTION COLLIDED WITH TREES PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. WEATHER - HIGH DENSITY ALTITUDE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION SKY CONDITION SKY CONDITION SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE S OR OVER UNING TER S OR OVER UNING TER S OR OVERUMINE IMTED) DOWE | | |

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| FILE | DATE LOCATION | AIRCRAFT DATA | F S M/N | FLIGHT PURPOSE | PILOT DATA | | | | | |
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| | 10/9/78 FORT MEADE,MD TIME - 1502 | | CR- 0 0 1 PX- 0 0 0 | | STUDENT, AGE 35, 57 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. | | | | | |
| | NAME OF AIRPORT - TIPTON AA DEPARTURE POINT FORT MEADE,MD TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN | F | BAY B PHASE O LANDI | ROUTE STOP RIDGE,MD F OPERATION NG ROLL NG ROLL | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROP PILOT IN COMMAND - IMPROP FACTOR(S) WEATHER - UNFAVORABLE WIN WEATHER BRIEFING - BRIEFED WEATHER FORECAST - FORECAST | ER RECOVERY FROM BOUNCE D CONDITIONS BY WEATHER BUREAU PERSO | | | | | | | | |
| | SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT A NONE WIND VELOCITY-KNOTS 9 TYPE OF FLIGHT PLAN VFR REMARKS- WIND GUSTS TO 16KT | CCIDENT SITE | UNLIM PRECIPI NOME WIND DI 230 | AT ACCIDENT SITE ITED TATION AT ACCIDENT SITE RECTION-DEGREES WEATHER CONDITIONS | | | | | | |
| 3-3972 | 11/16/78 BOWIE₊MD TIME - 0558 | PIPER PA-24 N6147P | | NONCOMMERCIAL Pleasure/personal tran | COMMERCIAL, AGE 45, 1402 SP TOTAL HOURS, 223 IN TYPE | | | | | |
| | NAME OF AIRPORT - FREEWAY DEPARTURE POINT BOWIE.MD TYPE OF ACCIDENT COLLISION WITH GROUND/WAT | JACKSONVILLE, FL | | F OPERATION FF INITIAL CLIMB | INSTRUMENT RATED. | | | | | |
| | PROBABLE CAUSE(S) PILOT-FAILED TO MAINTAIN & POSITIVE RATE OF CLIMB FACTOR(S) PILOT IN COMMAND - ATTEMPTED DERATION BEYOND EXPERIENCE/ABILITY LEVEL PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION INSTRUMENTS/EQUIPMENT AND ACCESSORIES - FLIGHT AND NAVIGATION INSTRUMENTS ATTITUDE GYRO INSTRUMENTS/EQUIPMENT AND ACCESSORIES - FLIGHT AND NAVIGATION INSTRUMENTS RATE OF CLIMB MISCELLANEOUS ACTS, CONDITIONS - INCORRECT TRIM SETTING MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE REMARKS- NOT INST/NITE CURRENT. | | | | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LUCATION | AIRCRAFT DATA | IN | JU | RIES | | FLIGHT PURPOSE | ΡΙΙΟΊ ΠΔΤΔ |
|--------|---|---|--|----|----|----------------------------|--------------------------------|--|---|
| 3-3733 | TIME - 08 | - | | | | | | CUMMERCIAL AERIAL APPLICATION | |
| | DEPARTURE CRANLAN TYPE OF A AIRFRAM COLLIDE | D,MA CCIDENT E F4ILURE IN FLIGH D WITH TREES | INTENDED DESTINATION LOCAL T | | | IN | FL | F OPERATION IGHT PROCEDURE TURNA NG FINAL APPROACH | ROUND |
| | MISCELL FACTOR(S) | AFT - MISCELLANEOUS | UNITS AND ASSEMBLIES ONS - FATIGUE FRACTUR S | | B | DOMS | /PY | LONS/CONES | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 2300 KIND OF CROP - CORN PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - BELLY SWATH RUN-HOW FLOWN - WIND CALM REMARKS- METAL FATIGUE FOUND IN ATTACH BOLTS OF TH | | | | | T` GL CF EL PF | PE OVE ASH EVA OCE | DF OPERATION - SPRAYI OF CHEMICAL USED - LI S - NOT USED HELMET - NOT AVAJLAF BAR - NOT INSTALLED TION-AREA BEING TREAT DURE TURNAROUND - ENT ON. | GUID CHEMICAL-TOXIC BLE TED-FEE1 - 20 |

| FILE | | LOCATION | AIRCRAFT DATA | | F : | 5 M/ | N | PURPOSE | | ΡΙΔΟΤ ΠΑΤΑ | | |
|------|--|---|-------------------------|--------------------------------|--|---------|------|--------------|--|--|--|--|
| | | MILLBURY,MA | CESSNA 150M | CR- | 1 | 0 | 0 1 | ONCOMMERCIAL | | PRIVAIE, AGE 26, 99 TOTAL HOURS, 71 IN TYPE, NOT INSTRUMENT RATED. | | |
| | | [RPORT - OXFORD | | | | | | | | | | |
| | DEPARTURE | | INTENDED DESTINATION | | | | | | | | | |
| | MILLBURY | • | TEWKSBURY,MA | | | | | | | | | |
| | TYPE OF ACCIDENT PHASE OF OPERATION COLLESION WITH CROWND/WATER UNCONTROLLED THE UNCONTROLLED DESCENT | | | | | | | | | | | |
| | COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT | | | | | | | | | | | |
| | PROBABLE CAUSE(S) | | | | | | | | | | | |
| | PROBABLE CAUSETS) PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | | | | | | |
| | FACTOR(S) | | | | | | | | | | | |
| | MISCELL | PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS.CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT WEATHER - RAIN | | | | | | | | | | |
| | | | RD DE BRIEFING RECEIVED | | | | | | | | | |
| | WEATHER BRIEFING - NO RECORD OF BRIEFING RECFIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | | | | | |
| | SKY CONDI | TION | | | | | | | | | | |
| | | NOT REPORTED | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | | | | |
| | VISIBILITY | AT ACCIDENT SIT | E | PRECIPITATION AT ACCIDENT SITE | | | | | | | | |
| | UNKNOWN, | /NOT REPORTED | | | | DR I | ZZLE | | | | | |
| | OBSTRUCTIO | ONS TO VISION AT | ACCIDENT SITE | | TE MP ER A TUR E-F | | | | | | | |
| | FOG | | | 51 | | | | | | | | |
| | | WIND DIRECTION-DEGREES | | | | | VELC | ICITY-KNOTS | | | | |
| | 240 | | - | 4 | | | | | | | | |
| | | EATHER CONDITIONS | | | Г | YPE NON | | LIGHT PLAN | | | | |
| | | | | | | | | | | | | |

| I-3906 9/18 TIME DEPA PO TYPE CO PROB PI FACT MI WE WE WE | 778 GRANVILLE.MA - 1042 RTURE POINT NTIAC.MI OF ACCIDENT ULISION WITH GROUND/W/ MABLE CAUSE(S) LOT IN COMMAND - CONTI OR(S) SCFLLANEOUS ACTS.CONDI ATHER - LOW CEILING ATHER - FOG | INUED VER ELIGHT INTO AD ITIONS - UNWARRANTED LOW | CR- 1 0 0 PX- 1 0 0 LAST EN WESTF PHASE 0 IN FL | COMMERCIAL AIR TAXI-CARGO ROUTE STOP IELD,MA F OPERATION IGHT OTHER | ATP,FLIGHT INSTR., AGE 34, 6500 TOTAL HOURS, UNK/NR IN TYPE, INSTRU MENT RAIED. |
|---|---|---|--|--|--|
| PO TYPE CO PROB PI FACT WE WE WEAT | DNTIAC.MI OF ACCIDENT DULISION WITH GROUND/W/ DABLE CAUSE(S) LOT IN COMMAND - CONTI OR(S) SCFLLANEOUS ACTS.CONDI ATHER - LOW CEILING ATHER - FAIN ATHER - FOG | RETURN ATER CONTROLLED INUED VER ELIGHT INTO AD ITIONS - UNWARRANTED LOW | WESTF PHASE N IN FL | IELD,MA F OPERATION IGHT OTHER | |
| TYPE CO PROB PI FACT MI WE WE WEAT | OF ACCIDENT DULISION WITH GROUND/W/ ABLE CAUSE(S) LOT IN COMMAND - CONTI OR(S) SCELLANEOUS ACTS.CONDI ATHER - RAIN ATHER - RAIN ATHER - FOG | ATER CONTROLLED INUED VER FLIGHT INTO AD ITIONS - UNWARRANTED LOW | PHASE N IN FL IVERSE WEATHER C | F OPERATION IGHT OTHER | |
| CO PROB PI FACT MI WE WE WE | DLISION WITH GROUND/W/ DABLE CAUSE(S) LOT IN COMMAND - CONTI OR(S) SCELLANEOUS ACTS.CONDI ATHER - LOW CEILING ATHER - FOG | INUED VER ELIGHT INTO AD ITIONS - UNWARRANTED LOW | IN FL | IGHT OTHER | |
| PROB PI FACT WE WE WEAT | DABLE CAUSE(S) LOT IN COMMAND - CONT) OR(S) SCFLLANEOUS ACTS,CONDI ATHER - LOW CEILING ATHER - FOG | INUED VER ELIGHT INTO AD ITIONS - UNWARRANTED LOW | VERSE WEATHER C | | |
| PI FACT MI WE WE WEAT | LOT IN COMMAND - CONTI OR(S) SCELLANEOUS ACTS.CONDI ATHER - LOW CEILING ATHER - RAIN ATHER - FOG | ITINNS - UNWARRANTED LOW | | NNDI TI ONS | |
| | HER FORECAST - UNKNOWN | ORD OF BRIEFING RECEIVED M/NOT REPORTED |) | | |
| | CONDITION | | CEILING 1700 | AT ACCIDENT SITE | |
| | BILITY AT ACCIDENT ST | TE | PRECIPI | TATION AT ACCIDENT SITE | |
| | OR OVER(UNLIMITED) | | RAIN | | |
| OBST NO | RUCTIONS TO VISION AT | ACCIDENT SITE | TEMPERA 52 | TURE-F | |
| W I ND C A |) VELOCITY-KNOTS LM | | TYPE OF IFR | WEATHER CONDITIONS | |
| | OF FLIGHT PLAN | | | | |
| FIRE | | | | | |

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| FILE | | AIRCRAFT DATA | | | PILOT DATA | | | | | | | |
|--------|--|--|------------------------|--|--|--|--|--|--|--|--|--|
| | 9/25/78 MONRNE,MA TIME - UNK/NR | CESSNA 310N N41210 DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | COMMERCIAL, AGE 35, 3973 TOTAL HOURS, 252 IN TYPE | | | | | | | |
| | DEPARTURE POINT BRIDGPORT.CT | | | | | | | | | | | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/ | WATER CONTROLLED | | DF OPERATION _IGHT NORMAL CRUISE | | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) | | | | | | | | | | | |
| | PILOT IN COMMAND - ATT PILOT IN COMMAND - FAI | EMPTED OPERATION W/KNOWN LED TO FOLLOW APPROVED PR DITIONS - IMPROPER EMERGE | OCEDURES .DIREC | | | | | | | | | |
| | SKY CONDITION UNKNOWN/NOT REPORTED | | CEILIN 200 | G AT ACCIDENT SITE | | | | | | | | |
| | VISIBILITY AT ACCIDENT S 1/4 MILE OR LESS | ITE | | ITATION AT ACCIDENT SITE | | | | | | | | |
| | OBSTRUCTIONS TO VISION A | I ACCIDENT SITE | | IRECTION-DEGREES | | | | | | | | |
| | WIND VELOCITY-KNOTS | | | WEATHER CONDITIONS | | | | | | | | |
| | TYPE OF FLIGHT PLAN NONE REMARKS- LANDING GEAR WOU | U.D. NOT RETRACT. | | | | | | | | | | |
| | | | | | | | | | | | | |
| 3-3980 | 12/1/78 NEW BEDFORD,M. TIME - 1510 | A PIPER PA-28 N9436W DAMAGE-SUBSTANTIAL | PX- 0 0 0 | | PRIVATE, AGE 36, 160 Total Hours, 5 in type, Nof instrument rated. | | | | | | | |
| | NAME OF AIRPORT - NEW BE DEPARTURE POINT | INTENDED DESTINATION | | | | | | | | | | |
| | NEW BEDFORD.MA Type of accident Collided with Parked | | PHASE (TAXI | OF OPERATION OTHER | | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS REMARKS- N82350,N26LK,N34506,N82440,N4773W ALL SUB DMGD.MAJ EXP IN ACFT W HAND BRAKE ONLY,THIS AGFT TOE | | | | | | | | | | | |

| | | | BRIEFS | 5 NF AC | CIDE | NTS | | | |
|-------|--|--|---|------------------------------|------|---------------------|--|---------|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | URIE | - | FLIGHT PURPOSE | | PILOT DATA |
| | 12/5/78 TJME - 10 | SHIRLEY, MA | CESSNA 172M N80916 DAMAGE-SUBSTANTIAL | CR- | | | MISCELLANEDUS FERRY | , F | COMMERCIAL, FL.INSTR., AGE 63, 12064 TOTAL 40URS, 220 IN TYPE, INSTRUMENT RATED. |
| | NAME OF A DEPARTURE BEDFORD TYPE OF A HARD LA GEAR CO | • MA CCIDENT NDING | INTENDED DESTINATION SHIRLEY,MA | | L | AND 1 | NF OPERATION ING LEVEL OFF/TOUC ING LEVEL OFF/TOUC | HDOWN | |
| | FACTOR(S) MISCELL | N COMMAND - IMPROPE | ONS - OVERLOAD FAILURE | Ŧ | | | | | |
| | 5 OR OV | TION Y AT ACCIDENT SITE ER(UNLIMITED) ONS TO VISION AT AC | CIDENT SITE | | | NLIA CIP: DNE | G AT ACCIDENT SITE MITED ITATION AT ACCIDENT IRECTION-DEGREES | I SITE | |
| | 15 TYPE OF F NONE | CITY-KNOTS LIGHT PLAN WINDS GUSTING 18 KI | | | TYP | 00 E OF FR | - WEATHER CONDITION | ١S | |
| | KLPARKS- | 1003 0031100 IO KI | 5• | | | | | | |
| -4051 | 12/7/78 TIME - 13 | | BLINK KR2 N28811 DAMAGE-SUBSTANTIAL | | | | MISCELLANEOUS TEST | | PRIVATE, AGE 66, 500 IOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF A DEPARTURE MARSHFII | | | | | | | | |
| | | CCIDENT FAILURE OR MALFUNCT D WITH TREES | - | | Т | AKEC | DF OPERATION DFF INITIAL CLIMB ING LEVEL OFF/TOUC | HDOWN | |
| | MISCELL COMPLETE F EMERGENCY | ANT - ENGINE STRUCT ANEOUS ACTS,CONDIT POWER LOSS - COMPLE CIRCUMSTANCES - FO | URE PISTON,PISTON RIN ONS - FXCESSIVE TEMPER TE ENGINE FAILURE/FLAM RCED LANDING ON AIRPOR R.NO 3 PISTON HAD HALF | RATURE NEOUT-1 RT/SEAP | LANE | BAS | | SCORED. | |

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BRIEFS OF ACCIDENTS

| FILE | DATE LOCATION | AIRCRAFT DATA | INJUR | IES S M/N | FL 1GHT PURPOSE | PILOI DATA |
|--------|---|--|-----------|---------------------------|---|---|
| | 12/17/78 STOW,MA TIME - 1000 | CESSNA 150K N6219G DAMAGF-DESTROYED | CR- 0 | 0 1 | NONCOMMERCIAL | PRIVATE, AGE 58, 344 ISP TOTAL HOURS, 343 IN TYPE NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - MINUTEM DEPARTURE POINT | AN INTENDED DESTINATION | | | | |
| | BEDFORD+MA TYPE OF ACCIDENT COLLIDED WITH PARKED A | STOW+MA IRCRAFT | PF | | F OPERATION NG GO-AROUND | |
| | FACTOR(S) | YED IN INITIATING GO-ARO OPER COMPENSATION FOR WI IND CONDITIONS | | IONS | | |
| | SKY CONDITION | | CI | | AT ACCIDENT SITE | |
| | CLEAR VISIBILITY AT ACCIDENT SI 5 OR OVER(UNLIMITED) | TE | | UNLIM RECIPI NONE | TATION AT ACCIDENT SITE | E |
| | OBSTRUCTIONS TO VISION AT NONE WIND DIRECTION-DEGREES | ACCIDENT SITE | RI | ELATIV RIGHT IND VE | E BEARING OF WIND QUARTERING HEAD WIND C LOCITY-KNOTS | 23-067 DEGREES |
| | 250 TYPE OF WEATHER CONDITION VFR | S | Ţ | 15 YPE OF NONE | FLIGHT PLAN | |
| | REMARKS- HIT C-172,N78179 | .SUBST DMG.WIND GUSTING | 25K. | | | |
| -3982 | 12/23/78 TEWKSBURY₊MA TIME - 1245 | GRUMMAN AA-5B N28941 DAMAGE-SUBSTANTIAL | PX- 0 | | NONCOMMERCIAL PLEASURE/PERSONAL TRAN | PRIVATE, AGE 52, 205 ISP TOTAL HOURS, 29 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - TEWKSBU DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | NASHIJA,NH TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH WIRES/PC | TEWKSBURY.MA | P | LANDI | NG LEVEL OFF/TOUCHDOWN NG LEVEL OFF/TOUCHDOWN NG ROLL | I . |
| | PROBABLE CAUSE(S) | UDGED DISTANCE AND SPEED | | | | |
| 3-4090 | 12/23/78 GARDNER.MA TIME - 1130 | CESSNA 150 N22785 Damage-substantial | PX- 0 | | NONCOMMERCIAL Pleasure/personal tran | PRIVATE, AGE 32, 280 NSP TOTAL HOURS, ALL IN TYPE NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - GARDNER DEPARTURE POINT WORCESTER,MA | INTENDED DESTINATION GARDNER.MA | | | | |
| | TYPE OF ACCIDENT COLLIDED WITH PARKED A | IRCRAFT | PI | | IF OPERATION NG ROLL | and the second second |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPR REMARKS- CESSNA 150H N503 | NPER OPERATION OF BRAKES 42,SUB DMG. | AND/OR FI | LIGHT | CONTROLS | |
| | | | | | | |

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FL IGHT PUR POSE | PILOT DATA |
|-------|--|--|--|--|---|
| | 12/25/78 BOSTON,MA TIME - 1230 | CESSNA 172 N12083 DAMAGE-SUBSTANTIAL | CR- 0 0 1 | NONCOMMERCIAL | COMMERCIAL, FL.INSTR., SP AGE 31, 1535 TOTAL HOURS, 250 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - LOGAN IN DEPARTURE POINT BOSTON.MA TYPE OF ACCIDENT NOSE OVER/DOWN | TL INTENDED DESTINATION ISLIP,NY | | NF OPERATION TO TAKEOFF | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPRO FACTOR(S) WEATHER - UNFAVORABLE WI WEATHER BRIEFING - RECIEVE WEATHER FORECAST - UNKNOWN | ND CONDITIONS D RECORDED BRIEFING BY L | | | |
| | SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SIT 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT NONE WIND VELOCITY-KNOTS 20 TYPE OF FLIGHT PLAN IFR REMARKS- WIND GUSTING TO 3 | ACCIDENT SITE | UNLIM PRECIPI NONE WIND DI 260 | AT ACCIDENT SITE ITED TATION AT ACCIDENT SITE RECTION-DEGREES WEATHER CONDITIONS | |
| -4197 | 2/10/78 FLINT,MI TIME - 0716 NAME OF AIRPORT - BISHOP DEPARTURE POINT ST LOUIS,MO | REECH D18S N3537B DAMAGE-SUBSTANTIAL INTENDED DESTINATION FLINT.MI | CR- 0 0 2 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 34, 1850 TOTAL HOURS, 400 IN TYPE, INSTRUMENT RATED. |
| | ST LUDING TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN | | LANDI | F OPERATION NG ROLL NG ROLL | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILE REMARKS- RUNWAY DRY 150 FT | | | | |

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LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA FILE DATE F S M/N PURPOSE CESSNA 182P CR- 0 0 1 NORCOLLE PX- 0 0 1 PRACTICE 3-3602 4/22/78 ADRIAN,MI CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 24, 76 TOTAL TIME - 1850 HOURS, 8 IN TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - LENAWEE COUNTY DEPARTURE POINT INTENDED DESTINATION ADRIAN, MI ADRIAN, MI TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT LANDING GD-AROUND PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT FACTOR(S) PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - NO CONVERGENCE ANGLE-DEGREES - 55 VERTICAL COLLISION ANGLE-DEGREES - 0 HORIZONTAL COLLISION ANGLE-DEGREES - 65 EVASIVE ACTION TAKEN - YES ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN 3-3602 4/22/78 ADR I AN + MI SCHLEICHER ASK-13 CR- 1 0 0 NONCOMMERCIAL STUDENT, AGE 48, 23 TOTAL TIME - 1850 N3AS PX- 0 0 0 PLEASURE/PERSONAL TRANSP HOURS, 21 IN TYPE, NOT DAMAGE-DESTROYED 01-002 INSTRUMENT RATED. NAME OF AIRPORT - LENAWEE COUNTY INTENDED DESTINATION DEPARTURE POINT ADRIAN.MI ADR I AN + MI TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND FACTOR(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - NO CONVERGENCE ANGLE-DEGREES - 60 HORIZONTAL COLLISION ANGLE-DEGREES - 65 VERTICAL COLLISION ANGLE-DEGREES - 0 ANTI-COLLISION LIGHTS - NOT INSTALLED EVASIVE ACTION TAKEN - NO

| | | | BRIEF | S OF ACC | | | | | |
|--------|--|--|---|---------------------|--------------------|--------------------|---|--------|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU F | RIES S M/M | ۹. | FLIGHT PURPOSE | | PILOT DATA |
| | 5/1/78 TIME - 152 | BERRIEN SPRING, MI | CESSNA 182G N2319R DAMAGE-DESTROYED | | | | | | COMMERCIAL, FL.INSTR., AGE 24, 956 TOTAL HOURS, 11 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE BERRIEN TYPE OF AC ENGINE F | | BERRIEN SPRING, MI | | TAKE | OFF | DPERATION INITIAL CLIMB TRAFFIC PATTERN | -CIRCL | ING |
| | | NT - MISCELLANEOUS | POWERPLANT FAILURE O OBTAIN/MAINTAIN FL | | | NED R | REASONS | | |
| | FACTOR(S) PILOT IN COMPLETE P EMERGENCY | N COMMAND - ATTEMPTE DWER LOSS - COMPLET CIRCUMSTANCES - FOR | D OPERATION W/KNOWN E ENGINE FAILURE/FLA CED LANDING OFF AIRP | DEFICIEN MENUT-1 | | | DUIPMENT | | |
| | FIRE AFTER REMARKS- 4 | | VER 5 MONTHS.TWO AD' | S NCW. | | | | | |
| 3-4324 | | PELLSTDN.MI 0 | PIPER PA-31T N82271 DAMAGE-DESTROYED | | | | | | COMMERCIAL, AGE 54, 15000 TOTAL HOURS, 600 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AI DEPARTURE BRIDGEVI | | Y NTENDED DESTINATION BOYNE FALLS+MI | | | | | | |
| | TYPE OF AC COLLIDED | CIDENT WITH TREES | | | | | DPERATION MISSED APPROACH | | |
| | | AUSE(S) I COMMAND - IMPROPER | IFR OPERATION | | | | | | |
| | WEATHER WEATHER | - LOW CEILING - FOG | TE PREFLIGHT PREPARA | | | | ING | | |
| | | | FLIGHT SERVICE PERS UBSTANTIALLY CORRECT | | Y PHON | iF . | | | |
| | 1/2 MILE | AT ACCIDENT SITE | | | 200 | ZLE | T ACCIDENT SITE | SITE | |
| | FOG WIND DIREC 60 | NNS TO VISION AT ACC TION-DEGREES ATHER CONDITIONS | ta se a | | 50 WIND \ 12 | ELOC | LITY-KNOTS | | |
| | IFR | LTERNATE FORECAST B | | | IFR | л [.] г'L | LIGHT FLAN | | |

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| FILE | DATE LOCATIO | N AIRCRAFT DATA | INJU F | RIES S M | | FLIGHT PURPOSE | PILOT DATA |
|-------|---|--|----------------|-------------|------|---|---|
| -3882 | 5/20/78 LAPEER.MI TIME - 1005 DEPARTURE POINT FLINT.MI | CESSNA 172M N92572 DAMAGE-DESTROYED INTENDED DESTINATION TORONTO IS,CANADA | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE 31, 161 P TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF ACCIDENT COLLISION WITH GROUN | | | | | F OPERATION IGHT LOW PASS | |
| | FACTOR(S) | ISJUDGED ALTITUDE AND CLEAR ONDITIONS - UNWARRANTED LOW | | | | | |
| | | | | | | | |
| -3883 | 5/28/78 SAINT HELEN TIME - 0825 | •MI PIPER PA-22 N3610Z DAMAGE-DESTROYED | | . 0 3 0 | | NONCOMMERCIAL Pleasure/personal trans | PRIVATE, AGE 43, 122 P TOTAL HOURS, ALL IN TYPE NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - SAIN DEPARTURE POINT SAINT HELEN,MI TYPE OF ACCIDENT STALL SPIN | T HELEN INTENDED DESTINATION UNKNOWN/NOT REPORTED | | | | F OPERATION FF INITIAL CLIMB | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - F FACTOR(S) WEATHER - HIGH DENSI | AILED TO OBTAIN/MAINTAIN FL TY ALTITUDE | YING SPE | ED | | | |
| | SKY CONDITION CLEAR VISIBILITY AT ACCIDENT 5 OR OVER(UNLIMITED) | | | UN PREC | ILIM | AT ACCIDENT SITE ITED TATION AT ACCIDENT SITE | |
| | OBSTRUCTIONS TO VISION NONE | | | WIND | DI | RECTION-DEGREES | |
| | WIND VELOCITY-KNOTS O TYPE OF FLIGHT PLAN NONE FIRE AFTER IMPACT | | | TYPE VF | - | WEATHER CONDITIONS | |
| | | | | | | | |
| -4270 | 6/6/78 FRASER.MI TIME - 0615 | PIPER PA-22 N5081Z DAMAGE-SURSTANTIAL | CR- (PX- (| | | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE 56, 2R6 P TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - MCKI DEPARTURE POINT FRASER.MI TYPE UF ACCIDENT GROUND-WATER LOOP-SW COLLIDED WITH BUILD | INTENDED DESTINATION LOCAL | | LA | NDI | F OPERATION NG ROLL NG ROLL | |
| | PROBABLE CAUSE(S) | AILED TO MAINTAIN DIRECTION | | | | | n an |

| | | | BRIEF | S OF AC | CIDENTS | 5 | | |
|--------|--|--|--|---------------------|---|------------------------|---|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | JRIES S M/N | | FLIGHT PURPOSE | PILOT DATA |
| 3-4368 | TIME - 1 NAME OF DEPARTUR | AIRPORT - IOSCO E POINT | CESSNA 206G N8194G DAMAGE-DESTROYED INTENDED DESTINATION | | | | MMERCIAL R TAXI-CARGO | COMMERCIAL, AGE 27, 1330 TOTAL HOURS, 7 IN TYPE, INSTRUMENT RATED. |
| | TYPE OF ENGINE | AWAS;MI ACCIDENT FAILURE OR MALFUNC ION WITH GROUND/WAT | | | TAKE | OFF | PERATION INITIAL CLIMB LEVEL OFF/TQUCHDOWN | |
| | POWERP FACTOR(S PILOT |) IN COMMAND - SELECT | S POWERPLANT FAILURE ED UNSUITABLE TERRAIN ETE ENGINE FAILURE/FLA | | | | EASONS | |
| | EMERGENC FIRE AFT | Y CIRCUMSTANCES - FI ER IMPACT | RWY THAT RAN LENGTH O | DRT ON L | | | | |
| 3-3720 | TIME - 2 | LAPEER,MI 030 AIRPORT - LAPEER | CASSUTT 111M N8156 DAMAGE-DESTROYED | | | | INCOMMERCIAL EASURE/PERSONAL TRANSP | COMMERCIAL, AGE 47, 6000 TOTAL HOURS, 2 IN TYPE, INSTRUMENT RATED. |
| | | E POINT | INTENDED DESTINATION FLINT.MI | | | | | |
| | | ACCIDENT FAILURE OR MALFUNC ED WITH TREES | LION | , | IN F | LIGH | DPERATION T NORMAL CRUISE LEVEL OFF/TOUCHDOWN | |
| | PILOT | LANEOUS ACTS, CONDIT | ER OPERATION OF POWERP IONS - ANTI-ICING/DEIC IONS - ICE-CARBURETOR | | | | CONTROLS OPER OPERATION OF/OR F | AILED TO USE |
| | MISCEL | | | | | | | |
| | MISCEL FACTOR(S PILOT WEATHE COMPLETE |) IN COMMAND - LACK OF R - CONDITIONS COND POWER LOSS - COMPLE | FAMILIARITY WITH AIR UCIVE TO CARB./INDUCTI TE ENGINE FAILURE/FLA | ON SYSTE 4EOUT-1 | ENGINE | | | 4 |
| | MISCEL FACTOR(S PILOT WEATHE COMPLETE EMERGENC |) IN COMMAND - LACK OF R - CONDITIONS COND POWER LOSS - COMPLE Y CIRCUMSTANCES - F | FAMILIARITY WITH AIR | ON SYSTE 4EOUT-1 | ENGINE AND | | ACCIDENT STTE | 2000 - Angeler Angeler Angeler Angeler |
| | MISCELI FACTOR(S PILOT WEATHE COMPLETE EMERGENC SKY COND CLEAR VISIBILI 5 OR OV |) IN COMMAND - LACK OF R - CONDITIONS COND POWER LOSS - COMPLE Y CIRCUMSTANCES - F | FAMILIARITY WITH AIR UCIVE TO CARB./INDUCTI TE ENGINE FAILURE/FLAM DRCED LANDING OFF AIRP | ON SYSTE 4EOUT-1 | ENGINE AND CEILIN UNLI PRECIF NONE | IG AT MITE PITAT | ACCIDENT SITE D ION AT ACCIDENT SITE ITY-KNOTS | 2 |

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BRIEFS OF ACCIDENTS LOCATION AIRCRAFT DATA INJURIES FILE DATE FLIGHT PILOT DATA F S M/N PURPOSE 3-3715 6/15/78 NR.GLADSTONE,MI CR- 0 1 0 NONCOMMERCIAL CESSNA 150K PRIVATE, AGE 25, 85 TOTAL PX- 0 1 0 PLEASURE/PERSONAL TRANSP HOURS, 78 IN TYPE, NOT TIME - 1730 N5775G DAMAGE-SUBSTANTIAL INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION ESCANABA, MI LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT LOW PASS PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER 3-3881 6/21/78 NR.BATTLE CREEK, MI CESSNA 150 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 24, 426 TIME - 1300-N3284J PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 83 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - PRIVATE FIELD INTENDED DESTINATION DEPARTURE POINT YPSILANTI,MI BATTLE CREEK,MI TYPE OF ACCIDENT PHASE OF OPERATION LANDING FINAL APPROACH STALL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS 3-4283 6/30/78 SALEM, MI PIPER PA-28 CR- 0 1 0 NONCOMMERCIAL PRIVATE, AGE 42, 350 TIME - 2230 N7505W PX- 0 1 2 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 20 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - SALEM DEPARTURE POINT INTENDED DESTINATION SALEM.MI SALEM, MI TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING GO-AROUND COLLIDED WITH OBJECT LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM CARBURETOR MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- THROTTLE CONTROL DISCONNECTED FROM THROTTLE LEVER.BOLT, NUT, COTTER PIN MISSING.COLLIDED WITH BRUSH.

| FILE | DATE | | AIRCRAFT DATA | F | | S M/ | M | PURPOSE | PILOT DATA |
|--------|---------------------------------------|--|---|--------|-----|------|-----|--|--|
| | 7/6/78 A TIME - 1015 | | CESSNA 170B | CR- | 1 | 0 | 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | |
| | DEPARTURE PO ANN ARBOR | ΝI | INTENDED DESTINATION ANN ARBOR,MI | | | | | | |
| | TYPE OF ACCI COLLIDED W | | | | | | | GHT LOW PASS | |
| - - | MISCELLANE FACTOR(S) PILOT IN C | DMMAND - MISJUDG DUS ACTS+CONDITI DMMAND - PSYCHOL | ED ALTITUDE AND CLEAR MNS - UNWARRANTED LOW OGICAL CONDITION UNDER PSYCHIATRIC TRE | FLYING | F | OR P | ۵R | NOID SCHIZOPHRENIA. | |
| | | | | | | | | | |
| -4278 | 7/10/78 B TIME - 1235 | ATTLE CREEK,MI | CESSNA 172N N733HW DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 59, 295 Total Hours, all in type, NOT instrument rated. |
| | DEPARTURE PO BATTLE CRE | EK•MI | IONAL INTENDED DESTINATION LOCAL | | | | | | |
| | TYPE OF ACCI HARD LANDI | | | | Pł | | _ | OPERATION IG LEVEL DEF/TOUCHDOWN | |
| | PROBABLE CAU | | R RECOVERY FROM BOUNCE | D LAND | ING | G | | | |
| | | UNFAVORABLE WIND FING - NO RECORD | CONDITIONS OF BRIEFING RECEIVED | | | | | | |
| | SKY CONDITIO | N | | | | | | AT ACCIDENT SITE | |
| | VISIBILITY A | T ACCIDENT SITE | | | | | ΡIΊ | ATION AT ACCIDENT SITE | |
| | NONE | TO VISION AT AC | CIDENT SITE | | | LEF | ΤĆ | BEARING OF WIND WARTERING HEAD WIND 293 | -337 DEGREES |
| | TEMPERATURE-I | | | | | 345 | | ECTION-DEGREES | |
| | WIND VELOCITY 14 TYPE OF FLIG | | | | IΥ | VFR | | WEATHER CONDITIONS | |
| | NONE REMARKS- WING | | | | | | | | |

PAGE 1810

| FILE | DATE | LOCATION | | | F | SM | /N | FLIGHT PURPOSE | | PILOT DATA |
|--------|--|--------------------------------|---|-------|-----|-----|-----|---|-------|--|
| 3-3788 | TIME - 1945 NAME OF AIRPOR DEPARTURE POIN | | CESSNA 172N N739FS DAMAGE-SUBSTANTIAL INTENDED DESTINATION | CR- | 0 | 0 | 1 | NONCOMMERCIAL PLEASURE/PERSONAL | | PRIVATE, AGE 35, 94 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| | PLYMOUTH.MI TYPE OF ACCIDE HARD LANDING NOSE OVER/DO | | LOCAL | | Ρ | LA | NDI | F OPERATION NG LEVEL OFF/TOUCHI NG LEVEL OFF/TOUCHI | | |
| | | MAND - IMPROP | ER LEVEL OFF ER RECOVERY FROM BOUNCE | D LAN | DIN | G | | | | |
| 3-3890 | 7/14/78 ESC TIME - 1145 | | CESSNA 150L N9918G DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PLEASURE/PERSONAL | | COMMERCIAL, AGE 27, 525 TOTAL HOURS, 1 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POIN ESCANABA,MI TYPE OF ACCIDE STALL SPIN | | INTENDED DESTINATION LOCAL | | P | | | F OPERATION IGHT NORMAL CRUISE | | |
| | MISCELLANEOU | MAND - INADEC S ACTS.CONDIT | DUATE PREFLIGHT PREPARAT IONS - IMPROPERLY LOADE DSS WT & OFF CG CHARTS | DAIR | CRA | FT- | WEI | GHT-AND/OR C.G. | | |
| 3-3780 | 7/15/78 OTS TIME - 1545 | EGO LAKE,MI | CESSNA 180 N1608C DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL PLEASURE/PERSONAL | RANSP | COMMERCIAL, AGE 39, 1430 TOTAL HOURS, 273 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPOR DEPARTURE POIN OTSEGO.MI TYPE OF ACCIDE WHEELS-DOWN | т | INTENDED DESTINATION OTSEGO LAKE,MI | | | | | F OPERATION NG LEVEL OFF/TOUCHE | IOWN | |
| | PROBABLE CAUSE PILOT IN COM REMARKS- FLOAT | MAND - FAILED | TO RETRACT LANDING GEA | R | | | | | | |

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| FILE | DATE L | DCATION | AIRCRAFT DATA | | JURIE FS | M/N | PURPOSE | PILOT DATA | 7 |
|--------|--|--|---|--------|------------------|----------------------------|--|--|---------|
| 3-3880 | 7/20/78 SALEM TIME - 2030 | | CESSNA 402 N4014Q DAMAGE-SUBSTANTIAL | CR- | 0 0 | 1 | MISCELLANEOUS TEST | | IN TYPE |
| | NAME OF AIRPORT DEPARTURE POINT YPSILANTI,MI | - SALEM | INTENDED DESTINATION SALEM,MI | | | | | | |
| | TYPE OF ACCIDENT GEAR COLLAPSED | | | | | | F OPERATION NG ROLL | | |
| | AIRFRAME - LAN | INTENANCE,S DING GEAR | ERVICING,INSPECTION I GEAR LOCKING MECHANISM IONS - IMPROPER ALIGNM | | | | ENANCE AND INSU | PECTION | |
| 3-4271 | 7/21/78 CASS (TIME - 1730 | CITY.MI | PIPER PA-25 N54902 DAMAGE-DESTROYED | | | | COMMERCIAL AERIAL APPLIC | PRIVATE, AGE 37, TOTAL HOURS, 70 1 NOT INSTRUMENT RA | N TYPE, |
| | DEPARTURE POINT CASS CITY,MI TYPE OF ACCIDENT | | INTENDED DESTINATION | | рна | | F OPERATION | | |
| | STALL | | | | | | IGHT PROCEDUR | E TURNAROUND | |
| | PILOT IN COMMAN | ND - DIVERT ND - FAILED | ED ATTENTION FROM OPER TO OBTAIN/MAINTAIN FL' ACCESSORIES - MISCELL | YING S | PEED | | | NG EQUIPMENT | |
| | SPECIAL DATA TOTAL HOURS IN KIND OF CROP – PILOT'S SEAT BI GOGGLES – NOT U COCKPIT CRASHP | POTATOES ELT - FASTE JSED AD - NOT IN | NED-PROPERLY STALLED | | T G C C | PE LOVE RASH RASH | DF CHEMICAL USE S - NOT USED HELMET - AVAIL BAR - NOT INS | TALLED | |
| | TANK/HOPPER-LOO ELEVATION-AREA PROCEDURE TURNA | BEING TREA | TED-FEET - 750 | | | | IN-TYPE - LEVEL RUN-HOW FLOWN | | |

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FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-3786 7/25/78 NR.EVART, MI PIPER PA-22 CR- C O 1 NONCOMMERCIAL PRIVATE, AGE 53, 452 3-3786 7/25/78 NR.EVART, MI N9807D PX- 0 0 2 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 84 IN TYPE, TIME - 1530 DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - EVART MUNI DEPARTURE POINT INTENDED DESTINATION SAGINAM.MI EVART, MI TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/ TOUCHDOWN NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST/LOWER SCATTERED 25000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND RIGHT QUARTERING TAIL WIND 203-247 DEGREES HAZE TEMPERATURE-F WIND DIRECTION-DEGREES 200 81 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS VFR 11 TYPE OF FLIGHT PLAN NONE REMARKS- WIND GUSTS TO 17 KNOTS. 3-3884 8/13/78 NR.FLAT ROCK,MI PITTS SPCL 1 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 51, 970 TIME - 1930 N28K PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 2 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - CARLS INTENDED DESTINATION DEPARTURE POINT FLAT ROCK,MI FLAT ROCK,MI TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT

| FILE | DATE | LOCATION | AIRCRAFT DATA | F | = S | M/N | PURPOSE | ΡΙΙΩΤ ΠΑΤΑ |
|--------|--|---|--|----------------|------|------|---|---|
| | 8/17/78 NR TIME - 0906 NAME OF AIR | R.LANSING,MI | CESSNA 150L N18686 Damagf-Substantial | С R — Р X — | 0 | | INSTRUCTIONAL SOLO | STUDENT, AGE 24, 15 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE P LANSING+MI | | INTENDED DESTINATION | | | | | |
| | TYPE OF ACC | | | | | | DE OPERATION ING LEVEL OFF/TOUCHDOWN | J |
| | PROBABLE CA PILOT IN | | TO MAINTAIN DIRECTIONA | L CON | TROL | | | |
| 3-3785 | 8/19/78 NR | .СНІРРЕ₩А.МІ | BELL 47G | CR- | 0 |) 1 | COMMERCIAL | COMMERCIAL, AGE 43, 2001 |
| | TIME - 1430 |) | N5237A DAMAGE-SUBSTANTIAL | | 0 0 | 2 | OTHER | TOTAL HOURS, 626 IN TYPE. NOT INSTRUMENT RATED. |
| | DEPARTURE P | | INTENDED DESTINATION | | | | | |
| | CHIPPEWA,M TYPE OF ACC | - | LOCAL | | РН | SEC |)F OPERATION | |
| | COLLISION | I WITH GROUND∕WAT | ER CONTROLLED | | | ΑΚΕί | DFF VERTICAL | |
| | PILOT IN FACTOR(S) TERRAIN - | COMMAND - INADEQU | | | | | ann i ng | |
| 3-3789 | 9/3/78 TIME - 0958 | CLAWS∩N↓MI 3 | CESSNA 152 N757RP | | | | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 29, 161 Iotal Hours, 47 in Type, |
| | | APORT - TROY EXEC | DAMAGE-SUBSTANTIAL | | | | | NOT INSTRUMENT RATED. |
| | DEPARTURE P | DINT | INTENDED DESTINATION | | | | | |
| | CLAWSON,M TYPE OF ACC | | ET WAYNE, IN | | PH | SEC | OF OPERATION | |
| | | AILURE OR MALFUNC I WITH GROUND/WATE | | | | | LIGHT CLIMB TO CRUISE _IGHT EMERGENCY DESCEN | T |
| | MISCELLAN | COMMAND - INADEQUERUS ACTS, CONDIT | JATE PREFLIGHT PREPARAT IONS - WATER IN FUEL | | | | ann Ing | |
| | EMERGENCY C | IRCUMSTANCES - FO | ETE ENGINE FAILURE/FLAM DRCED LANDING OFF AIRPO EXCESSIVE WATER IN FUE | RT ON | | | | |

P4GE 1814

FILE AIRCRAFT DATA INJURIES FLIGHT PILOT DATA DATE LOCATION PURPOSE F S M/N ______ 3-3784 9/4/78 BENTON HARBOR, MI BEECH A55 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 40, 290 PX- 0 0 3 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 34 IN TYPE, TIME - 2223 N511JL DAMAGE-DESTROYED NOT INSTRUMENT RATED. NAME OF AIRPORT - ROSS FIELD DEPARTURE POINT INTENDED DESTINATION BENTON HARBOR,MI BENTON HARBOR,MI TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT TAKEOFF ABORTED PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED EMERGENCY CIRCUMSTANCES - DOOR/PANEL OPEN FIRE AFTER IMPACT REMARKS- CABIN DOOR OPENED ON THOF FOR UNDETERMINED REASON.COLLIDED WITH ILS ANTENNA ARRAY. 3-3718 9/8/78 BEECH BE35 CR- 0 0 1 NONCOMMERCIAL PONTIAC,MI PRIVATE, AGE 27, 305 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 28 IN TYPE, TIME - 2033 N2834V DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - OAKLAND PONTIAC DEPARTURE POINT INTENDED DESTINATION PONTIAC,MI FLINT,MI TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED FACTOR(S) SYSTEMS - ELECTRICAL SYSTEM GENERATORS/ALTERNATORS MISCELLANEOUS ACTS, CONDITIONS - GROUNDED REMARKS- GENERATOR SHORTING.

BRIEFS OF ACCIDENTS

| FILE | | | AIRCRAFT DATA | | | FLIGHT PURPOSE | PILOT DATA |
|--------|---|----------------------|--|----------|------------------------|------------------------------------|--|
| | | | I CESSNA 172K N84380 DAMAGE-DESTROYED | | | | PRIVATE, AGE 31, 225 P TOTAL HUURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | | INTENDED DESTINATION | | | | |
| | GRAYLING MI | | MACKINAC ISLAND,MI | | | | |
| | TYPE OF ACCIDE COLLIDED WIT | | | P | | F OPERATION .IGHT NORMAL CRUISE | |
| | | | JED VER FLIGHT INTO ADV | ERSE WEA | THER C | ONDITIONS | |
| | FACTOR(S) PILOT IN COM WEATHER - FO | | JATE PREFLIGHT PREPARAT | ION AND/ | OR PLA | NNING | |
| | MISCELLANEOU WEATHER BRIEFI | S ACTS.CONDITI | IONS - AIRCRAFT CAME TO D OF BRIEFING RECEIVED SUBSTANTIALLY CORRECT | REST IN | WA TER | | |
| | SKY CONDITION | | | с | | AT ACCIDENT SITE | |
| | OVERCAST VISIBILITY AT ZERO | ACCIDENT SITE | | Ρ | 200 RECIPI DRIZZ | TATION AT ACCIDENT SITE | |
| | OBSTRUCTIONS T | O VISION AT AC | CIDENT SITE | т | | WEATHER CONDITIONS | |
| | TYPE OF FLIGHT NONE | PLAN | | | | | |
| | REMARKS- BRIDG | E.NO WX REQUES | STED OR PROVIDED FOR IN | BRIEFIN | G FOR | MACKINAC STRAITS AREA. | |
| 3-3870 | 9/20/78 KAL | AMAZOO,MI | PIPER PA-22 | CR- 0 | 0 1 | | PRIVATE, AGE 29, 535 |
| ,-1013 | TIME - 1915 | AMA2004H1 | N2852Z DAMAGE-SUBSTANTIAL | PX = 0 | 0 1 | PLEASURE/PERSONAL TRANS | P TOTAL HOURS, 520 IN TYPE NOT INSTRUMENT RATED. |
| | | | INTENDED DESTINATION | | | | |
| | BATTLE CREEK | | KALAMAZOO,MI | | | | |
| | TYPE OF ACCIDE | NI RE OR MALFUNCT | TON | Р | |)F OPERATION IGHT NORMAL CRUISE | |
| | COLLIDED WIT | | | | | NG LEVEL OFF/TOUCHDOWN | |
| | | MAND - MISMANA | IGEMENT OF FUEL IONS - INATTENTIVE TO F | | I Y | | · · · · · · · · · · · · · · · · · · · |

| FILE | DATE LOCATIO | DN AIRCRAFT DATA | INJUR F | IES S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--|----------------|--------------------------------|--|---|
| | 9/25/78 PONTIAC.MI TIME - 1425 NAME OF AIRPORT - DAKU | CESSNA 150L N52370 DAMAGE-SUBSTANTIAL AND PONTIAC INTENDED DESTINATION LOCAL | CR- 0 PX- 0 | 0 1 0 0 PHASE 0 TAKE0 | | STUDENT, AGE 34, 52 TOTAL HOURS, 24 IN TYPE, NOT INSTRUMENT RATED. |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - 1 PILOT IN COMMAND - 1 MISCELLANEDUS ACTS,(FACTOR(S) MISCELLANEDUS ACTS,(COMPLETE POWER LOSS - | INADEQUATE PREFLIGHT PREPARA MISMANAGEMENT OF FUEL CONDITIONS - FUEL EXHAUSTION CONDITIONS - TOUCH AND GO LA COMPLETE ENGINE FAILURE/FLA ES - FORCED LANDING ON AIRPO | NDING | OR PLA | NNING | |
| 3-3601 | 10/1/78 SAGINAW,MI TIME - 1725 DEPARTURE POINT SAGINAW,MI TYPE OF ACCIDENT ROLL OVER | BELL 47G N7762 DAMAGE-SUBSTANTIAL INTENDED DESTINATION SAGINAW,MI | | PHASE O | NONCOMMERCIAL PLEASURE/PERSONAL TRAN F OPERATION NG POWER-ON LANDING | PRIVATE, AGE 37, 344 NSP TOTAL HOURS, 67 IN TYPE, NOT INSTRUMENT RATED. |
| | FACTOR(S) MISCELLANEOUS ACTS, | IMPROPER COMPENSATION FOR WI CONDITIONS - DOWNWIND JITABLE FOR DYNAMIC ROLLOVER | | IONS | | |
| 3-3783 | TIME - 2045 NAME OF AIRPORT - SOU DEPARTURE POINT GRAND RAPIDS.MI TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH RUNW PROBABLE CAUSE(S) | DAMAGE-SUBSTANTIAL | PX- O | 0 1 PHASE O LANDI | NONCOMMERCIAL PLEASURE/PERSONAL TRAN - - - - - - - - - - - - - - - - - - - | NSP TOTAL HOURS, 44 IN TYPE, NOT INSTRUMENT RATED. |

BRIEFS OF ACCIDENTS

| (OM,MI | | | | | | PURPOSE | | |
|---|---|--------------------|--------------|-----------------------------|--|--|---|--|
| | N671SV DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PLEASURE/PERSONAL | TR ANSP | PRIVATE, AGE 56. 2026 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| RT - WIXOM SPENC NT ENT IRE OR MALFUNCTI | INTENDED DESTINATION LOCAL | | PI | T۹ | KEOF | - OPERATION -F INITIAL CLIMB -F INITIAL CLIMB | | |
| MMAND - FAILED T R LOSS - COMPLET | POWERPLANT FAILURE N TO OBTAIN/MAINTAIN FL E ENGINE FAILURE/FLAN RCED LANDING OFF AIRP | YING SP MEOUT-1 | PEEI L EM | D NG I I | | REASONS | | |
| | PICCARD AX6 N24402 DAMAGE-NONE NTENDED DESTINATION | | | | | NONCOMMERCIAL PLEASURE/PERSONAL | TRANSP | STUDENT, AGE 32, 13 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| I ENT TH WIRES/POLES | ROCHESTER,MI | | Pł | LA | NDI | OPERATION NG FINAL APPROACH NG FINAL APPROACH | · | |
| E(S) MMAND - MISJUDGE DWNDRAFT+UPDRAFT | ED DISTANCE AND ALTIT | UDE | | | | | | |
| ACCIDENT SITE | | | | UN | LIMI | | SITE | |
| | CIDENT SITE | | | IND 110 | D I P D | | | |
| -KNOTS F PLAN | | | r | | | WEATHER CUNDITIONS | | |
| NLIMITE TO VISI -KNOTS | D) | | 0) | D) ON AT ACCIDENT SITE W | NT SITE PREC D) NO ON AT ACCIDENT SITE WIND 111 TYPE | NT SITE PRECIPIT D) NONE ON AT ACCIDENT SITE WIND DIF 110 | D) ON AT ACCIDENT SITE WIND DIRECTION-DEGREES 110 TYPE OF WEATHER CONDITIONS | NT SITE PRECIPITATION AT ACCIDENT SITE D) NONE ON AT ACCIDENT SITE WIND DIRECTION-DEGREES 110 TYPE OF WEATHER CONDITIONS |

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BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-4020 11/3/78 NR.FLINT,MI BEECHCRAFT D-185 CR- 0 0 1 COMMERCIAL AIRLINE TRANSPORT, AGE PX- 0 0 0 AIR TAXI-CARGO TIME - 0427 N80369 35, 2391 TOTAL HOURS, 247 IN TYPE, INSTRUMENT DAMAGE-DESTROYED RATED. NAME OF AIRPORT - BISHOP FLINT DEPARTURE POINT INTENDED DESTINATION SAINT LOUIS,MO FIINT.MI TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH PARKED AIRCRAFT TAXI FROM LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PILOT IN COMMAND - TAXIED/PARKED WITHOUT PROPER ASSISTANCE FACTOR(S) 4ISCELLANEOUS ACTS, CONDITIONS - WINDSHIELD, DIRTY, FOGGY, ETC. - RESTRICTED VISION ► MARKS- PIPER PA-28-140,N54393,DESTROYED BY FIRE. 3-4037 11/10/78 NORWAY.MI GRUMMAN AA-5 CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 35, 60 TOTAL N71701 PX- 1 0 0 PLEASURE/PERSONAL TRANSP HOURS, 4 IN TYPE, NOT TIME - 1715 DAMAGE-DESTROYED INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP ESCANABA, MI WEST CHICAGO,IL IRON MOUNTAIN, MI TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - CONTINUED VER FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 700 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS NONE IFR TYPE OF FLIGHT PLAN NONE

| FILE | DATE LOC | ATION | AIRCRAFT DATA | | | IES | | FLIGHT | PILOT DAT | Δ |
|-------|--|-------------|---|------------|-------|-------|------------|--|---|----------|
| | | | | F | | S M/ | N | PURPOSE | | |
| -4171 | 11/11/78 MARSHAL TIME - 1250 DEPARTURE POINT | | MOONEY M20J N201RP DAMAGE-SUBSTANTIAL INTENDED DESTINATION | CR- PX- | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRAM | PRIVATE, AGE 35 NSP TOTAL HOURS, 168 INSTRUMENT RATER | IN TYPE, |
| | MARSHALL,MI TYPE OF ACCIDENT COLLIDED WITH W | IRES/POLES | MAR SHALL • MI | | Pł | - | | OPERATION GHT NORMAL CRUISE | | |
| | FACTOR(S) | | TO SEE AND AVOID OBJEC | | | STRU | TI | ONS | | |
| -3604 | 11/18/78 ROMEO.M TIME - 1130 | II | BEDE BD−4 N37RH DAMAGE-SUBSTANTIAL | CR- PX- | | | | NONCOMMERCIAL OTHER | PRIVATE, AGE 55, TOTAL HOURS, 2 I NOT INSTRUMENT R | N TYPE. |
| | NAME OF AIRPORT - DEPARTURE POINT ROMED.MI TYPE OF ACCIDENT COLLIDED WITH D | | INTENDED DESTINATION LOCAL | | Pł | | | OPERATION OTHER | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND FACTOR(S) WEATHER - UNFAVO | | CONDITIONS | AND/OR | F١ | _IGH | гс | ONTROLS | | |
| | SKY CONDITION UNKNOWN/NOT REPO VISIBILITY AT ACCI 5 OR OVER(UNLIMI | DENT SITE | | | | 330 | o P I I | AT ACCIDENT SITE ATION AT ACCIDENT SITE | E | |
| | OBSTRUCTIONS TO VI NONE WIND DIRECTION-DEG | | CIDENT SITE | | | 43 | | URE-F OCITY-KNOTS | | |
| | 240 TYPE OF WEATHER CO VER | | | | | 16 |)F | FLIGHT PLAN | | |
| | | E AIRBORNE | DURING HIGH SPEED TAX | ITEST | • W] | | | TS TO 20KTS. | | |
| -3716 | 12/12/78 MT PLEA TIME - 1315 | SANT, MI | CESSNA 152 N65472 DAMAGE-SUBSTANTIAL | CR- PX- | | | | NONCOMMERCIAL PRACTICE | STUDENT, AGE 34, TOTAL HOURS, ALL NOT INSTRUMENT R | IN TYPE, |
| · | NAME OF AIRPORT - DEPARTURE POINT MT PLEASANT.MI TYPE OF ACCIDENT GROUND-WATER LOO | 1 | NTENDED DESTINATION MT PLEASANT,MI | | P۲ | | | OPERATION F RUN | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND FACTOR(S) | - SELECTED | UNSUITABLE TERRAIN | | | | | | | |
| | | /FACILITIES | - AIRPORT CONDITIONS | ICE/S | SLU | лян с | IN | RUNWAY | | |

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | PURPOSE | PILOT DATA |
|--------|--|--|---------------------|---|---------------------------|
| 3-3717 | 12/15/78 THREE OAKS.MI TIME - 1730 NAME OF AIRPORT - OSELKA | N45597 DAMAGE-SUBSTANTIAL AIRPORT | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 40, 80 TOTAL |
| | DEPARTURE POINT THREE OAKS+MI TYPE OF ACCIDENT HARD LANDING | INTENDED DESTINATION LOCAL | | DF OPERATION ING LEVEL OFF/TOUCHDOWN | |
| - | PROBABLE CAUSE(S) PILOT IN COMMAND - IMP REMARKS- LANDED IN HAY F | | | | |
| 3-3782 | 12/25/78 NAPOLEON.MI TIME - 2230 | PIPER PA-28R N33867 DAMAGE-SUBSTANTIAL | | NONCOMMERCIAL Pleasure/personal transp | |
| | NAME OF AIRPORT - MAULE F DEPARTURE POINT FOSTORIA.OH TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH OBJECT | INTENDED DESTINATION | LANDI | TF OPERATION ING LEVEL OFF/TOUCHDOWN ING ROLL | |
| | PILOT IN COMMAND - MIS | ECTED UNSUITABLE TERRAIN JUDGED DISTANCE AND SPEED | | | |
| | | ITIES - AIRPORT FACILITIES ITIES - AIRPORT CONDITIONS | | | |

| FILE | | ION AIRCRAFT DAT | A INJURIE F S | M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|---|----------------------------|---------|--|--|
| 3-3893 | 5/23/78 PFRHAM,MN TIME - 0945 | BOEING E-75 | CR- 0 0 PX- 0 0 | | MMERCIAL RIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 56, 14200 TOTAL HOURS, 5000 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - PE DEPARTURE POINT | RHAM MUNI INTENDED DESTINAT | TON | | | |
| | PERHAM .MN | LUCAL | | | | • · · · · · · · · · · · · · · · · · · · |
| | TYPE OF ACCIDENT COLLISION WITH GRO | UND/WATER CONTROLLED | | | PERATION T STARTING SWATH | RUN |
| | POWERPLANT - PROPE | ATTEMPTED OPERATION W/KN LLER AND ACCESSORIES HYD ,CONDITIONS - IMPROPER AL | RAULIC PITCH CO | NTROL M | | |
| | SPECIAL DATA | D CONTROL (000 | | | | |
| | TOTAL HOURS IN CRO KIND OF CROP - POT | | | | OPERATION - SPRAY] CHEMICAL USED - LI | ING CRUPS |
| | | - FASTENED-PROPERLY | | LOVES - | | |
| | GOGGLES - USED COCKPIT CRASHPAD - | NOT INSTALLED | | | LMET – AVAILABLE U R – NOT INSTALLED | 12ED |
| | ΤΔΝΚ/ΗΩΡΡΕΒ-ΙΟCΑΤΙ | ON - BELLY | т | ERRAIN- | TYPE - LEVEL, FLAT | |
| | REMARKS- PLT STATED | NG TREATED-FEET - 1375 Max RPM OBTAINABLE WAS 25 | ORPM LESS THAN | | N-HOW FLOWN - DOWN NEW PROP SETTINGS | |
| -3896 | 6/16/78 MAHNOMEN. | MN PIPER PA-25 | CR- 0 0 | 1 MI | SCELLANEOUS | COMMERCIAL, AGE 32, 1613 |
| | TIME - 1300 | N77397 DAMAGE-SUBSTAN | | 0 TE | ST | TOTAL HOURS, 531 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - MA | HNOMEN MUNI INTENDED DESTINAT | TON | - | | |
| | MAHNOMEN,MN | LOCAL | 104 | | | |
| | TYPE OF ACCIDENT STALL | | | | PERATION INITIAL CLIMB | |
| | PROBABLE CAUSE(S) | FAILED TO OBTAIN/MAINTAI | N ELVING SPEED | | | |
| | | | | | | |
| -3619 | 6/18/78 WHITE BEA TIME - 1230 | R LK+MN SCHWEIZER 2−33 N2462W DAMAGE−SUBSTAN | CR- 0 0 PX- 0 0 TIAL | | | PRIVATE, AGE 43, 194 Total Hours, 2 in type, Not instrument raten. |
| | NAME OF AIRPORT - BE DEPARTURE POINT | NSON INTENDED DESTINAT | - | | | |
| | WHITE BEAR LK+MN TYPE OF ACCIDENT UNDERSHODT COLLIDED WITH TRE | | L | ANDING | PERATION FINAL APPROACH FINAL APPROACH | |
| | | | | | | |
| | PROBABLE CAUSE(S) | MISJUDGED DISTANCE AND A | | | | |

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-4220 6/26/78 ANGUS,MN WEATHERLY 201C CR- 0 0 1 COMMERCIAL AIRLINE TRANSPORT, AGE N1297W PX- 0 0 0 ASSOC CROP CTL ACTIVITY 33, 11950 TOTAL HOURS, TIME - 0735 DAMAGE-DESTROYFD 165 IN TYPE. INSTRUMENT RATED. NAME OF AIRPORT - PULKRABEK FARM DEPARTURE POINT INTENDED DESTINATION ANGUS . MN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLIDED WITH DITCHES LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - IGNITION SYSTEM SPARK PLUG MISCELLANEOUS ACTS, CONDITIONS - CARBON DEPOSITS FACTOR(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - MISCELLANEOUS EQUIPMENT SPRAY-DUSTING EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - LOAD NOT JETTISONED PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 375 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - GRAIN FIELDS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- JETTISON SYSTEM COULD NOT BE OPERATED DUE TO INTERFERENCE W/SPRAY CONTROLS. 3-3806 7/6/78 AD A . MN CESSNA 172 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 35, 292 TIME - 1700 N12240 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 265 IN TYPE. DAMAGE-SUBSTANTIAL NOI INSTRUMENT RATED. INTENDED DESTINATION DEPARTURE POINT FARGO, ND FRSKINE.MN TYPE OF ACCIDENT PHASE OF OPERATION TAKEOFF INITIAL CLIMB ENGINE FAILURE OR MALFUNCTION HARD LANDING LANDING LEVEL OFF/TOUCHDUWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND

| | | | FS OF ALLIDENTS | | |
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| FILE | DATE LOCA | ATION AIRCRAFT DATA | | FLIGHT PURPOSE | PILUT DATA |
| 3-4035 | 7/8/78 GOODLAN TIME - 1900 |),MN CESSNA 180J N9993N DAMAGE-SUBSTANTIA | | NONCOMMERCIAL PLEASURE/PERSONAL TRA | AIRLINE TRANSPORT, AGE NSP 51, 18000 TOTAL HOURS, 353 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - F TYPE OF ACCIDENT ENGINE FAILURE OF COLLIDED WITH TR | R MALFUNCTION | ΤΑΚΕΟ | F OPERATION FF INITIAL CLIMB NG LEVEL OFF/TOUCHDOW | |
| | MISCELLANFOUS ACT MISCELLANEOUS ACT FACTOR(S) WEATHER - CONDITI PARTIAL POWER LOSS | - IMPROPER OPERATION OF POWER S.CONDITIONS - ANTI-ICING/DEI IS.CONDITIONS - ICF-CARBURETOR IONS CONDUCIVE TO CARB./INDUCT - PARTIAL LOSS OF POWER - 1 E ANCES - FORCED LANDING OFF AIR | CING EQUIPMENT-I TION SYSTEM ICING NGINE | | R FAILEÙ TÙ USE |
| | SKY CONDITION SCATTERED VISIBILITY AT ACCIO 5 OR OVER(UNLIMIT OBSTRUCTIONS TO VIS NONE TYPE OF FLIGHT PLAN | ED) SION AT ACCIDENT SITE | UNLIM PRECIPI NONE | AT ACCIDENT SITE ITED TATION AT ACCIDENT SIT WEATHER CONDITIONS | Ē |
| -3731 | 7/12/78 FARIBAUL TIME — 0758 DEPARTURE POINT | N777HH DAMAGE-SUBSTANTIA INTENDED DESTINATION | PX- 5 0 0 L | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 51, 3209 TUTAL HOURS, 33R IN TYP INSTRUMENT RATED. |
| | OLIVIA,MN TYPE OF ACCIDENT AIRFRAME FAILURE | LAFAYETTE,IN In flight | | F OPERATION IGHT UNCONTROLLED DES | CENT |
| | PILOT IN COMMAND WEATHER - THUNDER WEATHER - TURRULE FACTOR(S) MISCELLANEOUS ACT WEATHER BRIEFING - | - ATTEMPTED OPERATION W/KNOWN - EXCEEDED DESIGNED STRESS LID RSTORM ACTIVITY NCE, ASSOCIATED W/CLOUDS AND/ S,CONDITIONS - SEPARATION IN I BRIEFED BY FLIGHT SERVICE PER FORECAST SUBSTANTIALLY CORREC | MITS OF AIRCRAFT OR THUNDERSTORMS FLIGHT SONNEL, BY PHONE | EQUIPMENT | |
| | SKY CONDITION OVERCAST VISIBILITY AT ACCID 5 OR OVER(UNLIMIT OBSTRUCTIONS TO VIS NONE TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- WX RADAR I | ED) FION AT ACCIDENT SITE | UNKNO PRECIPI NONE | AT ACCIDENT SITE WN/NOT REPORTED TATION AT ACCIDENT SITE WEATHER CONDITIONS | E |

| | | | BRIEFS | s u⊨ A | | | | | ***** |
|--------|--|---|---|------------------------------|------------|------------------------|-----|---|---|
| FILE | DATE | | AIRCRAFT DATA | - | F | S N | 1/N | | PILOT DATA |
| 3-3819 | 7/16/78 TIME - 1515 DEPARTURE P TEA.SD TYPE OF ACC | JASPER.MN DINT IDENT ILURE OR MALFUNC | PIPER PA-22 N9749D DAMAGE-SUBSTANTIAL INTENDED DESTINATION SISSETON+SD | CR- | 0 | 0 0 9 9 11 | | NONCOMMERCIAL | PRIVATE, AGE 55, 238 TOTAL HOURS, 25 IN TYPF, NOT INSTRUMENT RATED. |
| | MISCELLAN COMPLETE PO EMERGENCY C | T - ENGINE STRUC EOUS ACTS.CONDIT WER LOSS - COMPL | TURE VALVE ASSEMBLIES IONS - MATERIAL FAILURE ETE ENGINE FAILURE/FLAN DRCED LANDING OFF AIRPO 5068 BROKEN. | HEQUT- | | | NE | | |
| 3-3818 | 7/23/78 TIME - 1710 | WILMAR,MN | CESSNA 172 N19951 NDAMAGE-SUBSTANTIAL | | | | | INSTRUCTIONAL TRAINING | STUDENT, AGE 38, 90 TOTAI Hours, 67 in type, not instrument rated. |
| | DFPARTURE P ABERDEEN, TYPE OF ACC | SD IDENT ILURE OR MALFUNC | NI INTENDED DESTINATION WILMAR,MN | | ſ | L4 | NDI | IF OPERATION NG FINAL APPROACH NG LEVEL OFF/TOUCHDOWN | |
| | MISCELLAN COMPLETE PO EMERGENCY C | T - IGNITION SYS EOUS ACTS.CONDIT WER LOSS - COMPL IRCUMSTANCES - F | TEM IGNITION HARNESS,S IONS - OPEN ETE ENGINE FAILURE/FLAN ORCED LANDING OFF AIRPO /N77745 BREAKS DOWN WHE | AEOUT- | 1 E | ENGI AND | | т. | |
| -3821 | TIME - 1800 NAME OF AIR DEPARTURE P | PORT - CARLTON C | INTENDED DESTINATION | | | | | MISCELLANEQUS TEST | PRIVATE, AGE 44. 703 TOTAL HOURS, O IN TYPE, NOT INSTRUMENT RATED. |
| | | | LOCAL | | F | Τź | KEC | F OPERATION NFF INITIAL CLIMB NG LEVEL OFF/TOUCHDOWN | |
| | POWERPLAN POWERPLAN MISCELLAN COMPLETE PO | - MAINTENANCE,S T - ENGINE STRUC T - ENGINE STRUC EOUS ACTS,CONDIT WER LOSS - COMPL | ERVICING, INSPECTION IN TURE CYLINDER ASSEMBLY TURE PISTON, PISTON RIN IONS – IMPROPER CLEARAN ETE ENGINE FAILURE/FLAN TRCED LANDING ON AIRPOR | / NGS NCE-TO MENUT- | LER 1 8 | RANG | ENE | BANCE (MAINTENANCE PERSONN E/HELIPT. | EL) |

| FILE | DATE | LOCATION | ΑΙΚΟΚΑΕΤ ΌΔΤΔ | TNJURIES F S M/N | PURPOSE | PILOT DATA |
|--------|--|---|--|---------------------------------|--|--|
| 3-3817 | COLLISION W | NT J MN ENT TH WIRES/POLES JTH GROUND/WATEF | | PHASE IN FI | COMMERCIAL CONSTRUCTION DF OPERATION IGHT OTHER LIGHT UNCONTROLLED DESCE | COMMERCIAL, AGE 30, 5300 TOTAL HOURS, 550 IN TYPE INSTRUMENT RATED. |
| | FIRE AFTER IM | DACT | | | | |
| | | | ATOP 140FT TWR.ROTOR | BLADES STRUCK | TOWER ARM.HELICOPTER FEL | L TO GROUND. |
| 3-3894 | REMARKS- DISC 8/3/78 LE TIME - 1930 DEPARTURE POI | HARGING WORKMAN Ster prairie.mn Nt I | CESSNA 150G N4681X DAMAGE-SUBSTANTIAL NTENDED DESTINATION | CR- 0 0 1 | NONCOMMERCIAL | L TO GROUND. PRIVATE, AGE 27, 144 P TOTAL HOURS, 4 IN TYPF, NOT INSTRUMENT RATED. |
| 3-3894 | REMARKS- DISC 8/3/78 LE TIME - 1930 | HARGING WORKMAN STER PRAIRIE.MN NT I ENT | CESSNA 150G N4681X DAMAGF-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 PH∆SF | NONCOMMERCIAL | PRIVATE, AGE 27, 144 P TOTAL HOURS, 4 IN TYPF, |

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA PURPOSE F S M/N _____ 3-3895 8/4/78 EVFLETH,MN CESSNA 180B CR- 0 0 1 NONCOMMERCIAL PRIVATE. AGE 53. 1525 TIME - 2055 N5273E PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 1200 IN DAMAGE-SUBSTANTIAL TYPE. NOT INSTRUMENT RATED. NAME OF AIRPORT - SKY HARBOR 5PB INTENDED DESTINATION DEPARTURE POINT EVEL ETH.MN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALEUNCTION LANDING FINAL APPROACH COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR FACTOR(S) WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CELLING AT ACCIDENT SITE CLEAR UNI. I MI TED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 DR OVER (UNIIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 65 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VER NONE REMARKS- FLOAT EQUIPPED. 3-3813 8/5/78 EDEN PRAIRIE, MN PIPER PA-38 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 21, 15 TOTAL TIME - 1150 N6291A PX- 0 0 0 SOLO HOURS, 14 IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - FLYING CLOUD DEPARTURE POINT INTENDED DESTINATION EDEN PRAIRIE.MN LOCAL TYPE OF ACCIDENT PHASE DE OPERATION COLLIDED WITH OBJECT ΤΑΧΙ ΤΟ ΤΔΚΕΩΕΕ PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED SPEED AND CLEARANCE REMARKS- COLLIDED W/REFUELING TRUCK.

| FILF | | | AIRCRAFT DATA | F | = S | M/1 | N | | ΡΙΙΟΊ ΠΑΤΑ |
|-------|--|---|--|-----|--------------|-----------------|---------|--|--|
| | | WASHINGTON CY.MN | | CR- | 0 | 0 2 | 2 | INSTRUCTIONAL | ATP,FLIGHT INSTR., AGF 55, 13836 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE | | INTENDED DESTINATION | | | | | | |
| | ST PAUL | - | LUCAL | | | | _ | | |
| | TYPE OF A | | LON | | | | | OPERATION | |
| | | FAILURE OR MALFUNCT | 111M | | | - | | GHT CLIMB TO CRUISE G LEVEL OFE/TOUCHDOWN | |
| | 10136 010 | | | | | LAN | 17110 | | |
| | | | TE ENGINE FAILURE/FLAM | | | | e | | |
| -3808 | 8/19/78 TIME - 18 DEPARTURE | WINSTED,MN 10 POINT | N83836 DAMAGE-SURSTANTIAL INTENDED DESTINATION | CR- | 0 | 0 | | NONCOMMERCIAL Pleasure/personal trans | STUDENT, AGE 41. 68 TOTA 9 HOURS, 23 IN TYPE, NOT INSTRUMENT RATED. |
| -3808 | 8/19/78 TIME - 18 | WINSTED.MN 10 POINT .MN | STNPPELMAN PDQ-2 N83836 DAMAGE-SUBSTANTIAL | CR- | 0 | 0 | 0 | | HOURS, 23 IN TYPE, NOT |
| -3808 | 8/19/78 TIME - 18 DEPARTURE WINSTED | WINSTED,MN 10 POINT .MN CCIDENT | STOPPELMAN PDQ-2 N83836 DAMAGE-SURSTANTIAL INTENDED DESTINATION | CR- | 0 0 PH | 0 0 (ASE | O OF | PLEASURE/PERSONAL TRANS | P HOURS, 23 IN TYPE, NOT |

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| 8-3617 8. Ti N/ Di T PF | B/20/78 HIBBING.MN TIME - 1240 VAME OF AIRPORT - HIBBING DEPARTURE POINT BUFFALO.MN TYPE OF ACCIDENT HARD LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPRO PILOT IN COMMAND - IMPRO FACTOR(S) WEATHER - UNFAVORABLE WI | CESSNA 172M N9296H DAMAGE-SUBSTANTIAL INTENDED DESTINATION HIBBING.MN | CR- | 0 0 PH | 0 1 0 4 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSF | PRIVATE, AGE 45, 96 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
|--|---|---|------------|--------------|--------------|---|--|
| 01 T 1 P 1 | DEPARTURE POINT BUFFALO,MN TYPE OF ACCIDENT HARD LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPRO PILOT IN COMMAND - IMPRO FACTOR(S) | HIBBING.MN | | | | F OPERATION | |
| PI | TYPE OF ACCIDENT HARD LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPRO PILOT IN COMMAND - IMPRO FACTOR(S) | PER LEVEL OFF | | | | | |
| | PILOT IN COMMAND - IMPRO PILOT IN COMMAND - IMPRO FACTOR(S) | | | | | NG LEVEL OFF/TOUCHDOWN | |
| W | WEATHER BRIEFING - BRIEFED WEATHER FORECAST - UNKNOWN | BY FLIGHT SERVICE PERSO | | | | | |
| SI | SKY CONDITION CLEAR | | | | | AT ACCIDENT SITE | |
| v | VISIBILITY AT ACCIDENT SIT | F. | | PR | ECIPI | TATION AT ACCIDENT SITE | |
| | 5 OR OVER(UNLIMITED) DRSTRUCTIONS TO VISION AT NONE | ACCIDENT SITE | | RE | LEFT | E REARING OF WIND QUARTERING HEAD WIND 293- | -337 DEGREES |
| w. | VIND DIRECTION-DEGREES | | | | 18 | LOCITY-KNOTS | |
| | TYPE OF WEATHER CONDITIONS VER REMARKS- WND GUSTS 25K | | | | PE DF VFR | FLIGHT PLAN | |
| | 8/29/78 WHITE BEAR LK∙M TIME - 0730 | N CFSSNA 1754 N6945F | CR- PX- | 0 | | NONCOMMERCIAL Pleasure/personal transf | PRIVATE, AGE 29, 61 TOTA HOURS, UNK/NR IN TYPE, |
| | | DAMAGE-SUBSTANTIAL | 17 | 0 | | | NOT INSTRUMENT RATED. |
| Df | NAME OF AIRPORT - BENSON DEPARTURE POINT LAKE ELMO•MN | INTENDED DESTINATION MINNEAPOLIS.MN | | | WHITE | ROUTE STOP BEAR LK,MN | |
| Ţ | TYPE OF ACCIDENT ENGINE FAILURE OR MALEUN COLLIDED WITH DITCHES | רדוחא | | | TAKE | F OPERATION FF INITIAL CLIMB NG LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSE(S) POWERPLANT - MISCELLANEO COMPLETE POWER LOSS - COMP | | | | | D REASONS | |

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| | | | BRIEFS | 0F A | CC I | DEN | TS | | |
|-------|---|--|---|------|------|--|--|--|---|
| FILE | DATE | LUCATION | AIRCRAFT DATA | | | IES S_M | | FLIGHT PURPOSE | PILOT DATA |
| -3897 | 9/17/78 TIME - 17: | BELLE PLAINE,MN 39 | | | | NONCOMMERCIAL Pleasure/personal trans | NO CERTIFICATE, AGE 33, P 67 TOTAL HOURS, 62 IN TYPE, NOT INSTRUMENT RATED. | | |
| | DEPARTURE BELLE P TYPE OF A | NAME OF AIRPORT - PRIVATE AIRSTRIP DEPARTURE POINT INTENDED DESTINATION RELLE PLAINE,MN LOCAL TYPE OF ACCIDENT COLLIDED WITH TREES | | | | | | F NPERATION IFF INITIAL CLIMB | KATEU, |
| | FACTOR(S) MISCELL | | | Έ ΤΟ | ΕXΙ | STI | NG | WIND | |
| -3816 | 9/22/78 TIME - 08 | WARREN,MN 45 | CESSNA 172 N89768 DAMAGE-SURSTANTIAL | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE 39, 6R TOTA P HOURS, 20 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE WARREN, TYPE OF AU GEAR CO NOSE OV | MN CCIDENT LLAPSED | INTENDED DESTINATION | | Ρ | LΔ | ND | F OPERATION NG ROLL NG ROLL | INSTRUMENT RATED. |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN TERRAIN - ROUGH/UNEVEN REMARKS- OFF AIRPORT OPERATION. | | | | | | | | |
| -3823 | 9/27/78 TIME - 17 DEPARTURE | | CESSNA 172K N78368 DAMAGE-SUBSTANTIAL INTENDED DESTINATION | | | | | NONCOMMERCIAL Pleasure/personal trans | STUDENT, AGE 40, 60 TOTA P HOURS, 44 IN TYPE, NOT INSTRUMENT RATED. |
| | GRYGLA+ TYPE OF AU ENGINE COLLIDE | LACAL | | Ρ | TΔ | KEC | F OPERATION IFF INITIAL CLIMB NG LEVEL OFF/TOUCHDOWN | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PR MISCELLANEDIUS ACTS,CONDITIONS - FUEL STARVATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLA EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPO REMARKS- FUEL SEL ON R TANK,PLACARD STATES BOTH T | | | | 1 E | NGI | NE BAS | E/HELIPT. | |

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|--------|--|---|---|--|---------------------------|----------------------|--------------------------|---|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | INJ F | UR | IES S M | / N | FLIGHT PURPOSE | PILOT DATA |
| | 10/19/78 TIME - 1630 NAME OF AIR DEPARTURE PO WEBSTER.M TYPE OF ACC ENGINE FA NOSE OVER. PROBABLE CAN POWERPLAN COMPLETE POW | PORT – SKYHARBOR DINT I DENT ILURE OR MALFUNCT YODWN ISE(S) I – MISCELLANFOIIS VER LOSS – COMPLE | RYAN PT-22 N53148 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- PX- | | | | | COMMERCIAL, AGE 38, 3040 TOTAL HOURS, 20 IN TYPE, INSTRUMENT RATED. |
| 3-3811 | PROBABLE CAU PILOT IN FACTOR(S) AIRPORTS/ | DINT ND IDENT WITH OBJECT JSE(S) COMMAND - MISJUDG AIRWAYS/FACILITIE | CESSNA 182RG N3277C DAMAGE-SUBSTANTIAL INTENDED DESTINATION WOLVERTON,MN ED DISTANCE AND SPEED S - AIRPORT CONDITION TH WINDSOCK DURING OVE | РХ- S отне | 0 P | 0 HAS LA LA | 0 E N ND I ND I | NONCOMMERCIAL BUSINESS F OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL COLLIDED W WINDSOCK 10FT | PRIVATE, AGE 37, 514 TOTAL HOURS, 74 IN TYPE, NOT INSTRUMENT RATED. |
| 3-3810 | TIME - 0930 NAME OF AIR DEPARTURE PI EDEN PRAI TYPE OF ACC WHEELS-UP PROBABLE CAU PILOT IN FACTOR(S) MISCELLANI PILOT IN POWERPLAN EMFRGENCY.C | PORT - PIPESTONE DINT RIE.MN IDENT DISF(S) COMMAND - FAILED COMMAND - DIVERTE T - PROPELLER AND IRCUMSTANCES - PR SU | BEECH C35 N5877C DAMAGE-SUBSTANTIAL MUNI INTENDED DESTINATION BOULDER JUNCTION.CO TO EXTEND LANDING GEAM DNS - CHECKLIST-FAILE(D ATTENTION FROM OPER ACCESSORIES GOVERNON ECAUTIONARY LANDING DI SPECTED MECHANICAL DI TACH/PROP GOV DRIVE (| PX- PX- C TA US ATION C S S N AIRPE SCREPAN | 0 P DF DRT CY | 0 HAS LA | O NDT CRA | | PRIVATE, AGE 53, 368 TOTAL HOURS, 318 IN TYPE, NOT INSTRUMENT RATED. |

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BRIEFS OF ACCIDENTS INJURIES FLIGHT FILE DATE LOCATION AIRCRAFT DATA PILOT DATA F S M/N PURPOSE ______ 3-4033 11/12/78 EDEN PRAIRIE,MN CESSNA 3100 CR- 1 0 0 NONCOMMERCIAL COMMERCIAL, AGE 53, 643 N8050Q PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 27 IN TYPE, TIME - 1528 DAMAGE-DESTROYED INSTRUMENT RATED. NAME OF AIRPORT - FLYING CLOUD DEPARTURE POINT INTENDED DESTINATION EDEN PRAIRIE,MN **NSCENLA**, MN TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING TRAFFIC PATTERN-CIRCLING LANDING TRAFFIC PATTERN-CIRCLING STALL SPIN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OF PLANNING POWERPLANT - MISCELLANFOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS MISCELLANEOUS ACTS, CONDITIONS - ICE-WINDSHIELD EACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE WEATHER - RAIN WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEDUT-1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 800 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE RAIN 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-E 33 NONE WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 100 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN TER TER REMARKS- PLT EXECUTED MISSED APP DUE ICE ON WINDSHIELD.1/2IN THICK ICE FOUND ON AIRFRAME. 3-3820 11/18/78 CRYSTAL,MN CESSNA 150 CR- 0 0 1 INSTRUCTIONAL STUDENT. AGE 42. 43 TOTAL TIME - 1015 N7562U PX- 0 0 0 SOLO HOURS, 36 IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - CRYSTAL DEPARTURE POINT INTENDED DESTINATION CRYSTAL • MN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALEUNCTION TAKEOFF INITIAL CLIMB COLLIDED WITH SNOWBANK LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT.

| FILE | | LOCATION | AIRCRAFT DATA | | F S I | 1/N | PURPOSE | PILOT DATA | | | | | |
|--------|--|---|---|--|-------|-----|--|--|--|--|--|--|--|
| | | SLEEPY EYE,MN | PIPER PA-22 N8872D DAMAGE-SUBSTANTIAL | CR- PX- | 0 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 22, 120 > TOTAL HOURS, 57 IN TYPE NOT INSTRUMENT RATED. | | | | | |
| | | RPORT - SLEEPY EN | INTENDED DESTINATION | | | | | | | | | | |
| | SLEEPY E | EYE, MN | LOCAL | | | | | | | | | | |
| | TYPE OF AC ENGINE F HARD LAN | AILURE OR MALFUNC | CTION | | T/ | KEC | DF OPERATION DFF INITIAL CLIMB ING LEVEL OFF/TQUCHDOWN | | | | | | |
| | PILOT IN | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANFOLKS ACTS CONDITIONS - FUEL STATION | | | | | | | | | | | |
| | COMPLETE F | MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PLT STATED R TANK FUEL GAGE READ 2GAL BER TKOF.PLACARD STATED LEVEL FLT ONLY W LESS THAN 6GAL. | | | | | | | | | | | |
| | | | | | | RD | STATED LEVEL FLT ONLY W U | ESS THAN 6GAL. | | | | | |
| 3-4211 | 12/5/78 TIME - 111 | FARIBAULT, MN | N381LA | PX- | | | NONCOMMERCIAL Pleasure/personal transf | | | | | | |
| | DAMAGE-SUBSTANTIAL NOT INSTRUMENT RA NAME OF AIRPORT - FARIBAULT MUNI DEPARTURE POINT INTENDED DESTINATION FARIBAULT,MN LOCAL | | | | | | | | | | | | |
| | TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN | | | | | | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) | | | | | | | | | | | | |
| | WEATHER | - OBSTRUCTIONS TO RIEFING - NO RECOR | N VISION RD OF BRIEFING RECEIVED |) | | | | | | | | | |
| | SKY CONDIT | TION ANDT REPORTED | | CEILING AT ACCIDENT SITE | | | | | | | | | |
| | VISIBILITY | AT ACCIDENT SITE | | 5000 PRECIPITATION AT ACCIDENT SITE | | | | | | | | | |
| | OBSTRUCTIO | ER(UNLIMITED) DNS TO VISION AT 4 | ACCIDENT SITE | NONE RELATIVE BEARING OF WIND | | | | | | | | | |
| | | SNUW CTION-DEGREES | | HEAD WIND 338-022 DEGREES WIND VELOCITY-KNOTS | | | | | | | | | |
| | | | | 10 Týpe of Flight Plan None | | | | | | | | | |
| | 315 TYPE OF WE VFR | EATHER CONDITIONS | | | | | | | | | | | |

| | | | BRIEF | S OF A | ссі | IDENTS | | |
|--------|---|---|--|--------|--------|--|--|--|
| FILE | DATE | LUCALIUN | AIRCRAFT DATA | | F | RIES S M/N | FLIGHT PURPOSE | PILOT DATA |
| 3-3812 | 12/8/78 TIME - 08 | 78/78 HASTINGS.MN CESSNA 402 CR- 0 0 1 COMMERCIAL ME - 0830 N3600T PX- 0 0 COMMUTER AIR CARRIER DAMAGE-SUBSTANTIAL AIR TAXI-CARGO S-D | COMMERCIAL, FL.INSTR., AGE 28. 2350 TOTAL HOURS, 252 IN TYPE, INSTRUMENT RAIED. | | | | | |
| | MJLWAUK TYPE OF A ENGINE | EE,WI | MINNEAPOLIS, MN | | Ρ | IN F | OF OPERATION LIGHT NORMAL CRUISE ING LEVEL OFF/TOUCHDO | WN |
| | PILOT I MISCELL COMPLETE | IN COMMAND - MISMAN N COMMAND - INADEQ ANEGUS ACTS.CONDIT POWER LOSS - COMPL | AGEMENT OF FUEL UATE PREFLIGHT PREPARAT IONS - FUEL EXHAUSTION ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPO | 1EOUT- | 2 E | NGINE | | |
| 3-3899 | 12/8/78 TIME - 15 | GRAND RAPIDS,MN 00 IRPORT - ITASCA CU | CESSNA 152 N757AP DAMAGE-SURSTANTIAL | | | 0 1 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 40, 45 TOTAL HOURS, 38 IN TYPE, NOT INSTRUMENT RATED. |
| • | DEPARTURE MINNEAO TYPE OF A | POINT POLIS,MN | INTENDED DESTINATION GRAND RAPIDS.MN | · | P | | OF OPERATION ING ROLL | |
| | FACTOR(S) AIRPORT AIRPORT WEATHER | N COMMAND - SELECT S/AIRWAYS/FACILITI | | | | | | |
| | SKY CONDI OVERCAS VISIBILIT 5 OR OV OBSTRUCTI NONE | TION | | | P R | 5000 PRECIP NONE RELATI LEFT | ITATION AT ACCIDENT SI | |
| | | EATHER CONDITIONS | | | Т | | F FLIGHT PLAN | |

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| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES FLIGHT F S M/N PURPOSE | PILOT DATA |
|--------|--|---|--|--|
| | 12/15/78 HINCKLEY,MN TIME - 1130 | | CR- 0 0 1 COMMERCIAL PX- 0 0 0 CONSTRUCTION | COMMERCIAL, AGE 33, 4211 TOTAL HOURS, 1429 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT PINE CITY,MN TYPE OF ACCIDENT COLLISION WITH GROUND/W | INTENDED DESTINATION HINCKLEY,MN ATER UNCONTROLLED | PHASE OF OPERATION Takeoff vertical | KATED. |
| | INSTRUMENTS/EQUIPMENT A MISCELLANEOUS ACTS,COND | TTIONS - DISCONNECTED | TION AND/OR PLANNING INEOUS EQUIPMENT PICK-UP EQUIPMENT INECTED.LOAD FROZEN TO THE GROUND. | |
| 3-3814 | 12/22/78 ST CLOUD+MN TIME - 0820 | CESSNA 152 N67338 DAMAGE-SUBSTANTIAL | CR- 0 0 1 INSTRUCTIONAL PX- 0 0 0 SOLO | STUDENT, AGE 48, 24 TOTAL HOURS, 21 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - ST CLOU DEPARTURE POINT ST CLOUD,MN TYPE OF ACCIDENT GROUND-WATER LOOP-SWERV COLLIDED WITH SNOWBANK | D MUNI INTENDED DESTINATION LOCAL E | PHASE OF OPERATION TAKEOFF RUN TAKEOFF RUN | |
| · | PILOT IN COMMAND - IMPR FACTOR(S) AIRPORTS/AIRWAYS/FACILI | RUCTOR INADEQUATE SUPER OPER OPERATION OF BRAKES TIES - AIRPORT CONDITION TIES - AIRPORT CONDITION | AND/OR FLIGHT CONTROLS 5 ICE/SLUSH ON RUNWAY | |
| 3-3815 | 12/24/78 TWO HARBOR,MN TIME - 1400 | BEECH F33A N90865 DAMAGE-SUBSTANTIAL | CR- 0 0 1 NONCOMMERCIAL PX- 0 0 1 PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 54, 670 Total Hours, 28 in type, Not instrument rated. |
| | NAME OF AIRPORT - TWO HAR DEPARTURE POINT TWO HARBOR,MN TYPE OF ACCIDENT WHEELS-UP | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | NUT INSTRUMENT RATED. |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAIL EMERGENCY CIRCUMSTANCES - | ED TO EXTEND LANDING GEA PRECAUTIONARY LANDING O PITCH CONTROL PROBLEM SUSPECTED OR KNOWN AIRC | N AIRPORT | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | | F | S M/ | N | PURPOSE | PILOT DATA |
|--------|--|---|---|---|------|---|-----------------------------|---|
| | 12/26/78 TIME - 1330 DEPARTURE F RICHLAND | PRIVATE, AGE 33, 300 TOTAL HOURS, 145 IN TYPE NOT INSTRUMENT RATED. | | | | | | |
| | TYPE OF ACC ENGINE FA | | | | | | | |
| | FACTOR(S) TERRAIN - COMPLETE PO EMERGENCY O | - SNOW-COVERED DWER LOSS - COMPLE | ONS - FUEL EXHAUSTION TE ENGINE FAILURE/FLA RCED LANDING OFF AIRPO OVERED FLD. | | | E | | |
| 3-4129 | 9/11/78 NF TIME - 1230 DEPARTURE P | | CESSNA 172N N6662H DAMAGE-DESTROYED INTENDED DESTINATION | | | | COMMERCI∆L FISH SPOTTING | COMMERCIAL, AGE 38, 6376 TOTAL HOURS, 4123 IN TYPE, INSTRUMENT RATED. |
| | GULFPARK | | LOCAL | | | | | |
| | TYPE OF ACC COLLISION | | | | | | | |
| | PROBABLE CA | | | | | | | |

-----LOCATION AIRCRAFT DATA INJURIES FILE DATE FLIGHT PILOI DATA PURPOSE F S M/N 3-4284 .11/6/78 NR.JACKSON, MS CR- 1 0 0 MISCELLANEOUS BEECH 60 COMMERCIAL, FL.INSTR., TIME - 2046 N135D PX- 7 0 0 DEMONSTRATION AGE 31, 2000 TOTAL HOURS, DAMAGE-DESTROYED 60 IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - JACKSON MUNI INTENDED DESTINATION DEPARTURE POINT MONTGOMERY + AL TULSA, NK TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLISION WITH GROUND/WATER UNCONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. WEATHER - FOG COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE BROKEN .5000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 4 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 61 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS CALM IFR TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- WX BRIEFING INCLUDED FREEZING LVL 13-15000FT.CRUISING ALT 14000FT.

BRIEFS OF ACCIDENTS

| FILE | | | AIRCRAFT DATA | F | 5 1 | M/N | FLIGHT PURPOSE | PILOT DATA | | | | | | |
|--------|--|---|---|----------------|------------|-------------------------|--|---|--|--|--|--|--|--|
| | | CEAN SPRINGS.MS | | CR- (PX- (| | | | PRIVATE, AGE 52, 232 TOTAL HOURS, 72 IN TYPE, NOT INSTRUMENT RATED. | | | | | | |
| | DEPARTURE PI EUFALA,AL | TNIC | INTENDED DESTINATION GULFPORT,MS | | | | | | | | | | | |
| | TYPE OF ACC | - | | | | | F OPERATION | | | | | | | |
| | UNDERSHOD COLLIDED | r VITH TREES | | | | | NG FINAL APPROACH NG FINAL APPROACH | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | | | | | | | | | |
| | FACTOR(S) | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | PILOT IN COMMAND - CONTINUED VER FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN WEATHER - LOW CEILING | | | | | | | | | | | | | |
| | TERRAIN - HIGH OBSTRUCTIONS | | | | | | | | | | | | | |
| | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | | | | | |
| | ENERGENCE C. | | W ON FUEL | | AND | | | | | | | | | |
| | | ΔΡ | PRDACHING DARKNESS | | | | | | | | | | | |
| | SKY CONDITIO | N | | | | L I NG | AT ACCIDENT SITE | | | | | | | |
| | VISIBILITY / | | | PRE | CIPI | TATION AT ACCIDENT SITE | | | | | | | | |
| | OBSTRUCTION | CIDENT SITE | | WIN | | RECTION-DEGREES | | | | | | | | |
| | | TYPE OF WEATHER CONDITIONS | | | | | FLIGHT PLAN | | | | | | | |
| | VFR | | | N | ONE | | | | | | | | | |
| | | 1997 - N. 1 | | | | | | | | | | | | |
| 3-4040 | 12/12/79 ND | .BAY ST LOUIS.MS | CECSNA 192 | CP- (| | 1 | | PRIVATE, AGE 56, 960 | | | | | | |
| 5-4049 | TIME - 1345 | • DAT 31 LUUI3•M3 | CESSNA 182 N444PP DAMAGE-DESTROYED | PX- (|) 0) 0 | 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 250 IN TYPE, NOT INSTRUMENT RATED. | | | | | | |
| | NAME OF AIRE | PORT - STENNIS IN DINT | TL · INTENDED DESTINATION | | | | | | | | | | | |
| | BAY ST LOUI | | LOCAL | | | | FOPERATION | | | | | | | |
| | TYPE OF ACC FIRE OR EX | PLOSION DN GROU | ND | | | | C PARKED-ENGINES NOT OPE | RATING | | | | | | |
| | PROBABLE CAU | JSE(S) F - FUEL SYSTEM | OTHER | | | | | | | | | | | |
| | MISCELLANE | EOUS ACTS, CONDITI | ONS - LEAK/LEAKAGE ONS - FIRE IN CABIN+C | OCKPIT.F | 3AGG | ∆GE | COMPARTMENT | | | | | | | |
| | FIRE AFTER 1 | | | | | | | | | | | | | |

| FILE | DATE LOCATION | AIRCRAFT DATA | IN. | | IES S M | / N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--|--|-----|----------------|-------------------|---|--|
| 3-4106 | 12/18/78 WALLS.MS TIME - 1520 | BELLANCA 7GCAA N8756V DAMAGE-DESTROYED | | | | | INSTRUCTIONAL DUAL | ATP,FLIGH1 INSTR., AGE 51, 21212 TOTAL HOURS, 205 IN TYPE, INSTRUMEN RATED. |
| | NAME OF AIRPORT - TWINKLETO DEPARTURE POINT MEMPHIS,TN TYPE OF ACCIDENT STALL | IN INTENDED DESTINATION LOCAL | | P | - | | F OPERATION IGHT CLIMB TO CRU | VI SE |
| | PROBABLE CAUSE(S) DUAL STUDENT - FAILED TO C PILOT IN COMMAND - INADEQU FACTOR(S) MISCELLANEOUS ACTS,CONDIT REMARKS- DUAL STUDENT LOST C | DATE SUPERVISION OF FL | IGHT TIONS | υT | ЕM | ERG | ENCY EXERCISE. | |
| | | | | | | | | |
| -3645 | 12/19/78 NR.PADEN.MS TIME - 1515 | BELL 47G5 N4713R DAMAGE-SUBSTANTIAL | | | | | COMMERCIAL ASSOC CROP CTL AC | COMMERCIAL, AGE 34, 56 CTIVITY TOTAL HOURS, 2500 IN TYPE, INSTRUMENT RATED |
| | DEPARTURE POINT PADEN,MS | INTENDED DESTINATION | | | | | | TIFC, INSTROMENT RATES |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATE | | | Ρ | | | F OPERATION FF INITIAL CLIMB. | . : |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED | TO MAINTAIN ADEQUATE | ROTOR | ۹.P | .м. | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTRO TYPE OF CHEMICAL USED - L GLOVES - NOT USED CRASH HELMET - AVAILABLE U CRASH RAR - NOT INSTALLED TERRAIN-TYPE - ROLLING HILLY | IQUID CHEMICAL-MONTOXI | c | | PI Go Co | LOT GGL CKP | OF OPERATION - FER I'S SEAT BELT - UNH ES - NOT USED PIT CRASHPAD - NOT HOPPER-LOCATION - | KNOWN/NOT REPORTED INSTALLED |
| | | | | | | | | |
| 3-3903 | 10/21/78 ST LOUIS,MO TIME - 1300 | BELL 47J-2 N4989T DAMAGE-SUBSTANTIAL | | | | | MISCELLANEOUS OTHER | COMMERCIAL, AGE 31, 48 TOTAL HOURS, 2699 IN Type, NOT INSTRUMENT |
| | NAME OF AIRPORT - DOWNTOWN H DEPARTURE POINT ST LOUISSMO TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCT | | Ρ | | | | RATED. | |
| | HARD LANDING | 10.14 | ING FINAL APPROACH ING POWER-OFF AUTO | | | | | |
| | PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS COMPLETE POWER LOSS - COMPLI EMERGENCY CIRCUMSTANCES - FO | TF ENGINE FAILURE/FLAM | MEOUT- | 1 E | NGI | ΝE | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | | | /N | | PILOT DATA | | |
|--------|--|--|--|---------------------|--|-----|--|--|--|--|--|
| 3-3902 | 11/14/78 TIME - 065 | ST LOUIS,MO 8 | BELL 47G-2 N4997U DAMAGE-SUBSTANTIAL | | | | | MISCELLANEOUS HIGHWAY TRAFFIC ADVISOF | COMMERCIAL, AGE 31, 4943 Y TOTAL HOURS, 2743 IN TYPE, NOT INSTRUMENT RATED. | | |
| | NAME OF AI DEPARTURE ST LOUIS TYPE OF AC ROLL OVE | ,MO CIDENT | HARBOR INTENDED DESTINATION LOCAL | | PHASE OF OPERATION TAKEOFF VERTICAL | | | | | | |
| | PILOT IN | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING REMARKS- TIE-DOWN NOT REMOVED PRIOR TO LIFT-OFF. | | | | | | | | | |
| -3898 | TIME - 113 | | CESSNA 172 N9816G DAMAGE-SUBSTANTIAL | | | | | MISCELLANEDUS FERRY | COMMERCIAL, AGE 52, 2354 TOTAL HOURS, 250 IN TYPE NOT INSTRUMENT RATED. | | |
| | DEPARTURE SAND LAK TYPE OF AC OVERSHOO | E,MN CIDENT | INTENDED DESTINATION FVFLETH.MO RCRAFT | PHASE OF LANDING | | NDT | F OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEE REMARKS- LANDED FLOAT PLANE ON FROZEN LAKE+COLLIG | | | | | | | | | | |

| FILE | | LOCATION | AIRCRAFT DATA | | F S M/N | | | PURPOSE | | | ΑΤΑΟ Τ |
|--------|--|---|--|------------|-------------|---|-------------------|--|---|--|--------|
| | 11/22/78 EU TIME - 2030 | EUREKA,MO | CESSNA 182C N8485T DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | NO CERTIFIC 350 TOTAL H TYPE, NOT I RAIED. | | |
| | FENTON. | CIDENT | NTENDED DESTINATION SENECA.OK UNCONTROLLED | | | | | OPERATION GHT UNCONTROLLED | DESCENT | | |
| | PILOT IN FACTOR(S) WEATHER WEATHER WEATHER WEATHER BR | I COMMAND - INITIATED I COMMAND - SPATIAL - LOW CEILING - FOG - RAIN IEFING - BRIEFED BY | FLIGHT IN ADVERSE W DISORIENTATION FLIGHT SERVICE PERSO UBSTANTIALLY CORRECT | | | | | NS | | | |
| | 2 MILES OBSTRUCTIO FOG WIND DIREC 130 TYPE OF WE IFR | ION AT ACCIDENT SITE | | | P T W | 100 RECI RAI EMPE 42 IND 10 | PIT NAT NEL | AT ACCIDENT SITE ATION AT ACCIDENT URE-F OCITY-KNOTS FLIGHT PLAN | SITE | | |
| 3-3904 | TIME - 190 | IO RPORT - FESTUS MEMOI POINT I | CESSNA 182RG N2303C DAMAGE-SUBSTANTIAL RIAL NTENDED DESTINATION FESTUS.MO | CR- PX- | 0 0 | · 0 0 | 1 2 | NONCOMMERCIAL PLEASURE/PERSONAL | TRANSP | | |
| | TYPE OF AC OVERSHOD | CIDENT | r t 3 1 1 3 4 MU | | Ρ | LAN | DIN | OPERATION G LEVEL OFF/TOUCH G ROLL | | | |
| | FACTOR(S) | COMMAND - MISJUDGE | D DISTANCE AND SPEED | | | | | | | | |

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| FILE | DATE | LOCATION | AIRCRAFT DATA | | JUR I S | ES M∕N | FLIGHT PURPOSE | PILNT DATA |
|--------|---|---|---|-----------------|----------------|-------------------|---|--|
| 3-3732 | TIME - 1400 DEPARTURE POIN KIRKSVILLE,M TYPE OF ACCIDE | NT RE OR MALEUNC | PIPER PA-28 NITROT DAMAGE-SURSTANTIAL INTENDED DESTINATION KANSAS CITY.MO | | 0 РН | 000 ASE INF | INSTRUCTIONAL TRAINING NF OPERATION LIGHT NORMAL CRUISE ING ROLL | STUDENT, AGE 32, 38 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | PILOT IN COM MISCELLANEOU COMPLETE POWER | MAND - INADEG MAND - MISMAN S ACTS,CONDIT LOSS - COMPL | DUATE PREFLIGHT PREPARAT NAGEMENT DE FUEL IDNS - FUEL EXHAUSTION ETF ENGINE FAILURE/FLAN DRCED LANDING DEF AIRPO | 4E0UT-1 | L EN | GINE | | |
| 3-4239 | TIME - 0540 DEPARTURE POIN PIGGOTT.AR TYPE OF ACCIDE | т | PIPER PA-28 N5716W DAMAGE-DESTROYED INTENDED DESTINATION PLAINS,GA | | <u>з</u> РН | 0 <u>0</u> ASE | NONCOMMERCIAL PLEASURE/PERSONAL TRANS OF OPERATION LIGHT CLIMB TO CRUISE | PRIVATE, AGE 23, 132 SP IOTAL HOURS, 66 IN TYPF, NOT INSTRUMENT RATED. |
| | POWERPLANT - MISCELLANEOU FACTOR(S) MISCELLANEOU | (S) MAINTENANCE,S - PROPELLER AN S ACTS,CONDIT S ACTS,CONDIT IJMSTANCES - F S | ERVICING.INSPECTION IN NO ACCESSORIES BLADES IONS - FATIGUE FRACTURE IONS - SEPARATION IN FL ORCED LANDING OFF AIRPO USPECTED OR KNOWN AIRCR ROD/ENGINE VIBRATION | .IGHT DRT ON | LAN | MAIN D. | ING FINAL APPROACH | |
| | | | | | | • | | |
| | 12/25/78 PT TIME - 1240 DEPARTURE POIN | LOOKOUT •MO T | PIPER PA-28 N9089J DAMAGE-SUBSTANTIAL INTENDED DESTINATION | | | | NONCOMMERCIAL Pleasure/personal trans | PRIVATE, AGE 36, 1150 P TOTAL HOURS, 20 IN TYPE, NOT INSTRUMENT RATED. |
| | MUSKOGEE.OK TYPE OF ACCIDE ENGINE FAILU COLLIDED WIT | RE OR MALFUNG | TIUN | | | IN F | DE OPERATION LIGHT NORMAL CRUISE ING FINAL APPROACH | |
| | MISCELLANEOU PARTIAL POWER EMERGENCY CIRC | ENGINE STRUC S ACTS,CONDIT LOSS - PARTIA UMSTANCES - F | TURE VALVE ASSEMBLIES IONS - STICKING AL LOSS OF POWER - I ENG ORCED LANDING OFF AIRPO LUNGER,P/N 78290,MALFUN | | | D | | |

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and the state of the second

| | | | BRIEFS | OF ACCI | | | | | | | | |
|--------|---|---|--|---|----------------------|-----------------------------------|--|--|--|--|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | INJUR F | IES S M/N | FLIG PURP | | PILOT DATA | | | | |
| | 12/11/78 BA TIME - 1130 | | CESSNA 195 N4324N DAMAGE-SUBSTANTIAL | CR- 0 | 0 1 | NONCOMM BUSINES | ERCIAL | COMMERCIAL, AGE 37, 2150 TOTAL HOURS, 70 IN TYPE, NOT INSTRUMENT RATED. | | | | |
| | NAME OF AIRPO DEPARTURE POI STURGIS,SD | NT | INTENDED DESTINATION BAKER.MT | | | DE OPER∆T | | | | | | |
| | | ENT R LOOP-SWERVE TH SNOWBANK | | | | | | | | | | |
| | PILOT IN CO AIRPORTS/AI FACTOR(S) WEATHER - UN | MMAND – SELFCTE MMAND – FAILED RWAYS/FACILITIE NFAVORABLE WIND | D UNSUITABLE TERRAIN TO MAINTAIN DIRECTIONA S - AIRPORT CONDITIONS CONDITIONS O OF BRIEFING RECEIVED | | | N RUNWAY | | | | | | |
| | WEATHER FOREC | AST - UNKNOWN/N | | _ | | | | | | | | |
| | SKY CONDITION CLEAR VISIBILITY AT 5 OR OVER(1) | ACCIDENT SITE | | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE | | | | | | | | |
| | | TO VISION AT AC | CIDENT SITE | | LEFT | | G OF WIND ND 248-292 DEGREES DEGREES | 5 | | | | |
| | 20 WIND VELOCITY 25 | -KNOTS | | Т | 225 YPE OF VFR | WEATHER | CONDITIONS | | | | | |
| | TYPE OF FLIGH NONE REMARKS- R GR | CAUGHT ICY RUT | - S• | | | | | | | | | |
| 3-3920 | 12/27/78 NR.D. TIME - 1145 | AR BY .MT | BFLL 214R-1 N224RM DAMAGE-SUBSTANTIAL | CR- 0 PX- 0 | | COMMERC OTHER | ΙΔ | ATP,FLIGHT INSTR., AGE 40, 8348 TOTAL HOURS, 958 IN TYPE, NOT INSTRUMENT | | | | |
| | · DEPARTURE POI DARBY•MT | νŢ | INTENDED DESTINATION | | | | | RATED. | | | | |
| | TYPE OF ACCID | OTOR FAILURE M | | Ρ | LAND | NF OPERAT ING POWE ING POWE | LANDING | | | | | |
| | ROTORCRAFT · MISCELLANEO | MAINTENANCE,SE - TRANSMISSION US ACTS,CONDITI | ERVICING.INSPECTION IN ROTOR DRIVE SYSTEM SP IONS - OVERHEATED IONS - IMPROPERLY INSTA | RAG SYST | | TENANCE A | ND INSPECTION | | | | | |
| | MISCELLANEOU TERRAIN - R | OUGH/UNEVEN | ONS - JETTISONED LOAD | | ND | | | | | | | |
| | | | S IN FREE WHEELING UNI | | | RHAUL 54 | HRS PRIOR. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | F | JRIES S M/ | 'N | ELIGHT PURPOSE | | 'PILOT DATA | |
|--------|---|---|--|----------------|------------------------------------|---|--|-------|---|--|
| | TIME - 1705 N41786 DAMAGE-DE DEPARTURE POINT INTENDED DES | | PIPER PA-28R N41786 DAMAGE-DESTROYED INTENDED DESTINATION NEWPORT NEWS.VA | CR- 1 PX- 1 | L O L O LAST SAV PHASE | 0 NO 0 PL ENROU (ANNAH E OF O | DNCOMMERCIAL .EASURE/PERSONAL T JTE STOP | RANSP | PRIVATE, AGE 28, 299 TOTAL HOURS, 30 IN TYPF, INSTRUMENT RATED. | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION REYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - CONTINUED FLIGHT INTO KNOWN AREAS OF SEVERE TURBULENCE PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT FACTOR(S) PERSONNEL - TRAFFIC CONTROL PERSONNEL OTHER MISCELLANEOUS ACTS.CONDITIONS - SEPARATION IN FLIGHT WEATHER - THROLENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS WEATHER - THINDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL. BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED MISSING AIRCRAFT - LATER RECOVERED | | | | | | | | | |
| | SKY CONDIT NVERCAST VISIBILITY I/4 MILE OBSTRUCTIOI UNKNOWN// WIND DIREC 90 TYPE OF FL IFR REMARKS- IN | | CEILING AT ACCIDENT SITE UNKNOWM/NOT REPORTED PRECIPITATION AT ACCIDENT SITE THUNDERSTORM TEMPERATURE-F 77 TYPE OF WEATHER CONDITIONS VFR | | | | | | | |
| 3-3736 | TYPE OF ACC | POINT < COUNTY.NC CIDENT WITH WIRES/POLE | N6092 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | PX- 1 | O PHASE | 0 4E | NCOMMERCIAL RIAL SURVEY PERATION POWER-ON LANDING | | COMMERCIAL, AGE 33, 3766 TOTAL HOURS, 42 IN TYPE, INSTRUMENT RATED. | |

BRIEFS OF ACCIDENTS

| FILE | | | AIRCRAFT DATA | | F | S M | / N | FLIGHT PURPOSE | PILOT DATA | | |
|--------|---|----------------------|---|------------|--------|---------------------|--|---|--|--|--|
| 3-4195 | | GREENSBORD, NC | | CR- | 2 | 2 0 0 INSTRUCTIONAL | ATP,FLIGHT INSTR., AGE 30, 2670 TOTAL HOURS, 323 IN TYPE, INSTRUMENT RATED. | | | | |
| | NAME OF AI DEPARTURE GREENSBO | | D REGION INTENDED DESTINATION LOCAL | | | | | | | | |
| | TYPE OF AC TURBULEN | | | | Ρ | | | HE OPERATION NG FINAL APPROACH | | | |
| | | | ER IN-FLIGHT DECISIONS RBULENCE | OR PL | ANN | ING | i | | | | |
| | MISCELLA | | IONS - TOUCH AND GO LA IND LNDG 727.APP PATH | | | | | | | | |
| 3-4196 | 12/31/78 TIME - 163 | CHARLOTTE,NC | CESSNA 1778 N19580 DAMAGE-DESTROYED | CR- PX- | 0 2 | 1 1 | 0 0 | NONCOMMERCIAL Pleasure/personal Tran | PRIVATE, AGE 36, 749 SP TOTAL HOURS, 221 IN TYPE, | | |
| | NAME OF AI DEPARTURE | | | | | | INSTRUMENT RATED. | | | | |
| | WEST PAL TYPE OF AC ENGINE F STALL S | CHARLOTTE+NC TION | | Ρ | IN | FL | IF OPERATION IGHT DESCENDING NG FINAL APPROACH | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS | | | | | | | | | | |
| | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE Emergency circumstances - forced landing off airport on land Remarks- cowl flaps found open. | | | | | | | | | | |

_____ FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA PURPOSE F S M/N 3-3828 12/11/78 GRAND FORKS, ND BEECH C24R CR- 0 1 1 INSTRUCTIONAL COMMERCIAL, AGE 21, 830 TOTAL HOURS, 7 IN TYPE, PX- 0 0 0 DUAL TIME - 1241 N18950 DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - GRAND FORKS INTL DEPARTURE POINT INTENDED DESTINATION GRAND FORKS .ND LOCAL PHASE OF OPERATION TYPE OF ACCIDENT LANDING TRAFFIC PATTERN-CIRCLING ENGINE FAILURE OR MALFUNCTION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW WINDROWS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND 3-3609 5/3/78 MIDDLETOWN, OH BEECH 35 CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 47, UNK/NR PX- 3 0 0 PLEASURE/PERSONAL TRANSP TIME - 2020 N3290V TOTAL HOURS, UNK/NR IN DAMAGE-DESTROYED TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - HOOK FIELD DEPARTURE POINT INTENDED DESTINATION MIDDLETOWN.OH LUCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIN IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FIRE AFTER IMPACT REMARKS- VITREOUS ALCOHOL LEVEL 0.102%.

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | IES SM, | | FLIGHT PURPOSE | PILOT DATA | |
|-------|---|----------------------------------|---|---|-----|------------|---|---|---|------|
| -4281 | 5/18/78 NORTON,0H TIME - 1200 | | PIPER PA-28 N47141 DAMAGE-SUBSTANTIAL | | | 0 2 0 0 | | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR. AGE 23, 390 TOTAL HOU 4 IN TYPE, NOT INSTRU RATED. | IRS, |
| | | . t | | | Ρ | LAI | ۱DI | F OPERATION NG GO-AROUND NG LEVEL OFF/TOUCHDO | | |
| | PROBABLE CAUSE(PILOT IN COMM PILOT IN COMM MISCELLANEOUS FACTOR(S) MISCELLANEOUS COMPLETE POWER EMERGENCY CIRCU REMARKS- FUEL S | | | | | | | | | |
| -4293 | 6/6/78 NR.NEW TIME - 2015 NAME OF AIRPORT DEPARTURE POINT | - MARS LANDING | BEECH A45 N10155 DAMAGE-DESTROYED ; TEENDED DESTINATION | | | | | INSTRUCTIONAL DUAL · | STUDENT, AGE 48, 84 T HOURS, UNK/NR IN TYPE NOT INSTRUMENT RATED. | , |
| | NEWTON FALLS.OI TYPE OF ACCIDEN STALL | н | LOCAL | PHASE OF OPERATION IN FLIGHT BUZZING | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- PIC BLOOD ALCOHOL LVL 58MG%,REAR SEAT PAX HAD PRIVATE CERT,NO HOURS IN TYPE,ALCOHOL LVL 28MG% | | | | | | | | | |
| 4282 | 6/13/78 NR.OXF TIME - 1145 NAME OF AIRPORT DEPARTURE POINT | - MIAMI UNIVER | CESSNA 170B N2748C DAMAGE-SURSTANTIAL RSITY TEENDED DESTINATION | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TR | PRIVATE, AGE 53, 361 RANSP TOTAL HOURS, 50 IN TY INSTRUMENT RATED. | ′PF, |
| | WADSWORTH,OH TYPE OF ACCIDEN HARD LANDING GEAR COLLAPSE | OXFORD.OH | a. | P | LAP | I UN | F OPERATION NG LEVEL OFF/TOUCHDO NG LEVEL OFF/TOUCHDO | | | |
| | FACTOR(S) | AND - IMPROPER ACTS,CONDITION | LEVEL OFF US - OVERLOAD FAILURE | E | | | | | | |

| | | | | S LIF ALL | | 15 | | | | | |
|--------|---|---|--|----------------------------------|----------------------|---|---|---|--|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU F | RIES 5 M | /N | PURPOSE | PILOI DATA | | | |
| | | MENTOR, OH OINT IDENT EQUIS | HILLER UH12L4 N86688 DAMAGE-SUBSTANTIAL INTENDED DESTINATION RICHMOND HEIGHTS+OH | CR- 0 PX- 0 | 0 0 PHAS IN | 1 O FL | | INSTRUMENT RATED. | | | |
| | POWERPLAN EMERGENCY C | PROBABLE CAUSE(S) PAWERPLANT - PAWERPLANT-INSTRUMENTS POWER INDICATORS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SUSPECTED MECHANICAL DISCREPANCY REMARKS- ROTOR RPM GAGE FAILED AT 300FT AGL. | | | | | | | | | |
| 3-3791 | DEPARTURE P | PORT - CLERMONT DINT | N5492F DAMAGE-SUBSTANTIAL | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRAM | PRIVATE, AGE 47, 447 ISP TOTAL HOURS, 185 IN TYPE NOT INSTRUMENT RATED. | | | |
| | BATAVIA.0 TYPE OF ACC TURBULENCE COLLISION | IDENT | F OPERATION NG LEVEL OFF/INUCHDOWN NG GO-ARQUND | J | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) WEATHER - DOWNDRAFT,UPDRAFTS | | | | | | | | | | |
| | 4 MILES OF OBSTRUCTION NONE TYPE OF WEA VFR | AT ACCIDENT SITE R LESS S TO VISION AT A THER CONDITIONS | | 250 PREC RA WIND 230 | | AT ACCIDENT SITE TATION AT ACCIDENT SITE RECTION-DEGREES FLIGHT PLAN | <u>-</u> | | | | |

BRIEFS OF ACCIDENTS

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE _____
 BEECH K35
 CR 0
 1
 NONCOMMERCIAL
 PRIVATE, AGE 46, 133

 N5391E
 PX 0
 0
 PLEASURE/PERSONAL TRANSP
 TOTAL HOURS, 77 IN TYPE,
 3-4274 6/23/78 PITTSFIELD,OH TIME - 1140 N5391E DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - FLYING M RANCH DEPARTURE POINT INTENDED DESTINATION LORRAIN, OH PITTSFIELD, OH TYPE OF ACCIDENT PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN OVERSHOOT COLLIDED WITH FENCE, FENCEPOSTS LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER REMARKS- DAMP GRASS CLIPPINGS ON RWY. 3-4295 6/28/78 SMITHFIELD,OH CESSNA R172K CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 63, 260 TIME - 2045 N736XC PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 174 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - WAYNE CO INTENDED DESTINATION DEPARTURE POINT SMITHFIELD, OH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE 3-3723 7/3/78 CHESTERLAND, OH HUGHES 269C CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 29, 6450 TIME - 2024 N9587F PX- 0 1 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 2355 IN DAMAGE-NONE TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION CHESTERLAND, OH LNCAL TYPE OF ACCIDENT PHASE OF OPERATION MISCELLANEOUS IN FLIGHT HOVERING PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER REMARKS- PAX JUMPED INTO LAKE FROM HOVERING HELICOPTER AND HAND CONTACTED ROTOR BLADE.

BRIEFS OF ACCIDENTS

| | | | BRIFF | S OF A | CCI | DENT | S | | | |
|--------|--|---|---|------------------|------------|---------------------------------|-------------------------------------|---|-----------------------|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | | IES S M/ | N | FLIGHT | | ΡΙΙΠΤ ΝΔΤΔ |
| 3-4291 | 7/11/78 TIME - 200 | | BELL 476-2 N54522 DAMAGE-SUBSTANTIAL | PX- | 0 | 0 | 0 Δ | | CTL ACTIVITY | COMMERCIAL, AGE 24, 305 TOTAL HOURS, 159 IN TYPF, NOT INSTRUMENT RATED. |
| | TYPE OF AC ENGINE F ROLL OVE | AILURE OR MALFUNCTIO | ٦N | | Ρ | TAK | EOFF | OPERATION VERTICA POWER-O | | LANDING |
| | POWERPLA INSTRUME MISCELLA TERRAIN | L - PRODUCTION-DESI NT - ENGINE ACCESSOF NTS/EQUIPMENT AND AU NEQUS ACTS,CONDITION - WET,SOFT GROUND | RIES OTHER CCESSORIES - MISCELL | | | | | SPRAY • DL | ISTING EQUIPMENT | r |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP SWATH RU | URS IN CROP CONTROL CROP — BEANS SFAT BELT — FASTFNET — NOT USED CRASHPAD — NOT INST, PER-LOCATION — SIDES N-HOW FLOWN — WIND | ALLED | | PD, | 1YP GLO CRA CRA TER | E NF VES SH H SH B RAIN | CHEMICAL - NUT USE ELMET - A AR - NOT -TYPE - L | | ; (LIQUID) CHEMICAL-ΝΟΝΤΟΧΙΟ |
| | | | | | | | | | | |
| 3-3724 | 7/28/78 TIME - 200 | C A D I Z • OH O | PIPER PA-20 N7606K DAMAGE-SUBSTANTIAL | | | | | ONCOMMERC LEASURE/P | IAL ERSONAL TRANSP | PRIVATE. AGE 31, 258 TUTAL HOURS, 65 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AI DEPARTURE I CADIZ.OH TYPE OF AC | - | RTENDED DESTINATION GLENDALE,WV | | ρ | HASE | ΩE | OPERATION | | |
| | ENGINE F | AILURE OR MALEUNCTIC WITH CROP | ЪŊ | | | ΤΔΚ | ENFF | INITIAL | | |
| | MISCELLA MISCELLA COMPLETE PO EMERGENCY (| COMMAND - MISMANAGE NEOUS ACTS,CONDITION NEOUS ACTS,CONDITION OWER LOSS - COMPLETE CIRCUMSTANCES - FORC | MENT OF FUEL IS - MISCALCULATED FU IS - FUEL STARVATION E ENGINE FAILURE/FLAN GED LANDING OFF AIRPY LEFT TANK • RIGHT TA | IEDUT- DRT ON | 1 EI LA | NGIN | | | | |
| | | | | | | | | | | |
| 3-3725 | 8/1/78 TIME - 115 | | LOCKHEED P38L N3005 DAMAGE-DESTROYED | | | | | ONCOMMERC LEASURE/P | IAL ERSANAL TRANSP | PRIVATE, AGE 42, 4069 TOTAL HOURS, 54 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE CHARLOTTE TYPE OF AC | ESVILLE, VA | NTENDED DESTINATION ∩SHKOSH+WI | | P | HASE | OF | OPERATION | | |
| | COLLISIO | N WITH GROUND/WATER | UNCONTROLLED | | | IN | LIG | HT UNCON | TROLLED DESCENT | |
| | MISCELLA | NEOUS - UNDETERMINEO |) | | | | | | | |

BRIEFS OF ACCIDENTS ______ ______ AIRCRAFT DATA FILE DATE LOCATION INJURIES FLIGHT PTINT DATA F S M/N PURPOSE ------3-3885 8/2/78 BRIMFIELD,0H CESSNA 210 CR- 0 0 1 MISCELLANEOUS COMMERCIAL, FL.INSTR., TIME - 1550 N234CA PX- 0 0 0 FERRY AGE 22, 595 TOTAL HOURS, DAMAGE-DESTROYED 5 IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - AKRON MUNI DEPARTURE POINT INTENDED DESTINATION KENT, OH AKRON, OH TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT LOW PASS PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT 3-4374 8/6/78 JEFFERSON,OH ČESSNA 177RG CR- 1 0 0 NONCOMMERCIAL PRIVAIE, AGE 59, 146 TIME - 1525 N45369 PX- 1 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 9 IN TYPE, DAMAGE-DESTROYED NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION WASHINGTON COURT, OH WEST CHICAGO,IL PHASE OF OPERATION TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT IN FLIGHT UNCONTROLLED DESCENT 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 FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT CEILING AT ACCIDENT SITE SKY CONDITION OVERCAST 500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS RAIN SHOWERS OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS HAZE IFR TYPE OF FLIGHT PLAN NONE

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT ΡΙΙΝΤ ΠΔΤΔ F S M/N PURPOSE 3-4185 8/23/78 FRANKLIN FURN, OH CESSNA 172M CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 23, 130 TIME - 1845 N96510 PX- 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 120 IN TYPE, NOT INSTRUMENT RATED. DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION PORTSMOUTH.OH PORTSMOUTH, OH TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED-LOW FLYING EMERGENCY CIRCUMSTANCES - FORCED LANDING DEF AIRPORT ON LAND SUSPECTED OR KNOWN AIRCRAFT DAMAGE 3-3607 8/25/78 NR.FINDLAY.OH HILLER UH12E CR- 0 0 1 COMMERCIAL COMMERCIAL, FL.INSTR., TIME - 1820 N9759C PX- 0 0 0 ASSOC CROP CTL ACTIVITY AGE 33, 3485 TOTAL HOURS, DAMAGE-SUBSTANTIAL 180 IN TYPE, INSTRUMENT RATED. INTENDED DESTINATION DEPARTURE POINT FINDLAY.OH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT EN ROUTE TO TREAT CROP LANDING ROLL-ON/RUN-ON HARD LANDING PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM CLUTCH ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 100 KIND OF OPERATION - FERTILIZING (LIQUID) KIND OF CROP - BEANS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT - NOT FASTENED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES TERRAIN-TYPE - LEVEL.FLAT ELEVATION-AREA BEING TREATED-FFET - 840 REMARKS- ROTOR CLUTCH FAILED.

BRIEFS OF ACCIDENTS

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE ------------____________ 3-3608 10/5/78 STRONGSVILLE, OH PIPER PA-32R CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 33, 243 TIME - 1605 N23BD PX- 0 0 4 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 4 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - STRONGSVILLE DEPARTURE POINT INTENDED DESTINATION STRONGSVILLF, OH. BRADFORD, PA TYPE OF ACCIDENT PHASE OF OPERATION TAKEOFF RUN GROUND-WATER LOOP-SWERVE COLLIDED WITH DIRT BANK TAKEDEE ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) TERRAIN - ROUGH/UNEVEN 3-3606 10/29/78 HILLSBORD, OH CESSNA 150F CR- 0 0 1 NONCOMMERCIAL STUDENT, AGE 28, 40 TOTAL TIME - 1315 N6723F PX- 0 0 0 PRACTICE HOURS, 38 IN TYPE, NOT DAMAGE-DESTROYED INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION HILLSBORD, OH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT DESCENDING COLLISION WITH GROUND/WATER CONTROLLED LANDING ROLL PROBABLE CAUSE(S) PLIOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS.CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR FACTOR(S) WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 55 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 90 13 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUR F | S M/ | 'N | PURPOSE | | ΡΙΙΟΊ ΏΑΤΑ |
|--------|--|---------------------------|---|---------------|----------|-------------------------------|------|---------------------------|--|--|
| | 11/12/78 RE TIME - 1725 | | GRUM AMER 44-5 N7187L DAMAGE-DESTROYED | CR- | 0 | 1 | 0 | NONCOMMERCIAL | | COMMERCIAL, AGE 44. 848 10TAL HOURS, 287 IN TYPE INSTRUMENT RATED. |
| | DEPARTURE POI MURRAY+KY | NT | INTENDED DESTINATION PITTSBURGH,PA | | | | | | | |
| | TYPE OF ACCID COLLISION W | | Ρ | | | OPERATION G MISSED APPROAC | н | | | |
| | PROBABLE CAUS PILOT IN CO PILOT IN CO FACTOR(S) WEATHER - L WEATHER - R WEATHER BRIEF WEATHER FOREC | OR PLA | <u>ANN</u> | ING | | INING | | | | |
| | SKY CONDITION | | <u> </u> | C T I 1 | NC | AT ACCIDENT SITE | | | | |
| | OVERCAST | | | 300 | | | | | | |
| | VISIBILITY AT 1/4 MILE OR | | P | REC 1 RA 1 | | ATION AT ACCIDENT | SITE | | | |
| | OBSTRUCTIONS | | T | ЕМРЕ | | URE-F | | | | |
| | FOG WIND DIRECTIO | 53 WIND VELOCITY-KNOTS | | | | | | | | |
| | 26 TYPE OF WEATH | | 4 TYPE OF FLIGHT PLAN | | | | | | | |
| | IFR | ER CUMDITIONS | | | I | IFR | | FLIGHT PLAN | | |
| 3-3793 | 11/19/78 MI TIME - 1600 | DDLEFIELD.OH | GRUMMAN AA-5A N26317 DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PRACTICE | | STUDENT, AGE 44, 22 TOTAL HOURS, 15 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPO DEPARTURE POI MIDDLEFIELD | | | | | | | | | |
| | TYPE OF ACCIDE STALL | | · · | | Pŀ | | | OPERATION G GO-AROUND | | |
| | FACTOR(S) | MAND - FAILED | TO OBTAIN/MAINTAIN FL D OR FAILED TO USE FLA | | PEE | C | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | F S M/N | PURPOSE | PILOT DATA |
|--------|--|---|---|---|--|------------------------|
| 3-3722 | 11/21/78 TIME - 101 | NORTH CANTON, OH | | CR- 0 0 1 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL.INSTR., |
| | | | INTENDED DESTINATION | | | |
| | NORTH CANTON, OH | | NORTH CANTON+OH | | HILADELPHIA, OH | |
| | TYPE OF AC | | T LON | | F OPERATION | |
| | | AILURE OR MALFUNCT WITH TREES | 1 CLUM | | IGHT DESCENDING NG LEVEL DEE/TOUCHDO | 21/21 |
| | | | ER OPERATION OF POWERPL IONS - ANTI-ICING/DEICI | | | OR FAILED TO USE |
| | MISCELLA MISCELLA FACTOR(S) WEATHER COMPLETE F | ANEDUS ACTS,CONDIT ANEDUS ACTS,CONDIT — CONDITIONS COND POWER LOSS — COMPL | | NG EQUIPMENT-I N SYSTEM ICING EDUT-1 ENGINE | MPROPER OPERATION OF | YNR FAILED TO USE |
| | MISCELLA MISCELLA FACTOR(S) WEATHER COMPLETE F | ANÈDUS ACTS,CONDIT INEDUS ACTS,CONDIT — CONDITIONS CONDI POWER LOSS — COMPL CIRCUMSTANCES — FO FION | INNS - ANTI-ICING/DEICI INNS - ICF INDUCTION JCIVE TO CARB./INDUCTIO ETE ENGINE FAILURF/FLAN | NG EQUIPMENT-I N SYSTEM ICING HENUT-1 ENGINE RT ON LAND | MPROPER OPERATION OF | YNR FAILED TO USE |
| | MISCELLA MISCELLA FACTOR(S) WEATHER COMPLETE F EMERGENCY SKY CONDIT OVERCAST | ANÈONS ACTS,CONDIT INEONS ACTS,CONDIT - CONDITIONS CONDI POWER LOSS - COMPL CIRCUMSTANCES - FO TION CAT ACCIDENT SITE | INNS - ANTI-ICING/DEICI INNS - ICF INDUCTION JCIVE TO CARB./INDUCTIO ETE ENGINE FAILURF/FLAN | NG EQUIPMENT-I N SYSTEM ICING EDUT-1 ENGINE RT ON LAND CEILING ROO PRECIPI | MPROPER OPERATION OF, | те |
| | MISCELLA MISCELLA FACTOR(S) WEATHER COMPLETE F EMERGENCY SKY .CONDIT OVERCAST VISIBILITY 1 MILE C | ANÈONS ACTS,CONDIT INEONS ACTS,CONDIT - CONDITIONS CONDI POWER LOSS - COMPL CIRCUMSTANCES - FO TION CAT ACCIDENT SITE | INNS - ANTI-ICING/DEICI INNS - ICF INDUCTION JCIVE TO CARB./INDUCTION ETE ENGINE FAILURE/FLAN DRCED LANDING DEE AIRPO | NG EQUIPMENT-I N SYSTEM ICING EDUT-1 ENGINE RT ON LAND CEILING ROO PRECIPI | MPROPER OPERATION OF AT ACCIDENT SITE TATION AT ACCIDENT SI SHOWERS. FREEZING DRI | те |
| | MISCELLA MISCELLA FACTOR(S) WEATHER COMPLETE F EMERGENCY SKY .CONDIT OVERCAST VISIBILITY 1 MILE C OBSTRUCTIC HAZE | ANEDUS ACTS, CONDIT INEDUS ACTS, CONDIT - CONDITIONS CONDU COMER LOSS - COMPL CIRCUMSTANCES - FO TION C AT ACCIDENT SITE OR LESS | INNS - ANTI-ICING/DEICI INNS - ICF INDUCTION JCIVE TO CARB./INDUCTION ETE ENGINE FAILURE/FLAN DRCED LANDING DEE AIRPO | NG EQUIPMENT-I N SYSTEM ICING EDUT-1 ENGINE RT ON LAND CEILING ROO PRECIPI SNOW TEMPERA 33 | MPROPER OPERATION OF AT ACCIDENT SITE TATION AT ACCIDENT SI SHOWERS. FREEZING DRI | те |

PAGE 1886

PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS

| 3-4026 | 11/25/78 NR.WEST UNION.OH TIME - 1600 | CESSNA 150L N18202 DAMAGE-SUBSTANTIAI | CR- PX- | | 0 0 | 1 0 | INSTRUCTIONAL SOLO |
|--------|---|---|------------|---|--------|---------------------|-----------------------|
| | NAME OF AIRPORT - ALEXANDER DEPARTURE POINT WEST UNION.OH | | | | | | |
| | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN | «[3] 0.10.4400 | | Ρ | LΑ | E O ND I ND I | |

LOCATION

NAME OF AIRPORT - DAYTON INTL.

FILE

DATE

3-3610 11/21/78 NR.DAYTON.OH

DEPARTURE POINT

RICHMOND, IN

TYPE OF ACCIDENT

TIME - 1930

STUDENT, AGE 19, 18 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.

PILOT DATA

COMMERCIAL, FL.INSTR.,

AGE 24, 1030 TOTAL HOURS.

115 IN TYPE, INSTRUMENT

RATED.

REMARKS- COPILOT WAS CHIEF PILOT OF COMPANY WITH 4753HRS IN TYPE, 18262 HRS TOTAL FLT TIME AND ATP CERT.

| TYPE OF AUCTOENT | PHASE OF OPERATION |
|---|--------------------------------|
| ENGINE FAILURE OR MALFUNCTION | LANDING INITIAL APPROACH |
| COLLIDED WITH WIRES/POLES | LANDING ROLL |
| | |
| PROBABLE CAUSE(S) | |
| PILOT IN COMMAND - INADEQUATE PREELIGHT PREPA | RATION AND/OR PLANNING |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL | |
| MISCELLANEOUS ACTS+CONDITIONS - FUEL EXHAUST | ΩN. |
| FACTOR(S) | |
| MISCELLANFOUS ACTS.CONDITIONS - PILOT FATIGUE | • |
| WEATHER - LOW CETLING | |
| | |
| TERRAIN - ROUGH/UNEVEN | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/F | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PE | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRE | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AT | RPORT ON LAND |
| | |
| SKY CONDITION | CEILING AT ACCIDENT SITE |
| OVERCAST | |
| VISIBILITY AT ACCIDENT SITE | PRECIPITATION AT ACCIDENT SITE |
| 4 MILES OR LESS | NONE |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | TEMPERATURE-F |
| HAZE | 36 |
| WIND DIRECTION-DEGREES | WIND VELOCITY-KNOTS |
| 10 | 5 |
| TYPE OF WEATHER CONDITIONS | TYPE OF FLIGHT PLAN |
| IFR | IFR |
| FIRE AFTER IMPACT | |
| | |

BRIEFS OF ACCIDENTS

N502SC PX- 0 0 0 CORP/EXEC

INJURIES FLIGHT

CR- 0 0 2 NONCOMMERCIAL

PHASE OF OPERATION

PURPOSE

F S M/N

AIRCRAFT DATA

DAMAGE-SUBSTANTIAL

CESSNA 421B

INTENDED DESTINATION

SIDNEY . OH

BRIEES DE ACCIDENTS ETLE ΔΑΤΕ ΙΟΓΑΤΙΟΝ ΔΙΒΟΒΔΕΤ ΠΔΤΔ IN. HIRTES FLIGHT PTINT DATA E S M/N PURPOSE ____ 3-3611 12/1/78 CINCINNATI,OH STINSON 108 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 28, 556 TIME - 1530 N97343 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS. 1 IN TYPE. DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - BILLE ASH DEPARTURE POINT INTENDED DESTINATION CINCINNATI-OH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS EACTOR(S) PTIOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT 3-3721 12/10/78 CHESAPEAKE, OH PIPER PA-28 CR- 0 1 0 NONCOMMERCIAL COMMERCIAL, AGE 30, 897 TIME - 1232 N32541 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 388 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - LAWRENCE COUNTY DEPARTURE POINT INTENDED DESTINATION CHESAPEAKE, OH CHESAPEAKE, OH PHASE OF OPERATION TYPE OF ACCIDENT TAKENFF INITIAL CLIMB ENGINE FAILURE OR MALEUNCTION COLLIDED WITH WIRES/POLES IN FLIGHT EMERGENCY DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE MISCELLANEOUS ACTS.CONDITIONS - ICE-CARBURETOR EACTOR(S) WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES NONE 240 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 5 VFR TYPE OF FLIGHT PLAN NONE

| FILE | DATE | LOCATION | AIRCRAFT DATA | | F | S M, | 'N | PURPOSE | ΡΙΙΩΊ ΝΑΤΑ |
|--------|---|---|---|--------|--------|--------------------------|-----------------------------|---|---|
| 3-3792 | 12/26/78 TIME - 174 DEPARTURE JOHNSTOW TYPE OF AC ENGINE F | ZANESVILLE, NH +8 POINT N, PA | PIPER PA-28R N9367N DAMAGE-DESTROYED INTENDED DESTINATION COLUMBUS∙OH | CR- | 0 0 | 1 O HASI | 1 N 2 P | ONCOMMERCIAL | PRIVATE, AGE 50, 922 PTOTAL HOURS, 470 IN TYPE, INSTRUMENT RATED. |
| | MISCELLA MISCELLA TERRAIN COMPLETE P EMERGENCY | SYSTEM LINES, HOSES, FI FIONS - MATERIAL FAILUR TIONS - OIL STARVATION NS FTE ENGINE FAILURE/FLAN FORCED LANDING OFF AIRPO FOV TO CRKCASE CRACKED-A | FOUT- | I LA | ND - | | 22-60. | | |
| 3-3934 | TIME - 090 | RPORT - ROCKING (POINT | N4430S DAMAGE-SUBSTANTIAL | | | | | | COMMERCIAL, AGE 59, 20000 TOTAL HOURS, 700 IN TYPE, INSTRUMENT RATED. |
| | | CIDENT AILURE OR MALFUNC WITH TREES | | | ·P | TAF | LOFF | OPERATION INITIAL CLIMB INITIAL CLIMB | |
| | MISCELLA TERRAIN COMPLETE P | NT - IGNITION SYS NEOUS ACTS.CONDIT - HIGH ORSTRUCTIO OWER LOSS - COMPL | IONS - MATERIAL FAILURE | 1EOUT- | - | | | HELIPT. | |
| | KIND OF PILOT'S GOGGLES CRASH BA ELEVATIO | URS IN CROP CONTR CROP - OTHER SEAT BELT - UNKNO - NOT USED R - INSTALLED N-AREA BEING TREA | | | 5/N | TYF GLC CR4 TAN | E OF VES SH H K/HO | OPERATION - DEFOLIATIO CHEMICAL USED - LIGUIC - USED ELMET - AVAILABLE USED PPER-LOCATION - FORWARD | CHEMICAL-NONTOXIC |

PAGE 1888

energina pilan pilan al

| FILE | DATE | LOCATION | AIRCRAFT DATA | | F | S M | / N | PURPOSE | | PILOT DATA |
|--------|--|--|--|--------|--------|------------------|---------------|--|--|--|
| 3-3680 | 8/6/78 TIME - 1 DEPARTUR POGUE, TYPE OF STALL | 130 RE POINT OK ACCIDENT | CESSNA 150L N19340 DAMAGE-SURSTANTIAL INTENDED DESTINATION RAEUMONT,KS | | 0 0 | 0 0 9 HA S | 1 1 E 0 | NONCOMMERCIAL PLEASURE/PERSONAL T F OPERATION IGHT LOW PASS | | PRIVATE, AGE 23, 117 TOTAL HOURS, 90 IN TYPF, NOT INSTRUMENT RATED. |
| | | CAUSF(S) IN COMMAND - FAILE | D TO OBTAIN/MAINTAIN FLY | 'ING S | PEE | D | | | | |
| 3-3681 | 11/10/78 TIME - 1 | TULSA,OK 836 | CESSNA 1854 N4074Y Damage-substantial | | | - | | NONCOMMERCIAL Pleasure/personal t | | ND CERTIFICATE, AGE 39, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - JONES MEMORIAL DEPARTURE POINT INTENDED DESTINATION UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALEUNCTION LANDING TRAFFIC PATTERN-CIRCU COLLIDED WITH DIRT BANK LANDING FINAL APPROACH | | | | | | | | | |
| | PILOT PILOT MISCEL COMPLETE | CAUSE(S) IN COMMAND - INADF IN COMMAND - MISMA LANEOUS ACTS.CONDI POWER LOSS - COMPI CY CIRCUMSTANCES - | | | | | | | | |

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BRIEFS OF ACCIDENTS

| FILE | | ATION | AIRCRAFT DATA | TNJ | | ES M/N | | | PILOT DATA |
|-------|---|---|---|--------------------------------|-------|---------------------|--|----------|---|
| -4319 | 12/20/78 ADA.OK TIME - 0300 | | CESSNA 172N N75819 DAMAGE-DESTROYED | PX- | | | NONCOMMERCIAL PLEASURE/PERSONA | | PRIVATE, AGE 20, 113 TOTAL HOURS, 22 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - DEPARTURE POINT STILLWATER.OK | | PAL INTENDED DESTINATION ARLINGTON+TX | l | | | | | |
| | TYPE OF ACCIDENT COLLISION WITH G | ROUND/WATER | UNCONTROLLED | | | | DE OPERATION LIGHT UNCONTROLLE | D DESCEN | r . |
| | PILOT IN COMMAND MISCELLANEDHS AC FACTOR(S) WEATHER - RAIN MISCELLANEDHS AC MISCELLANEDHS AC WEATHER PRIEFING - | TS,CONDITIO - SPATIAL TS,CONDITIO TS,CONDITIO TS,CONDITIO BRIEFED BY | NS - ALCOHOLIC IMPA | SETTING THORIZED SONNEL, | USE | E OF | AIRCRAFT | | |
| | SKY CONDITION | | | | | | AT ACCIDENT SITE | | |
| | OVERCAST VISIBILITY AT ACCI | DENT SITE | | | | 1000 ECIP: | Ο ΓΤΑΤΙΩΝ ΔΤ ΔΟΟΙΩΕΝ | T SITF | |
| | 5 OR OVER(UNLIMI ORSTRUCTIONS TO VI NONE | | IDENT SITE | | TEI | RAIN MPER/ 64 | TURE-F | | |
| | WIND DIRECTION-DEG 180 | | | WIND VELOCITY-KNOTS | | | | | |
| | TYPE OF WEATHER CO VFR | NDITIONS | | | | PE OF VFR | FLIGHT PLAN | | |
| | FIRE AFTER IMPACT REMARKS- CRASHED S | HORTLY AFT | R RPTD CLIMBING THR | U 250CFT | • FUI | | DSE-UP TRIM.PIC BL | 000 ALCO | 10L LVL 183MG%. |
| | | | | | | | | | |
| -4204 | 8/14/78 NR.CASCAD TIME - 0915 | | HUGHES 369D N8600F DAMAGE-DESTROYED | PX- | | | COMMERCIAL OTHER | | COMMERCIAL, AGE 37, 6483 TOTAL HOURS, 305 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE POINT CASCADIA+OR | 1 | NTENDED DESTINATION LOCAL | | | | | | |
| | TYPE OF ACCIDENT PROPELLER/ROTOR ROLL OVER | FAILURE TA | | | i | LAND |)F OPERATION ING FINAL APPROAC ING POWER-ON LAND | | |
| | ROTORCRAFT - TRA MISCELLANEOUS AC | NSMISSION F TS.CONDITIO TS.CONDITIC | RVICING,INSPECTION OTOR DRIVE SYSTEM DNS - VIBRATION,EXCE NNS - FATIGUE FRACTU | TAIL ROT SSIVE | | | | TION | |

BRIEFS OF ACCIDENTS

| | DATE | LOCATION | AIRCRAFT DATA | | | IES S M | | | PILOT DATA | | |
|--------|---|--|--|--------------------------|------------|----------------|------------|---|---|--|--|
| 3-3655 | 8/19/78 REDM TIME - 1708 | OND , OR | REECH C35 N668D DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 50, 1500 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. | | |
| | DEPARTURE POINT REDMOND.OR TYPE OF ACCIDEN | TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB | | | | | | | | | |
| | POWERPLANT - MISCELLANEOUS MISCELLANEOUS PILOT IN COMM COMPLETE POWFR EMERGENCY CIRCU FIRE AFTER IMPA | AINTENANCE,SF FUEL SYSTEM ACTS,CONDITI ACTS,CONDITI ACTS,CONDITI AND - FAILED LOSS - COMPLE MSTANCES - FO CT | INNS - EXCESSIVE-WEAR/F ONS - DISCONNECTED INNS - FUEL STARVATION TO OBTAIN/MAINTAIN FLY TE ENGINE FAILURE/FLAM IRCED LANDING ON AIRPOR | ING S IEDUT- T/SEA | PEE 1 E | D NGI NE | NE BA S | | D NOT COMPLIED WITH | | |
| | 11/1/78 PORT | LAND, OR | CFSSNA 172 N73787 | CR- | 0 | 0 | 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSF | PRIVATE, AGE 34, 83 TOT | | |
| -3657 | TIME - 1730 | _ | DAMAGE-SUBSTANTIAL | F A- | Ŭ | 0 | | | INSTRUMENT RATED. | | |

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BRIEES OF ACCIDENTS FLIGHT EU E DATE LOCATION AIRCRAFT DATA INTRIES ΡΙΙΠΤ ΠΔΤΔ F S M/N PURPOSE 3-3744 11/2/78 NR.MOLALLA.OR SOLOY UH12E CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 26, 2310 PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 125 IN TYPE, TIME - 1000 N5381V DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - HELIPORT TRUCK DEPARTURE POINT INTENDED DESTINATION MOLALLA, OR LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ROLL OVER STATIC IDLING ROTORS PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES OTHER EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1850 KIND OF OPERATION - FERTILIZING (DUST) KIND OF CROP - FOREST-TREES TYPE DE CHEMICAL USED - DRY CHEMICAL-NONTOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - USED GOGGLES - USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - BELLY TERRAIN-TYPE - MOUNTAINOUS ELEVATION-AREA BEING TREATED-FEET - 3000 REMARKS- PLT LEFT AG HYD SYSTEM ON & HOSE WOULD'NT UNCOUPLE. LND TOD FAR TO REAR OF TRUCK PLATFORM. 3-3844 11/9/78 NR.SALEM, OR HILLER ACET UH-12E CR- 0 0 1 COMMERCIAL AIRLINE TRANSPORT, AGE TIME - 0904 N6ZH PX- 0 0 0 0THER 38, 5240 101AL HOURS, 450 DAMAGE-SUBSTANTIAL IN TYPE, NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION UNKNOWN/NOT REPORTED SAL EM . DR TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKENEE VERTICAL COLLIDED WITH TREES LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM PUMPS MISCELLANEOUS ACTS.CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - PRESSURE TOO LOW MISCELLANEOUS ACTS.CONDITIONS - FUEL STARVATION EACTOR(S)TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- SLING LOAD-XMAS TREES. DIAPHRAM IN BOOST PUMP FAILED AT LOW ALT.

BRIEFS OF ACCIDENTS FILE AIRCRAFT DATA DATE LOCATION INJURIES FLIGHT PILOT DATA F S M/N PURPOSE ____ 3-3656 12/10/78 NR.ASTORIA.OR CESSNA 150K CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 28, UNK/NR TIME - 0145 N8339M PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, UNK/NR JN DAMAGE-DESTROYED TYPE, NOT INSTRUMENT . RATED. DEPARTURE POINT INTENDED DESTINATION SALEM, OR LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT OTHER COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - PSYCHOLOGICAL CONDITION MISCELLANEOUS - SUICIDE MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS.CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE REMARKS- PLT STATED INTENT TO FLY OUT TO SEA UNTIL FUEL EXH.OBSVD BY USCG HELD TO DIVE INTO SEA. 3-3921 12/11/78 BAKER.OR CESSNA 414 CR- 0 1 0 NONCOMMERCIAL PRIVATE, AGE 57, 2855 TIME - 1330 N41075 PX- 0 3 0 BUSINESS TOTAL HOURS, 876 IN TYPE, DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - BAKER MUNI DEPARTURE POINT INTENDED DESTINATION BOZEMAN.MT CORVALLIS.OR TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/ TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FILGHT DECISIONS OR PLANNING WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. WEATHER - DOWNDRAFT, UPDRAFTS MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE WFATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 3000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 4 MILES OR LESS SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE **TEMPERATURE-F** FOG 31 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 150 3 TYPE OF FLIGHT PLAN TYPE OF WEATHER CONDITIONS VFR NONE

REMARKS- DSCND DUE KNOWN ENROUTE ICING & STRONG WINDS. UN MAINTAIN FLT TO ARPT.

| | | | BRIEFS | | | | | |
|-------|---|---|---|-------------------------|-------------|---------------------|---|---|
| FILE | DATE LOCA | | AFT DATA | | S | M/N | FLIGHT PURPOSE | PILOT DATA |
| | 12/15/78 NR.TOLEDO, TIME - 1330 DEPARTURE POINT | NR HILLER / N147HA | ACFT SOLOY SUBSTANTIAL | CR- (|) 0 | 1 | COMMERCIAL CTR CARGO-D | COMMERCIAL, AGE 37, 3001 TOTAL HOURS, 472 IN TYPE NOT INSTRUMENT RATED. |
| | TOLEDO.OR TYPE OF ACCIDENT ENGINE FAILURE OR COLLIDED WITH TR | LOCAL | | | I | N FL | F OPERATION IGHT RETURN TO STRIP NG POWER-OFF AUTOROT | |
| | PILOT IN COMMAND MISCELLANEOUS ACT | - COMPLETE ENGINE P NCES - FORCED LANDIN | EVEL FENTIVE TO F EXHAUSTION FAILURF/FLAN | FUEL SUR MENUT-1 | PLY | INĘ | NNING | |
| -4115 | 12/22/78 LACOMB₊O TIME - 1115 DEPARTURE POINT | N172ET | SUBSTANTIAL | | | | COMMERCIAL ASSOC CROP CTL ACTIV | COMMERCIAL, AGE 30, 1802 TTY TOTAL HOURS, 33 IN TYPE, NOT INSTRUMENT RATED. |
| | LACOMB.OR TYPE OF ACCIDENT MISCELLANEOUS COLLIDED WITH TRI | LOCAL | | | I | N FL | F OPERATION IGHT EN ROUTE TO TRE NG POWER-OFF AUTOROT | |
| | MISCELLANFOUS ACT PILOT IN COMMAND MISCELLANEOUS ACT FACTOR(S) | STRUCTIONS | GUE FRACTURE PER ACTION RUMENTS-MISE SPECTION IN | E READ OR NADEQUA | ГЕ М | AINT | TO READ ENANCE AND INSPECTION | |
| | SPECIAL DATA TOTAL HOURS IN CRI KIND OF CROP - FOI PILOT'S SEAT BELT GOGGLES - NOT USEI COCKPIT CRASHPAD | REST-TREES - FASTENED-PROPERLY D | (| | Т G С | YPE LOVE RASH | OF OPERATION - FERTIL OF CHEMICAL USED - DR S - USED HELMET - AVAILABLE U BAR - NOT INSTALLED | Y CHEMICAL-NONTOXIC |

BRIEFS OF ACCIDENTS

| | | | BRIEF | S UF ACC | TUE | 115 | | • |
|--------|--|--|---|----------------|---|-------------------|--|---|
| FILE | | OCATION | AIRCRAFT DATA | F | S I | 1/N | FLIGHT PURPOSE | PILOT DATA |
| | 12/28/78 NR.BURN TIME - 1700 | | | CR- C | 0 0 | 1 | MISCELLANEDUS FERRY | PRIVATE, AGE 29, 228 TOTAL HOURS, 41 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | | | |
| | ELY,NV TYPE OF ACCIDEN ENGINE FAILURE COLLIDED WITH | OR MALFUN | BURNS,OR CTION | | I | I FL | F OPERATION IGHT NORMAL CRUISE NG ROLL | |
| | PILOT IN COMM MISCELLANEOUS MISCELLANEOUS FACTOR(S) WEATHER - ADVE TERRAIN - HIGF COMPLETE POWER I WEATHER BRIEFING | ND - IMPRO ND - MISMA ACTS,CONDI - EVASIVE RSE WINDS OBSTRUCTI OSS - COMP - UNKNOWN | NNS LETE ENGINE FAILURE/FLA /NOT REPORTED | SION | | | | |
| | WEATHER FORECAST EMERGENCY CIRCUM | | FORCED LANDING OFF AIRPO | ו מת האת | AND | | | |
| | SKY CONDITION | | | | AT ACCIDENT SITE | | | |
| | SCATTERED VISIBILITY AT AC | | PRE | | TATION AT ACCIDENT S | ITE | | |
| | 5 OR OVER(UNL) OBSTRUCTIONS TO NONE | | ACCIDENT SITE | | | | TURE-F | |
| | WIND DIRECTION- | EGREES | | | | | | |
| | 240 Type of weather VFR | CONDITIONS | | | | - | FLIGHT PLAN | |
| | | W ARPTS WI | TH KNOWN ADVERSE WINDS I | ENROU TE . | | | AVOID PWR LINES LDG | ON HIWAY. |
| 3-4393 | 6/16/78 BRIST TIME - 1645 | OL•PA | PIPER PA-28 N75040 DAMAGE-DESTROYED | CR- (PX- (| | | INSTRUCTIONAL SOLO | STUDENT, AGE 47, 38 TOTAL Hours, 12 in Type, Not |
| | NAME OF AIRPORT DEPARTURE POINT BRISTOL.PA TYPE OF ACCIDENT ENGINE FAILURF COLLIDED WITH | | L | AND | F OPERATION NG TRAFFIC PATTERN- NG FINAL APPROACH | INSTRUMENT RATED. | | |
| | PROBABLE CAUSE(S POWERPLANT - M PILOT IN COMMA EMERGENCY CIRCUM FIRE AFTER IMPAC | CTS OR C |) B S TI | | | | | |

ΙΟCΑΤΙΟΝ AIRCRAFT DATA INJURIES FLIGHT PTINT DATA ETLE DATE F S M/N PURPOSE _____ -----3-4394 7/12/78 OXEORD.PA STEARMAN A75N1 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 23, 1606 TIME - 1815 N49680 PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 58 IN TYPE. DAMAGE-DESTROYED INSTRUMENT RATED. NAME OF AIRPORT - OXEORD DEPARTURE POINT INTENDED DESTINATION OXEORD - PA TYPE DE ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALEUNCTION TAKENEE INITIAL CLIMB COLLEGED WITH ANTMALS LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - EORCED LANDING DEE AIRPORT ON LAND REMARKS- INDD IN HORSE PASTURE. CR- 1 0 0 NONCOMMERCIAL 3-4328 10/12/78 BAKERTOWN, PA ENSTROM E-284 PRIVATE. AGE 39. 819 TIME - 1502 N2570 PX- 1 0 0 BUSINESS TOTAL HOURS, 746 IN TYPE, DAMAGE-DESTROYED NOT INSTRUMENT RATED. INTENDED DESTINATION LAST ENROUTE STOP DEPARTURE POINT JOHNSTOWN, PA RETURN VINTONDALE, PA PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION IN FLIGHT OTHER COLLISION WITH GROUND/WATER UNCONTROLLED LANDING POWER-DEE AUTOROTATIVE LANDING PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) WEATHER - DOWNDRAFT.UPDRAFTS TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - EORCED LANDING DEE AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE BROKEN/LOWER SCATTERED 8000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES NONE 210 TYPE OF WEATHER CONDITIONS WIND VELOCITY-KNOTS 12 VFR TYPE OF FLIGHT PLAN NONE FIRE AFTER IMPACT REMARKS- ENG, MAJOR OVERHAUL, VALVE SPRINGS CHKD OK, NOT REPLACED, ENG IN SHUTDOWN CONFIGURATION.

BRIEFS OF ACCIDENTS

| FILE | DATE LOCATION | | F | F | S ,M | / N | PURPOSE | PILOT DATA | |
|--------|---|--|---|--------|--------|--------|---|---|--|
| 3-3832 | 11/4/78 NEW OXFORD,F TIME - 1000 DEPARTURE POINT DANVILLE,KY | PA CESSNA 182 N21212 DAMAGE-SUBSTANTIAL INTENDED DESTINATION | CR- PX- | 0 | 0 | 1 | NONCOMMERCIAL | COMMERCIAL, AGE 42, 1550 TOTAL HOURS, 120 IN TYPE NOT INSTRUMENT RATED. | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MAL NOSE OVER/DOWN | | | | | | | | |
| | PILOT IN COMMAND - MI MISCELLANEOUS ACTS.CC PILOT IN COMMAND - IM FACTOR(S) POWERPLANT - POWERPLA MISCELLANEOUS ACTS.CC MISCELLANEOUS ACTS.CC COMPLETE POWER LOSS - C EMERGENCY CIRCUMSTANCES | DNDITIONS - FUEL EXHAUSTION IPROPER LEVEL OFF INT-INSTRUMENTS FUEL QUANT | ITY GAUGE E MEOUT-1 ENGINE ORT ON LAND | | | | | | |
| 3-4351 | 11/5/78 WEST MIFFLIN TIME - 1125 | N,PA CESSNA 152 N25507 DAMAGE-DESTROYED | CR- PX- | 1 0 | 0 0 | 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 61, 565 TOTAL HOURS, 51 IN TYPE, NOT INSTRUMENT RATED. | |
| | NAME OF AIRPORT - ALLEGHENY CO DEPARTURE POINT INTENDED DESTINATION WEST MIFFLIN.PA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT IN FLIGHT OTHER | | | | | | | | |
| : | PROBABLE CAUSE(S) MISCELLANEOUS - UNDET FACTOR(S) PILOT-ATHEROSCLEROTIC REMARKS- HIT SLAG PILE | CARDIOVASCULAR DISEASE | | | | | | | |

| | | BRIEF | S OF ACCIDENTS | | |
|--------|--|---|---|--|---|
| FILE | DATE LOCAT | ION AIRCRAFT DATA | INJURIES F S M/N | | PILOT DATA |
| 3-4234 | LANGLEY AFR.VA TYPE OF ACCIDENT COLLISION WITH GRO PROBABLE CAUSE(S) PILOT IN COMMAND - FACTOR(S) | NSIZOF DAMAGE-SUBSTANTIAL INTENDED DESTINATION BERWICK.PA UND/WATER CONTROLLED CONTINUED VER ELIGHT INTO AD & CEILING INFO MISSING ON BRI | PX- 2 0 0 PHASE C IN FL VERSE WEATHER C | PLEASURE/PERSONAL 1 DF OPERATION IGHT NORMAL CRUISE | PRIVATE, AGE 46, 4482 IRANSP TOTAL HOURS, 3 IN TYPE NOT INSTRUMENT RATED. |
| | WEATHER BRIEFING - O | THER | | | |
| | SKY CONDITION BROKEN VISIBILITY AT ACCIDE 2 MILES OR LESS OBSTRUCTIONS TO VISI FOG WIND DIRECTION-DEGRE 120 TYPE OF WEATHER COND IFR REMARKS- BRIEFED BY | ON AT ACCIDENT SITE ES ITIONS | 900 PRECIPI RAIN TEMPERA 36 WIND VE 8 | G AT ACCIDENT SITE TATION AT ACCIDENT S TURE-F ELOCITY-KNOTS FLIGHT PLAN | SI TE |

PAGF 1898

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FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE _____ CESSNA 152 CR- 0 0 1 INSTRUCTIONAL 3-4055 12/13/78 TARENTUM,PA STUDENT, AGE 49, 142 TIME - 1530 N757MB PX- 0 0 0 SOLO TOTAL HOURS, ALL IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - REMICH DEPARTURE POINT INTENDED DESTINATION TARENTUM, PA LOCAL PHASE OF OPERATION TYPE OF ACCIDENT COLLIDED WITH SNOWBANK LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNEAVORABLE WIND CONDITIONS SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 45 00 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 QUARTERING HEAD WIND 023-067 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 39 270 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS VER 17 TYPE OF FLIGHT PLAN NONE REMARKS- DRIFTED INTO SNOWBANK.WIND GUSTING 27K. 3-4159 12/13/78 PHILIPSBURG,PA BEECH C45H CR- 0 0 2 MISCELLANEOUS AIRLINE TRANSPORT. AGE N7024P TIME - 2200 PX- 0 0 0 FERRY 33, 4422 TOTAL HOURS, DAMAGE-SUBSTANTIAL 1341 IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - MID-STATE DEPARTURE POINT INTENDED DESTINATION PITTSBURGH • PA JAMACIA,NY TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. REMARKS- LNDG GEAR SYSTEM FOUND IN TRANSIT.

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | | VJUR F | | | FLIGHT PURPOSE | PILOT DATA |
|--------|---|---|--|--------|---------------|----|------|--|---|
| | 12/16/78 TIME - 190 | WASHINGTON₊PA 0 RPORT - WASHINGTON | ENSTROM F28A N2890 DAMAGE-SUBSTANTIAL | CR- | 0 | 0 | 1 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 33, 2041 TOTAL HOURS, 3 IN TYPF, NOT INSTRUMENT RATED. |
| | WASHINGT TYPE OF ACC | ON , PA | CHICAGO+IL | | | | | F OPERATION FF ABORTED | |
| | PROBABLE C PILOT IN | | R OPERATION OF FLIGHT | CONTR | OLS | | | | |
| 3-3979 | TIME - 120 | - | SCHWEIZER 2-33A N2056T DAMAGE-SUBSTANTIAL | | | | | | COMMERCIAL, AGE 42, 351 P 101AL HOURS, R'IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE F | | INTENDED DESTINATION | | | | | | |
| | KUTZTOWN TYPE OF ACC UNDERSHO COLLIDED | CIDENT | LOCAL | | Ρ | LA | NDI | F OPERATION NG FINAL APPROACH NG LEVEL OFF/TOUCHDOWN | |
| | FACTOR(S) PILOT IN | COMMAND - MISJUDG | ED DISTANCE AND ALTITU R OPERATION OF FLIGHT JRING LNDG. | | ROLS | | | | |
| 3-4246 | 12/28/78 TIME - 1430 | SDMERSET, PA | GRUM AMFR AA-5A N26078 | | | | | | PRIVATE, AGE 21, 81 TOTA P HOURS, 12 IN TYPE, NOT |
| | NAME OF AI | RPORT - SOMERSET | DAMAGE-SUBSTANTIAL | F A= | U | U | 0 | FLEASURE/FERSONAL TRANS | INSTRUMENT RATED. |
| | SOMERSET | • PA | INTENDED DESTINATION LOCAL | | _ | | | | |
| | | CIDENT ATER LOOP-SWERVE WITH OBJECT | | | Р | LΑ | NDI | F OPERATION NG ROLL NG ROLL | |
| | PROBABLE CA PILOT IN FACTOR(S) | | TO MAINTAIN DIRECTION | AL COM | ITRO | IL | | | |
| , | AIRPORTS | AIRWAYS/FACILITIES | S - AIRPORT CONDITIONS S - AIRPORT CONDITIONS LL SIGN ON SIDE OF RWY | ; OTH | | NR | UNW. | ΔΥ | |

| FILE | DATE LOCATIO | | F S M/N | PURPOSE | PILOT DATA |
|--------|--|--|--|---|---|
| | 9/8/78 NR.FLORENCE.S TIME - 2125 | | CR- 2 0 0 PX- 0 0 0 | MISCELLANEOUS | COMMERCIAL, AGE 36, 8357 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | RALEIGH,NC | SAVANNAH, GA | | | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MA COLLIDED WITH TREES | FUNCTION | IN FL | F OPERATION IGHT NORMAL CRUISE NG LEVEL OFF/TOUCHDOWN | |
| | MISCELLANEOUS ACTS.C COMPLETE POWER LOSS - | NDITIONS - MATERIAL FAILUR | MEOUT-1 ENGINE | | |
| | | TORS SATIS ON OTHER ACET MI | | UE VOLTAGE SPIKES OF UND | ET ORIGIN. |
| 3-4315 | 11/29/78 NR.CHARLESTON | | | NONCOMMERCIAL | |
| | TIME - 1617 DEPARTURE POINT | N9771C DAMAGE-DESTROYED INTENDED DESTINATION | PX-100 | PLEASURE/PERSONAL TRANS | P TOTAL HOURS, 121 IN TYPE NOT INSTRUMENT RATED. |
| | ORLANDO, FL | CHARLESTON, SC | | | |
| | TYPE OF ACCIDENT COLLIDED WITH TREES | | | F OPERATION IGHT DESCENDING | |
| | | NTINUED VER FLIGHT INTO AD | VERSE WEATHER C | ONDITIONS | |
| | | | | | |
| | FACTOR(S) WEATHER - LOW CEILIN | 3 | | | |
| | FACTOR(S) WEATHER - LOW CEILIN WEATHER - FOG WEATHER BRIEFING - BRI | FED BY FLIGHT SERVICE PERSI CAST SUBSTANTIALLY CORRECT | | | |
| | FACTOR(S) WEATHER - LOW CEILIN WEATHER - FOG WEATHER BRIEFING - BRI WEATHER FORECAST - FOR SKY CONDITION | FED BY FLIGHT SERVICE PERSI CAST SUBSTANTIALLY CORRECT | CEILING | AT ACCIDENT SITE | |
| | FACTOR(S) WEATHER - LOW CEILIN WEATHER - FOG WEATHER BRIEFING - BRI WEATHER FORECAST - FOR SKY CONDITION BROKEN/LOWER SCATTER VISIBILITY AT ACCIDENT | FED BY FLIGHT SERVICE PERSI CAST SUBSTANTIALLY CORRECT | CEILING 1500 | | |
| | FACTOR(S) WEATHER - LOW CEILIN WEATHER - FOG WEATHER BRIEFING - BRI WEATHER FORECAST - FOR SKY CONDITION BROKEN/LOWER SCATTER VISIBILITY AT ACCIDENT UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION | FED BY FLIGHT SERVICE PERSI CAST SUBSTANTIALLY CORRECT D SITE | CEILING 1500 PRECIPI NONE TEMPERA | AT ACCIDENT SITE TATION AT ACCIDENT SITE | |
| | FACTOR(S) WEATHER - LOW CEILIN WEATHER - FOG WEATHER BRIEFING - BRI WEATHER FORECAST - FOR SKY CONDITION BROKEN/LOWER SCATTER VISIBILITY AT ACCIDENT UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION FOG WIND DIRECTION-DEGREES | FED BY FLIGHT SERVICE PERSI CAST SUBSTANTIALLY CORRECT D SITE | CEILING 1500 PRECIPI NONE TEMPERA 74 WIND VE | AT ACCIDENT SITE TATION AT ACCIDENT SITE | |
| | FACTOR(S) WEATHER - LOW CEILIN WEATHER - FOG WEATHER BRIEFING - BRI WEATHER FORECAST - FOR SKY CONDITION BROKEN/LOWER SCATTER VISIBILITY AT ACCIDENT UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION FOG | FED BY FLIGHT SERVICE PERSI CAST SUBSTANTIALLY CORRECT D SITE AT ACCIDENT SITE | CEILING 1500 PRECIPI NONE TEMPERA 74 WIND VE 10 | AT ACCIDENT SITE TATION AT ACCIDENT SITE TURE-F | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | IN. | | | 1/N | FLIGHT PURPOSE | PILOT ΠΔΤΔ |
|--------|--|---|---|--------|-----|------------|--------|---|--|
| -4258 | | R.N.MYRTLE BCH.SC | | РХ- | 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 56, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| | DEPARTURE F RALEIGH-C TYPE OF ACC ENGINE F | DURHAM +NC | NTENDED DESTINATION CHARLESTON, SC | | Ρ | IN | I FL | F OPERATION IGHT NORMAL CRUISE NG LEVEL OFF/TOUCHDOWN | |
| | PILOT IN MISCELLAN COMPLETE PO EMERGENCY (| COMMAND - IMPROPER COMMAND - MISMANAG NEOUS ACTS,CONDITIO DWER LOSS - COMPLET CIRCUMSTANCES - FOR | IN-FLIGHT DECISIONS EMENT OF FUEL NS - FUEL EXHAUSTION E ENGINE FAILURE/FLAM CED LANDING OFF AIRP(TH INTERMITTENT POWER | | 1 E | NG I ND | NE | IELD. | |
| 3-4386 | 12/1/78 TIME - 1338 | WEST COLUMBIA₊SC B | HILLER FH1100 N8126H DAMAGE-SUBSTANTIAL | | | | | INS TRUCTIONAL TRAINING | AIRLINE TRANSPORT, AGE 34, 7124 TOTAL HOURS, 255 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE N WEST COLU TYPE OF ACC | IMBIA,SC CIDENT FAILURE IN FLIGHT | TRN NTENDED DESTINATION LOCAL | | Ρ | IN | FL | DF OPERATION IGHT POWER-ON DESCENT NG POWER-OFF ∆UTOROTATIV | ELANDING |
| | ROTORCRAI MISCELLAN EMERGENCY (| T - TRANSMISSION R FT - ROTOR ASSEMBLI NEDUS ACTS.CONDITION CIRCUMSTANCES - FOR | NS - MATERIAL FAILURE CED LANDING OFF AIRPO | DRT ON | LA | ND | | SHAFT IS DRIVE SHAFT,P/N 2484-440 | ,FAILED. |
| -3644 | 12/2/78 NF TIME - 1630 | A.MONCKS CORNER.SC | FLY BABY 1A N8371 DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 28, 250 TOTAL HOURS, 67 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE F MONCKS COR TYPE OF ACC | RNFR+SC | VTENDED DESTINATION LOCAL | | Ρ | | | F OPERATION IGHT ACROBATICS | |
| | PROBABLE CA PILOT IN FACTOR(S) AIRFRAME MISCELLAN MISCELLAN | AUSE(S) COMMAND - EXCEEDED - WINGS SPARS NEOUS ACTS,CONDITIO | DESIGNED STRESS LIMI NS - OVERLOAD FAILURE NS - SEPARATION IN FL | : | ۹I | | | | |

| | | | | 5 OF A0 | | | | | |
|--------|---|---|---|----------------|----------|------------|-----|--|---|
| FILE | DATE | 4.1 | AIRCRAFT DATA . | IN. F | JUR = | IES S M | /N | FLIGHT PURPOSE | PILOT DATA |
| | 12/3/78 NF TIME - 1923 NAME OF AIR DEPARTURE F | R.BEAUFORT,SC RPORT - BEAUFORT C POINT | BRITTNORMAN BN-2A N25DA DAMAGE-SUBSTANTIAL OUNTY INTENDED DESTINATION | CR- PX- | 0 | 0 | 1 | | COMMERCIAL, AGE 61, 10480 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED. |
| | | | | | Ρ | IN | FL | F OPERATION IGHT NORMAL CRUISE NG LEVEL OFF/TOUCHD | OWN |
| | PILOT IN MISCELLAN MISCELLAN FACTOR(S) | COMMAND - JNADEQU COMMAND - MISMAN NECUS ACTS,CONDITI NECUS ACTS,CONDITI | IONS - INATTENTIVE TO F IONS - FUEL EXHAUSTION | EVEL SU | JPP | ۰LY | | NNING | |
| | COMPLETE PC | WER LOSS - COMPLE | IONS - FAILURE OF TWO (TE ENGINE FAILURE/FLAM DRCED LANDING OFF AIRPO | чеойт-2 | 2 E | NGI | NES | | |
| 3-4050 | 12/3/78 TIME - 1430 | | HUGHES 269B N9455F DAMAGE-SUBSTANTIAL | РХ | | | | NONCOMMERCIAL PRACTICE | COMMERCIAL, FL.INSTR., AGE 47, 4856 TOTAL HOURS, 1256 IN TYPE, NOT INSTRU- MENT RATED. |
| | DEPARTURE P CAMDEN,SC TYPE OF ACC | 2 | INTENDED DESTINATION | | | | | F OPERATION IGHT HOVERING | |
| | PROBABLE CA PILOT IN FACTOR(S) PILOT IN | AUSE(S) COMMAND - IMPROPE COMMAND - IMPROPE | R OPERATION OF FLIGHT R COMPENSATION FOR WIN GROUND ON ABRUPT AFT C | | | ; 「ION | S | | KING GROUND. |
| 3-4103 | 12/3/78 TIME - 1110 | | MOONEY M20C | | | | | NONCOMMERCIAL PLEASURE/PERSONAL T | COMMERCIAL, AGE 27, 460 RANSP TOTAL HOURS, 7 IN TYPF, |
| | DEPARTURE F DILLON.SC TYPE OF ACC OVERSHOOT STALL | Ç CIDENT | DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | | Ρ | LA | NDI | F OPERATION NG LEVEL OFF/TOUCHD NG GO-AROUND | INSTRUMENT RATED. |
| | PILOT IN PILOT IN PILOT IN | COMMAND - MISJUD COMMAND - DELAYER COMMAND - PREMATU COMMAND - FAILED | GED DISTANCE AND SPEED) IN INITIATING GO-AROU IRE LIFT-OFF TO OBTAIN/MAINTAIN FL' DE PREMATURE LIFTOFF I | JND YING SF | | | CL | EAR POWERLINE NEAR E | ND OF RNY |

| FILE | DATE LOCATION | AIRCRAFT DATA | F S M/N | PURPOSE | PILOT DATA |
|---------------------|--|--|--|------------------------------------|---|
| 9 - 4121 | 12/5/78 UNION.SC TIME - 0600 NAME OF AIRPORT - UNION C | DAMAGE-DESTROYED DUNTY | CR-100 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 50, 3907 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT UNION.SC | NEW ORLFANS,LA | | | |
| | TYPE OF ACCIDENT | | PHASE OF | OPERATION | |
| | ENGINE FAILURE OR MALFU COLLISION WITH GROUND/W | | | F INITIAL CLIMB F INITIAL CLIMB | |
| | CULLISION WITH GROUNDYW | ATER CONTROLLED | TAKEUF | F INTITAL CLIMB | |
| | MISCELLANEOUS ACTS.COND | EQUATE PREFLIGHT PREPARAT | | | |
| | FACTOR(S) TERRAIN - HIGH OBSTRUCT COMPLETE POWER LOSS - COM EMERGENCY CIRCUMSTANCES - REMARKS- SIX OUNCES WATER | IONS PLETE ENGINE FAILURE/FLAM FORCED LANDING ON AIRPOR | RT/SEAPLANE BASE | /HELIPT. | |
| -4259 | FACTOR(S) TERRAIN - HIGH OBSTRUCT COMPLETE POWER LOSS - COM EMERGENCY CIRCUMSTANCES - REMARKS- SIX OUNCES WATER | IONS PLETE ENGINE FAILURE/FLAM FORCED LANDING ON AIRPO FOUND IN CARBURETOR BOWL CESSNA 152 N714WK | RT/SEAPLANE BASE | INSTRUCTIONAL | STUDENT, AGE 32, 42 TOTAL Hours, 40 in Type, Not Instrument pated |
| -4259 | FACTOR(S) TERRAIN - HIGH OBSTRUCT COMPLETE POWER LOSS - COM EMERGENCY CIRCUMSTANCES - REMARKS- SIX OUNCES WATER 12/6/78 NR.MANNING,SC TIME - 1230 DEPARTURE POINT | IONS PLETE ENGINE FAILURE/FLAM FORCED LANDING ON AIRPO FOUND IN CARBURETOR BOWL CESSNA 152 NT14WK DAMAGE-SUBSTANTIAL INTENDED DESTINATION | RT/SEAPLANE BASE | INSTRUCTIONAL | |
| -4259 | FACTOR(S) TERRAIN - HIGH OBSTRUCT COMPLETE POWER LOSS - COM EMERGENCY CIRCUMSTANCES - REMARKS- SIX OUNCES WATER 12/6/78 NR.MANNING,SC TIME - 1230 DEPARTURE POINT ISLE OF PALMS.SC | IONS PLETE ENGINE FAILURE/FLAM FORCED LANDING ON AIRPO FOUND IN CARBURETOR BOWL CESSNA 152 N714WK DAMAGE-SUBSTANTIAL | RT/SEAPLANE BASE CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | HOURS, 40 IN TYPE, NOT |
| -4259 | FACTOR(S) TERRAIN - HIGH OBSTRUCT COMPLETE POWER LOSS - COM EMERGENCY CIRCUMSTANCES - REMARKS- SIX OUNCES WATER 12/6/78 NR.MANNING,SC TIME - 1230 DEPARTURE POINT ISLE OF PALMS,SC TYPE OF ACCIDENT | IONS PLETE ENGINE FAILURE/FLAM FORCED LANDING ON AIRPO FOUND IN CARBURETOR BOWL CESSNA 152 NT14WK DAMAGE-SUBSTANTIAL INTENDED DESTINATION | RT/SEAPLANE BASE CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLD OPERATION | HOURS, 40 IN TYPE, NOT |

_____ FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA E S M/N PURPOSE _____ _____ 3-4146 12/16/78 ROCK HILL.SC BEECH B24 CR- 0 0 2 INSTRUCTIONAL COMMERCIAL + AGE 48 + 1877 TIME - 1300 N6543R PX- 0 0 0 DUAL TOTAL HOURS, UNKING IN DAMAGE-SUBSTANTIAL TYPE, INSTRUMENT RATED. NAME OF AIRPORT - BRYANT FIELD DEPARTURE POINT INTENDED DESTINATION ROCK HILL.SC TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH LANDING FINAL APPROACH PROBABLE CAUSE(S) DUAL STUDENT - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT EACTOR(S) WEATHER - UNEAVORABLE WIND CONDITIONS SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNI IMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE LEFT CROSS WIND 248-292 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 190 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE 3-3646 12/16/78 JOHNS ISLAND, SC CESSNA 172D CR- 0 0 1 NONCOMMERCIAL COMMERCIAL. EL .INSTR .. TIME - 1140 N855X PX- 0 0 1 PLEASURE/PERSONAL TRANSP AGE 65, 10100 TOTAL DAMAGE-SUBSTANTIAL HOURS, 900 IN TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - JOHNS ISLAND DEPARTURE POINT INTENDED DESTINATION RICHMOND .VA . JOHNS ISLAND.SC TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND

| FILE | DATE LOCAT | | F | RIES S M | | FLIGHT PURPOSE | PILOT DATA |
|-------|---|--|--------------------------------|-------------|-----|---|---|
| | 12/23/78 NR.MCCOLL,S TIME - 1030 | CC CESSNA 150 N3010S DAMAGE-SUBSTANTIA | CR- 0 PX- 0 | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT MCCOLL.SC TYPE OF ACCIDENT ENGINE FAILURE OR COLLISION WITH GRO | INTENDED DESTINATION LOCAL MALFUNCTION UND/WATER CONTROLLED | | TΑ | кео | F OPERATION FF INITIAL CLIMB NG LEVEL OFF/TOUCHDOWN | INSTRUMENT RATED. |
| | PILOT IN COMMAND - MISCELLANEOUS ACTS COMPLETE POWER LOSS | INADEQUATE PREFLIGHT PREPAR MISMANAGEMENT OF FUEL ,CONDITIONS - FUEL EXHAUSTION - COMPLETE ENGINE FAILURE/FL CES - FORCED LANDING OFF AIR | MEOUT-1 | ENGI | | NNING | |
| -3850 | 12/23/78 NR.CLOVER.S TIME - 0035 | C CESSNA R17ZE N94461 | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 27, 1806 Total Hours, 15 in Type, |
| | DEPARTURE POINT HATTIESBURG.MS TYPE OF ACCIDENT ENGINE FAILURE OR COLLIDED WITH TRE | | - | IN | FL | F OPERATION IGHT DESCENDING NG FINAL APPROACH | INSTRUMENT RATED. |
| | MISCELLANEDUS ACTS COMPLETE POWER LOSS EMERGENCY CIRCUMSTAN | E STRUCTURE MASTER AND CONNI .CONDITIONS - MATERIAL FAILU - COMPLETE ENGINE FAILURE/FL/ CES - FORCED LANDING DFF AIR NG ROD FAILED AT CRANKSHAFT H | RE Amenut-1 e Port on L. | ENĠI | NE | | |
| -3843 | 12/26/78 MULLINS.S TIME - 1645 DEPARTURE POINT | C CESSNA 152 N648CA DAMAGE-SUBSTANTIAL INTENDED DESTINATION | PX- 0 | | | NONCOMMERCIAL PRACTICE | STUDENT, AGE 29, 34 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | MANNING,SC TYPE OF ACCIDENT ENGINE FAILURE OR NOSE OVER/DOWN | FAYETTEVILLE.NC | | IN | FL | F OPERATION IGHT NORMAL CRUISE NG ROLL | |
| | MISCELLANEOUS ACTS FACTOR(S) TERRAIN - WET.SOFT PARTIAL POWER LOSS - EMERGENCY CIRCUMSTAN | ION SYSTEM MAGNETOS ,CONDITIONS - MATERIAL FAILU GROUND PARTIAL LOSS OF POWER - 1 EF CES - FORCED LANDING OFF AIR TO ARMATURE BEARINGS WORN, SI | NGINE . PORT ON LA | | MUD | EL 4050-S/N 7120854- | |

BRIEFS OF ACCIDENTS DATE LOCATION AIRCRAFT DATA TNUBRES FILE EL IGHT PTIOT DATA E S M/N PURPOSE CESSNA 150 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 22, 175 3-3830 11/30/78 SORUM.SD TIME - 1045 N60068 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, ALL IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION SORUM.SD LOCAL TYPE DE ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALEUNCTION IN FLIGHT NORMAL CRUISE NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LNDD ON ROAD .RAN OFF AT CURVE. CESSNA 150 3-3734 12/8/78 PARKSTON - SD CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 22, 83 TOTAL TIME - 1830 N19513 PX- 0 0 1 PLEASURE/PERSONAL TRANSP HOURS, 37 IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - PARKSTON MUNI DEPARTURE POINT INTENDED DESTINATION PARKSTON, SD YANKTON, SD TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH SNOWBANK TAKENEE RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW WINDROWS 3-3829 12/30/78 LEOLA.SD CHAMPION 7ECA CR- 0 1 0 NONCOMMERCIAL PRIVATE, AGE 31, 108 TIME - 1230 N5142T PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 15 IN TYPE. DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION BRITTON, SD MOBRIDGE . SD TYPE OF ACCIDENT PHASE OF OPERATION STALL IN FLIGHT OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING REMARKS- FOX HUNTING.

| FILE | DATE | LOCATION | AIRCRAFT DATA | E | c | M / N | | PILOT DATA |
|--------|---|---|--|----------------|------------|-------|--|--|
| | | OUNTVILLE.TN | PIPER PA-31 N7700L DAMAGE-SUBSTANTIAL | CR- C PX- 0 | | | COMMERCIAL COMMUTER AIR CARRIER | COMMERCIAL, FL.INSTR., AGE 22, 1826 TOTAL HOURS, 158 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POI JOHNSON CIT TYPE OF ACCID | Y TN | INTENDED DESTINATION BLOUNTVILLE+TN | | L | AND I | F OPERATION NG FINAL APPROACH NG LEVEL OFF/TOUCHDOWN | |
| | MISCELLANEO MISCELLANEO COMPLETE POWE | MMAND - MISMAN US ACTS,CONDIT US ACTS,CONDIT R LOSS - COMPLE | AGEMENT OF FUEL IONS - INATTENTIVE TO F IONS - FUEL FXHAUSTION TTE ENGINE FAILURE/FLAM DRCED LANDING OFF AIRPO | IEOUT-2 | ENG | INES | | |
| 3-3629 | 10/1/78 NR.L TIME - 0120 DEPARTURE POI | | CESSNA 152 N25955 DAMAGE-DESTROYED INTENDED DESTINATION | | | | INSTRUCTIONAL TRAINING | PRIVATE, AGE 19, 134 Total Hours, 129 in type, Not instrument rated. |
| | LEXINGTON.T TYPE OF ACCID COLLIDED WI | ENT | NASHVILLE, TN | | | | F OPERATION IGHT NORMAL CRUISE | |
| | FACTOR(S) MISCELLANEOU WEATHER - LU WEATHER BRIEF WEATHER FOREC | MMAND - INITIAT JS ACTS,CONDITI OW CEILING ING - BRIEFED B | TED FLIGHT IN ADVERSE W INNS - PILOT FATIGUE BY FLIGHT SERVICE PERSO SLIGHTLY WORSE THAN FOR INVERED | INNEL, B | | | SNC | |
| | SKY CONDITION OVERCAST VISIBILITY AT 4 MILES OR | ACCIDENT SITE | | | 10 PREC | 000 | AT ACCIDENT SITE | |
| | | TO VISION AT AC | CIDENT SITE | | TE MF | ERA | TURE-F FLIGHT PLAN | |

ETLE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PLOT DATA E S M/N PURPOSE 3-3909 11/22/78 MEMPHIS.TN SWEARINGEN SA26-T CR- 1 0 0 NONCOMMERCIAL COMMERCIAL . FL. INSTR... TIME - 1851 N2301N PX- 0 0 0 CORP/EXEC AGE 38. 5000 TOTAL HOURS. DAMAGE-DESTROYED 100 IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - OLIVE BRANCH DEPARTURE POINT INTENDED DESTINATION IACKSON TN MEMPHIS.TN TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IER OPERATION EACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFEING - BRIEFED BY FLIGHT SERVICE PERSONNEL. IN PERSON WEATHER EDRECAST - EDRECAST SUBSTANTIALLY CORRECT SKY CONDITION CELLING AT ACCIDENT SITE OVERCAST 300 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES EDG 140 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS BELOW MINIMUMS 10 TYPE OF FLIGHT PLAN TED REMARKS- CONTROLLER WARNED PLT OF LOW ALT ALERT 3 TIMES. 3-3630 12/4/78 BOLIVAR.TN CESSNA 150L CR- 1 0 0 NONCOMMERCIAL STUDENT, AGE 35, 163 TIME - 0701 N15400 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HUURS, 151 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - BOLIVAR-HARDEMAN DEPARTURE POINT INTENDED DESTINATION BOLIVAR . TN MEMPHIS.IN TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALEUNCTION TAKEOFF INITIAL CLIMB STALL MUSH LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS.CONDITIONS - WATER IN FUEL PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OF PLANNING EACTOR(S) POWERPLANT - FUEL SYSTEM VENTS, DRAINS, TANK CAPS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE SYSTEMS - OTHER SYSTEMS OTHER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PASTURE AHEAD, TURNING TOWARD ARPT.WATER IN L TANK & CARB.TANK CAP O RING BRKN.STALL WARN HORN INOP

BRIEFS OF ACCIDENTS

| | | | BRIEFS | S OF ACCI | DENT: | s | | |
|--------|--|--|---|----------------|--|-------------------------|--|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | S M/ | N | | PILOT DATA |
| | 12/16/78 TIME - 184 | BLOUNTVILLE,TN 8 RPORT - TRI-CITY POINT I STON,IN | PIPER PA-34 N3024R DAMAGE-DESTROYED NTENDED DESTINATION BLOUNTVILLE+TN | CR- 1 PX- 0 | 0 | 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 42, 744 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | PILOT IN FACTOR(S) WEATHER WEATHER WEATHER BR | N COMMAND - IMPROPER N COMMAND - FAILED T - LOW CEILING - FOG RIEFING - BRIEFED BY | IFR OPFRATION O USE OR INCORRECTLY FLIGHT SERVICE PERSO UBSTANTIALLY CORRECT | | | | MENT | |
| | 2 MILES OBSTRUCTIO FOG WIND VELOO 6 TYPE OF FL IFR | Y AT ACCIDENT SITE OR LESS INS TO VISION AT ACC ITY-KNOTS IGHT PLAN | | | 600 PRECI DRII VIND 250 TYPE IFR | PII ZZL DIF OF | AT ACCIDENT SITE TATION AT ACCIDENT SITE E ECTION-DEGREES WEATHER CONDITIONS | RECIPROCAL 131DEG). |
| 3-4214 | 7/17/78 TIME - 163 | | BEECH A65 N333FW DAMAGE-SUBSTANTIAL | | | | NONCOMMERCIAL CORP/EXEC | AIRLINE TRANSPORT, AGF 32, 6150 TOTAL HOURS, 1173 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE LITTLE R TYPE OF AC FIRE OR | DCK + AR | NTENDED DESTINATION FORT WORTH.TX T | I | | | - DPERATION GHT NORMAL CRUISE | |
| | SYSTEMS MISCELLA PERSONNE | NT - FUEL SYSTEM L - ELECTRICAL SYSTEM NEOUS ACTS,CONDITIC L - PRODUCTION-DESI | RELAYS AND WIRING NS - CHAFED GN-PERSONNEL POOR/IN | | | |) However N333FW's s/n hi | DSES NOT INCLUDED. |

PERSONNEL - PRODUCTION-DESIGN-PERSONNEL POOR/INADEQUATE DESIGN REMARKS- AD 72-18-08 REQUIRED INSP OF HOSES WHERE FIRE ORIGINATED HOWEVER N333FW'S S/N HOSES NOT INCLUDED.

| | DATE LOCATION | | F S M/N | PURPOSE | PILOT DATA |
|--------|--|---|--|--|---|
| | 8/13/78 AUSTIN.TX TIME - 1643 | | | | ATP,FLIGHT INSTR., AGF 29, 4985 TOTAL HOURS, 81 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - ROBERT DEPARTURE POINT SAN ANTONIO+TX TYPE OF ACCIDENT ENGINE FAILURE OR MALFU GEAR RETRACTED | INTENDED DESTINATION AUSTIN.TX | LAND | DF OPERATION ING FINAL APPROACH ING ROLL | |
| | PILOT IN COMMAND - MISM MISCELLANEOUS ACTS,CON | DEQUATE PREFLIGHT PREPARA MANAGEMENT OF FUEL DITIONS - FUEL STARVATION LED TO ASSURE THE GEAR WAS | | | |
| | MISCELLANEOUS ACTS.CON PILOT IN COMMAND - FAI COMPLETF POWER LOSS - COM EMERGENCY CIRCUMSTANCES | DITIONS - IMPROPER EMERGE LED TO FOLLOW APPROVED PR APLETE ENGINE FAILURE/FLA - FORCED LANDING ON AIRPO - R WING W 125GAL BER 18M | OCEDURES,DIREC MEDUT-1 ENGINE RT/SFAPLANE BAS | SE/HELIPT. | |
| 3-3856 | 9/28/78 NR.RICHLAND HILL TIME - 1645 | S.TX PIPER PA-28 N47979 Damage-Substantial | PX- 0 0 0 | DUAL | AGE 53, 4002 TOTAL HOURS 1825 IN TYPE, INSTRUMENT |
| | | | | | |
| | NAME OF AIRPORT - MANGHAM DEPARTURE POINT RICHLAND HILLS,TX TYPE OF ACCIDENT COLLISION WITH AIRCRAF | INTENDED DESTINATION LOCAL | | DF OPERATION ING FINAL APPROACH | RΔΤΕΝ. |
| | DEPARTURE POINT RICHLAND HILLS,TX TYPE OF ACCIDENT COLLISION WITH AIRCRAE PROBABLE CAUSE(S) PILOT IN COMMAND - FAI DUAL STUDENT - FAILED FACTOR(S) | INTENDED DESTINATION LOCAL | LAND) R AIRCRAFT URES,DIRECTIVES | ING FINAL APPROACH | RAIED. |
| | DEPARTURE POINT RICHLAND HILLS,TX TYPE OF ACCIDENT COLLISION WITH AIRCRAF PROBABLE CAUSE(S) PILOT IN COMMAND - FAI DUAL STUDENT - FAILED FACTOR(S) MISCELLANEOUS ACTS,CONN SPECIAL DATA SEGMENTS OF AVIATION IN CONTROLLING AGENCY - NU TRAFFIC ADVISORY ISSUE CONTROL ZONE/AREA - NO | INTENDED DESTINATION LOCAL BOTH IN FLIGHT LED TO SEE AND AVOID OTHE DET FOLLOW APPROVED PROCED DITIONS - CREW COORDINATION NVOLVED - SMALL US GEN.AV D CONTROL | LAND R AIRCRAFT URES.DIRECTIVES ON-POOR SMALL US GEN RADAF CONT EVASJ | ING FINAL APPROACH Stetc. AV. R CTL/SURVEILLANCE - RADA | |

BRIEFS OF ACCIDENTS

INJURIES FLIGHT ETLE DATE LOCATION AIRCRAFT DATA DIIDI DATA E S M/N PURPOSE 3-3856 9/28/78 NR.RICHLAND HILLS,TX PIPER PA-28 CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 40, 80 TOTAL N1853H PX- 2 0 0 PLEASURE/PERSONAL TRANSP HOURS, 5 IN TYPE, NOT TIME - 1645 DAMAGE-DESTROYED DT- 0 0 2 INSTRUMENT RATED. NAME OF AIRPORT - MANGHAM INTENDED DESTINATION DEPARTURE POINT RICHLAND HILLS.TX GIDDINGS .TX TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN ELIGHT LANDING FINAL APPROACH PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER ATRCRAFT PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES.DIRECTIVES.FTC. MISCELLANEOUS ACTS-CONDITIONS - POORLY PLANNED APPROACH EACTORIST MISCELLANEOUS ACTS.CONDITIONS - ALTIMETER SETTING-INCORRECT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. RADAR CTL/SURVETLIANCE - RADAR SERVICE NOT AVAILABLE CONTROLLING AGENCY - NO CONTROL CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - NO EVASIVE ACTION TAKEN - NO ANTI-COLLISION LIGHTS - OPERATING REMARKS- FLEW LOWER THAN NORMAL TRAFFIC PATTERN ALTITUDE. MORANE-SAUL MS760 CR- 0 1 0 NONCOMMERCIAL PRIVATE, AGE 53, 2650 3-4113 10/17/78 NR.ALTEF.TX PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 75 IN TYPE, TIME - 1600 N760J INSTRUMENT RATED. DAMAGE-SUBSTANTIAL NAME DE ATRPORT - ANDRAW INTENDED DESTINATION LAST ENROUTE STOP DEPARTURE POINT ALIEF, TX BROWNSVILLE.TX NEW ORLEANS.LA PHASE OF OPERATION TYPE OF ACCIDENT LANDING LEVEL OFF/TOUCHDOWN OVERSHOOT STALL MUSH LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS.CONDITIONS - POORLY PLANNED APPROACH MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY REMARKS- SKIDDED OFF END OF RUNWAY WITH GEAR RETRACTED.

BRIEFS OF ACCIDENTS

FLIGHT FUE DATE LOCATION AIRCRAFT DATA INJURIES PILOT DATA E S M/N PURPOSE _____ • CR- 0 0 1 NONCOMMERCIAL 3-3858 10/18/78 CROSBYTON.TX PIPER PA-34 PRIVATE, AGE 55, 614 N8234C PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 66 IN TYPE. TIME - 1015 DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - CROSBYTON MUNICPL DEPARTURE POINT INTENDED DESTINATION IUBBOCK .TX CROSBY TON TX PHASE OF OPERATION TYPE OF ACCIDENT WHEELS-UP LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR 3-3855 10/19/78 STRATFORD.TX HILLER UH-12E CR- 0 0 1 MISCELLANEOUS COMMERCIAL, AGE 48, 7100 TIME - 1730 N4026S PX- 0 0 1 DEMONSTRATION TOTAL HOURS. 129 IN TYPE. DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - STRATFORD FIELD DEPARTURE POINT INTENDED DESTINATION STRATEORD • TX LOCAL PHASE OF OPERATION TYPE OF ACCIDENT IN FLIGHT NORMAL CRUISE ENGINE FAILURE OR MALFUNCTION LANDING POWER-ON LANDING HARD LANDING PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE INSPECTION OF AIRCRAFT (MAINTENANCE PERSONNEL) POWERPLANT - IGNITION SYSTEM SPARK PLUG MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. REMARKS- DEBRIS FROM PREVIOUS REPAIR JOB LEFT IN INDUCTION SYSTEM. ENTERED CYLINDERS AND DAMAGED SPARK PLUGS

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU F | RIES S M/N | | PILOT DATA |
|--------|--|--|---|--|---|--|---|
| 3-3860 | 11/10/79 TIME - 14 | SKIDMORE,TX 20 | CESSNA 182 N2437G DAMAGE-SUBSTANTIAL | | 0 1 0 0 | I NS TRUCTIONAL TRA IN ING | STUDENT, AGE 50, 53 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE | | INTENDED DESTINATION | | | | |
| | PLEASAN | | RETURN | | 0000 | F OPERATION | |
| | TYPE OF A | TATLURE OR MALEUN | | | | IGHT NORMAL CRUISE | |
| | NOSE OV | | | | | ING ROLL | |
| | MISCELL MISCELL FACTOR(S) | A COMMAND - IMPRO ANERUS ACTS+CONDI ANERUS ACTS+CONDI | PER OPERATION OF POWERPU TIONS - ANTI-ICING/DEIC TIONS - ICE-CARRURETOR | NG EQUI | PMENT-1 | MPROPER OPERATION O | DF/OR FAILED TO USE |
| | PILOT I MISCELLA MISCELLA FACTOR(S) WEATHER COMPLETE | N COMMAND - IMPRO ANERIIS ACTS.CONDI INERIIS ACTS.CONDI - CRNDITIONS COM POWER LOSS - COMP | TIONS - ANTI-ICING/DEIC | ING EQUI | PMENT-1 M ICING ENGINE | MPROPER OPERATION O | NF/OR FAILED TO USE |
| | PILOT I MISCELLA MISCELLA FACTOR(S) WEATHER COMPLETE | N COMMAND - IMPRO ANERUS ACTS.CONDI ANERUS ACTS.CONDI - CONDITIONS CON POWER LOSS - COMP CIRCUMSTANCES - | TIONS - ANTI-ICING/DEIC TIONS - ICE-CARRURETOR DUCIVE TO CARB./INDUCTIO LETE ENGINE FAILURE/FLAU | NG EQUI NN SYSTE NEOUT-1 NRT ON L | PMENT-I M ICING ENGINE AND | MPROPER OPERATION O | IF/OR FAILED TO USE |
| | PILOT IN MISCELLA FACTOR(S) WEATHER COMPLETE EMERGENCY SKY CONDI SCATTER VISIBILITY | N COMMAND - IMPRO ANERUS ACTS.CONDI ANERUS ACTS.CONDI - CONDITIONS CON POWER LOSS - COMP CIRCUMSTANCES - | TIONS - ANTI-ICING/DEIC TIONS - ICE-CARRURETOR DUCIVE TO CARB./INDUCTIC LETE ENGINE FAILURE/FLAU FORCED LANDING OFF AIRPO | NG EQUI NN SYSTE MERUT-1 NRT AN L | PMENT-1 M ICING ENGINE AND CEILING UNLIM | MPROPER OPERATION O | |
| | PILOT I MISCELL FACTOR(S) WEATHER COMPLETE EMERGENCY SKY CONDI SCATTER VISIBILIT 5 OR OV | N COMMAND - IMPRO AMERUS ACTS.CONDI ANERUS ACTS.CONDI - CONDITIONS COM POWER LOSS - COMP CIRCUMSTANCES - TION ED (AT ACCIDENT SIT | TIONS - ANTI-ICING/DEIC TIONS - ICE-CARRURETOR DUCIVE TO CARB./INDUCTIC LETE ENGINE FAILURE/FLAI FORCED LANDING OFF AIRPO | NG EQUI IN SYSTE MEQUT-1 IRT ON L | PMENT-1 M ICING ENGINE AND CEILING UNLIM PRECIPI | MPROPER OPERATION O AT ACCIDENT SITE NITED TATION AT ACCIDENT | |
| | PILOT IN MISCELLA MISCELLA FACTOR(S) WEATHER COMPLETE EMERGENCY SKY CONDI SCATTER VISIBILITY 5 OR OV OBSTRUCTIO NONE | COMMAND - IMPRO ANERUS ACTS.CONDI - CONDITIONS CON POWER LOSS - COMP CIRCUMSTANCES - TION ED (AT ACCIDENT SIT ER(UNLIMITED) | TIONS - ANTI-ICING/DEIC TIONS - ICE-CARRURETOR DUCIVE TO CARB./INDUCTIC LETE ENGINE FAILURE/FLAI FORCED LANDING OFF AIRPO | NG EQUI NN SYSTE MEQUT-1 NRT ON L | PMENT-1 M ICING ENGINE AND CEILING UNLIM PRECIPI NDNE TEMPERA 83 | MPROPER OPERATION O AT ACCIDENT SITE NITED TATION AT ACCIDENT | |

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_____ ______ ETLE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA E S M/N PURPOSE _____ ______ _____ 3-3684 11/12/78 SABINE PASS.TX BELL 206B CR- 1 0 0 COMMERCIAL COMMERCIAL, AGE 33, 1810 N49755 PX- 1 0 0 AIR TAXI-PASSG TOTAL HOURS. 155 IN TYPE. TIME - 0753 DAMAGE-DESTROYED NOT INSTRUMENT RATED. NAME OF AIRPORT - TRANSCO INTENDED DESTINATION DEPARTURE POINT SABINE PASS.TX GULF OF MEX.WC 576 PHASE OF OPERATION TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLIED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VER FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - EOG MISCELLANEOUS ACTS.CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - UNKNOWN/NOT REPORTED SKY CONDITION CELLING AT ACCIDENT SITE OVERCAST 1500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FNG 68 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 110 3 TYPE OF WEATHER CONDITIONS TYPE DE ELIGHT PLAN TER NONE

BRIEFS OF ACCIDENTS

| | | | BRIFF | S OF ACC | I DEN | TS | | |
|--------|---|--|---|-----------|------------------|----------------|---|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU F | RIES S M | | FLIGHT PURPOSE | PILAT DATA |
| 3-3988 | 11/13/78 L TIME - 0235 | UBBOCK • TX | CESSNA 310J N3108J DAMAGE-DESTROYED | | | | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL.INSTR., AGE 22, 1420 TOTAL HOURS, 110 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE PO DALLAS.TX TYPE OF ACCI | - | INTENDED DESTINATION LUBBOCK.TX | I | | | F OPERATION NG FINAL APPROACH | |
| | FACTOR(S) WEATHER - WEATHER - WEATHER BRIE | OMMAND - IMPROPE LOW CEILING FOG FING - BRIEFED BY | X IFR ∩PERATION Y FLIGHT SERVICE PERS LIGHTLY WORSE THAN FO | | ү рн | JNE | | |
| | 1/4 MILE C | N AT ACCIDENT SITE | CIDENT SITE | | 30 PREC NO | D IPI NE | AT ACCIDENT SITE TATION AT ACCIDENT SITE TURE-F | E |
| | FNG WIND DIRECT) 210 TYPE OF WEAT IFR | ION-DEGREES HER CONDITIONS | | | 11 | OF | LOCITY-KNOTS FLIGHT PLAN | |
| | - · · · | VER ADVISED PLT A | CFT WAS 1/2 MILE E OF | COURSE I | | | ILS APP. | |
| 3-3936 | 11/18/78 NR. TIME - 0800 | KENT.TX | CESSNA 172H N2757L DAMAGE-DESTROYED | | | | NONCOMMERCIAL BUSINESS | NO CERTIFICATE, AGE 46, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE PO PECOS+TX TYPE OF ACCI STALL | - | INTENDED DESTINATION VAN HORN,TX | | | | F OPFRATION NG GO-AROUND | |
| | MISCELLANE FACTOR(S) PILOT IN C EMERGENCY CI | OMMAND - PHYSICA OUS ACTS+CONDITIO OMMAND - ATTEMPTE RCUMSTANCES - FO | NS - ALCOHOLIC IMPAI D OPERATION BEYOND E RCED LANDING OFF AIRP | XPERIENCE | E/AB AND | ĹĹĬ | | ITTLE EXP-NONE RECTY |

| FILE | DATE | | AIRCRAFT DATA | F | S M/ | N | PURPOSE | | PILOT DATA |
|--------|--|---|---|----------|---|------------------------------|-----------------------------|--------|---|
| 3-4005 | 11/19/78 TIME - 1922 | AMARILLD, TX | PIPER PA-24 N7856P DAMAGE-DESTROYED | CR- 1 | 0 | 0 NC | NCOMMERCIAL | | COMMERCIAL, AGE 38, 7232 TOTAL HOURS, 529 IN TYPE NOT INSTRUMENT RATED. |
| | NAME OF AIR DEPARTURE P TULSA+OK | PORT - AMARILLD DINT | INTL' INTENDED DESTINATION BORGER.TX | | | | | | |
| | TYPE OF ACC | IDENT WITH WIRES/POLE | | | | | IPERATION FINAL APPROACH | | |
| | | COMMAND - ATTEMP | TED OPERATION BEYOND E | XPERIENC | E/ABI | LITY | LEVEL | | |
| | FACTOR(S) | COMMAND - IMPROP LOW CEILING | ER IFR OPERATION | | | | | | |
| | FACTOR(S) WEATHER - WEATHER - WEATHER BRI | LOW CEILING FOG EFING - BRIEFED | BY FLIGHT SERVICE PERS | | Y RAD | IO | | | |
| | FACTOR(S) WEATHER - WEATHER - WEATHER BRI | LOW CEILING FOG EFING - BRIEFED | | | Y RAD | IO | | | |
| | FACTOR(S) WEATHER - WEATHER - WEATHER BRI | LOW CEILING FOG EFING - BRIEFED ECAST - FORECAST ON | BY FLIGHT SERVICE PERS | | | NG A1 | ACCIDENT SITE | | · · · · · |
| | FACTOR(S) WEATHER - WEATHER - WEATHER BRI WEATHER FOR SKY CONDITI OBSCURATIO | LOW CEILING FOG EFING - BRIEFED ECAST - FORECAST ON DN AT ACCIDENT SITE | BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT | | CEILI 100 | NG AT | - ACCIDENT SITE | - SITE | |
| | FACTOR(S) WEATHER - WEATHER BRI WEATHER BRI WEATHER FOR SKY CONDITI OBSCURATION VISIBILITY 3/4 MILE ON | LOW CEILING FOG EFING - BRIEFED ECAST - FORECAST ON DN AT ACCIDENT SITE | BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT | | CEILI 100 PRECI | NG AT PITAT E | ION AT ACCIDENT | - SITE | |
| | FACTOR(S) WEATHER - WEATHER BRI WEATHER BRI WEATHER FOR SKY CONDITI OBSCURATION VISIBILITY 3/4 MILE | LOW CEILING FOG – BRIEFED ECAST – FORECAST ON AT ACCIDENT SITE DR LESS S TO VISION AT A | BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT | | CEILI 100 PRECI NON TEMPE 43 | NG A1 PITA1 E RATUR | ION AT ACCIDENT | SITE | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | F | M/N | FLIGHT PURPOSE | PILOT DATA | | | |
|--------|---|--|---|--------------------------|---------------|------------------------------|------------------------|--|--|--|
| 3-3937 | | BROWNSVILLE, TX | BEECH H18 | CR- 1 | 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL.INSTR., | | | |
| | | RPORT - BROWNSVILLE | | | | | | | | |
| | | POINT I LLE• TX | NTENDED DESTINATION | | | | | | | |
| | TYPE OF AC | | SPRINGPIELOFMU | р | ASE (| OF OPERATION | | | | |
| | | N WITH GROUND/WATER | UNCONTROLLED | | | LIGHT UNCONTROLLED DE | SCENT | | | |
| | FACTOR(S) WEATHER WEATHER WEATHER BR | NEQUS - UNDETERMINE - LOW CEILING - FOG IEFING - BRIEFED BY | D FLIGHT SERVICE PERS UBSTANTIALLY CORREC | | PHON | E | | | | |
| | SKY CONDIT | | | CEILING AT ACCIDENT SITE | | | | | | |
| | | AT ACCIDENT SITE | | Р | | ITATION AT ACCIDENT SI | те | | | |
| | 1 MILE O | R LESS | | | NONE | | | | | |
| | | NS TO VISION AT ACC | IDENT SITE | т | TEMPERATURE-F | | | | | |
| | FOG | TION DECORES | | | | | | | | |
| | | | | WIND VELOCITY-KNOTS 7 | | | | | | |
| | WIND DIREC | | | | | | | | | |
| | 330 | | | т | PE DE | FLIGHT PLAN | | | | |
| | 330 | ATHER CONDITIONS | | т | 'PE N IFR | FLIGHT PLAN | | | | |
| | 330 TYPE OF WE | ATHER CONDITIONS | | т | | FLIGHT PLAN | | | | |

| FILE | | | | | | | FL IGHT PUR POSE | ΡΙΙΩΤ ΔΑΤΑ |
|--------|--|---|--|--------------------|----------------------|-----------------|---|--|
| | | | | | | | | AIRLINE TRANSPORT, AGE 62, 16568 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| | DEPARTURE PO SHREVEPORT TYPE DF ACCI | ,LA | NTENDED DESTINATION ALICE,TX | | | | DF OPERATION IGHT DESCENDING | |
| | FACTOR(S) WEATHER - WEATHER - WEATHER BRIE | COMMAND - CONTINUE LOW CEILING FOG FING - BRIEFED BY | D VFR FLIGHT INTO ADV FLIGHT SERVICE PERSO UBSTANTIALLY CORRECT | | | | | |
| | UNKNOWN/NO OBSTRUCTIONS FOG TYPE OF FLIG IFR | NT ACCIDENT SITE DT REPORTED 5 TO VISION AT ACC SHT PLAN | IDENT SITE | | C PRE N TYP | C I P I IONE | AT ACCIDENT SITE TATION AT ACCIDENT SITE WEATHER CONDITIONS | |
| | FIRE AFTER I REMARKS- PLI | | ROUTE TO DESTINATION. | | | | | |
| 3-3683 | NAME OF AIRF | PORT - EAGLE PASS | AEROSTAR 601P N90674 DAMAGE-SUBSTANTIAL MUNI NTENDED DESTINATION | CR- PX- | 0 C 0 C | 1 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 33, 2200 Total Hours, 157 in Type, Instrument Rated. |
| | WACH,TX TYPE OF ACC | IDENT TER LOOP-SWERVE | EAGLE PASS.TX | | L | AND | DF OPERATION NG ROLL ING ROLL | |
| | MISCELLANE MISCELLANE FACTOR(S) MISCELLANE | - LANDING GEAR BR EOUS ACTS,CONDITIC EOUS ACTS,CONDITIC EOUS ACTS,CONDITIC | AKING SYSTEM (NORMAL INS - DISCONNECTED INS - INTENTIONAL GROU INS - RAN OFF END OF R S - AIRPORT FACILITIES | IND-WA TI UNWAY | ER-L | | | |

BRIEFS OF ACCIDENTS

| | | RRIEF | S OF ACC | 105612 | | | | |
|--------|--|---|-----------|--|---|--|--|--|
| FILE | DATE LOCATION | AIRCRAFT DATA | INJU F | RIES S M/N | FLIGHT PURPOSE | PILOI DATA | | |
| 3-3859 | 12/1/78 NR.PORT OCONNE TIME - 1818 DEPARTURE POINT | R.TX BELL 2068 N59456 DAMAGE-DESTROYED INTENDED DESTINATION | | | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 36, 2739 TOTAL HOURS, 183 IN TYPE, NOT INSTRUMENT RATED. | | |
| | ROCKPORT TX | PORT OCONNER, TX | | | | | | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND | /WATER CONTROLLED | I | | DE OPERATION IGHT NORMAL CRUISE | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - CO FACTOR(S) WEATHER - LOW CEILING | NTINUED VER FLIGHT INTO AN | VERSE WE | ATHER (| ONDITIONS | | | |
| | WEATHER - FOG TERRAIN - ROUGH/UNEVE MISCELLANEOUS ACTS,CO WEATHER BRIEFING - OTHE | NDITIONS - UNWARRANTED LOW | / FLYING | | | | | |
| | | CAST SUBSTANTIALLY CORRECT | | | | | | |
| | SKY CONDITION BROKEN VISIBILITY AT ACCIDENT UNKNOWN/NOT REPORTED | | ٢ | UNK NO PRECIPI UNK NO | AT ACCIDENT SITE WWN/NOT REPORTED TATION AT ACCIDENT SIT WWN/NOT REPORTED RECTION-DEGREES | ſĔ | | |
| | OBSTRUCTIONS TO VISION FOG | AT ACCIDENT SITE | v | | | | | |
| | WIND VELOCITY-KNOTS | | - | TYPE OF IFR | WEATHER CONDITIONS | | | |
| | TYPE OF FLIGHT PLAN NONE REMARKS- LOW FLT DURING RESTRICTED VIS.WX BRIEF BY OTHER PLT.IMPACTED SAND DUNE. | | | | | | | |
| 3-3861 | 12/6/78 ALAMO,TX | BELL 47G-2 | CR- 0 | 0 1 | COMMERCIAL | COMMERCIAL, AGE 26, 1013 | | |
| | TIME - 1020 | N972B DAMAGE-DESTROYED INTENDED DESTINATION | | | AERIAL APPLICATION | TOTAL HOURS, 89 IN TYPE, INSTRUMENT RATED. | | |
| | ALAMO | LOCAL | | | | | | |
| | TYPE OF ACCIDENT ROLL OVER | | F | | IF OPERATION NG ROLI-ON/RUN-ON | | | |
| | PILOT IN COMMAND - FA FACTOR(S) TERRAIN - WET,SOFT GR | | ROTOR R.F | °.M. | FT | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP C KIND OF CROP - UNKNOW PILOT'S SEAT BELT - F GOGGLES - USED COCKPIT CRASHPAD - NO TANK/HOPPER-LOCATION ELEVATION-AREA BEING PROCEDURE TURNAROUND | ASTENED-PROPERLY T INSTALLED - AFT OF PILOT TREATED-FEET - 110 | TED | TYPE GLOVE CRASH CRASH TERRA | ∩F OPERATION - FERTILI ∩F CHEMICAL USED - LIG S - USED HELMET - AVAILABLE US BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - DOWNW | QUID CHEMICAL-NONTOXIC | | |

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| FILE . | DATE | LOCATION | AIRCRAFT DATA | F S M/N | FLIGHT PURPOSE | PILOT DATA | | | | | |
|--------|---|---------------------|---|--------------------------|----------------------|------------|--|--|--|--|--|
| 3-3857 | TIME - 21 | | BELL 47G-2 N7732 DAMAGE-DESTROYED | . CR- 0 1 0 PX- 0 1 0 | MISCELLANEOUS | | | | | | |
| | | | INTENDED DESTINATION | | | | | | | | |
| | | ONID, TX | | | | | | | | | |
| | TYPE OF A | | | . PHASE | OF OPERATION | | | | | | |
| | COLLISI | ON WITH GROUND/WATE | R UNCONTROLLED | IN F | LIGHT UNCONTROLLED D | ESCENT | | | | | |
| | PROBABLE PILOT 1 | | DED VER ELIGHT INTO AN | VERSE WEATHER | CONDITIONS | | | | | | |
| | PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | | | | | |
| | FACTOR(S) WEATHER - FOG | | | | | | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | | | | |
| | SKY CONDI OVERCAS | | | CEILIN 800 | G AT ACCIDENT SITE | | | | | | |
| | | Y AT ACCIDENT SITE | | PRECIP | ITE | | | | | | |
| | OBSTRUCTI FDG | ONS TO VISION AT AC | CIDENT SITE | TE MP ER | A TUR E-F | | | | | | |
| | | CTION-DEGREES | | | ELOCITY-KNOTS | | | | | | |
| | | | | , | FLIGHT PLAN | | | | | | |
| | TYPE OF W | EATHER CONDITIONS | | NONE | - FLIGHT PLAN | | | | | | |

BRIEFS OF ACCIDENTS

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| FILE | | | AIRCRAFT DATA | | | | | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--|--|--------------|----------------|--|-----------------|--|---|
| | 12/6/78 HEMPS TIME - 1420 DEPARTURE POINT MCALLEN,TX | ΤΕΔ Ν ,ΤΧ J | PIPER PA-28 | С R- Р X- | 1 0 | 0 0 | 0 0 | COMMERCIAL POWER/PIPELINE | COMMERCIAL, AGE 44, 2311 IOTAL HOURS, 476 IN TYPE INSTRUMENT RATED. |
| | COLLISION WITH | | UNCONTROLLED | | | | | F OPERATION IGHT UNCONTROLLED DESCEN | т |
| | PILOT IN COMMA PILOT IN COMMA FACTOR(S) WEATHER - LOW WEATHER - RAIN WEATHER BRIEFING | ND - INADEQUA ND - CONTINUE ND - SPATIAL CEILING - ND RECORD | TE PREFLIGHT PREPARA O VFR FLIGHT INTO AD DISORIENTATION OF BRIEFING RECEIVED JRSTANTIALLY CORRECT | | | | | | |
| | SKY CONDITION OVERCAST VISIBILITY AT AC 1/4 MILE OR LE ORSTRUCTIONS TO FOG WIND DIRECTION-D 130 TYPE OF WEATHER IFR | SS VISION AT ACC EGREES | IDENT SITE | | PF Te W1 | 200 RECI RA EMPE 75 IND 16 | PI RA VEL | AT ACCIDENT SITE TATION AT ACCIDENT SITE TURE-F LOCITY-KNOTS FLIGHT PLAN | |
| 3-3935 | | | CESSNA 150M N714GN DAMAGE-DESTROYED VTENDED DESTINATION | CR- PX- | | | | | STUDENT, AGE 35, 16 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | LA PORTITX TYPE OF ACCIDENT STALL SPIRAL | | LOCAL | | P٢ | - | | - OPERATION IGHT OTHER | |
| | | ND - IMPROPER | OPERATION OF FLIGHT DW FLT,STALLS,& STEE | | | | | | · |

| FILE | | | AIRCRAFT DATA | F | S | 4/N | | PILOT DATA |
|--------|--|---|--|----------------|---------------------------|--|---|---|
| | 12/18/78 TIME - 2330 DEPARTURE P TULSA.OK TYPE OF ACC ENGINE FA | TROY•TX DINT | CESSNA 150 N48827 DAMAGE-SUBSTANTIAL INTENDED DESTINATION KILLEEN+TX | CR- C PX- 0 | O O LAS T PHA | 1 0 T EN EMPL SE 0 N FL | NONCOMMERCIAL BUSINESS ROUTE STOP E TX F OPERATION IGHT NORMAL CRUISE NG ROLL | |
| | PILOT IN MISCELLAN FACTOR(S) TERRAIN - COMPLETE PO EMERGENCY C | COMMAND - INADE COMMAND - MISMAN HEOUS ACTS.CONDI HIGH OBSTRUCTI WER LOSS - COMPL | LETE ENGINE FAILURE/FLAM FORCED LANDING OFF AIRPO | EOUT-1 | ENG | | NN ING | |
| 3-4084 | 12/18/78 NR TIME - 1830 | | BEECHCRAFT N35 N428T DAMAGE-DESTROYED | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSI | PRIVATE, AGE 55, 1338 P TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE P SINTON.TX TYPE OF ACC | - | INTENDED DESTINATION ROCKPORT.TX | | | | F OPERATION IGHT LOW PASS | |
| | FACTOR(S) WEATHER - WEATHER BRI | COMMAND - CONTI - FOG EFING - NO RECO | NUED VFR FLIGHT INTO AD RD OF BRIEFING RECEIVED T SUBSTANTIALLY CORRECT | VERSEWE | ATH | ER (| CONDITIONS | |
| | VISIBILITY 1/4 MILE | NOT REPORTED AT ACCIDENT SIT OR LESS NS TO VISION AT | | | U PRE N TYP | NKNC CIPI DNE | G AT ACCIDENT SITE WN/NOT REPORTED TATION AT ACCIDENT SITE WEATHER CONDITIONS | |

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| | | | BRIEF | S OF AC | | NIS | | |
|--------|--|---|---|---|--------------------------|---|---|--|
| FILE | | | AIRCRAFT DATA | F | S | S M/N | | PILOT DATA |
| | 12/19/78 TIME - 2330 DEPARTURE F AUSTIN+TX TYPE OF ACC | AUSTIN.TX) POINT | | CR- | 1 (| , 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANS OF OPERATION | PRIVATE, AGE 26, 114 P TOTAL HOURS, 42 IN TYPF, NOT INSTRUMENT RATED. |
| | PROBABLE CA PILOT IN PILOT IN FACTOR(S) PILOT IN MISCELLAN WEATHER BRI | COMMAND - INITIA COMMAND - SPATIAL COMMAND - PHYSIC/ JEDUS ACTS,CONDIT LOW CEILING EFING - NO RECORD | TED FLIGHT IN ADVERSE DISORIENTATION | RMENT O | CO | ID I T | | |
| | SKY CONDITI OVERCAST VISIBILITY 5 OR OVER OBSTRUCTION FOG WIND DIRECT 200 TYPE OF WEA IFR | ON AT ACCIDENT SITE (UNLIMITED) IS TO VISION AT AC ION-DEGREES THER CONDITIONS | | | PRE TEN WIN TYP | 00 CIP DNE PER 1 D VI 3 E OF | G AT ACCIDENT SITE ITATION AT ACCIDENT SITE ATURE-F ELOCITY-KNOTS = FLIGHT PLAN PMG% | |
| 3-3978 | TIME - 0711 NAME OF AIR | PORT - DALLAS LOV | | | | | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | COMMERCIAL, FL.INSTR., AGE 44, 5310 TOTAL HOURS, 429 IN TYPE, NOT INSTRU- MENT RATED. |
| | DALLAS,TX TYPE OF ACC ENGINE FA | - | | | ٦ | AKE | DF OPERATION DFF INITIAL CLIMB ING LEVEL OFF/TOUCHDOWN | |
| | MISCELLAN FACTOR(S) PERSONNEL TERRAIN - PARTIAL POW COMPLETE PO EMERGENCY C | - MAINTENANCE,SE EDUS ACTS,CONDIT - OPERATIONAL SU HIGH OBSTRUCTION ER LOSS - PARTIAL WER LOSS - COMPLE IRCUMSTANCES - FO | IONS - FÜEL GRADE-IMPR JPERVISORY PERSONNEL IS - LOSS OF POWER - 1 EN TE ENGINE FAILURE/FLAU RCED LANDING OFF AIRP | OPER DEFICIEN GINE MEOUT-1 ORT ON U | ENG | | ICED AIRCRAFT (GROUND CREW PANY MAINTAINED EOPMT.SER TANK VENT COVERS IMPROPER | VICES, REGULATION |

| FILE | | LOCATION | AIRCRAFT DATA | | F | S M | / N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|---|---|--------|----------|-----|-----|--|--|
| | 12/23/78 NR. TIME - 1848 | EL PASO,TX | PIPER PA-28R N55154 DAMAGE-SUBSTANTIAL | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 34, 163 TOTAL HOURS, 126 IN TYPE, NOT INSTRUMENT RATED. |
| | DALLAS,TX TYPE OF ACCI | - | INTENDED DESTINATION EL PASD,TX FION | | P | IN | FL | F OPERATION IGHT NORMAL CRUISE NG ROLL | |
| | PILOT IN CO MISCELLANEO MISCELLANEO COMPLETE POW | DMMAND - INADEQU DMMAND - MISMAN DUS ACTS,CONDIT DUS ACTS,CONDIT ER LOSS - COMPLI | JATE PREFLIGHT PREPARAT AGEMENT OF FUEL IONS - FUEL EXHAUSTION IONS - INTENTIONAL WHE TE ENGINE FAILURE/FLAM DRCED LANDING OFF AIRPO | ELS-UP | , 1 E | NGI | | NNING | |
| 3-3854 | 12/25/78 R TIME - 0900 | DSHARON,TX | CHAMPION 7FC N124BA ' DAMAGE-SUBSTANTIAL | PX- | | | _ | | PRIVATE, AGE 33, 752 TOTAL HOURS, 79 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPO DEPARTURE PO ANGLETON.T TYPE OF ACCI NOSE OVER/O | C DENT | INTENDED DESTINATION ROSHARON+TX | | Ρ | | | F OPERATION Ng Roll | |
| | PROBABLE CAUS PILOT IN C | | ER OPERATION OF BRAKES | AND/0 | IR F | LIG | ΗT | CONTROLS | |
| 3-3853 | 12/27/78 M TIME - 2230 | ARFA, T X | CESSNA 172N N739SS DAMAGE-DESTROYED | | | | | | PRIVATE, AGE 48, 112 TOTAL HOURS, 12 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE PO MARFA,TX TYPE OF ACCI | • | ICIPAL INTENDED DESTINATION LUBBOCK.TX | | F | | | F OPERATION FF INITIAL CLIMB | NUT INSTRUMENT RATED. |
| | FACTOR(S) | OMMAND - FAILED | TO ABORT TAKEOFF IONS - ICE-WINDSHIELD | | | | | | |

BRIEFS OF ACCIDENTS

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-4268 12/28/78 SHERMAN, TX CR- 0 0 1 NONCOMMERCIAL CESSNA 310 PRIVATE, AGE 53, 1086 TIME - 1555 N2615C PX- 0 0 3 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 86 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - SHERMAN MUNICIPAL DEPARTURE POINT INTENDED DESTINATION NORMAN.OK BEAUMONT, TX TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM SELECTOR VALVES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- INOP ENG NOT FEATHERED. BELL BH212 3-4381 12/29/78 NR.GALVESTON, TX CR- 0 1 0 MISCELLANEOUS COMMERCIAL, AGE 41, 2653 TIME - 1503 N49591 PX- 1 3 0 TEST TOTAL HOURS, 92 IN TYPE, DAMAGE-DESTROYED INSTRUMENT RATED. NAME OF AIRPORT - SCHOLES FIELD DEPARTURE POINT INTENDED DESTINATION GALVESTON, TX LOCAL PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION LANDING POWER-ON LANDING HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S). POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - VIBRATION, EXCESSIVE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 2 ENGINES EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT AIRFRAME BUFFET PROP/ENGINE VIBRATION

BRIEFS OF ACCIDENTS

| FILE | DATE LOCATIO | | F S M/N | PURPOSE | PILOT DATA |
|-------|---|--|------------------------|---------------------------------------|---|
| | 12/29/78 ABILENE,TX TIME - 2233 DEPARTURE POINT ABILENE,TX | CESSNA 172XP N758CA DAMAGE-DESTROYED INTENDED DESTINATION BROWNWOOD,TX | CR- 1 0 0 PX- 1 1 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 23, 348 TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF ACCIDENT COLLIDED WITH TREES | | | F OPERATION IGHT NORMAL CRUISE | |
| | PILOT IN COMMAND - FACTOR(S) PILOT IN COMMAND - WEATHER - LOW CEILIN WEATHER - FOG WEATHER BRIEFING - NO | ATTEMPTED OPERATION BEYOND O INITIATED FLIGHT IN ADVERSE INADEQUATE PREFLIGHT PREPARA NG RECORD OF BRIEFING RFCEIVEG RECAST SUBSTANTIALLY CORRECT | WEATHER CONDITI | ONS | |
| | SKY CONDITION OVERCAST VISIBILITY AT ACCIDEN | TSITE | 500 | AT ACCIDENT SITE | ITE |
| | 5 OR OVER(UNLIMITED OBSTRUCTIONS TO VISION FOG WIND DIRECTION-DEGREES | N AT ACCIDENT SITE | NONE TEMPERA 37 | TURE-F | |
| | 20 TYPE OF WEATHER CONDI- IFR | | 10 TYPE OF | FLIGHT PLAN IAL VFR | |
| -4071 | 12/29/78 LEWISVILLE TIME - 1812 DEPARTURE POINT | N608T DAMAGE-DESTROYED INTENDED DESTINATION | | NONCOMMERCIAL Pleasure/personal Ti | PRIVATE, AGE 56, 705 RANSP TOTAL HOURS, 77 IN TYPE, INSTRUMENT RATED. |
| | BROWNSVILLE,TX TYPE OF ACCIDENT COLLISION WITH GROU | ADDISON,TX ND/WATER UNCONTROLLED | | IF OPERATION ING FINAL APPROACH | |
| | | | | : : | |
| | SKY CONDITION OVERCAST VISIBILITY AT ACCIDEN | TSJTF | 300 | G AT_ACCIDENT SITE | ITE |
| | 1/2 MILE OR LESS OBSTRUCTIONS TO VISIO FOG | N AT ACCIDENT SITE | NONE Tempera 54 | TURE-F | - |
| | WIND DIRECTION-DEGREE: 80 | 3 | WIND VE | LOCITY-KNOTS | |

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| FILE | | AIRCRAFT DATA | | | PILOT DATA |
|--------|--|---|---------------------------------------|--|--|
| | 12/30/78 HOUSTON,TX TIME - 2007 NAME OF AIRPORT - INTER | BEECH C-90 N2029N DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 1 3 PHASE 0 | NONCOMMERCIAL CORPJEXEC DF OPERATION ING FINAL APPROACH | |
| | | | DNNEL, BY PHON | E | |
| | SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT 3/4 MILE OR LESS OBSTRUCTIONS TO VISION FOG WIND VELOCITY-KNOTS 4 TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT | | 100 PRECIP NONE WIND D 30 | G AT ACCIDENT SITE ITATION AT ACCIDENT SITE IRECTION-DEGREES = WEATHER CONDITIONS | |
| 3-4125 | | TY,UT REECH BE-65 N20 DAMAGE-SUBSTANTIAL INTENDED DESTINATION SALT LAKE CITY,UT | CR- 0 0 2 PX- 0 0 0 | | ATP,FLIGHI INSTR., AGF 57, 6338 TOTAL HOURS, 9 IN TYPE, INSTRUMENT RATED. |
| | TYPE OF ACCIDENT FIRE OR EXPLOSION ON PROBABLE CAUSE(S) POWERPLANT - FUEL SYS MISCELLANEOUS ACTS.CO MISCELLANEOUS ACTS.CO | | TAXI | | • • |

DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA FILE F S M/N PURPOSE 3-3694 8/14/78 NR.SALINA.UT CESSNA 206 CR- 0 1 0 COMMERCIAL COMMERCIAL. AGE 38. 3444 TIME - 1300 N80097 PX- 0 0 0 AIR TAXI-CARGO TOTAL HOURS, 1500 IN DAMAGE-SUBSTANTIAL TYPE, NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION BLANDING, UT SALT LAKE CITY,UT TYPE OF ACCIDENT PHASE OF OPERATION FIRE OR EXPLOSION IN FLIGHT IN FLIGHT NORMAL CRUISE IN FLIGHT EMERGENCY DESCENT COLLISION WITH GROUND/WATER UNCONTROLLED PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) MISCELLANEOUS - SMOKE IN COCKPIT MISCELLANEOUS ACTS, CONDITIONS - FIRE OF UNDETERMINED ORIGIN MISCELLANEOUS ACTS, CONDITIONS - FIRE IN CABIN, COCKPIT, BAGGAGE COMPARTMENT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SMOKE IN COCKPIT FIRE AFTER IMPACT CESSNA 421A CR- 0 0 1 NONCOMMERCIAL AIRLINE TRANSPORT. AGE 3-4100 11/29/78 SALT LAKE CITY,UT 48, 7975 TOTAL HOURS, 41 TIME - 2335 N38.1 PX- 0 0 2 CORP/EXEC DAMAGE-SUBSTANTIAL IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - SALT LAKE CITY INTENDED DESTINATION DEPARTURE POINT PALO ALTO,CA SALT LAKE CITY,UT PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION LANDING TRAFFIC PATTERN-CIRCLING COLLISION WITH GROUND/WATER CONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR(S) PILOT IN COMMAND - IMPROPER IFR OPERATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES ~ FORCED LANDING OFF AIRPORT ON LAND REMARKS- RETURNED TO VOR AFTER DEVIATING OFF COURSE DRG ILS.

| FILE | | | | | |
|--------|--|---|-----------------------------------|--|--|
| | DATE LOCATION | | INJURIES F S M/N | FLIGHT PURPOSE | ΡΙΙΟΥ ΒΑΤΑ |
| | 12/14/78 NR.DGDEN.UT TIME - 0705 DEPARTURE POINT AMOCO DIL PLATFORM TYPE OF ACCIDENT COLLISION WITH GROUND/W | AEROSPATIAL SA3168 N8622 DAMAGE-DESTROYFD INTENDED DESTINATION AMOCO SHORE BASE | CR- 0 0 1 PX- 0 2 3 PHASE 0 | | COMMERCIAL, AGE 31, 4607 TOTAL HUURS, 708 IN TYPE, NOT INSTRUMENT RATED. |
| | FACTOR(S) | ITIONS - INSTRUMENTS-MISE ITIONS - ALTIMETER SETTIN | | TO READ | |
| 3-4099 | 12/18/78 NR.BULLFROG.UT TIME - 0930 | CESSNA R182 N7318X DAMAGE-SUBSTANTIAL | CR- 0 1 1 PX- 0 0 0 | | COMMERCIAL, FL.INSTR., AGE 27, 3560 TOTAL HOURS, 195 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - BULLERO DEPARTURE POINT PAGE,AZ TYPE OF ACCIDENT ENGINE FAILURE OR MALFUM COLLIDED WITH DIRT BAN | INTENDED DESTINATION BULLERDG.UT | LANDIM | F OPERATION NG FINAL APPROACH NG LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSF(S) POWERPLANT - MISCELLANER COMPLETE POWER LOSS - COM EMERGENCY CIRCUMSTANCES - REMARKS- FILED WITH COMPA | FORCED LANDING OFF AIRPO | 1EOUT-1 ENGINE | D REASONS | |
| 3-3693 | 12/20/78 DUCHESNE,UT TIME - 1540 NAME OF AIRPORT - DUCHESNE DEPARTURE POINT | INTENDED DESTINATION | | NONCOMMERCIAL Pleasure/personal trans | PRIVATE, AGE 25, 241 P TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED. |
| | LAS VEGAS,NV TYPE OF ACCIDENT NOSE OVER/DOWN COLLIDED WITH SNOWBANK | ROCK SPINES.WY | LANDIN | F OPERATION NG ROLL NG ROLL | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - SELEC FACTOR(S) | TED UNSUITARLE TERRAIN | | | |

PAGE 1931

| FILE | | | AIRCRAFT DATA | | F S | M/N | PURPOSE | PILOT DATA | | |
|--------|---|---|--|------------|--|---|---|--|--|--|
| | 12/21/78 M TIME - 1640 | AGNA,UT | AEROSPATIAL SA315B N10067 DAMAGE-SUBSTANTIAL | CR- PX- | 0 0 0 | 1 2 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 34, 5070 TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED. | | |
| | | | INTENDED DESTINATION | | | | | | | |
| | SALT LAKE (| | LOCAL | | | | F OPERATION | | | |
| | TYPE OF ACCI ENGINE FAI HARD LANDI | URE OR MALFUNC | אטוד | | I | N FL | IGHT NORMAL CRUISE NG POWER-OFF AUTORN | TATIVE LANDING | | |
| | PARTIAL POWER | - MISCELLANEOU R LOSS - PARTIA | S POWERPLANT FAILURE F L LOSS OF POWER - 1 ENG ORCED LANDING OFF AIRPO | INE | | MINE | DREASONS | | | |
| | | : | | | | | | | | |
| 3-4221 | 12/27/78 P. TIME - 1807 | ARK VALLEY,UT | CESSNA 172A N7678T DAMAGE-SUBSTANTIAL | | | | MISCELLANEOUS FERRY | PRIVATE, AGE 23, 96 TOTAL HOURS, 30 IN TYPE, NOT INSTRUMENT RATED. | | |
| | DEPARTURE PO | INT | INTENDED DESTINATION | | | | | | | |
| | PROVO-UT BOISE-ID | | | | | | | | | |
| | TYPE OF ACCI STALL SPI | | | | | | IF OPERATION IGHT LOW PASS | | | |
| | STALL SPI | v | | | 1 | | 1011 LUW FA35 | | | |
| | PROBABLE CAU | SF(S) | | | | | | | | |
| | | | TO OBTAIN/MAINTAIN FLY | | | | | | | |
| | | | UED VER ELIGHT INTO ADV TED OPERATION BEYOND EX | | | | | | | |
| | FACTOR(S) | JMMANIJ - ATTEMP | TED OPERATION BEYOND EX | PERIE | NCETA | BILI | IT LEVEL | | | |
| | | MMAND - PHYSIC | AL IMPAIRMENT | | | | | | | |
| | | DUS ACTS,CONDIT _OW CEILING | IONS - PILOT FATIGUE | | | | | | | |
| | WEATHER - | | • | | | | | | | |
| | | | IONS - ANTI-ICING/DEICI BY FLIGHT SERVICE PERSO | | | | | /OR FAILED TO USE | | |
| | | | SUBSTANTIALLY CORRECT | | 01 7 | 110791 | | | | |
| | | | | | 65 | | AT ACCIDENT SITE | | | |
| | SKY CONDITIO | N | | | | | AT ACCIDENT SITE | | | |
| | OVERCAST | | | | 2 | 00 | | | | |
| | OVERCAST VISIBILITY A | F ACCIDENT SITE | · . | | 2 PRE | 00 C I P I | TATION AT ACCIDENT S | ITE | | |
| | OVERCAST VISIBILITY A 1 MILE OR | F ACCIDENT SITE | • | | 2 PRE S | 00 CIPI NOW | | ITE | | |
| | OVERCAST VISIBILITY A 1 MILE OR OBSTRUCTIONS BLOWING SN | T ACCIDENT SITE LESS TO VISION AT A DW | • | | 2 PRE S TEM | 00 CIPI NOW PERA 0 | TATION AT ACCIDENT S SHOWERS TURE-F | ΊΤΕ | | |
| | OVERCAST VISIBILITY A 1 MILE OR OBSTRUCTIONS BLOWING SN WIND DIRECTION | T ACCIDENT SITE LESS TO VISION AT A DW | • | | 2 PRE S TEM 1 WIN | 00 CIPI NOW PERA 0 D VE | TATION AT ACCIDENT S | ITE | | |
| | OVERCAST VISIBILITY A 1 MILE OR OBSTRUCTIONS BLOWING SN WIND DIRECTIO 325 | T ACCIDENT SITE LESS TO VISION AT A DW DN-DEGREES | • | | 2 PRE S TEM N WIN | 00 CIPI NOW PERA 0 D VE 0 - | TATION AT ACCIDENT S SHOWERS TURE-E LOCITY-KNOTS | ITE | | |
| | OVERCAST VISIBILITY A 1 MILE OR OBSTRUCTIONS BLOWING SN WIND DIRECTIO 325 | T ACCIDENT SITE LESS TO VISION AT A DW | • | | 2 PRE S TEM 1 WIN 1 TYP | 00 CIPI NOW PERA 0 D VE 0 - | TATION AT ACCIDENT S SHOWERS TURE-F | ITE | | |

BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA FILE DATE F S M/N PURPOSE ------3-3940 12/27/78 NR.OGDEN.UT CESSNA U206 CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 52, 280 N29078 PX- 0 0 0 BUSINESS TOTAL HOURS, 40 IN TYPF, TIME - 1930 DAMAGE-DESTROYED NOT INSTRUMENT RATED. NAME OF AIRPORT - DIRTSTRIP DEPARTURE POINT INTENDED DESTINATION OGDEN.UT OGDEN,UT TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER MISSING AIRCRAFT - LATER RECOVERED REMARKS- RECOVERY DATE 12/28/78.DEPARTURE WAS MADE OVER THE WATER, NO DEFINITE HORIZON, FM UNLIT STRIP. 3-4155 10/7/78 WARREN,VT LET-NP-K L-13 CR- 0 2 0 INSTRUCTIONAL COMMERCIAL, FL.INSTR., TIME - 1600 N90598 PX- 0 0 0 DUAL AGE 43, 711 TOTAL HOURS, 23 IN TYPE, NOT INSTRU-DAMAGE-SUBSTANTIAL MENT RATED. NAME OF AIRPORT - WARREN-SUGARBUSH DEPARTURE POINT INTENDED DESTINATION WARREN, VT LOCAL PHASE OF OPERATION TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED LANDING OTHER PROBABLE CAUSE(S) INSTRUMENTS/FOUIPMENT AND ACCESSORIES - MISCELLANEOUS EQUIPMENT GLIDER LAUNCH/TOW EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. REMARKS- SINGLE WHEEL.

| FILE | | TION | AIRCRAFT DATA | F | RIES S'M/I | FLIG N PURP | | PILOT DATA |
|-----------|---|---|--|---|-------------------------------------|---------------------------|--|--|
| -4198 | 10/28/78 WEST TOW TIME - 2151 DEPARTURE POINT BROOKHAVEN.NY | NSHEND+VT | PIPER PA-38 N9372T DAMAGE-DESTROYED NTENDED DESTINATION MONTPELIER.VT | CR- 1 | | D NONCOMM D PLEASUR | | PRIVATE, AGE 32, 175 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF ACCIDENT ENGINE FAILURE OR COLLIDED WITH TR | | | | INI | | ION IRMAL CRUISE L OFF/TOUCHDOWN | |
| | MISCELLANEOUS ACT MISCELLANEOUS ACT FACTOR(S) WEATHER - CONDITI PILOT IN COMMAND COMPLETE POWER LOSS | S,CONDITIO S,CONDITIO ONS CONDUC - INADEQUA - COMPLET | OPERATION OF POWERP NS'- ICE-CARBURETOR NS - ANTI-ICING/DFIC IVE TO CARB./INDHCTI TE PREFLIGHT PREPARA E ENGINE FAILURE/FLA CED LANDING OFF AIRP | ING EQUI ON SYSTE TION AND MEDUT-1 | PMENT M ICII /OR PI ENGINI | -IMPROPER NG ANNING | | AILED TO USE |
| | SKY CONDITION | | | | | NG AT ACCI | DENT SITE | |
| | OVERCAST VISIBILITY AT ACCID 5 OR OVER(UNLIMIT OBSTRUCTIONS TO VIS | IDENT SITE | | RAI TEMPER | PITATION A | T ACCIDENT SITE | | |
| | FOG TYPE OF WEATHER CON VFR | DITIONS | | | 48 TYPE (NONI | DF FLIGHT E | ΡίαΝ | |
| 4144 | 12/27/78 NR.BENNING TIME - 0730 DEPARTURE POINT | | PIPER PA-28 N6476J DAMAGE-SUBSTANTIAL NTENDED DESTINATION | | | | ERCIAL E/PERSONAL TRANSP | STUDENT, AGE 25, 188 Total Hours, 60 in type Not instrument rated. |
| | BEDFORD,MA TYPE OF ACCIDENT | | ROCHESTER, NY | | | OF OPERAI | TON | |
| | COLLISION WITH GR | ∩UND/₩ATER | CONTROLLED | | | FLIGHT OT | | |
| | PILOT IN COMMAND FACTOR(S) WEATHER - LOW CEI WEATHER - SNOW | - CONTINUE LING | D DPERATION BEYOND E D VFR FLIGHT INTO AD FLIGHT SERVICE PERS | VERSEWE | ATHER | CONDITION | | |
| | SKY CONDITION | | | | | NG AT ACCI IMITED | DENT SITE | |
| | SCATTERED VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | PRECI SNOV | | T ACCIDENT SITE DEGREES | |
| | FOG WIND VELOCITY-KNOTS | | | | 240 TYPE (| OF WEATHER | CONDITIONS | |
| | 40 TYPE OF FLIGHT PLAN | | | | IFR | | | |

| FILE | | | | ĭNJ F | | S M/ | 'N | PURPOSE | PILOT DATA |
|--------|---|--|---|--------------------|------------------------|----------------------------------|--------------------|---|--|
| 8-4062 | 8/21/78 BASYE. TIME - 1420 NAME OF AIRPORT - | ۷A | CESSNA 210 N6579X DAMAGE-SUBSTANTIAL | CR- PX- | 0 | 0 | 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 46, 158 TOTAL HOURS, 61 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT FREDERICK.MD TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | INTENDED DESTINATION RASYE,VA | | PI | LAN | DING | OPERATION 5 LEVEL OFF/TOUCHDOWN 5 ROLL | |
| | FACTOR(S) PILOT IN COMMAN | D - IMPROPER D - IMPROPER D - MISUSED | LEVEL OFF RECOVERY FROM BOUNC OR FAILED TO USE FLA NS - OVERLOAD FAILUR | PS |) I NI | G | | | |
| -4004 | | RINGS,VA | CESSNA 210L N3JE DAMAGE-DESTROYED | | | | | NONCOMMERCIAL BUSINESS | COMMERCIAL, FL.INSTR., AGE 40, 2623 TOTAL HOURS 1157 IN TYPE, INSTRUMENT RATED. |
| | MT AIRY,NC TYPE OF ACCIDENT | · [| INTENDED DESTINATION HOT SPRINGS.VA | | Ы | | | OPERATION 5 FINAL APPROACH | |
| | PILOT IN COMMAN PILOT IN COMMAN PERSONNEL - TRA FACTOR(S) WEATHER - FOG WEATHER - FOG WEATHER - DOWND WEATHER BRIEFING | D - IMPROPER D - CONTINUE D - FAILED T FFIC CONTROL EILING RAFT,UPDRAFT - BRIEFED BY | R IN-FLIGHT DECISIONS D VFR FLIGHT INTO AD O INITIATE GO-AROUND PERSONNEL ISSUED I | VERSE W MPROPER | ν ΕΑ ΄ . Ο Γ | ING THER R CO | CDM | NITIONS | |
| | SKY CONDITION OBSCURATION VISIBILITY AT ACC 3/4 MILE OR LES OBSTRUCTIONS TO V FOG WIND DIRECTION-DE 270 | S ISION AT ACC | | | PF TE W] | 200 RECI NON EMPE 65 | PITA IE RATU | T ACCIDENT SITE NTION AT ACCIDENT SITE URE-F DCITY-KNOTS | |

BRIEFS OF ACCIDENTS _____ ETLE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE _____ 3-4072 10/12/78 WHITE GATE,VA PIPER PA-32R CR- 0 0 1 COMMERCIAL COMMERCIAL, FL.INSTR., TIME - 2305 N9797C PX- 0 0 0 AIR TAXI-CARGO AGE 25, 2468 TOTAL HOURS, . 200 IN TYPE, INSTRUMENT DAMAGE-DESTROYED RATED. LAST ENROUTE STOP DEPARTURE POINT INTENDED DESTINATION TO LEDO . OH OWDSSO.MI FAYETTEVILLE.NC PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FATLURE OR MALEUNCTION IN FLIGHT NORMAL CRUISE LANDING ROLL COLLIDED WITH TREES PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS TERRAIN - HIGH OBSTRUCTIONS FACTOR(S) POWERPLANT - IGNITION SYSTEM MAGNETOS MISCELLANEOUS ACTS, CONDITIONS - LODSE, PART/FITTING PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE INSPECTION OF AIRCRAFT (MAINTENANCE PERSONNEL) MISCELLANEOUS ACTS.CONDITIONS - INTENTIONAL WHEELS-UP COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE MISSING AIRCRAFT - LATER RECOVERED EMERGENCY CIRCUMSTANCES - EDRCED LANDING DEE AIRPORT ON LAND REMARKS- FND 10/13-PLT RPTD FUEL & OIL PR AFTER PWR LOSS-LNDD ON HILL, CONT INTO TREES-LOOSE HELICAL SPGS. 3-4349 10/20/78 NR. GRUNDY. VA MOONEY M20C CR- 0 1 0 NONCOMMERCIAL STUDENT, AGE 53, 738 TIME - 1310 N1348W PX- 0 0 0 PLEASURE/PERSONAL TRANSP 10TAL HOURS, 550 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - GRUNDY DEPARTURE POINT INTENDED DESTINATION GRUNDY-VA SMITH MOUNTAIN.VA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALEUNCTION TAKENEE INITIAL CLIMB COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE VALVE ASSEMBLIES MISCELLANEOUS ACTS.CONDITIONS - STUCK COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- NUMBER 3 CYLINDER EXHAUST VALVE STUCK IN CLOSED POSITION.

| | | | | S OF A | | | | | |
|-------|--|--|--|------------------------------------|-----------------|----------------------|---------------------------|---|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUR F | S IES | 5 M/N | FLIGHT PURPOSE | PILOT DATA |
| | 11/8/78 TIME - 1520 DEPARTURE F MYRTLE BI TYPE OF ACC | MELFA,VA 0 POINT EACH,SC | PIPER PA-32 N1104X DAMAGE-DESTROYED INTENDED DESTINATION DOVER+DE | CR- PX- | 1 3 | 0 0 9 HA | 0 0 5E 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP IF OPERATION IGHT UNCONTROLLED DESCEN | PRIVATE, AGE 38, 500 TOTAL HOURS, 250 IN TYPE NOT INSTRUMENT RATED. |
| | PILOT IN PILOT IN PILOT IN FACTOR(S) MISCELLAN WEATHER BR WEATHER BR WEATHER FOR MISSING AIN EMERGENCY C SKY CONDITI | COMMAND - ATTEMPT COMMAND - CONTINU COMMAND - SPATIAL COMMAND - EXCEEDE NEOUS ACTS,CONDITI - LOW CEILING IFFING - RRIEFED B RECAST - FORECAST RCRAFT - LATER REC CIRCUMSTANCES - AD | D DESIGNED STRESS LIM ONS - SEPARATION IN F Y FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT | VERSE ITS OF LIGHT ONNEL, | WEA AI IN | ATHI (RC) N PI | ER C RAFT ERSO | OND ITIONS | |
| | VISIBILITY 3 MILES C OBSTRUCTION FOG TYPE OF FLI | NS TO VISION AT AC | CIDENT SITE | | т | REC | AIN E OF | TATION AT ACCIDENT SITE WEATHER CONDITIONS | |
| | NONE REMARKS- RE | ECOVERY DATE 11/13 | /78. | | | | | | |
| -3631 | TIME - 1740 NAME OF AIR DEPARTURE P WINSTON-S TYPE OF ACC | RPORT - WILLIAM M POINT SALEM→NC | INTENDED DESTINATION RICHMOND,VA | | 0 | O | 0 . E 0 | COMMERCIAL AIR TAXI-CARGO F OPERATION IGHT NORMAL CRUISE | COMMERCIAL, AGE 38, 6000 TOTAL HOURS, 5000 IN TYPE, INSTRUMENT RATED. |
| | COLLIDED PROBABLE CA PILOT IN MISCELLAN MISCELLAN EMERGENCY C | GEMENT OF FUEL NNS - INATTENTIVE TO F NNS - FUEL STARVATION RCED LANDING OFF AIRP(| DRT ON | LA | | NDI | THER THAN RESTARTING ENG. | | |

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encernanting to an table at 1 \$ 10 to 10 contractions of an annual \$ advances on the

LOCATION AIRCRAFT DATA FILE DATE INJURIES FLIGHT PILOT DATA PURPOSE F S M/N _____ COMMERCIAL, AGE 28, 1032 3-4180 11/19/78 CHESAPEAKE,VA MOONEY M20G CR- 0 0 1 NONCOMMERCIAL TIME - 1310 N9127V PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 550 IN TYPE, DAMAGE-DESTROYED NOT INSTRUMENT RATED. NAME OF AIRPORT - CHESAPKE-PRTSMTH DEPARTURE POINT INTENDED DESTINATION CHESAPEAKE • VA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLIDED WITH TREES LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE FNGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER 3-3738 11/21/78 RILEYVILLE,VA CESSNA 175B CR- 0 1 0 NONCOMMFRCIAL PRIVATE, AGE 30, 422 TIME - 2205 N8140T PX- 1 0 0 BUSINESS TOTAL HOURS, 193 IN TYPE, DAMAGE-DESTROYED NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION QUAKERTOWN, PA RALEIGH, NC PHASE OF OPERATION TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 800 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND VELOCITY-KNOTS NONE CALM TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- USED IFR CHARTS FOR NAV.CRUISE AT 3500FT IND.OVRCST 4000FT, STRUCK MTN AT 3200FT MSL.FND 11/22/78.

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| FILE | DATE | LOCATION | AIRCRAFT DATA | - | | ES M/N | | ΡI | LOI DATA |
|--------|--|--|--|------|----------|-------------------------------|--|---------------|---|
| 3-3976 | 11/22/78 NR. TIME - 1830 | 8RIDGEWATER,VA | BEECH G35 N4291D DAMAGE+DESTROYED | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRA | NSP TOTAL HOU | AGE 60, 2017 RS, 1800 IN INSTRUMENT |
| | DEPARTURE PO | | INTENDED DESTINATION | | | | | | |
| | CHARLOTTE, | | HARRISONBURG.VA | | | | F OPERATION | | |
| | TYPE OF ACCI COLLISION | | | | | | | | |
| | FACTOR(S) WEATHER - WEATHER BRIE | AMMAND - CONTINUE LOW CEILING FING - NO RECORD | ED VER ELIGHT INTO AD OF BRIEFING RECEIVED SUBSTANTIALLY CORRECT | WEAT | HERI | ONDITIONS | | | |
| | | RAFT - LATER REC | | | | | | | |
| | MISSING AIRC | RAFT - LATER REC | | | | | AT ACCIDENT SITE | | |
| | MISSING AIRC SKY CONDITIO OVERCAST | RAFT - LATER REC | | | | 2500 | AT ACCIDENT SITE | ſĒ | |
| | MISSING AIRC SKY CONDITIO OVERCAST | RAFȚ - LATER RECI IN T ACCIDENT SITE | | | PR | 2500 | TATION AT ACCIDENT SIT | re | |
| | MISSING AIRC SKY CONDITIO OVERCAST VISIBILITY A 5 OR OVER(| RAFȚ - LATER RECI IN T ACCIDENT SITE | DVERED | | PR TY | 25 0 0 EC I·P DR I Z | TATION AT ACCIDENT SIT | re | |
| | MISSING AIRC SKY CONDITIO OVERCAST VISIBILITY A 5 OR OVER(OBSTRUCTIONS | RAFT - LATER REC N T ACCIDENT SITE UNLIMITED) TO VISION AT ACC | DVERED | | PR TY | 2500 ECIP DRIZI PE D | TATION AT ACCIDENT SIT | ſĔ | |

| FILE | DATE LOCATION | AIRCRAFT DATA | 1 | F | SM | /N | PURPOSE | PILOT DATA |
|-------|--|--|----------|-----------|-----------|-------------|-------------------------------------|---|
| -3835 | 11/29/78 NEWPORT NEWS.V TIME - 1836 | A CESSNA 172 N9850Ω DAMAGE-DESTROYED | CR- | 0 | 0 | 1 | NONCOMMERCIAL BUSINESS | STUDENT, AGE 53, 647 TOTAL HOURS, 339 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - PATRICK DEPARTURE POINT LEESBURG.VA | HENRY | | | | | | NOT INSTRUMENT RATEO. |
| | TYPE OF ACCIDENT COLLIDED WITH WIRES/PO | LES | | Ρ | | | DE OPERATION NG FINAL APPROACH | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - CONT PILOT IN COMMAND - MISJ FACTOR(S) | INUED VER FLIGHT INTO AU UDGED ALTITUDE | OVERSE 1 | WEA | THE | RC | ONDITIONS | |
| | | ITIONS - ALTIMETER SETTI | NG-INCI | DRRI | ECT | | | |
| | WEATHER BRIEFING - PARTIA WEATHER FORECAST - FORECA | | | ER SI | NNN | EL, | BY PHONE/RADIO, LIMITE | ED BY PILOT ACTION |
| | SKY CONDITION OVERCAST/LOWER SCATTERE | n | | С | EIL 30 | | G AT ACCIDENT SITE | |
| | VISIBILITY AT ACCIDENT SI 2 MILES OR LESS | TE | | | REC | ТР] 17.2 | ITATION AT ACCIDENT SIT | E |
| | ORSTRUCTIONS TO VISION AT | | 1 | EMP 49 | _ | ATURE-F | | |
| | WIND DIRECTION-DEGREES | | | W | | | ELOCITY-KNOTS | |
| | TYPE OF WEATHER CONDITION | | | | SP | EC I | FLIGHT PLAN AL VER | |
| | REMARKS- PLT ROSTD & CNTL | R APPVD SPUL VER ULRNUE | | E . P | ., | NU | I INST RID.ALIMIR SET 30 | 005 VICE 2999. |
| -3910 | 12/23/7R MANASSAS,VA TIME - 2130 | CESSNA 172 N1628F Damage-substantia | PX- | | | | | NO CERTIFICATE, AGE 18, T NSP TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - MANASSA | S MUNT | - | | | | | NUT INSTRUMENT RATED. |
| | DEPARTURE POINT MANASSAS,VA | INTENDED DESTINATION LOCAL | | | | | | |
| | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERV NOSE OVER/DOWN | | | P | LA | NDI | NF NPERATION NG ROLL ING ROLL | |
| | PROBABLE CAUSE(S) | ED TO MAINTAIN DIRECTION | | TRO | | 1117 | ING KULL | |
| | FACTOR(S) | ITIONS - TOUCH AND GO LA | NDING | | _ | | | |

BRIEFS OF ACCIDENTS

| DATE LO | CATION | AIRCRAFT DATA | | | | | | PILOT DATA | |
|--|---|---|---|---|---|--|--|---|--|
| 7/11/78 NR.VASHO TIME - 1500 | IN, WA | BEECH B24R N6591R DAMAGE-DESTROYED | СR- РХ- | 1 0 | 1 0 | 0 0 | INSTRUCTIONAL CHECK | PRIVATE, AGE 22, 480 TOTAL HOURS, 14 IN TYPE, INSTRUMENT RATED. | |
| NAME OF ATRIART - VASHON DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP SEATTLE+WA SEATTLE+WA VASHON+WA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES LANDING GO-AROUND | | | | | | | | | |
| PILOT IN COMMAN PILOT IN COMMAN CHECK PILOT - J FACTOR(S) TERRAIN - HIGH | D - DELAYE D - MISJUD NADEQUATE OBSTRUCTIO | GED DISTANCE+SPEED+ALT SUPERVISION OF FLIGHT NS | | NR | CLE | ARA | NCE | | |
| 8/24/7R PULLMA TIME - 0949 | N , ₩Δ | BEECH 899 NRO12R DAMAGE-SUBSTANTIAL | PX- | | | | | AIRLINE TRANSPORT, AGF 31, 6200 TOTAL HOURS, 3200 IN TYPE, INSTRUMENT RATED. | |
| DEPARTURE POINT PULLMAN,WA TYPE OF ACCIDENT ENGINE FAILURE MISCELLANEOUS | | INTÉNDED DESTINATION Walla Walla.WA TION | | F | IN | FL | IGHT CLIMB TO CRUISE | NATED. | |
| PROBABLE CAUSE(S) POWERPLANT - TURBINE ASSEMBLY OTHER MISCELLAMEOUS ACTS.CONDITIONS - MATERIAL FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SFAPLAME BASE/HELIPT. REMARKS- REDUCTION GEAR.L ENG FAILED. TURBINE OVERSPEED.DISINTEGRATED & DMGD FUSELAGE. LND OK. | | | | | | | | | |
| 11/12/78 YELM.W TIME - 1400 | Α | N6949 | РХ- | 0 | 0 | 0 | | COMMERCIAL, FL.INSTR., P AGE 43, 2385 TOTAL HOURS 28 IN TYPE, INSTRUMENT | |
| DEPARTURE POINT | WESTERN | INTENDED DESTINATION | | | | | | RATED. | |
| TYPE OF ACCIDENT GROUND-WATER LO | | LICAL | | F | LA | NDI | NG ROLL | | |
| | | | | | | | | | |
| | 7/11/78 NR.VASHO TIME - 1500 NAME OF AIRPORT - DEPARTURE POINT SEATTLE.WA TYPE OF ACCIDENT COLLIDED WITH PROBABLE CAUSF(S) PILOT IN COMMAN PILOT IN COMMAN OHECK PILOT - I FACTOR(S) TERRAIN - HIGH REMARKS- COMMERCI 8/24/7R PUILLMA TIME - 0949 DEPARTURE POINT PULLMAN.WA TYPE OF ACCIDENT ENGINE FAILURE MISCELLANEOUS PROBARLE CAUSF(S) POWERPLANT - TU MISCELLANEOUS REMARKS- REDUCTIO 11/12/78 YELM.W TIME - 1400 NAME OF AIRPORT - DEPARTURE POINT YELM.WA TYPE OF ACCIDENT GROUND-WATER LO COLLIDED WITH PROBABLE CAUSE(S) PILOT IN COMMAN AIRFRAME - LAND MISCELLANEOUS A | 7/11/78 NR.VASHON.WA TIME - 1500 NAME OF AIRPORT - VASHON DEPARTURE POINT SEATTLE.WA TYPE OF ACCIDENT COLLIDED WITH TREES PROBABLE CAUSF(S) PILOT IN COMMAND - DELAYE PILOT IN COMMAND - MISJUD CHECK PILOT - INADEQUATE FACTOR(S) TERRAIN - HIGH OBSTRUCTIO REMARKS- COMMERCIAL PILOT C 8/24/7R PULLMAN.WA TIME - 0949 DEPARTURE POINT PULLMAN.WA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNC MISCELLANEOUS PROBABLE CAUSE(S) POWERPLANT - TURBINE ASSE MISCELLANEOUS ACTS.CONDIT COMPLETE POWER LOSS - COMPL EMERGENCY CIRCUMSTANCES - F REMARKS- REDUCTION GEAR.L E 11/12/78 YELM.WA TIME - 1400 NAME OF AIRPORT - WESTERN DEPARTURE POINT YELM.WA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH OBJECT PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED AIRFRAME - LANDING GEAR MISCELLANEOUS ACTS.CONDIT | DATELOCATIONAIRCRAFT DATA7/11/78NR.VASHON.WAREECH R24RTIME - 1500DAMAGE-DESTROYEDNAME OF AIRPORT - VASHONDEPARTURE POINTNEETTLE.WAINTENDED DESTINATIONSEATTLE.WASEATTLE.WATYPE OF ACCIDENTCOLLIDED WITH TREESPROBABLE CAUSF(S)PILOT IN COMMAND - DELAYED IN INITIATING GO-ARDIPILOT IN COMMAND - MISJUDGED DISTANCE.SPEED.ALTCHECK PILOT - INADEQUATE SUPERVISION OF FLIGHTFACTOR(S)TERRAIN - HIGH OBSTRUCTIONSREMARKS- COMMERCIAL PILOT CHECK FLIGHT.8/24/7RPULLMAN.WAREECH R99TIME - 0949NAG12RDAMAGE-SUBSTANTIALDFPARTURE POINTPULLMAN.WAWALLA WALLA.WATYPE OF ACCIDENTENGINE FAILURE OR MALFUNCTIONMISCELLANEOUSPROBARLE CAUSF(S)POWERPLANT - TURBINE ASSEMBLYPOWERPLANT - TURBINE ASSEMBLYINTERIE POWER LOSS - COMPLETE ENGINE FAILURE/FLANEI1/12/78YELM.WAEWERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORREMARKS- REDUCTION GEAR.L ENG FAILED. TURBINE OVER11/12/78YELM.WALOCALTYPE OF ACCIDENTBEARTURE POINTINTENDED DESTINATIONYELM.WALOCALTYPE OF ACCIDENTGROUND-WATER LOOP-SWERVECOLLIDED WITH OBJECTPROBABLE CAUSE(S)PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONALAIRFRAME - LANDING GEAR MAIN GEAR-SHOCK ABSORDMISCELLANEOUS | DATELOCATIONAIRCRAFT DATAIM7/11/78NR.VASHON.WAREECH R24RCR-TIME - 1500NASG1RPX-NAME OF AIRPORT - VASHONDAMAGE-DESTINATIONSEATLE.WASEATLE.WATYPE OF ACCIDENTINTENDED DESTINATIONCOLLIDED WITH TREESPROBABLE CAUSF(S)PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUNDPILOT IN COMMAND - MISJUDGED DISTANCE.SPEED.ALTITUDECHECK PILOT - INADEQUATE SUPERVISION OF FLIGHTFACTOR(S)TERRAN - HICH OBSTRUCTIONSREMARKS- COMMERCIAL PILOT CHECK FLIGHT.8/24/7RPULLMAN,WAREECH R99CR-SUBSTANTIALDFPARTURE POINTINTENDED DESTINATIONPULLMAN,WAWALLA WALLA WALLA.WATYPE OF ACCIDENTENGINE FAILURE OR MALFUNCTIONMISCELLANEOUSPROBARLE CAUSE(S)POMERPLANT - TURBINE ASSEMBLY OTHERMISCELLANEOUSPROBARLE CAUSE(S)POMERPLANT - TURBINE ASSEMBLY OTHERMISCELLANEOUS ACTS.CONDITIONS - MATERIAL FAILURE/LAMEOUT-EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAREMARKS- REDUCTION GEAR, LENG FAILED. TURBINE NERSED11/12/78YELM,WAEVANS VP-1CR-TIME OF AIRPORT - WESTERNDEPARTURE POINTINTENDED DESTINATIONYELM,WALICALTYPE OF ACCIDENTGROUND-MATER LOOP-SWERVECOLLIDED WITH OBJECTPROBABLE CAUSE(S)PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL | F 7/11/78 NR.VASHON.WA REECH B24R CR-1 TIME - 1500 DAMAGE-DESTROYED NAME OF AIRPORT - VASHON DAMAGE-DESTROYED DEPARTURE POINT INTENDED DESTINATION DESTINATION SEATTLE-WA SEATTLE-WA SEATTLE-WA TYPE OF ACCIDENT COLLIDED WITH TREES F PROBABLE CAUSE(S) PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND PILOT IN COMMAND - MISJUDGED DISTANCE-SPEED-ALTITUDE OR CHECK PLOT - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) F FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- COMMERCIAL PILOT CHECK FLIGHT. B/24/7R PULLMAN.WA REECH R99 CR-0 TIME - 0949 NR012R PX-0 DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION PULLMAN.WA REECH R99 CR-0 TIME - 0949 NR012R PX-0 DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION PULUAN.WA REECH R99 CR-0 TIME - 0949 NR012R PX-0 DEPARTURE POINT INTENDED DESTINATION MISCELLANEOUS COMPLETE ENGINE T | DATE LOCATION AIRCRAFT DATA INJURIES F S M 7/11/78 NR.VASHON.WA BEECH 824R CR- 1 1 TIME - 1500 DAMAGE-DESTROYED NAME OF AIRPORT - VASHON DEPARTURE POINT INTENDED DESTINATION LAST SEATTLE-WA SEATTLE-WA VAS TYPE OF ACCIDENT PHILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND PILOT IN COMMAND - DELAYED IN INITIATING CO-AROUND PILOT IN COMMAND - DELAYED IN INITIATING PHILOT FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- COMMERCIAL PILOT CHECK FLIGHT. A/24/7R PIULMAN.WA REECH ROGO CR- 0 O DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION PULUMAN.WA VALLA WALLA.WA TYPE OF ACCIDENT MISCELLANEOUS IN PROBABLE CAUSF(S) POMERPLANT - TURBINE ASSEMBLY OTHER MISCELLANEOUS IN 11/12/78 YELM.WA EVANS VP-1 CR- 0 O DAMAGE-SUBSTANTIAL OT- 0 O NAME OF AIRPORT - WESTERN DEPARTURE POINT INTENDED DESTINATION YELM.WA LOCAL TYPE OF ACCIDENT INTENDED DESTINATION YELM.WA LOCAL TYPE OF ACCIDENT ALCONTROL ARREARKS- REDUCTION GEAR.L ENG FAILED. TURBINE AVERSEDING ASSY.STR GROUND-WATER LODP-SWERVE LA COLLIDED WITH OBJECT LA PROBABLE CAUSF(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL AIRFRAME - LANDING GEAR MAIN GEAR-SUNCK AASSORBING ASSY.STR MISCELLANEOUS CITS.CONDITIONS - DISCONNECTED | DATE LOCATION AIRCRAFT DATA INJURIES F S M/N 7/11/78 NR.VASHON.WA BEECH B24R CR- 1 1 0 DAMAGE-DESTROYED NAME OF AIRPORT - VASHON DEPARTURE POINT INTENDED DESTINATION LAST EN SEATTLE-WA SEATTLE-WA VASHON DEPARTURE POINT INTENDED DESTINATION LAST EN SEATTLE-WA SEATTLE-WA VASHON TYPE OF ACCIDENT PHASE O COLLIDED WITH TREES LAND PROBABLE CAUSE(S) PILOT IN COMMAND - DELAYED IN INITIATING GO-ARQUND PILOT IN COMMAND - DELAYED IN STANCE.SPEED.ALTITUDE OR CLEARA CHECK PILOT - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- COMMERCIAL PILOT CHECK FLIGHT. A/24/7A PULLMAN.WA REECH B09 CR- 0 0 2 TIME - 0949 NAG12R PX- 0 0 4 DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION PULUMAN.WA VALLA WALLA.WA TYPE OF ACCIDENT AVAILA WALLA.WA TYPE OF ACCIDENT INFENDED DESTINATION PULUMAN.WA VALLA WALLA.WA TYPE OF ACCIDENT IN FLORMER MISCELLANEOUS IN FL PROBARLE CAUSF(S) POMERPLANT - TURBINE ASSEMBLY OTHER MISCELLANEOUS IN ALPONT/SEAPLANE BAS REMARKS- REDUCTION GEAR.L ENG FAILED. TURBINE AVERPED.DISINTEG 11/12/78 YELM.WA EVANS VP-1 CR- 0 0 1 TIME - 1400 NG949 PX- 0 0 0 DAMAGE-SUBSTANTIAL OT- 0 0 1 NAME OF ALRPORT - WESTERN DEPARTURE POINT INTENDED DESTINATION YELM.WA LOCAL TYPE OF ACCIDENT AVERYEL LANDING ON AIRPORTSEPLANE BASE REMARKS- REDUCTION GEAR.L ENG FAILED. TURBINE ASSEMBLY OTHER DEPARTURE POINT INTENDED DESTINATION YELM.WA LOCAL TYPE OF ACCIDENT AVERYEL LANDING ON ANARDE-SUBSTANTIAL OT- 0 0 1 NAME OF ALRPORT - WESTERN DEPARTURE POINT INTENDED DESTINATION YELM.WA LOCAL TYPE OF ACCIDENT AVERYEL LANDI COLLIDED WITH OBJECT LANDING OF AN AND A FAILED TO MAINTAIN DIRECTIONAL CONTROL ALREAME - LANDING OFAR MAIN GEAR-SHOCK ABSORBING ASSY.STRUTS ANGELLANEOUS ACTS.CONDITIONS - DESCONNECTED | DATE LOCATION AIRCRAFT DATA INJURTES FLGHT F 5 M/N PURPOSE 7/11/78 MR.VASHON.WA REECH 824R CR-1 1 0 INSTRUCTIONAL TIME - 1500 MAGGP-DESTRIYED DAMAGE-DESTRIYED DAMAGE-DESTRIYED LAST ENROUTE STOP OPPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP SEATTLE-WA SEATTLE-WA VASHON.WA TYPE OF ACCIOPAT SEATTLE-WA VASHON.WA PROBABLE CAUSF(S) PHIAT IN COMMAND - DELAYED IN INITIATING GO-ARQUND PHIAT IN COMMAND - DELAYED IN INITIATING GO-ARQUND PILOT IN COMMAND - DELAYED IN INITIATING GO-ARQUND PHIAT IN COMMAND - DELAYED IN INITIATING GO-ARQUND PHIAT IN COMMAND - DELAYED IN INITIATING GO-ARQUND PILOT IN COMMAND - DELAYED IN INITIATING GO-ARQUND PHIAT IN COMMAND - DELAYED IN INITIATING GO-ARQUND PHIAT IN COMMAND - MISLINDERVISION OF FLIGHT FACTORISI TERRAIN - HIGH OBSTRUCTIONS REMARKS- COMMERCIAL PILOT CHECK FLIGHT. ARAGE-SUBSTANTIAL ATTRE - 0949 DAMAGE-SUBSTANTIAL AIR TAI-PASSG S-D DFPARTURE POINT INFENDED DESTINATION MASELLAMEDIS PULLMAN.WA WALLA WALLA.WA YALLA WALLA.WA YALLA WALLA.WA TYPE OF ACCIDENT INFENDED DESTINATION IN FLIGHT CLIMB TO CRUISE POMERPLANT - TURBINE ASSEMBLY OTHER IN FLIGHT CLIMB TO CRU | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | F S | 5 M/N | V | PURPOSE | | PILOI DATA |
|------|---|---|--------------------------------------|--|-----|-------------|-----|-------------------------------|------|--|
| | 12/1/78 | 12/1/78 DAYTON,WA CESSNA R172 TIME - UNK/NR N736TH DAMAGE-DES | | | | 0 0 |) (| NONCOMMERCIAL | | STUDENT, AGE 49, 172 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | RPORT - DAYTON | | | | | | | | |
| | DEPARTURE DAYTON.W | | NTENDED DESTINATION TROUT LAKE+WA | | | | | | | |
| | TYPE OF AC | | | | | | | | | |
| | TYPE OF ACCIDENT. PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT | | | | | | | | | |
| | WEATHER WEATHER BR WEATHER FO | IEFING - NO RECORD RECAST - UNKNOWN/NO RCRAFT - LATER RECO | | | | | | AT ACCIDENT SITE | | |
| | | NOT REPORTED | | | Ur | 700 | 16 | AT ACCIDENT STIE | | |
| | | AT ACCIDENT SITE | | | | | | ATION AT ACCIDENT | SITE | |
| | OBSTRUCTIO NONE | NS TO VISION AT ACC | IDENT SITE | | | ND 0 225 | DIR | ECTION-DEGREES | | |
| | WIND VELOC | | | | | | | WEATHER CONDITION MINIMUMS | S | |
| | TYPE OF FL NONE | | | | | | | | | |
| | REMARKS- R | ECOVERY DATE 12/3/7 | 8. | | | | | | | |

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES E S M/N | FLIGHT PURPOSE | ΡΊΖΟΥ ΝΔΤΔ |
|--------|--|---|--------------------------|--|---|
| 3-3658 | 12/3/78 CONNELL.WA TIME - 1145 | CESSNA 180 N7616K DAMAGE-SUBSTANTIAL | PX - 0 0 1 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE UNK/NR, 103 TOTAL HOURS, 34 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - CONNEL DFPARTURE POINT CONNELL.WA | | | | |
| | TYPE OF ACCIDENT GROUND-WATER LOOP-SWER COLLIDED WITH DITCHES | VE | LANDI | F OPERATION NG ROLL NG ROLL | |
| | FACTOR(S) WEATHER - UNFAVORABLE | IDITIONS - TOUCH AND GO LA | | CONTROLS | |
| | SKY CONDITION | | | AT ACCIDENT SITE | |
| | CLEAR VISIBILITY AT ACCIDENT S 5 OR OVER(UNLIMITED) | ITE | UNLIM PRECIPI NONE | ITED TATION AT ACCIDENT SITE | |
| | OBSTRUCTIONS TO VISION A | T ACCIDENT SITE | RELATIV | E BEARING OF WIND CROSS WIND 068-112 DEGR | REES |
| | WIND DIRECTION-DEGREES 180 | | WIND VE 10 | LOCITY-KNOTS | |
| | TYPE OF WEATHER CONDITIO VFR | IN S | TYPE OF NONE | FLIGHT PLAN | |
| -3912 | 11/23/78 NR.MARLINTON,WV TIME - 2330 | ν ΡΙΡΕΚ ΡΔ-24 Ν5022Ρ | CR- 2 0 0 | | PRIVATE, AGE 41, 443 5P TOTAL HOURS, 21 IN TYPE, |
| | | DAMAGE-DESTROYED INTENDED DESTINATION MYRTLE BEACH,SC | | | NUT INSTRUMENT RATED. |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/ | | | F OPERATION IGHT NORMAL CRUISE | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - ATT PILOT IN COMMAND - IMP FACTOR(S) | EMPTED OPERATION BEYOND E ROPER IN-FLIGHT DECISIONS DITIONS - UNWARRANTED LOW | OR PLANNING | TY LEVEL | |

| | | | BRIEFS | S OF ACC | IDE | NTS | · | | | | |
|--------|---|--|--|-----------|----------------------------|---------------------|--|--|--|--|--|
| FILE | DATE | | | IΝJί F | S | M/N | PURPOSE | PILNT DATA | | | |
| 3-3613 | 3/22/78 TIME - 091 DEPARTURE NEENAH, 1 TYPE OF AC | NEENAH, WI O POINT WI CIDENT AILURE OR MALFUNC | PIPER PA-36 N9992P DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- C | 0 0 0 9 0 7 | 1 O SE C | COMMERCIAL | COMMERCIAL, AGE 28, 1507 TY TOTAL HOURS, 450 IN TYPE, INSTRUMENT RATED. | | | |
| | PROBARLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - FUEL SYSTEM PUMPS MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY INSTALLED PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 450KIND OF OPERATION - FERTILIZING (DUST)KIND OF CROP - CORNTYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXICPILOT'S SEAT BELT - FASTENFD-PROPERLYGLOVES - USEDGOGGLES - NOT USEDCRASH HELMET - AVAILABLE USEDCOCKPIT CRASHPAD - NOT INSTALLEDCRASH HELMET - AVAILABLE USEDTANK/HOPPER-LOCATION - FORWARD OF PILOTTERRAIN-TYPE - LEVEL,FLATELEVATION-AREA BEING TREATED-FEET - 850SWATH RUN-HOW FLOWN - CROSSWINDREMARKS- FUEL INJECTOR MOUNTING ADAPTOR,P/N 638176,FAILED. | | | | | | | | | | |
| 3-3801 | 5/27/78 TIME - 171 | | CESSNA T210M N761GV DAMAGE-DESTROYED | | | | NONCOMMERCIAL PLEASURE/PERSOMAL TRA | PRIVATE, AGE 55, 400 NSP 10TAL HOURS, 191 IN TYPE, NOT INSTRUMENT RATED. | | | |
| - | DEPARTURE RED LAKE TYPE OF AC AIRFRAME | , C ΔΝΑΠΑ | INTENDED DESTINATION FRANKFORT-IL HT | | | | F OPERATION IGHT NORMAL CRUISE | | | | |
| | PILOT IN FACTORIS) WEATHER MISCELLA WEATHER BR | COMMAND - IMPROF COMMAND - CONTIN - THUNDERSTORM AC NEGUS ACTS,CONDIT IEFING - BRIEFED | PER IN-FLIGHT DECISIONS WED VER FLIGHT INTO ADV TIVITY FIONS - SEPARATION IN FU BY FLIGHT SERVICE PERSO SUBSTANTIALLY CORRECT | VERSE WE | Δ TH | ER C | | | | | |
| | 1/4 MILE OBSTRUCTION NONE TYPE OF FL VER FIRE AFTER | AT ACCIDENT SITE OR LESS NS TO VISION AT A IGHT PLAN | ACCIDENT SITE | | U PRE R TYP | NKNO CIPI AIN | AT ACCIDENT SITE WN/NOT REPORTED TATION AT ACCIDENT SIT SHOWERS, THUNDERSTORM WEATHER CONDITIONS | E | | | |

| FILE | DATE LOCATIO | | INJURIES F S M/N | PURPOSE | ριίοι σάτα |
|--------|---|--|------------------------|--|--|
| | 5/28/78 WAUKESHA,W TIME - 0037 NAME OF AIRPORT - WAU | N9376U DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCHMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 59, 412 TOTAL HOURS, 351 IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF ACCIDENT COLLIDED WITH WIRES | S/POLES | | NE OPERATION ING FINAL APPROACH | |
| | FACTOR(S) PILOT IN COMMAND - F SYSTEMS - OTHER SYST MISCELLANEOUS ACTS.C | | SS RFR FLT.SIX | TYPES OF PILLS FOUND ON P | L1. |
| 3-4289 | 5/28/78 NR.CHIPPEWA F TIME - 1130 | FALLS,WI DEHAVILLAND DHC-2 N5163G DAMAGE-SURSTANTIAL | PX- 0 0 8 | MISCELLANEOUS Parajump-sport | COMMERCIAL, FL.INSTR., AGE 28, 503 TOTAL HOURS, 29 IN TYPE, INSTRUMENT |
| | DEPARTURE POINT CHIPPEWA FALLS.WI TYPE OF ACCIDENT AIRFRAME FAILURF IN | INTENDED DESTINATION LOCAL N FLIGHT | | IGHT DESCENDING | RATED. |
| | PILOT IN COMMAND - E FACTOR(S) AIRFRAME - WINGS SP MISCELLANFOUS ACTS.C | IMPROPER OPERATION OF FLIGHT EXCEEDED DESIGNED STRESS LIM PARS CONDITIONS - OVERLOAD FAILUR ROM SPIRAL DESCENT THROUGH B | ITS OF AIRCRAFT | | RACHUTED. |
| 3-4082 | 6/24/78 BIRCHWOOD,W TIME - 1445 NAME OF AIRPORT - TAGA DEPARTURE POINT | N28402 DAMAGE-SUBSTANTIAL | PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 45, 263 Total Hours, 11 IN Type, Not Instrument rated. |
| | WEST CHICAGO,IL TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH OBJEC | BIRCHWOOD, WI | LANDI | F OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL | |
| | PILOT IN COMMAND - F FACTOR(S) PILOT IN COMMAND - S MISCELLANEOUS ACTS.C MISCELLANEOUS ACTS.C | AISJUDGED DISTANCE AND SPEED AILED TO INITIATE GO-AROUND GELECTED WRONG RUNWAY RELATI CONDITIONS - DOWNWIND CONDITIONS - IMPROPERLY LOAD BARRELS.ACET 89LBS OVER GW | ED AIRCRAFT-WEI | | |

decountered have Statistics

| DATE | LOCATION | AIRCRAFT DATA | I٧ | | | | FLIGHT PURPOSE | ΡΙΊΟΤ ΠΑΤΑ |
|---|---|--|--|--|--|--|--|---|
| TIME - 1900 DEPARTURE F MASON CIT TYPE OF ACC | POINT FY.IA CIDENT | CESSNA 210M N732UE DAMAGE-SUBSTANTIAL INTENDED DESTINATION IRONWOOD+MI | | 0 | 0 PHAS | 0 E 0 | F OPERATION | PRIVATE, AGE 25, 243 P TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| PROBABLE CAUSF(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED TERRAIN - WET.SOFT GROUND REMARKS- PILOT LANDED IN MARSH AREA. | | | | | | | | |
| | | PIPER PA-28 N541F1 Damage-Substantial | | | | | | PRIVATE, AGE 28, 110 P 10TAL HOURS, 72 IN TYPF, NOT INSTRUMENT RATED. |
| DEPARTURE P | NI VI | | | F | | | F OPERATION FF RUN | |
| | 7/7/78 TIME - 1900 DEPARTURE F MASON CIT TYPE OF ACC NOSE OVER PROBABLE C/ PILOT IN FACTOR(S) PILOT IN TERRAIN - REMARKS- PI 7/10/78 TIME - 1800 NAME OF AIF DEPARTHRE F GLEASON, J | 7/7/78 MERCER.WI TIME - 1900 DEPARTURE POINT MASON CITY.IA TYPE OF ACCIDENT NOSE OVER/DOWN PROBABLE CAUSF(S) PILOT IN COMMAND - SELECT FACTOR(S) PILOT IN COMMAND - BECAME TERRAIN - WET.SOFT GROUND REMARKS- PILOT LANDED IN MA 7/10/78 GLEASON.WI TIME - 1800 NAME OF AIRPORT - HAY MEADD DEPARTURE POINT GLEASON.WI | 7/7/78 MERCER,WI CESSNA 210M TIME - 1900 N732UF DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION MASON CITY,IA INTENDED DESTINATION TYPE OF ACCIDENT NOSE OVER/DOWN PROBABLE CAUSF(S)* PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED TERRAIN - WET,SOFT GROUND REMARKS- PILOT LANDED IN MARSH AREA. 7/10/78 GLEASON,WI PIPER PA-28 TIME - 1800 N541F1 DAMAGE-SUBSTANTIAL NAME OF AIRPORT - HAY MEADOW DEPARTURE POINT INTENDED DESTINATION GLEASON,WI VIELLSVILLF,WI VIELLSVILLF,WI | 7/7/78 MERCER,WI CESSNA 210M CR- TIME - 1900 N732UF PX- DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION MASON CITY,IA INTENDED DESTINATION INTENDED DESTINATION TYPE OF ACCIDENT NOSE OVER/DOWN IRONWOOD.MI PROBABLE CAUSE(S)* PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED TERRAIN - WET.SOFT GROUND REMARKS- PILOT LANDED IN MARSH AREA. 7/10/78 GLEASON.WI PIPER PA-28 CR- TIME - 1800 N541F1 PX- DAMAGE-SUBSTANTIAL NAME OF AIRPORT - HAY MEADOW DEPARTURE POINT INTENDED DESTINATION GLEASON.WI VEILLSVILLE,WI VEILLSVILLE,WI VEILLSVILLE,WI | 7/7/78 MERCER.WI CESSNA 210M CR-0 TIME - 1900 N732UE PX-0 DEPARTURE POINT INTENDED DESTINATION PX-0 MASON CITY.IA INTENDED DESTINATION PX-0 TYPE OF ACCIDENT IRONWOOD.MI P NOSE OVER/DOWN PROBABLE CAUSE(S)* PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED TERRAIN - WET.SOFT GROUND REMARKS- PILOT LANDED IN MARSH AREA. N541F1 PX-0 DAMAGE-SUBSTANTIAL NAME OF AIRPORT - HAY MEADOW DAMAGE-SUBSTANTIAL NAME OF AIRPORT - HAY MEADOW NEILLSVILLF.WI VILLSVILLF.WI | 7/7/78 MERCER.WI CESSNA 210M CR-0 0 TIME - 1900 NT32UE PX-0 0 DEPARTURE POINT INTENDED DESTINATION PX-0 0 MASON CITY.IA INTENDED DESTINATION PX-0 0 TYPE OF ACCIDENT INTENDED DESTINATION PHAS NOSE OVER/DOWN LA PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED TERRAIN - WET.SOFT GROUND REMARKS- PILOT LANDED IN MARSH AREA. 7/10/78 GLEASON.WI PIPER PA-28 CR-0 0 NAME OF AIRPORT - HAY MEADOW DAMAGE-SUBSTANTIAL PX-0 0 NAME OF AIRPORT - HAY MEADOW DEPARTURE POINT INTENDED DESTINATION GLEASON.WI NEILLSVILLF.WI | 7/7/78 MERCER,WI CESSNA 210M CR-001 7/7/78 MERCER,WI CESSNA 210M CR-001 TIME - 1900 NT32UE PX-000 0 DEPARTURE POINT INTENDED DESTINATION PX-000 0 MASON CITY,IA INTENDED DESTINATION PX-000 0 TYPE OF ACCIDENT INTENDED DESTINATION PHASE 0 NOSE OVER/DOWN LANDI PHASE 0 LANDI PROBABLE CAUSE(S)* PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) PHASE 0 PILOT IN COMMAND - BECAME LOST/DISORIENTED TERRAIN - WET.SOFT GROUND REMARKS- PILOT LANDED IN MARSH AREA. 7/10/78 GLEASON,WI PIPER PA-28 CR-001 0 NAME OF AIRPORT - HAY MEADOW DAMAGE-SUBSTANTIAL NAME OF AIRPORT - HAY MEADOW DEPARTURE POINT INTENDED DESTINATION NEILLSVILLE,WI NEILLSVILLE,WI | 7/7/78 MERCER,WI CESSNA 210M CR-001 NONCOMMERCIAL 7/7/78 MERCER,WI CESSNA 210M CR-001 NONCOMMERCIAL TIME - 1900 N732UE PX-0000 PEASURE/PERSONAL TRANSI DEPARTURE PDINT INTENDED DESTINATION PX-0000 PLEASURE/PERSONAL TRANSI MASON CITY,IA INTENDED DESTINATION PX-0000 PLEASURE/PERSONAL TRANSI TYPE OF ACCIDENT INTENDED DESTINATION PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S)* PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S)* PILOT IN COMMAND - BECAME LOST/DISORIENTED TERRAIN - WET.SOFT GROUND REMARKS- PILOT LANDED IN MARSH AREA. 7/10/78 GLEASON.WI PIPER PA-28 CR-001 NONCOMMERCIAL TIME - 1800 N541F1 PX-001 PLEASURE/PERSONAL TRANSI NAME OF AIRPORT - HAY MEADOW DESTINATION NEILSVILLE,WI DEPARTURE POINT INTENDED DESTINATION NEILSVILLE,WI |

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BRIEFS OF ACCIDENTS

| FILE | | CATION | AIRCRAFT DATA | IN | JURIES | | FLIGHT | | | Ο Δ ΤΔ |
|-------|--|--|--|--------|------------|-------------------------|--|-------|---|--------------|
| -3888 | 7/12/78 RHINEL TIME - 2240 | ANDER,WJ | BELLANCA 17-30A N93627 DAMAGE-DESTROYED | CR- | | 0 | PURPOSE COMMERCIAL AIR TAXI-PASSG | | COMMERCIAL, AGE 22, 764 39 IN TYPE, RATED. | TOTAL HOURS, |
| | NAME OF AIRPORT - DEPARTURE POINT JANESVILLE.WI TYPE OF ACCIDENT COLLIDED WITH | I | NFIDA NTENDED DESTINATION RHINELANDER.WI | | GF PHAS | E OF | OUTE STOP RAY,WI OPERATION IG FINAL APPROACH | | | |
| | WEATHER - LOW (WEATHER - TURBU WEATHER BRIEFING | ND - IMPROPER ID - INITIATE CEILING ILENCE, ASSOC - BRIEFED BY | IFR OPERATION D FLIGHT IN ADVERSE N IATED W/CLOUDS AND/OF / FLIGHT SERVICE PERS UBSTANTIALLY CORRECT | | DERSTO | RMS | | | | |
| | SKY CONDITION BROKEN VISIBILITY AT ACC 2 MILES OR LESS OBSTRUCTIONS TO V NONE TYPE OF FLIGHT PL IFR | S /ISION AT ACC | IDENT SITE | | PREC DF | 0 IPIT IZZL OF | AT ACCIDENT SITE ATION AT ACCIDENT S E WEATHER CONDITIONS | SI TE | | |
| -3798 | 7/23/78 NR.KENOS TIME - 2012 | SHA,WI | THORP T18 N2911 DAMAGE-SUBSTANTIAL | | | | NONCOMMERCIAL PLEASURE/PERSONAL 1 | RANSP | PRIVATE, AGE TOTAL HOURS, NOT INSTRUMI | 316 IN TYPE |
| | NAME OF AIRPORT - DEPARTURE POINT ANTIOCH,IL TYPE OF ACCIDENT COLLIDED WITH | I | NTENDED DESTINATION KENDSHA,WI | | | | OPERATION G FINAL APPROACH | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAN | | O SEE AND AVOID OBJEC | CTS OR | n B S T F | UCTI | (INS | | | |
| -3889 | .7/28/78 TONY. TIME - 2245 | ۱I | CESSNA 172 N3874R DAMAGE-SUBSTANTIAL | | | | NONCOMMERCIAL Pleasure/personal 1 | RANSP | PRIVATE, AGE TOTAL HOURS, NOT INSTRUME | 226 IN TYPE |
| | NAME OF AIRPORT - DEPARTURE POINT TIMMERMAN,WI TYPE OF ACCIDENT COLLISION WITH | Ĩ | NTENDED DESTINATION TONY,WI | | S PHA S | EOF | OUTE STOP OPERATION G GO-ARQUND | | | |
| | FACTOR(S) | ID - DELAYED | IN INITIATING GO-AROUNS - AIRCRAFT CAME TO | | IN WA | TER | | | | |

| FILE | | | | | | | - | |
|--------|---|---|--|-------------------------------------|---|---|-----------------|---|
| | | | AIRCRAFT DATA | | | | | PILOT DATA |
| | 7/29/7R NR TIME - 1430 | ∙OSHKOSH∙WI | CESSNA 195B N2117C DAMAGE-SUBSTANTIAL | CR- 0 PX- 0 | 0 1 0 0 | NONCOMMERCIAL Pleasure/personal | . TRANSP | COMMERCIAL, AGE 39, 987 TOTAL HOURS, 200 IN TYPE INSTRUMENT RATED. |
| | DEPARTURE P COLUMBIA | PORT - S.J. WITTM DINT DH | AN FLD INTENDED DESTINATION DSHKOSH,WI | | | | | |
| | COLLISION | WITH AIRCRAFT B | OTH ON GROUND | | | NF OPERATION ING ROLL | | |
| | | - TRAFFIC CONTRO | L PERSONNEL INADEQUAT PERSONNEL PILOT OF OT | | | AIRCRAFT | | |
| 3-4021 | 7/29/78 NR TIME - 1430 | | N.AMERICAN P-51 N6301T DAMAGE-SURSTANTIAL | PX- 0 | 0 1 | PLEASURE/PERSONAL | | COMMERCIAL, AGE 54, 8803 TOTAL HOURS, 225 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE PO OSHKOSH,WI | | AN FLD INTENDED DESTINATION LOCAL | | | | | |
| | COLLISION | WITH AIRCRAFT R | OTH ON GROUND | | | NF OPERATION OFF RUN | | |
| | | COMMAND - FAILED | TO SEE AND AVOID OTHER L PERSOnnel Inadequat | | | AIRCRAFT | | |
| | | | | | | | | |
| 3-3995 | 11MC - 1998 | | I RFECH E-33A N6275V DAMAGE-DESTROYFD | CR- 1 PX- 1 | 000 | NONCOMMERCIAL PLEASURE/PERSONAL | TRANSP | PRIVATE, AGE 51, 1100 TOTAL HOURS, 29 IN TYPF INSTRUMENT RATED. |
| 3-3995 | DEPARTURE PU CHARLESTO TYPE OF ACC | NINT NN,WV IDENT | 1002100 | PX- 1 | PHASE | OF OPERATION | | TOTAL HOURS, 29 IN TYPE |
| 3-3995 | DEPARTURE PO CHARLESTO TYPE OF ACC TURBULENC | NINT NN,WV IDENT | DAMAGE-DESTROYED INTENDED DESTINATION OSHKOSH.WI | PX- 1 | PHASE IN F | PLEASORE/PERSINA | SE | TOTAL HOURS, 29 IN TYPF. INSTRUMENT RATED. |
| 3-3995 | DEPARTURE PO CHARLESTO TYPE OF ACC TURBULENC COLLISION PROBABLE CAI WEATHER - FACTOR(S) | OINT WN,WV IDENT E WITH GROUND/WATE USE(S) TURRULENCE, ASSO | DAMAGE-DESTROYED INTENDED DESTINATION OSHKOSH.WI R UNCONTROLLED CIATED W/CLOUDS AND/OR | PX- 1 | PHASE IN F IN F | OF OPERATION LIGHT NORMAL CRUI LIGHT UNCONTROLLEI | SE | TOTAL HOURS, 29 IN TYPF INSTRUMENT RATED. |
| 3-3995 | DEPARTURE PO CHARLESTO TYPE OF ACC TURBULENC COLLISION PROBABLE CAN WEATHER - FACTOR(S) WEATHER - MISCELLANN WEATHER BRIN | OINT WN.WV DENT E WITH GROUND/WATE USE(S) TURBULENCE, ASSO THUNDERSTORM ACT EOUS ACTS,CONDITI EFING - BRIEFED P | DAMAGE-DESTROYED INTENDED DESTINATION OSHKOSH.WI R UNCONTROLLED CIATED W/CLOUDS AND/OR | R THUNDE | PHASE IN F IN F RSTORM N WATE | DE OPERATION LIGHT NORMAL CRUI LIGHT UNCONTROLLEI S | SE | TOTAL HOURS, 29 IN TYPF. INSTRUMENT RATED. |
| 3-3995 | DEPARTURE PO CHARLESTO TYPE OF ACC TURBULENC COLLISION PROBABLE CAN WEATHER - FACTOR(S) WEATHER FOR MISCELLANN WEATHER BRI WEATHER FOR SKY CONDITIO BROKEN | OINT WN.WV IDENT E WITH GROUND/WATE USE(S) THURDLENCE, ASSO THUNDERSTORM ACT EOUS ACTS.CONDITI EFING - BRIEFEO P ECAST - FORECAST | DAMAGE-DESTROYFD INTENDED DESTINATION OSHKOSH.WI R UNCONTROLLED CIATED W/CLOUDS AND/OF IVITY ONS - AIRCRAFT CAME TO Y FLIGHT SERVICE PERSO | R THUNDE | PHASE IN F IN F RSTORM N WATE N PERS CEILIN 8000 | G AT ACCIDENT SITE | SE D DESCENT | TOTAL HOURS, 29 IN TYPF INSTRUMENT RATED. |
| 3-3995 | DEPARTURE PO CHARLESTO TYPE OF ACC TURBULENC COLLISION PROBABLE CAN WEATHER - FACTOR(S) WEATHER BRI WEATHER BRI WEATHER BRI WEATHER FOR SKY CONDITION BROKEN VISIBILITY A UNKNOWN/NI | OINT WN,WV IDENT E WITH GROUND/WATE UISE(S) THURDLENCE, ASSO THUNDERSTORM ACT EOUS ACTS.CONDITI EFING - BRIEFED P ECAST - FORECAST ON AT ACCIDENT SITE OT REPORTED S TO VISION AT AC OT REPORTED | DAMAGE-DESTRNYFD INTENDED DESTINATION OSHKOSH.WI R UNCONTROLLED CIATED W/CLOUDS AND/OF IVITY ONS - AIRCRAFT CAME TO Y FLIGHT SERVICE PERSO SUBSTANTIALLY CORRECT | R THUNDE D REST IA DNNEL - IA | PHASE IN F IN F RSTORM N WATE N PERS CEILIN ROOD PRECID | OF OPERATION LIGHT NORMAL CRUI LIGHT UNCONTROLLED S R ON G AT ACCIDENT SITE | SE D DESCENT | TOTAL HOURS, 29 IN TYPF INSTRUMENT RATED. |

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-3994 8/2/78 STOUGHTON, WI HUGHES 269C CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 48, 3250 TIME - 1530 N7485F PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 1000 IN DAMAGE-SUBSTANTIAL TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION . STOUGHTON, WI LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING POWER-ON LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. FACTOR(S) WEATHER - HIGH TEMPERATURE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED PRECIPITATION AT ACCIDENT SITE VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 76 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 315 3 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE SPECIAL DATA KIND OF OPERATION - OTHER TOTAL HOURS IN CROP CONTROL - 1600 KIND OF CROP - TOBACCO TYPE OF CHEMICAL USED - UNKNOWN/NOT REPORTED PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE-NOT USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES REMARKS- PILOT INCREASED COLLECTIVE DURING INITIAL ENCOUNTER OF CONTROL PROBLEMS.

| | | | BRIEFS | | | | | | | |
|--------|--|---|---|------------------------|-----|------------|-----|--|-------|---|
| FILE | | LOCATION | AIRCRAFT DATA | | | IES SM, | | FLIGHT PURPOSE | | PILOT DATA |
| 3-4292 | 8/2/78 NR.EAG TIME - 1530 | | CESSNA 177 N29425 DAMAGE-SURSTANTIAL | | | | | NONCOMMERCIAL PLEASURE/PERSONAL T | RANSP | COMMERCIAL, FL.INSTR., AGE 46, 4015 TOTAL HOURS, 60 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT EAGLE RIVER.WI TYPE OF ACCIDEN PROPELLER/ROT NOSE OVER/DOW | T DR FAILURE P | INTENDED DESTINATION RHINELANDER•WI ROPELLER | | Ρ | ΙN | FL | F OPERATION IGHT NORMAL CRUISE NG ROLL | | |
| | MISCELLANENIIS TERRAIN - WET TERRAIN - HIG FACTOR(S) MISCELLANENIIS EMERGENCY CIRCUI | PROPELLER AND ACTS.CONDITI .SOFT GROUND H VEGETATION .ACTS.CONDITI MSTANCES - FO PR SU | ACCESSORIES BLADES DNS - FATIGUE FRACTURE ONS - SEPARATION IN FL RCED LANDING DEF AIRPO OP/ENGINE VIBRATION SPECTED MECHANICAL DIS TED FROM GOUGE APRX 81 | IGHT RT ON CREPA | NCY | |)N | FLAT SIDE. | | |
| 3-3612 | 8/13/78 HOWA TIME - 1500 | RD+WI | CHAMPION 7ECA N96815 | | | | | NONCOMMERCIAL PLEASURE/PERSONAL T | RANSP | PRIVAIE, AGE 48, 300 TOTAL HOURS, 75 IN TYPE, |
| | NAME OF AIRPORT DEPARTURE POINT HOWARD.WI TYPE OF ACCIDEN STALL MUSH | | DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | | P | | | = OPERATION FF INITIAL CLIMB | | NOT INSTRUMENT RATED. |
| | FACTOR(S) PILOT IN COMM MISCELLANEOUS | AND - FAILED AND - PHYSICA ACTS,CONDITI | TO OBTAIN/MAINTAIN ELY L IMPAIRMENT GNS - ALCOHOLIC IMPAIR DD 0.04%.GASTRIC 0.123 | MENT | | | CII | ENCY AND JUDGMENT | | |
| 3-3796 | TIME - 1748 | NMA • W I | REECH F35 NR88SM Damage-Substantial | | | | | NUNCOMMERCIAL PLEASURE/PERSONAL T | RANSP | PRIVATE, AGE 51, 1069 TOTAL HOURS, 69 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT DEPARTURE POINT WAUTOMA,WI TYPE OF ACCIDEN ENGINE FAILURI COLLISION WIT | T E OR MALFUNCT | | | Ρ | TAK | EOF | F OPERATION FF INITIAL CLIMB 4G OTHER | | |
| | PILOT IN COMM MISCELLANEOUS | ACTS+CONDITI AND - MISMANA ACTS+CONDITI | ONS – MISCALCULATED EU GEMENT OF FUEL ONS – FUEL SXHAUSTION RCED LANDING OFF AIRPO | | | | пN | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJ | URIE | s | FLIGHT | | ΡΙΙΩΤ ΝΔΤΔ |
|-------|--|----------------------------------|--|------------|------------|-------------|-----------------------------------|--|---|
| | 8/19/78 JUN TIME - 1430 | | CESSNA 185 | CR- | 0 0 | 1 | NONCOMMERCIAL | | |
| | REEDSBURG, WI | т | TY INTENDED DESTINATION JUNEAU,WI | | | | - 0050 - T 101 | | |
| | TYPE OF ACCIDE GROUND-WATER NOSE OVER/DO | LOOP-SWERVE | | | L | A ND I | F OPERATION NG ROLL NG ROLL | | |
| | FACTOR(S) | | R COMPENSATION FOR WIN CONDITIONS | ID COND | ITIO | ٧S | | | |
| | SKY CONDITION | | | | | | AT ACCIDENT SITE | | |
| | CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | | | PRE | CIPI ONE | RECTION-DEGREES | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS | | | | 3 | 30 | WEATHER CONDITIONS | | |
| | 20 TYPE OF FLIGHT | | | | | FR | | | |
| | REMARKS- WIND | GUSTS TO 20KTS | | | | | | | |
| -4046 | 8/30/78 LAO TIME - 1630 | NA • WI | GRUMMAN AA-1C N9976U | CR- PX- | 1 0 1 0 | 0 0 | NONCOMMERCIAL BUSINESS | | PRIVATE, AGE 34, 199 TOTAL HOURS, 1 IN TYPF, |
| | NAME OF AIRPOR DEPARTURE POIN | | DAMAGE-DESTROYED M INTENDED DESTINATION | | | | | | NOT INSTRUMENT RATED. |
| | LAONA,WI TYPE OF ACCIDE STALL SPIN | NŢ | ΨΑUSAU•ΨΙ | | | | F OPERATION FF INITIAL CLIMB | | |
| | MISCELLANEOU PILOT IN COM | MAND - INADEQU S ACTS,CONDITI | ATE PREFLIGHT PREPARAT NNS - IMPROPERLY LOADE D UNSUITABLE TERRAIN | | | | | | |
| | FACTOR(S) AIRPORTS/AIR | WAYS/FACILITIE | S - AIRPORT CONDITIONS | HIGH | VEG | ΕΤΑΤ | ION | | |

REMARKS- 5 IN. HIGH GRASS R/W.ACFT 67LBS OVER CERTIFICATED GROSS WEIGHT.

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT | PILOT DATA |
|--------|---|---|--|---|---|
| 3-4012 | 9/3/78 KENNSHA•WI TIME - 0715 | CESSNA 150 N66238 DAMAGE-SUBSTANTIAL | PX-000 | INSTRUCTIONAL SOLO | STUDENT, AGE 22, 63 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - KENOSH DEPARTURE POINT RACINE,WI TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | A INTENDED DESTINATION KENDSHA•WI | LANDI | DF OPERATION NG LEVEL OFF/TOUCHDOWN NG LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMP FACTOR(S) MISCELLANEOUS ACTS+CON REMARKS- NOSE GEAR SEPAR | DITIONS - OVERLOAD FAILUR | E | | |
| 3-3729 | 9/11/78 RACINE,WI TIME - 2130 | MONNEY M20F N9275V DAMAGE-SUBSTANTIAL | PX-001 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 48, 1238 TOTAL HOURS, 379 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - HORLIC DEPARTURE POINT PLYMOUTH,MI TYPE OF ACCIDENT ENGINE FAILURE OR MALF WHEELS-UP | K INTENDED DESTINATION MILWAUKEE,WI | PHASE (IN FL | DF OPERATION IGHT NORMAL CRUISE ING LEVEL OFF/TOUCHDOWN | |
| | POWERPLANT - IGNITION MISCELLANERUIS ACTS.CON FACTOR(S) POWERPLANT - ENGINE CO MISCELLANERUIS ACTS.CON PARTIAL POWER LOSS - PAR EMERGENCY CIRCUMSTANCES | E,SFRVICING,INSPECTION I SYSTEM SPARK PLUG DITIONS - MATERIAL FAILUR NTROLS THROTTLE-POWER LE DITIONS - IMPROPER ALIGNM TIAL LOSS OF POWER - I EN - FORCED LANDING OFF AIRP TO MAX LMT OR BEYOND.PWR | E VER ASSEMBLIES ENT/ADJUSTMENT GINE ORT ON LAND | | MP • |
| 3-4133 | 9/15/78 MILWAUKEE,WI TIME - 2045 DEPARTURE POINT WAWA,CA TYPE OF ACCIDENT ENGINE FAILURE OR MALF DITCHING | PIPER PA-28 N32506 DAMAGE-SURSTANTIAL INTENDED DESTINATION MILWAUKEE.WI UNCTION | PX- 0 0 1 LAST EM ESCAN PHASE (IN FL | NONCOMMERCIAL PLEASURE/PERSONAL TRANS NROUTE STOP NABA.MI TE OPERATION IGHT NORMAL CRUISE ING LEVEL OFF/TOUCHDOWN | PRIVATE, AGE 30, 80 TOTAL P HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | FACTOR(S) MISCELLANEOUS ACTS,CON COMPLETE POWER LOSS - CO | EOUS POWERPLANT FAILURE D DITIONS - AIRCRAFT CAME T MPLETE ENGINF FAILURE/FLA - FORCED LANDING OFF AIRP | D REST IN WATER MENUT-1 ENGINE | | |

| FILE | | | | F | S M | /N | PURPOSE | PILOT DATA |
|--------|--|--|------------|--------|--------|-------------|---|--|
| | 9/25/78 PORTAGE,WI TIME - 1825 DEPARTURE POINT PORTAGE,WI TYPE OF ACCIDENT | CESSNA 150F N8815S DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | CR- PX- | 1 0 | 0 0 | 0 0 | NONCOMMERCIAL | COMMERCIAL, AGE 45, 1940 TOTAL HOURS, 646 IN TYPE, NOT INSTRUMENT RATED. |
| | COLLISION WITH GROUND/W | ATER CONTROLLED | | | ΙN | FL | IGHT OTHER | |
| | | ERTED ATTENTION FROM OPER NUDGED ALTITUDE AND CLEAR | | OF | AIR | CRA | FT | |
| 3-3614 | 10/6/78 MIDDLETON.₩I TIME - 1515 | THORP T-18 N493TK DAMAGE-DESTROYED | | | | | | PRIVATE, AGE 64, 755 7 TOTAL HOURS, 126 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - MOREY DEPARTURE POINT | INTENDED DESTINATION | | | | | | |
| | COLUMBUS,NE TYPE OF ACCIDENT GROUND-WATER LOOP-SWERV COLLIDED WITH OBJECT | MIDDLETON,WI /E | | F | LA | NDI | F OPERATION NG ROLL NG ROLL | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPR FACTOR(S) WEATHER - UNFAVORABLE W | OPER COMPENSATION FOR WI | אט מא | 011 | ION | s | | |
| | SKY CONDITION UNKNOWN/NOT REPORTED | | | с | | I NG 0 0 | AT ACCIDENT SITE | |
| | VISIBILITY AT ACCIDENT SI 5 OR OVER(UNLIMITED) | ITE | | Ρ | REC | | TATION AT ACCIDENT SITE | |
| | OBSTRUCTIONS TO VISION AT | ACCIDENT SITE | | R | ELA | ΤĪV | E BEARING OF WIND WIND 338-022 DEGREES | |
| | WIND DIRECTION-DEGREES | | | W | | VEI | LOCITY-KNOTS | |
| | TYPE OF WEATHER CONDITION VFR | IS | | Т | | 0F | FLIGHT PLAN | |
| | REMARKS- WINGTIP COLLIDED | WITH SOD ON SIDE OF R/W. | WIND (| GUS | TIN | G TO | 30KTS. | |

BRIEFS OF ACCIDENTS

| FILE | DATE LOCA | TION | AIRCRAFT DATA | ١١ | IJUR F | S M | / N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|-------------------------|--|------------|-----------|-----------|-----|--|---|
| 3-4205 | 10/10/78 BARABOO, TIME - 1015 | MI | PIPER PA-24 N5696P DAMAGE-DESTROYED | CR- PX- | 1 1 | 0 0 | 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE 58, 313 P TOTAL HOURS, ALL IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE POINT GRIFFITH,IN | | INTENDED DESTINATION ADAMS WI | | | | | | |
| | TYPE OF ACCIDENT | | ADAMS WI | | р | нля | FΟ | F OPERATION | |
| | | | UNCONTROLLED | | | | | IGHT UNCONTROLLED DESCE | NT |
| | PILOT IN COMMAND. PILOT IN COMMAND FACTOR(S) | - CONTINUE - SPATIAL | ATE PREFLIGHT PREPARA D VFR FLIGHT INTO ADV DISORIENTATION | | | | | | |
| | WEATHER - LOW CEI | LING | | | | | | | |
| | WEATHER - FOG WEATHER BRIEFING - | NO RÈCORD | OF BRIEFING RECEIVED | | | | | | |
| | SKY CONDITION | | | | с | | | AT ACCIDENT SITE | |
| | OBSCURATION VISIBILITY AT ACCID | ENT SITE | | | Ρ | | ΙΡΙ | TATION AT ACCIDENT SITE | |
| | ZERO OBSTRUCTIONS TO VIS | | CIDENT SITE | | т | NO YPF | _ | WEATHER CONDITIONS | |
| | FDG | | | | | IF | | internet being field | |
| | TYPE OF FLIGHT PLAN NONE | | | | | | | | |
| 2-2800 | | | | C D | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 37, 540 |
| -3800 | TIME $-$ 1100 | CNIK,WI | N3771Q DAMAGE-SUBSTANTIAL | PX- | 0 | 0 | 1 | PLEASURF/PERSONAL TRANS | PRIVATE, AGE 57, 540 P TOTAL HOURS, 184 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | | | | |
| | SIGUX FALLS,SD | | MADISON+WI | | | | | | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR | | ΩN. | | Ρ | | | F OPERATION IGHT NORMAL CRUISE | |
| | COLLIDED WITH FE | | | | | | - | NG ROLL | |
| | PILOT IN COMMAND MISCELLANEOUS ACT | - MISMANA S,CONDITIC | TE PREFLIGHT PREPARAT SEMENT OF FUEL NNS - FUEL EXHAUSTION FE ENGINE FAILURE/FLAM | | | | | NNING | |

| FILE | | | F S M/N | | PILOT DATA |
|--------|---|--|------------------------|--|--|
| | 10/18/78 TOMAHAWK,W TIME - 1830 NAME OF AIRPORT - TOM | N5629W DAMAGE-SUBSTANTIAL IAHAWK REGINNAL INTENDED DESTINATION TOMAHAWK,WI | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL | STUDENT, AGE 27, 31 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | FACTOR(S) | IMPROPER OPERATION OF BRAKES | S AND/OR FLIGHT | NG GO-ARDUND CONTROLS | |
| 3-4132 | 10/30/78 SHAWAND,WI TIME - 1230 | CESSNA 172 N8313X Damage-Surstantial | PX- 0 0 0 | NONCOMMERCIAL Pleasure/personal transf | PRIVATE, AGE 61, 6000 PTOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - WIL DEPARTURE POINT SHAWANO.WI TYPE OF ACCIDENT OVERSHOOT NOSE OVER/DOWN | | PHASE O LANDI | F DPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL | NOT INSTRUMENT KATED. |
| | | MISJUNGED DISTANCE AND SPEED FAILED TO INITIATE GO-AROUND | | | |
| 3-3727 | | N9424L DAMAGE-SUBSTANTIAL | PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSF | STUDENT, AGE 57, 67 TOTAL P HOURS, 45 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - GEN DEPARTURE POINT MILWAUKEE.WI TYPE OF ACCIDENT COLLIDED WITH WIRE | INTENDED DESTINATION MILWAUKEE.WI | | F OPERATION NG FINAL APPROACH | |
| | FACTOR(S) | MISJUDGED CLEARANCE | APPROACH | | |
| • | FIRE AFTER IMPACT | STATED PLT APPEARED CONFUSED | | CLEARED TO LAND ANY RWY. | |

| FILE | | | AIRCRAFT DATA | | F | S N | 1/N | PURPOSE | PILOT DATA |
|--------|---|--|--|---------------------------------|------------|--------|--------|---|--|
| | 11/15/78 TIME - 1320 NAME OF AIRE DEPARTURE P | GREEN BAY,WI PORT - AUSTIN-ST | CESSNA P210N N4738P DAMAGE-SUBSTANTIAL RAUBEL INTENDED DESTINATION | CR- | 0 | 0 | 1 | | |
| | TYPE OF ACC ENGINE FAI NOSE OVER | LURE OR MALFUNC | TION | | F | IN | FL | F OPERATION IGHT DESCENDING NG ROLL | |
| | PILOT IN (MISCELLAN) MISCELLAN FACTOR(S) POWERPLAN MISCELLAN PARTIAL POWE EMERGENCY C | COMMAND - INADEQ COMMAND - MISMAN EQUS ACTS,CONDIT EQUS ACTS,CONDIT EQUS ACTS,CONDIT I - POWERPLANT-I EQUS ACTS,CONDIT ER LOSS - PARTIA IRCUMSTANCES - F | IONS - INATTENTIVE TO F IONS - FUEL STARVATION IONS - IMPROPER EMERGEN NSTRUMENTS OTHER | UEL S CY PR INE IRT ON | UPP OCE | | ES | | TERS BINDING/SLUGGISH. |
| 3-4079 | TIME - 1430 | - | DAMAGE-SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TR/ | PRIVATE, AGE 28, 71 TOTA ANSP HOURS, 14 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE PO CLINTON, I TYPE OF ACCI | A IDENT FER LOOP-SWERVE | INTENDED DESTINATION DODGEVILLF+WI | | Ρ | L | ND 1 | F OPERATION NG ROLL NG ROLL | |
| | FACTOR(S) | COMMAND - IMPROP | ER OPERATION OF BRAKES IONS - OVERLOAD FAILURE | | RF | LI | нт | CONTROLS | |

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PTINT DATA PURPOSE F S M/N CR- 0 0 1 NONCOMMERCIAL 3-3797 12/1/78 PARK FALLS.WI PIPER PA-28 PRIVATE, AGE 17, 138 TIME - 1915 N55845 PX- 0 0 4 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 24 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - PARK FALLS MUNI DEPARTURE POINT INTENDED DESTINATION WATERTOWN, WI IRONWOOD, MI TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH SNOWBANK LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY REMARKS- SNOW PACKED IN WHEEL FAIRING, JAMMED WHEEL AND DIRECTIONAL CONTROL WAS LOST. PIPER PA-22 3-4080 12/2/78 MIDDLETON, WI CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 28, 74 TOTAL PX- 0 0 0 PLEASURE/PERSONAL TRANSP TIME - 1045 N3666Z HOURS, ALL IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - MOREY LAST ENROUTE STOP DEPARTURE POINT INTENDED DESTINATION MIDDLETON, WI MIDDLETON,WI MAD ISON • WI TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE RELATIVE BEARING OF WIND OBSTRUCTIONS TO VISION AT ACCIDENT SITE RIGHT CROSS WIND 068-112 DEGREES NONE WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS ٥ 40 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- X-WIND GUSTS TO 10KTS.

BRIEFS OF ACCIDENTS

| FILE | | AIRCRAFT DATA | INJURIES FLIGHT F S M/N PURPOSE | PILOT DATA |
|-------|---|--|--|--|
| | | | CR- 0 0 1 NONCOMMERCIAL PX- 0 0 0 PRACTICE | |
| | NAME OF AIRPORT - PORTA | GE MUNI INTENDED DESTINATION REDWING.MN | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN | |
| | COMPLETE POWER LOSS - CO | NEOUS POWERPLANT FAILURE A DMPLETE ENGINE FAILURE/FLAM - FORCED LANDING OFF AIRPO | EQUT-1 ENGINE | |
| -4016 | 12/13/78 LAND O'LAKES TIME - 1800 | WI 'CESSNA 210 N8110G DAMAGE-SUBSTANTIAL | CR- 0 0 1 NONCOMMERCIAL PX- 0 0 3 PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 50, 577 TOTAL HOURS, 162 IN TYPE, INSTRUMENT RATED. |
| | PALWAUKEE,IL TYPE OF ACCIDENT GROUND-WATER LOOP-SWEI COLLIDED WITH SNOWBAI | LAND OLAKES INTENDED DESTINATION LAND O'LAKES.WI | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | |
| | FACTOR(S) AIRPORTS/AIRWAYS/FACI | LECTED UNSUITABLE TERRAIN LITIES - AIRPORT CONDITIONS NDITIONS - OVERLOAD FAILURI | | |
| -3887 | 12/17/78 WAHPUN.WI TIME — 1045 | PIPER PA-28R N7607J DAMAGE-SUBSTANTIAL | CR- 0 0 1 NONCOMMERCIAL PX- 0 0 1 PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 30, 1576 TOTAL HOURS, 903 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - WILBEN DEPARTURE POINT MILWAUKEE.WI TYPE OF ACCIDENT GROUND-WATER LOOP-SWEN GEAR COLLAPSED | RT GRAHN EM INTENDED DESTINATION WAUPUN.WI | PHASE OF OPERATION LANDING ROLL LANDING ROLL | |
| | FACTOR(S) AIRPORTS/AIRWAYS/FACI AIRPORTS/AIRWAYS/FACI AIRPORTS/AIRWAYS/FACI | ECTED UNSUITARLE TERRAIN ITIES - AIRPORT CONDITIONS ITIES - AIRPORT CONDITIONS ITIES - AIRPORT CONDITIONS IDITIONS - OVERLOAD FAILURE ORT PRIOR TO DEPARTURE. | SNOW ON RUNWAY SNOW WINDROWS | |

BRIFES DE ACCIDENTS

| | | | BRIEFS | | | | TS | | | |
|-------|--|--|--|---------------|-------------|---|----------------------|---|---------|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | ĬN | ប្រា F | RIES S M | / N | FLIGHT PURPOSE | | PILOI DATA |
| | 12/17/78 NR TIME - 1045 NAME OF AIR DEPARTURE PI STURGEON B TYPE OF ACC | STURGEON BAY,WI PORT - DOOR COUNT DINT I AY,WI IDENT TER LOOP-SWERVE | CESSNA 172 N6858A Damage-Substantial | CR- | 0 | O O HAS TA | 1 1 E O KEO | NONCOMMERCIAL | R ΔN SP | PRIVATE, AGE 54, 138 TOTAL HOURS, 22 IN TYPF, NOT INSTRUMENT RATED. |
| | PILOT IN (FACTOR(S) AIRPORTS// WEATHER - MISCELLAN | COMMAND - INADEQU/ COMMAND - IMPROPER AIRWAYS/FACILITIES UNFAVORABLE WIND EOUS ACTS+CONDITIC | ATE PREFLIGHT PREPARAT COMPENSATION FOR WIN G - AIRPORT CONDITIONS CONDITIONS INS - OVERLOAD FAILURE OF BRIEFING RECEIVED | ID CON ICE | DII | LION | S | | | |
| · | 5 OR OVER ORSTRUCTION NONE TEMPERATURE 25 WIND VELOCI 6 TYPE OF FLIO NONE | AT ACCIDENT SITE (UNLIMITED) S TO VISION AT AC(-F TY-KNOTS GHT PLAN | CIDENT SITE DIS.TKDE EM BEHIND HAN | | F R W | UN PREC NO RELA LEI VIND 270 (YPE VFI | | AT ACCIDENT SITE TTED TATION AT ACCIDENT S E BEARING OF WIND ROSS WIND 248-292 D RECTION-DEGREES WEATHER CONDITIONS | EGREES | |
| -3794 | 12/22/78 NR. TIME - 1430 NAME OF AIRF DEPARTURE PC OTTUMWA.IA TYPE OF ACC UNDERSHOOT | •DODGEVILLE•WI PORT - DODGEVILLE DINT A IDENT | CESSNA 172K N78428 DAMAGE-SUBSTANTIAL | CR- | 0 | 0 0 2 HA S L A I | | NONCOMMERCIAL PLEASURE/PERSONAL T = OPERATION NG FINAL APPROACH NG FINAL APPROACH | | STUDENT, AGE 51, 30 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | FACTOR(S) PILOT IN O PILOT IN O MISCELLANE | COMMAND - MISJUDGE COMMAND - ATTEMPTE COMMAND - BECAME L EDUS ACTS,CONDITIC | D DISTANCE AND ALTITU D OPERATION BEYOND EX OST/DISORIENTED NS - STOLEN OR UNAUTH O LEFT SIDE OF APPROA | PERIE | Dυ | SE (|)F . | IRCRAFT | T INST | RUCTOR. |

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FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA PURPOSE F S M/N _____ GRUMMAN AA-1C 3-3799 12/26/78 MADISON,WI CR- 0 0 1 NONCOMMERCIAL STUDENT, AGE 16, 39 TOTAL TIME - 1000 N964911 PX- 0 0 0 PRACTICE HOURS, 34 IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - DANE COUNTY DEPARTURE POINT INTENDED DESTINATION MILWAUKEE,WI MADISON, WI TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAXI FROM LANDING COLLIDED WITH SNOWBANK TAXI FROM LANDING PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - BRAKES FROZEN REMARKS- RIGHT BRAKE FROZE 奯 3-3840 12/28/78 SUSSEX,WI CR- 0 0 2 INSTRUCTIONAL CESSNA 150 COMMERCIAL, AGE 23, 347 TIME - 1450 N60422 PX- 0 0 0 DUAL. TOTAL HOURS, 156 IN TYPE, DAMAGE-SUBSTANTIAL INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION PEWAUKEE.WI LUCVI TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE NOSE OVER/DOWN LANDING LEVEL OFF/ TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANFOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS TERRAIN - SNOW-COVERED PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ELT IMPACT SWITCH INOP.

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU F | S | M/N | | PILOT DATA |
|--------|---|--|--|---------------------------------------|------------------------------|--|--|--|
| | | EAU CLAIRE, WI | | CR- C | 0 | 1 | NONCOMMERCIAL | |
| | NAME OF AI DEPARTURE F LA CROSS | | INTENDED DESTINATION FAU CLAIRE, WI | | | | | |
| | TYPE OF.ACC | | FAU CLAIRF. WI | | | | F OPERATION NG ROLL | |
| | PILOT IN MISCELLAN FACTOR(S) MISCELLAN MISCELLAN AIRPORTS/ WEATHER WEATHER BR] | COMMAND - ATTEMPT COMMAND - IMPROPE VERUS ACTS,CONDITIN VERUS ACTS,CONDITIN VERUS ACTS,CONDITIN AIRWAYS/FACILITE - ICING CONDITIONS VERUS - BRIEFED B | ED OPERATION W/KNOWN D R IN-FLIGHT DECISIONS INS - ANTI-ICING/DEICI INS - ICE-WINDSHIELD INS - AIRERAME ICE S - AIRERAME ICE -INCLUDES SLEET.FREEZI Y FLIGHT SERVICE PERSO SUBSTANTIALLY CORRECT | NR PLAN NG EQUI SNOW NG RAIN | NIN PMEI WINI JET | G N T- I DROW C. | MPROPER OPERATION OF/C | DR FAILED TO USE |
| | 1 MILE OF | AT ACCIDENT SITF R LESS NS TO VISION AT AC NOW | CIDENT SITE | | PRE PRE FI REL T | 500 CIPI REEZ ATIV AIL D DI | AT ACCIDENT SITE TATION AT ACCIDENT SIT ING RAIN, SNOW E BEARING OF WIND WIND 158-202 DEGREES RECTION-DEGREES | re. |
| | WIND VELOCI 15 TYPE OF FLI IFR | [GHT PLAN | ED FOR FLIGHT INTO KNO | | TYP IF | E OF | WEATHER CONDITIONS | |
| | | ST BOT GERTIFICAT | | ngiv ICIN | | | 11043. | |
| 3-4253 | 6/10/78 NF TIME - 1700 | R.GREYBULL,WY | FAIRCHILD C-119G N3560 DAMAGE-SUBSTANTIAL | CR- 3 PX- 0 | | | MISCELLANEOUS Test | COMMERCIAL, AGE 50, 4250 Total Hours, 400 in type, Instrument rated. |
| | DEPARTURE F GREYBULL+W TYPE OF ACC | Υ | INTENDED DESTINATION LOCAL | | | | F OPERATION FF INITIAL CLIMB | THIS INCOLUTE AN IEV. |
| | PROBABLE CA | | | | | .,, , , , , , , | . INTIME OLING | |
| | | | | | | | | |

| | | _ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ | BRIEFS | | | | | | |
|-------|---|---|---|-----------------------|------------|--------------|-----|--|---|
| FILE | | LOCATION | AIRCRAFT DATA | IN | JUR F | IES S M/ | N | FLIGHT PURPOSE | ΡΙΙΠΤ ΔΑΤΑ |
| -4237 | 7/3/78 TIME - 125 | NR.CANYON.WY | DAMAGE-DESTROYED | | | | | | PRIVATE, AGE 39, 360 TOTAL HOURS, 22 IN TYPE, INSTRUMENT RATED. |
| , | DEPARTURE WEST YEI | POINT LOWSTONE • ID | INTENDED DESTINATION LOCAL | | | | | | |
| | TYPE OF AC ENGINE P | CCIDENT FAILURE OR MALFUNC WITH TREES | , | | Ρ | ΙN | FLI | OPERATION GHT NORMAL CRUISE G FINAL APPROACH | |
| ÷ | POWERPLA MISCELLA TERRAIN FACTOR(S) WEATHER WEATHER BA | EL - MAINTENANCE.S ANT - FUEL SYSTEM ANEOUS ACTS.CONDIT - HIGH OBSTRUCTIO - HIGH DENSITY AL POWER LOSS - COMPL RIEFING - NO RECOR | IONS - IMPROPER ALIGNM IONS - ENGINE LOADED UP | ENT/AD 2 4EOUT- | JUS 1 E | TMEN NGIN | т | NANCE AND INSPECTION | |
| | | | | | | | | AT ACCIDENT SITE | |
| | SKY CONDII CLEAR | IIUN | | | L | | | AT ACCIDENT SITE TED | |
| | | <pre>/ AT ACCIDENT SITE ER(UNLIMITED)</pre> | | | Ρ | REC I NON | | ATION AT ACCIDENT SITE | |
| | OBSTRUCTIC NONE | DNS TO VISION AT A | CCIDENT SITE | | Т | | ЭF | WEATHER CONDITIONS | |
| | TYPE OF FL VFR | | | | | | | | |
| | | 이상학교 (1997년 1997년 1997년) 1988년 - 1일 - 1997년 19 | | | | | | | |
| -4098 | 11/11/78 / TIME - 153 | NR.⊾ARAMIE,₩Y 30 | BELLANCA 7GCBC N8802 DAMAGE-SUBSTANTIAL | PX- | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 21, 191 TOTAL HOURS, 55 IN TYPF, NOT INSTRUMENT RATED. |
| | | | INTENDED DESTINATION | | | | | | |
| | LARAMIE, TYPE OF AC COLLISIO | | LARAMIE.WY ER CONTROLLED | | Ρ | | | OPERATION GHT LOW PASS | |
| | PROBABLE (PILOT IM FACTOR(S) | | GED DISTANCE,SPEED,AND | ALTIT | UDE | | | | |
| | WEATHER | - DOWNDRAFT, UPDRA | IONS - UNWARRANTED LOW FTS D OF BRIEFING RECEIVED | FLYIN | Ģ | | | | |
| | SKY CONDIT CLEAR | ION | | | С | | | AT ACCIDENT SITE TED | |
| | 5 OR OVE | ′ AT ACCIDENT SITE ER(UNLIMITED) DNS TO VISION AT A | | | | NON | E | ATION AT ACCIDENT SITE | |
| | NONE WIND DIREC | CTION-DEGREES | SSERVER SEE | | | 18 IND | | OCITY-KNOTS | |
| | 150 TYPE OF WE VFR | ATHER CONDITIONS | | | т | 28 YPE | DF | FLIGHT PLAN | |

| | | BRIEF | S OF ACCIDENTS | | |
|--------|---|---|------------------------------------|---|---|
| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
| | 8/25/78 NR.LABDUCHER BA TIME - UNK/NR DEPARTURE POINT LABOUCHER BAY.AK TYPE OF ACCIDENT UNDETERMINED | | CR- 1 0 0 PX- 11 0 0 PHASE 0 | COMMERCIAL AIR TAXI-PASSG - OPERATION W/NOT REPORTED | COMMERCIAL, AGE 40, 5727 TOTAL HOURS, 684 IN TYPF, NOT INSTRUMENT RATED. |
| | PROBABLE CAUSF(S) MISCELLANEOUS - UNDETER REMARKS- ACFT DMG & INJU | | DIES RECOVERED. | | |
| 3-4297 | 9/10/78 MISSING AIRCR TIME - UNK/NR | AFT CESSNA 185 N4871C DAMAGE-DESTROYED | | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE 35, UNK/NR P TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT ANCHORAGE.AK TYPE OF ACCIDENT MISSING AIRCRAFT.NOT RE | INTENDED DESTINATION ANCHORAGE,AK COVERED | UNK NOWI PHASE O | ROUTE STOP N/NOT REPORTED F OPERATION N/NOT REPORTED | |
| | PROBABLE CAUSE(S) MISCELLANEOUS - UNDETER REMARKS- FLOAT EQUIPPED.4 | | EX PRESUMED. | | |
| 3-4009 | 9/17/78 MISSING AIRCR/ TIME - UNK/NR | NFT CESSNA 411 NIEC DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 26, 2200 TOTAL HOURS, 90 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT KING SALMON,AK TYPE OF ACCIDENT MISSING AIRCRAFT,NOT RE | INTENDED DESTINATION KODIAK,AK | | - OPERATION ₩N/NOT REPORTED | |
| | PROBABLE CAUSF(S) MISCELLANEOUS - UNDETER REMARKS- INJURY INDEX AND | | | | |
| 3-4127 | 9/21/78 MISSING AIRCR TIME - UNK/NR | NET DOUGLAS DC-3 N407D DAMAGE-DESTROYED | CR- 4 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 54, 15227 TOTAL HOURS, 3000 IN TYPE, INSTRUMENT |
| | DEPARTURE POINT FT LAUDERDALF.FL TYPE OF ACCIDENT MISSING AIRCRAFT.NOT RE | INTENDED DESTINATION HAVANA,CUBA COVERED | | - OPERATION GHT NORMAL CRUISE | RATED. |
| | PROBABLE CAUSE(S) MISCELLANEOUS - UNDETER REMARKS- AIRCRAFT DAMAGE | | D. | | |

BRIEFS OF ACCIDENTS

FILE DATE AIRCRAFT DATA INJURIES FLIGHT PILOT DATA LOCATION F S M/N PURPOSE ____ GRUMMAN G-44A 3-4358 10/31/78 NR.CORDOVA.AK CR- 1 0 0 NONCOMMERCIAL COMMERCIAL, AGE 38, TIME - UNK/NR N444W PX- 2 0 0 BUSINESS UNK/NR TOTAL HOURS, DAMAGE-DESTROYED UNK/NR IN TYPE, INSTRIJ-MENT RATED. DEPARTURE POINT INTENDED DESTINATION CORDOVA,AK JUNEAU + AK TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER - SNOW WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT + LATER RECOVERED SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F UNKNOWN/NOT REPORTED 36 TYPE OF FLIGHT PLAN TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED VFR FIRE AFTER IMPACT REMARKS- RECOVERY DATE-5/21/79. 3-4304 11/3/78 MISSING AIRCRAFT PIPER PA-31 CR- 1 0 0 COMMERCIAL COMMERCIAL, AGE 50, 5342 TIME - 1949 N59912 PX- 0 0 0 COMMUTER AIR CARRIER TOTAL HOURS, 24 IN TYPE, DAMAGE-DESTROYED AIR TAXI-PASSG S-D INSTRUMENT RATED. NAME OF AIRPORT - HARRY S TRUMAN DEPARTURE POINT INTENDED DESTINATION ST CROIX,USVI ST THOMAS, USVI TYPE OF ACCIDENT PHASE OF OPERATION MISSING AIRCRAFT.NOT RECOVERED LANDING FINAL APPROACH PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED REMARKS- ACFT DAMAGE AND INJURY INDEX PRESUMED.

BRIEFS OF ACCIDENTS

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|----------------|--|---|---|--------|--------|--------|--------|------------------------------------|--------|--|
| FILF | DATE | LOCATION | AIRCRAFT DATA | ĮΝ | JUR | | | | | ΡΤΙΝΤ ΠΑΤΑ |
| 3-4173 | | ISSING AIRCRAFT | PIPER PA-23 N54615 DAMAGE-DESTROYED | CR- | 1 3 | 0 0 | 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL | TRANSP | COMMERCIAL, AGE 36, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| | DEPARTURE PO DE FUNIAK TYPE OF ACCI MISSING AI | SPGS, FL | INTENDED DESTINATION GAINESVILLE+FL VERED | | F | | | F OPERATION WN/NOT REPORTED | | |
| | | SE(S) DUS - UNDETERMI URY INDEX AND D | | | | | | | | |
| 3-4309 | 11/21/78 M TIME - UNK/N | ISSING AIRCRAFT R | PIPER PA-32 N4284R DAMAGE-DESTROYED | | | | | COMMERCIAL AIR TAXI-CARGO | | COMMERCIAL, FL.INSTR., AGE 47, 24673 TOTAL HOURS, 33A IN TYPE, INSTRUMENT DATED |
| | DEPARTURE PO OLD HARBOR TYPE OF ACCI MISSING AI | • ΔK | INTENDED DESTINATION KODIAK+AK VFRED | | Ρ | | | F NPERATION WN/NDT REPORTED | | INSTRUMENT RATED. |
| | | SE(S) OUS - UNDETERMI T DMG & INJURY | | | | | | | | |
| 3-3767 | TIME - UNK/N | | N95172 DAMAGE-DESTROYED | | | | | NONCOMMERCI∆L Ple∆sure/personal | TRANSP | PRIVATE, AGE 67, 200 Total Hours, all in type, Not instrument rated. |
| | DEPARTURE PO AUBURN,WA TYPE OF ACCI MISSING A1 | | INTENDED DESTINATION LOCAL | | Ρ | | | F OPERATION WN/NOT REPORTED | | |
| | | NUS - UNDETERMIN | NED JURY INDEX PRESUMFD. | | | | | | | |
| }- 4255 | 10/25/78 S TIME - 1415 | AN JUAN,PR | CESSNA 172 N61567 DAMAGF-SUBSTANTIAL | | | | | NONCOMMERCIAL Pleasure/personal | TRANSP | COMMERCIAL, AGE 32, 875 Total Hours, 272 in type, Instrument rated. |
| | DEPARTURE PO ST THOMAS U TYPE OF ACCI | JS VI | INTL INTENDED DESTINATION San Juan,PR | | Ρ | | | F OPERATION FROM LANDING | | |
| | PROBABLE CAUS PILOT IN CO MISCELLANED | SE(S) | TO FOLLOW APPROVED PRO ROTOR BLAST | DCEDUR | ES, | | | | | |

DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA FILE LOCATION AIRCRAFT DATA F S M/N PURPOSE 3-4250 12/1/78 NR.VIEQUES.PR N4615F CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 46, 655 TIME - 1605 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 300 IN TYPE. DAMAGE-DESTROYED NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION GUA YAMA + PR VIEQUES, PR TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE DITCHING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURF FOR UNDETERMINED REASONS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER 3-3919 12/28/78 AGUADILLA.PR CESSNA A185F CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 32, 1508 TIME - 1445 N9373H PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 2 IN TYPE, DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - BORINQUEN DEPARTURE POINT INTENDED DESTINATION YAUCO, PR AGUADILLA.PR TYPE OF ACCIDENT PHASE OF OPERATION 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 CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE LEFT CROSS WIND 248-292 DEGREES WIND DIRECTION-DEGREES -WIND VELOCITY-KNOTS 360 15 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- LEFT CROSSWIND 15 KNOTS GUSTING 20 KNOTS.

BRIEFS OF ACCIDENTS

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE _____ 3-3993 6/4/78 NR.ST.THOMAS.VI GRUMMAN G214 CR- 0 0 1 MISCELLANEOUS COMMERCIAL, AGE 45, 11500 TIME - 1435 N323 PX- 0 0 10 OTHER PUBLIC TOTAL HOURS, 2733 IN DAMAGE-SUBSTANTIAL TYPE, INSTRUMENT RATED. NAME OF AIRPORT - SEA PLANE BASE DEPARTURE POINT INTENDED DESTINATION ST.THOMAS,VI ST CROIX, VIRGIN IS TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT CLIMB TO CRUISE COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT CLIMB TO CRUISE PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - FUEL SYSTEM RAM AIR ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. MISCELLANEDUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES FACTOR(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL POOR/INADEQUATE DESIGN 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- CARB AIRBOX HOT AIR TO COLD AIR VALVE LINKAGE RETAINING BOLT FAILED CAUSING AIR STARVATION. 3-4200 11/5/78 NR.ST CROIX U.S.V.I. GRUMMAN G214 CR- 0 0 1 COMMERCIAL COMMERCIAL, FL.INSTR., TIME - 0939 N74676 PX- 0 0 2 COMMUTER AIR CARRIER AGE 60, 8943 TOTAL HOURS, 443 IN TYPE, INSTRUMENT DAMAGE-SUBSTANTIAL AIR TAXI-PASSG S-I RATED. NAME OF AIRPORT - W.SEAPLANE BASE DEPARTURE POINT INTENDED DESTINATION ST CROIX U.S.V.I. LOCAL TYPE DE ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE DITCHING LANDING LEVEL DEE/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - FAILURE OF TWO OR MORE ENGINES MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- 25RPM FLUX RPTD ON L ENG PREVIOUS 3 DAYS OF FLT. 200RPM FLUX DURING CLIMBOUT-CONTINUED FLT.

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | | PILOT DATA |
|--------|--|--|--|--|--|---|
| 3-4277 | TIME - 0433 | PAGO PAGO,SAMOA | CESSNA A188B N30581 DAM4GE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANERUS FFRRY | COMMERCIAL, AGE 32, 1100 TOTAL HOURS, 45 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE P | | INTENDED DESTINATION | | | |
| | PAGO PAGO | | NORFOLK ISLAND | | | |
| | TYPE OF ACC ENGINE FA DITCHING | ILURE OR MALFUNCT | I I N | TAKED | E OPERATION FF INITIAL CLIMB NG LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CA POWERPLAN | | S POWERPLANT FAILURE F | OR UNDETERMINE | D REASONS | |
| | POWERPLAN FACTOR(S) MISCELLAN PARTIAL POW EMERGENCY C | T - MISCELLANEOUS EOUS ACTS,CONDITI ER LOSS - PARTIAL IRCUMSTANCES - FO | S POWERPLANT FAILURE F ONS - AIRCRAFT CAME TO LOSS OF POWER - 1 ENG RCFD LANDING OFF AIRPO ERE BURNT.FUEL FLOW WA |) REST IN WATER | | BENCH CHECK. |
| 3-3766 | POWERPLAN FACTOR(S) MISCELLAN PARTIAL POW EMERGENCY C REMARKS- #1 | IT - MISCELLANEDUS EQUIS ACTS.CONDITI ER LOSS - PARTIAL IRCUMSTANCES - FO ,3.85 CYLINDERS W NASSAU, BAHAMAS | DNS - AIRCRAFT CAME TO LOSS OF POWER - 1 ENG RCFD LANDING OFF AIRPO ERE BURNT.FUEL FLOW WA CESSNA 210 N6624X | CREST IN WATER INE INT IN WATER SHIGHER THAN | SPECIFIED LIMITS DURING | COMMERCIAL, AGE 27, 940 SP TOTAL HOURS, 130 IN TYPI |
| 3-3766 | POWERPLAN FACTOR(S) MISCELLAN PARTIAL POW EMERGENCY C REMARKS- #1 9/26/78 TIME - 1500 NAME OF AIR DEPARTURE P | NASSAU, BAHAMAS | DNS - AIRCRAFT CAME TO LOSS OF POWER - 1 ENG RCFD LANDING OFF AIRPO IERE BURNT.FUEL FLOW WA CESSNA 210 N6624X DAMAGE-SURSTANTIAL L INTENDED DESTINATION | CREST IN WATER INE INT IN WATER SHIGHER THAN | SPECIFIED LIMITS DURING | |
| 3-3766 | POWERPLAN FACTOR(S) MISCELLAN PARTIAL POW EMERGENCY C REMARKS- #1 9/26/78 TIME - 1500 NAME OF AIR DEPARTURE - 1500 NAME OF AIR DEPARTURE OF ACC | T - MISCELLANEOUS EQUS ACTS.CONDITI ER LOSS - PARTIAL IRCUMSTANCES - FO ,3,85 CYLINDERS W NASSAU.BAHAMAS PORT - NASSAU INT OINT HAMAS IDENT | DNS - AIRCRAFT CAME TO LOSS OF POWER - 1 ENG DRCED LANDING OFF AIRPO VERE BURNT.FUEL FLOW WA CFSSNA 210 N6624X DAMAGE-SUBSTANTIAL L INTENDED DESTINATION UNKNOWN/NOT REPORTED | DREST IN WATER INE IRT ON WATER IS HIGHER THAN CR- O O 1 PX- O O 1 | SPECIFIED LIMITS DURING NONCOMMERCIAL PLEASURE/PERSONAL TRAN | COMMERCIAL, AGE 27, 940 SP TOTAL HOURS, 130 IN TYPE |
| 3-3766 | POWERPLAN FACTOR(S) MISCELLAN PARTIAL POW EMERGENCY C REMARKS- #1 9/26/78 TIME - 1500 NAME OF AIR DEPARTURE - 1500 NAME OF AIR DEPARTURE OF ACC | IT - MISCELLANEOUS EQUS ACTS.CONDITI ER LOSS - PARTIAL IRCUMSTANCES - FO ,3.65 CYLINDERS W NASSAU.BAHAMAS PORT - NASSAU INT OINT HAMAS | DNS - AIRCRAFT CAME TO LOSS OF POWER - 1 ENG DRCED LANDING OFF AIRPO VERE BURNT.FUEL FLOW WA CFSSNA 210 N6624X DAMAGE-SUBSTANTIAL L INTENDED DESTINATION UNKNOWN/NOT REPORTED | D REST IN WATER INE IRT ON WATER S HIGHER THAN CR- 0 0 1 PX- 0 0 1 PHASE 0 | SPECIFIED LIMITS DURING | COMMERCIAL, AGE 27, 940 SP TOTAL HOURS, 130 IN TYPE |

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