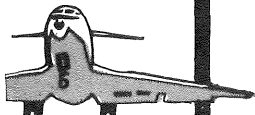
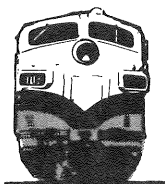


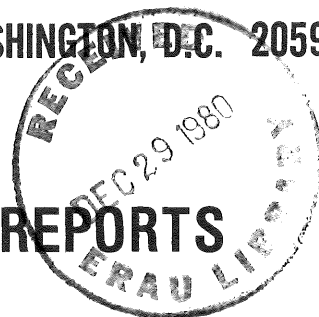
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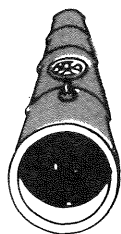
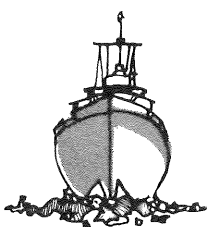


WASHINGTON, D.C. 20594



AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AVIATION
ISSUE NUMBER 12 OF 1979 ACCIDENTS



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UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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| 16. Abstract <p>This publication contains selected aircraft accident reports, in brief format, occurring in U.S. civil aviation operations during calendar year 1979. The 300 General Aviation accidents contained in this publication represent a random selection. This publication is issued irregularly, normally fifteen times each year. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by injury index, injuries, and causal factors.</p> <p align="center">File Numbers: 3-3301 thru 3-3600</p> | | | | | |
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FOREWORD

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

This publication is issued fifteen (15) times per year and contains approximately 300 U.S. Civil aircraft accident reports arranged in state and date order. In addition, each issue contains statistical tables which tabulate and summarize selected accident information, such as injuries, causal factors and injury index. 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 additional 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.

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U.S. GENERAL AVIATION

STATISTICAL TABLES

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| File Order Listing..... | VII |
| Briefs of Accidents..... | 1471-1617 |

EXPLANATORY NOTES

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

1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component.
2) Engine failure, damage limited to an engine, bent fairings or cowlings, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "substantial damage" for the purpose of this part.

EXPLANATORY NOTES

INJURY INDEX

Injury index refers to the highest degree of personal injury sustained as a result of the accident.

TYPE OF ACCIDENT

Type of accident relates to the immediate circumstances of the occurrence. Many accidents involve a series of circumstances and therefore require a second type to more fully describe the sequence of events. Some examples of types of accidents are as follows:

Gear Collapsed

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

Gear Retracted

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

Airframe Failure

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

Engine Failure/Malfunction

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

PHASE OF OPERATION

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

KIND OF FLYING

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

1. Instructional Flying

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

EXPLANATORY NOTES

KIND OF FLYING

2. Noncommercial Flying

Refers to the use of an aircraft for purposes of pleasure, personal transportation or in connection with a private business, in corporate/executive operations, and in other operations, wherein there is no direct monetary fee charged. It includes the following categories.

Pleasure

Flying by individuals in their own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business.

Business

The use of aircraft by pilots (not receiving direct salary or compensation for piloting) in connection with their occupation or in the furtherance of a private business.

Corporate/Executive Operations

The use of aircraft owned or leased, and operated by a corporation or business firm for the transportation of personnel or cargo in furtherance of the corporation's or firm's business, and which are flown by professional pilots receiving a direct salary or compensation for piloting.

3. Commercial Flying

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

4. Miscellaneous Flying

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

COLLISION BETWEEN AIRCRAFT

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

EXPLANATORY NOTES

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.

LIST OF ABBREVIATIONS USED IN BRIEFS

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

U. S.
GENERAL AVIATION
SECTION

INJURIES, ACCIDENTS
COVERED BY THIS REPORT - ISSUE NO. 12
U. S. GENERAL AVIATION

1979

| | INJURIES | | | | | TOTAL |
|--------------------|----------|---------|--------|---------|------------|---------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | |
| PILOT | 58 | 27 | 48 | 173 | | 306 |
| COPILOT | 3 | 1 | | 4 | | 8 |
| DUAL STUDENT | | 1 | 1 | 9 | | 11 |
| CHECK PILOT | | | 1 | 1 | | 2 |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | | | |
| EXTRA CREW | | | | 1 | | 1 |
| PASSENGERS | 74 | 27 | 31 | 146 | | 278 |
| TOTAL | 135 | 56 | 81 | 334 | ABOARD | 606 |
| OTHER AIRCRAFT | | | | | | |
| OTHER GROUND | 1 | 1 | 2 | 1 | | 5 |
| GRAND TOTAL | 136 | 57 | 83 | 335 | | 611 |

INVOLVES 300 TOTAL ACCIDENTS
INVOLVES 60 FATAL ACCIDENTS

CAUSE/FACTOR TABLE

COVERED BY THIS REPORT - ISSUE NO. 12
U. S. GENERAL AVIATION ACCIDENTS

1979

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 300 TOTAL ACCIDENTS

INVOLVES 60 FATAL ACCIDENTS

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| ** PILOT ** | | | | | | | | | |
| PILOT IN COMMAND | | | | | | | | | |
| ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT | 1 | 1 | 2 | | 1 | 1 | 1 | 2 | 3 |
| ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | 1 | 3 | 4 | 1 | 3 | 4 |
| BECAME LOST/DISORIENTED | 2 | 1 | 3 | 7 | 1 | 8 | 9 | 2 | 11 |
| CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | 17 | | 17 | 3 | | 3 | 20 | | 20 |
| CONTINUED INTO KNOWN AREA OF SEVERE TURBULENCE | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| DELAYED ACTION IN ABORTING TAKEOFF | | | | 4 | 1 | 5 | 4 | 1 | 5 |
| DELAYED IN INITIATING GO-AROUND | | | | 8 | | 8 | 8 | | 8 |
| DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | 1 | 1 | 2 | 2 | 4 | 2 | 3 | 5 |
| EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT | 3 | | 3 | | | | 3 | | 3 |
| FAILED TO EXTEND LANDING GEAR | | | | 2 | | 2 | 2 | | 2 |
| FAILED TO RETRACT LANDING GEAR | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO SEE AND AVOID OTHER AIRCRAFT | | | | 5 | | 5 | 5 | | 5 |
| FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | 4 | | 4 | 4 | | 4 | 8 | | 8 |
| FAILED TO OBTAIN/MAINTAIN FLYING SPEED | 5 | | 5 | 14 | | 14 | 19 | | 19 |
| FAILED TO MAINTAIN ADEQUATE ROTOR RPM | 1 | | 1 | 4 | | 4 | 5 | | 5 |
| FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT | | 1 | 1 | 2 | 2 | 4 | 2 | 3 | 5 |
| FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC | 2 | | 2 | 3 | | 3 | 5 | | 5 |
| IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS | 1 | | 1 | 8 | 1 | 9 | 9 | 1 | 10 |
| IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | 15 | | 15 | 15 | | 15 |
| IMPROPER OPERATION OF FLIGHT CONTROLS | | | | 2 | | 2 | 2 | | 2 |
| PREMATURE LIFT OFF | | | | 3 | | 3 | 3 | | 3 |
| IMPROPER LEVEL OFF | | | | 14 | | 14 | 14 | | 14 |
| IMPROPER IFR OPERATION | 3 | | 3 | 1 | 1 | 2 | 4 | 1 | 5 |
| IMPROPER IN-FLIGHT DECISIONS OR PLANNING | 6 | | 6 | 9 | | 9 | 15 | | 15 |
| IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | 5 | | 5 | 5 | | 5 |
| INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | 8 | | 8 | 30 | 2 | 32 | 38 | 2 | 40 |
| INADEQUATE SUPERVISION OF FLIGHT | | | | 4 | | 4 | 4 | | 4 |
| LACK OF FAMILIARITY WITH AIRCRAFT | | 2 | 2 | 1 | 12 | 13 | 1 | 14 | 15 |
| MISMANAGEMENT OF FUEL | 2 | | 2 | 22 | 1 | 23 | 24 | 1 | 25 |
| EXERCISED POOR JUDGMENT | 1 | | 1 | 4 | | 4 | 5 | | 5 |
| OPERATED CARELESSLY | | | | 1 | | 1 | 1 | | 1 |
| SELECTED UNSUITABLE TERRAIN | | | | 17 | 1 | 18 | 17 | 1 | 18 |
| STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT | | | | 1 | | 1 | 1 | | 1 |
| TAXIED/PARKED WITHOUT PROPER ASSISTANCE | | | | 1 | | 1 | 1 | | 1 |
| INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | 4 | 1 | 5 | | | | 4 | 1 | 5 |
| SPONTANEOUS-IMPROPER ACTION | | | | 1 | | 1 | 1 | | 1 |
| MISJUDGED DISTANCE, SPEED, AND ALTITUDE | | | | 4 | | 4 | 4 | | 4 |
| MISJUDGED DISTANCE AND SPEED | | | | 8 | | 8 | 8 | | 8 |
| MISJUDGED DISTANCE | | | | 2 | | 2 | 2 | | 2 |
| MISJUDGED DISTANCE AND ALTITUDE | 1 | | 1 | 8 | | 8 | 9 | | 9 |
| MISJUDGED ALTITUDE AND CLEARANCE | 1 | | 1 | 2 | | 2 | 3 | | 3 |
| MISJUDGED CLEARANCE | | | | 5 | | 5 | 5 | | 5 |
| IMPROPER RECOVERY FROM BOUNCED LANDING | | | | 3 | | 3 | 3 | | 3 |
| INCAPACITATION | 1 | | 1 | | | | 1 | | 1 |
| PHYSICAL IMPAIRMENT | 3 | 2 | 5 | | | | 3 | 2 | 5 |
| SPATIAL DISORIENTATION | 10 | | 10 | | | | 10 | | 10 |
| MISUSED OR FAILED TO USE FLAPS | | | | 2 | 1 | 3 | 2 | 1 | 3 |
| FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | 7 | | 7 | 7 | | 7 |
| SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | | | | 5 | 1 | 6 | 5 | 1 | 6 |
| FAILED TO ABORT TAKEOFF | | | | 3 | | 3 | 3 | | 3 |
| FAILED TO INITIATE GO-AROUND | | | | 8 | | 8 | 8 | | 8 |
| SUBTOTAL | 77 | 9 | 86 | 257 | 30 | 287 | 334 | 39 | 373 |
| COPILOT | | | | | | | | | |
| MISJUDGED DISTANCE AND SPEED | | | | 1 | | 1 | 1 | | 1 |
| SUBTOTAL | | | | 1 | | 1 | 1 | | 1 |
| DUAL STUDENT | | | | | | | | | |

CAUSE/FACTOR TABLE

IMPROPER LEVEL OFF (CONTINUED)

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| IMPROPER LEVEL OFF | | | | 1 | | 1 | 1 | | 1 |
| SPONTANEOUS-IMPROPER ACTION | | | | 1 | | 1 | 1 | | 1 |
| MISJUDGED ALTITUDE AND CLEARANCE | | | | 1 | | 1 | 1 | | 1 |
| SPATIAL DISORIENTATION | 1 | | 1 | | | | 1 | | 1 |
| SUBTOTAL | 1 | | 1 | 3 | | 3 | 4 | | 4 |
| CHECK PILOT | | | | | | | | | |
| INADEQUATE SUPERVISION OF FLIGHT | | | | 1 | | 1 | 1 | | 1 |
| SUBTOTAL | | | | 1 | | 1 | 1 | | 1 |
| ** PERSONNEL ** | | | | | | | | | |
| RULES, REGULATIONS, STANDARDS PERSONNEL | | | | | | | | | |
| FLIGHT INSTRUCTOR | | | | | | | | | |
| MAINTENANCE, SERVICING, INSPECTION | | | | | | | | | |
| IMPROPER MAINTENANCE(MAINTENANCE PERSONNEL) | | | | 1 | | 1 | 1 | | 1 |
| IMPROPERLY SERVICED AIRCRAFT(GROUND CREW) | | | | 1 | | 1 | 1 | | 1 |
| INADEQUATE INSPECTION OF AIRCRAFT(MAINTENANCE PERSONNEL) | | | | 1 | | 1 | 1 | | 1 |
| INADEQUATE INSPECTION OF ACFT(OWNER-PILOT PERSONNEL) | | 1 | 1 | | | | | 1 | 1 |
| INADEQUATE MAINTENANCE AND INSPECTION | 3 | | 3 | 8 | | 8 | 11 | | 11 |
| OTHER | | | | 2 | | 2 | 2 | | 2 |
| OPERATIONAL SUPERVISORY PERSONNEL | | | | | | | | | |
| WEATHER PERSONNEL | | | | | | | | | |
| TRAFFIC CONTROL PERSONNEL | | | | | | | | | |
| FAILURE TO PROPERLY IDENTIFY AIRCRAFT ON RADAR | | 1 | 1 | | | | | 1 | 1 |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| AIRPORT SUPERVISORY PERSONNEL | | | | | | | | | |
| AIRWAYS FACILITIES PERSONNEL | | | | | | | | | |
| OTHER | | 1 | 1 | | | | | 1 | 1 |
| PRODUCTION-DESIGN-PERSONNEL | | | | | | | | | |
| SUBSTANDARD QUALITY CONTROL | | | | 1 | | 1 | 1 | | 1 |
| MISCELLANEOUS-PERSONNEL | | | | | | | | | |
| PILOT OF OTHER AIRCRAFT | | | | 7 | | 7 | 7 | | 7 |
| SPECTATOR | 1 | | 1 | | | | 1 | | 1 |
| PASSENGER | | | | 2 | | 2 | 2 | | 2 |
| DRIVER OF VEHICLE | | | | 1 | | 1 | 1 | | 1 |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| DIRECT ENTRIES | 1 | | 1 | | | | 1 | | 1 |
| THIRD PILOT | | | | | | | | | |
| FLIGHT ENGINEER | | | | | | | | | |
| FLIGHT PERSONNEL | | | | | | | | | |
| DISPATCHING (AIR CARRIER ONLY) | | | | | | | | | |
| SUBTOTAL | 5 | 3 | 8 | 26 | | 26 | 31 | 3 | 34 |
| ** AIRFRAME ** | | | | | | | | | |
| WINGS | | | | | | | | | |
| SPARS | | 3 | 3 | | | | | 3 | 3 |
| WING ATTACHMENT, FITTINGS, BOLTS | 2 | | 2 | | | | 2 | | 2 |
| FUSELAGE | | | | | | | | | |
| SEATS | | 1 | 1 | | | | | 1 | 1 |
| LANDING GEAR | | | | | | | | | |
| MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC | | | | 2 | | 2 | 2 | | 2 |
| NORMAL RETRACTION/EXTENSION ASSEMBLY | | | | 1 | | 1 | 1 | | 1 |
| BRKING SYSTEM (NORMAL) | | | | 4 | 1 | 5 | 4 | 1 | 5 |
| GEAR LOCKING MECHANISM | | | | 1 | | 1 | 1 | | 1 |
| FLIGHT CONTROL SURFACES | | | | | | | | | |
| ELEVATOR, ASSEMBLY ATTACHMENTS | | | | 1 | | 1 | 1 | | 1 |
| VERTICAL STABILIZER, ATTACHMENTS | | | | 1 | | 1 | 1 | | 1 |
| SUBTOTAL | 2 | 4 | 6 | 10 | 1 | 11 | 12 | 5 | 17 |
| ** POWERPLANT ** | | | | | | | | | |
| ENGINE STRUCTURE | | | | | | | | | |
| MASTER AND CONNECTING RODS | 1 | | 1 | | | | 1 | | 1 |
| CYLINDER ASSEMBLY | | | | | | 1 | 1 | | 1 |
| PISTON, PISTON RINGS | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| IGNITION SYSTEM | | | | | | | | | |
| MAGNETOES | | | | 2 | | 2 | 2 | | 2 |
| FUEL SYSTEM | | | | | | | | | |
| LINE AND FITTINGS | 1 | | 1 | 1 | | 1 | 2 | | 2 |

CAUSE/FACTOR TABLE

POWERPLANT (CONTINUED)

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|---|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| SELECTOR VALVES | | | | 2 | | 2 | 2 | | 2 |
| FILTERS, STRAINERS, SCREENS | | | | 1 | | 1 | 1 | | 1 |
| CARBURETOR | | | | 3 | | 3 | 3 | | 3 |
| PUMPS | | | | 4 | | 4 | 4 | | 4 |
| VENTS, DRAINS, TANK CAPS | | | | 1 | | 1 | 1 | | 1 |
| RAM AIR ASSEMBLY | 1 | | 1 | | | | 1 | | 1 |
| OTHER | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| LUBRICATING SYSTEM | | | | | | | | | |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| COOLING SYSTEM | | | | | | | | | |
| PROPELLER AND ACCESSORIES | | | | | | | | | |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| EXHAUST SYSTEM | | | | | | | | | |
| ENGINE ACCESSORIES | | | | | | | | | |
| ENGINE CONTROLS | | | | | | | | | |
| THROTTLE-POWER LEVER ASSEMBLIES | | | | 1 | 2 | 3 | 1 | 2 | 3 |
| INDUCTION AIR, PREHEAT CONTROLS | | | | 1 | | 1 | 1 | | 1 |
| POWERPLANT-INSTRUMENTS | | | | | | | | | |
| FUEL QUANTITY GAUGE | | | | | 2 | 2 | | 2 | 2 |
| MISCELLANEOUS | | | | | | | | | |
| POWERPLANT FAILURE FOR UNDETERMINED REASONS | 2 | | 2 | 15 | | 15 | 17 | | 17 |
| REDUCTION GEAR ASSEMBLY | | | | | | | | | |
| COMPRESSOR ASSEMBLY | | | | | | | | | |
| SHAFT, ROTOR | | | | 1 | | 1 | 1 | | 1 |
| COMBUSTION ASSEMBLY | | | | | | | | | |
| TURBINE ASSEMBLY | | | | | | | | | |
| ACCESSORY DRIVE ASSEMBLY | | | | | | | | | |
| LUBRICATING SYSTEM | | | | | | | | | |
| FUEL SYSTEM | | | | | | | | | |
| SAFETY SYSTEM | | | | | | | | | |
| IGNITION SYSTEM | | | | | | | | | |
| TORQUEMETER | | | | | | | | | |
| AIR BLEED | | | | | | | | | |
| EXHAUST SYSTEM | | | | | | | | | |
| THRUST REVERSER | | | | | | | | | |
| PROPELLER SYSTEM | | | | | | | | | |
| CONSTANT SPEED DRIVE | | | | | | | | | |
| POWER LEVER | | | | | | | | | |
| PROPELLER LEVER | | | | | | | | | |
| REVERSE THRUST LEVER | | | | | | | | | |
| ENGINE INDICATING EQUIPMENT | | | | | | | | | |
| ENGINE INSTALLATION | | | | | | | | | |
| SUBTOTAL | 7 | | 7 | 38 | 4 | 42 | 45 | 4 | 49 |
| ** SYSTEMS ** | | | | | | | | | |
| ELECTRICAL SYSTEM | | | | | | | | | |
| RELAYS AND WIRING | | | | 1 | | 1 | 1 | | 1 |
| HYDRAULIC SYSTEM | | | | | | | | | |
| HYDRAULIC PUMPS | 1 | | 1 | | | | 1 | | 1 |
| FLIGHT CONTROL SYSTEMS | | | | | | | | | |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| ANTI-ICING, DE-ICING SYSTEMS | | | | | | | | | |
| AIR CONDITION, HEATING AND PRESSURIZATION | | | | | | | | | |
| AUTO PILOT | | | | | | | | | |
| FIRE WARNING SYSTEM | | | | | | | | | |
| FIRE EXTINGUISHER SYSTEM | | | | | | | | | |
| OXYGEN SYSTEM | | | | | | | | | |
| OTHER SYSTEMS | | | | | | | | | |
| SUBTOTAL | 1 | | 1 | 2 | | 2 | 3 | | 3 |
| ** INSTRUMENTS/EQUIPMENT AND ACCESSORIES ** | | | | | | | | | |
| FLIGHT AND NAVIGATION INSTRUMENTS | | | | | | | | | |
| AIR SPEED | | | | | 1 | 1 | | 1 | 1 |
| FLUXGATE COMPASS | 1 | | 1 | | | | 1 | | 1 |
| COMMUNICATIONS AND NAVIGATION EQUIPMENT | | | | | | | | | |
| MISCELLANEOUS EQUIPMENT | | | | | | | | | |
| SUBTOTAL | 1 | | 1 | | 1 | 1 | 1 | 1 | 2 |
| ** ROTORCRAFT ** | | | | | | | | | |
| ROTOR ASSEMBLIES | | | | | | | | | |

CAUSE/FACTOR TABLE

ROTORCRAFT (CONTINUED)

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| TRANSMISSION ROTOR DRIVE SYSTEM | | | | | | | | | |
| MAIN ROTOR DRIVE SHAFT | 1 | | 1 | | | | 1 | | 1 |
| TAIL ROTOR GEAR BOX | | | | 1 | | 1 | 1 | | 1 |
| CLUTCH ASSEMBLY | | | | 1 | | 1 | 1 | | 1 |
| FLIGHT CONTROL SYSTEMS | | | | | | | | | |
| TAIL ROTOR PITCH CONTROL SYSTEM | | | | 1 | | 1 | 1 | | 1 |
| MISCELLANEOUS UNITS AND ASSEMBLIES | | | | | | | | | |
| TAIL ROOMS/PYLONS/CONES | 1 | | 1 | | | | 1 | | 1 |
| SUBTOTAL | 2 | | 2 | 3 | | 3 | 5 | | 5 |
| ** AIRPORTS/AIRWAYS/FACILITIES ** | | | | | | | | | |
| AIRPORT FACILITIES | | | | | | | | | |
| RUNWAY LIGHTING | | | | | 3 | 3 | | 3 | 3 |
| OBSTRUCTION LIGHTING | | | | | 1 | 1 | | 1 | 1 |
| OTHER | | | | | 1 | 1 | | 1 | 1 |
| AIRPORT CONDITIONS | | | | | | | | | |
| WET RUNWAY | | | | | 2 | 2 | | 2 | 2 |
| SNOW ON RUNWAY | | | | | 2 | 2 | | 2 | 2 |
| HIGH VEGETATION | | | | | 2 | 2 | | 2 | 2 |
| HIDDEN HAZARD | | | | 1 | | 1 | 1 | | 1 |
| SOFT RUNWAY | | | | | 2 | 2 | | 2 | 2 |
| OTHER | | | | | 7 | 7 | | 7 | 7 |
| AIRWAYS FACILITIES | | | | | | | | | |
| H FACILITY | | 1 | 1 | | | | | 1 | 1 |
| OTHER | | 1 | 1 | | | | | 1 | 1 |
| SUBTOTAL | | 2 | 2 | 1 | 20 | 21 | 1 | 22 | 23 |
| ** WEATHER ** | | | | | | | | | |
| LOW CEILING | | 27 | 27 | | 7 | 7 | | 34 | 34 |
| RAIN | | 8 | 8 | | 4 | 4 | | 12 | 12 |
| FOG | | 17 | 17 | | 4 | 4 | | 21 | 21 |
| SNOW | | 1 | 1 | | 2 | 2 | | 3 | 3 |
| ICING CONDITIONS--INCLUDES SLEET, FREEZING RAIN, ETC | | 3 | 3 | | | | | 3 | 3 |
| CONDITIONS CONDUCTIVE TO CARB/INDUCTION SYSTEM ICING | | 1 | 1 | | 5 | 5 | | 6 | 6 |
| UNFAVORABLE WIND CONDITIONS | | | | 4 | 23 | 27 | 4 | 23 | 27 |
| WIND SHEAR | | | | 1 | 2 | 3 | 1 | 2 | 3 |
| SUDDEN WINDSHIFT | | | | | 1 | 1 | | 1 | 1 |
| TURBULENCE ASSOCIATED WITH CLOUDS AND/OR THUNDERSTORMS | | 2 | 2 | | | | | 2 | 2 |
| DOWNDRAFTS, UPDRAFTS | | 2 | 2 | | 4 | 4 | | 6 | 6 |
| ADVERSE WINDS ALOFT | | | | | 1 | 1 | | 1 | 1 |
| HIGH TEMPERATURE | | 1 | 1 | | | | | 1 | 1 |
| OBSTRUCTIONS TO VISION | | | | | 2 | 2 | | 2 | 2 |
| HIGH DENSITY ALTITUDE | | 3 | 3 | | 4 | 4 | | 7 | 7 |
| THUNDERSTORM ACTIVITY | | 4 | 4 | | 2 | 2 | | 6 | 6 |
| SUBTOTAL | | 69 | 69 | 5 | 61 | 66 | 5 | 130 | 135 |
| ** TERRAIN ** | | | | | | | | | |
| WET, SOFT GROUND | | | | | 9 | 9 | | 9 | 9 |
| HIGH VEGETATION | | | | | 8 | 8 | | 8 | 8 |
| ROUGH/UNEVEN | | 3 | 3 | 1 | 8 | 9 | 1 | 11 | 12 |
| ROUGH WATER | | 1 | 1 | | | | | 1 | 1 |
| HIGH OBSTRUCTIONS | | 9 | 9 | 1 | 32 | 33 | 1 | 41 | 42 |
| SANDY | | | | | 2 | 2 | | 2 | 2 |
| OTHER | | 1 | 1 | 2 | 3 | 5 | 2 | 4 | 6 |
| SUBTOTAL | | 14 | 14 | 4 | 62 | 66 | 4 | 76 | 80 |
| ** MISCELLANEOUS ** | | | | | | | | | |
| FOREIGN OBJECT DAMAGE | | | | 1 | | 1 | 1 | | 1 |
| FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS | 1 | | 1 | 3 | 1 | 4 | 4 | 1 | 5 |
| UNDETERMINED | 6 | | 6 | 3 | | 3 | 9 | | 9 |
| BIRD COLLISION | | | | 1 | | 1 | 1 | | 1 |
| EVASIVE MANEUVER TO AVOID COLLISION | | | | 4 | 1 | 5 | 4 | 1 | 5 |
| UNQUALIFIED PERSON OPERATED AIRCRAFT | | | | | 2 | 2 | | 2 | 2 |
| SUBTOTAL | 7 | | 7 | 12 | 4 | 16 | 19 | 4 | 23 |
| GRAND TOTAL | 103 | 101 | 204 | 363 | 183 | 546 | 466 | 284 | 750 |

CAUSE/FACTOR TABLE

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| ** MISCELLANEOUS ACTS, CONDITIONS ** | | | | | | | | | |
| UNAPPROVED MODIFICATION | | | | 1 | | 1 | 1 | | 1 |
| POOR WELD | | | | 1 | | 1 | 1 | | 1 |
| PREVIOUS DAMAGE | 1 | | 1 | | | 1 | 1 | | 1 |
| LEAK/LEAKAGE | | | | 2 | | 2 | 2 | | 2 |
| LOW FLUID LEVEL | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| DOWNDRAFT | | | | | 7 | 7 | | 7 | 7 |
| LOOSE, PART/FITTING | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| CHAFFED | | 1 | 1 | 1 | | 1 | 1 | 1 | 2 |
| DISCONNECTED | | | | 1 | | 1 | 1 | | 1 |
| DISTORTED | | | | 1 | | 1 | 1 | | 1 |
| EXCESSIVE-WEAR/PLAY | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| ERRATIC | | 1 | 1 | | 2 | 2 | | 3 | 3 |
| FLUTTER | | | | 1 | | 1 | 1 | | 1 |
| FRICTION, EXCESSIVE | | | | 1 | | 1 | 1 | | 1 |
| IMPROPERLY INSTALLED | 2 | | 2 | 2 | | 2 | 4 | | 4 |
| JAMMED | | | | 3 | | 3 | 3 | | 3 |
| OBSTRUCTED | 1 | | 1 | 3 | | 3 | 4 | | 4 |
| OVERHEATED | 2 | | 2 | 1 | | 1 | 3 | | 3 |
| PRESSURE TOO LOW | | | | 1 | | 1 | 1 | | 1 |
| SHEARED | | | | 1 | | 1 | 1 | | 1 |
| STUCK | | | | | 1 | 1 | | 1 | 1 |
| ICE-INDUCTION | 1 | | 1 | | | | 1 | | 1 |
| LOAD NOT JETTISONED | | | | | 3 | 3 | | 3 | 3 |
| INTENTIONAL GROUND-WATER LOOP-SWERVE | | | | 1 | | 1 | | 1 | 1 |
| RAN OFF END OF RUNWAY | | | | | 9 | 9 | | 9 | 9 |
| ANTI-ICING/DEICING EQUIP-IMPROPER OPER. OF/FAILED TO USE | 1 | | 1 | 5 | | 5 | 6 | | 6 |
| DISREGARD OF GOOD OPERATING PRACTICE | | | | 1 | | 1 | 1 | | 1 |
| IMPROPER EMERGENCY PROCEDURES | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA | | | | | 3 | 3 | | 3 | 3 |
| UNWARRANTED LOW FLYING | 2 | 2 | 4 | | | | 2 | 2 | 4 |
| LANDED AT WRONG AIRPORT | | | | | 1 | 1 | | 1 | 1 |
| INATTENTIVE TO FUEL SUPPLY | | | | 5 | 2 | 7 | 5 | 2 | 7 |
| FLEW INTO BLIND CANYON | | | | 1 | | 1 | 1 | | 1 |
| PREMATURE FLAP RETRACTION | | | | | 1 | 1 | | 1 | 1 |
| POORLY PLANNED APPROACH | | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 3 |
| MISCALCULATED FUEL CONSUMPTION | 1 | | 1 | 2 | 2 | 4 | 3 | 2 | 5 |
| JETTISONED LOAD | | | | | 1 | 1 | | 1 | 1 |
| STOLEN OR UNAUTHORIZED USE OF AIRCRAFT | | 1 | 1 | | | | | 1 | 1 |
| LANDED ON FOAMED RUNWAY | | | | | 1 | 1 | | 1 | 1 |
| IMPROPERLY SECURED | | | | 1 | | 1 | 1 | | 1 |
| ELECTRICAL FAILURE | | | | | 1 | 1 | | 1 | 1 |
| FATIGUE FRACTURE | 2 | | 2 | 1 | | 1 | 3 | | 3 |
| WINDSHIELD, DIRTY, FOGGY, ETC-RESTRICTED VISION | | | | | 1 | 1 | | 1 | 1 |
| WRONG PART | | | | 1 | | 1 | 1 | | 1 |
| SEPARATION IN FLIGHT | | 6 | 6 | | 3 | 3 | | 9 | 9 |
| FIRE IN CABIN/ COCKPIT/ BAGGAGE COMPARTMENT | | 2 | 2 | | | | | 2 | 2 |
| CORRODED/CORROSION | | | | 2 | | 2 | 2 | | 2 |
| PILOT FATIGUE | | 2 | 2 | | | | | 2 | 2 |
| FUEL EXHAUSTION | 2 | | 2 | 21 | | 21 | 23 | | 23 |
| PILOT SUFFERED HEART ATTACK | 1 | | 1 | | | | 1 | | 1 |
| ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | 2 | 1 | 3 | | 1 | 1 | 2 | 2 | 4 |
| HYPOXIA | 1 | | 1 | | | | 1 | | 1 |
| ICE-CARBURETOR | | | | 5 | | 5 | 5 | | 5 |
| AIRFRAME ICE | 3 | | 3 | | | | 3 | | 3 |
| IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG | | 1 | 1 | | 1 | 1 | | 2 | 2 |
| INTERFERENCE WITH FLIGHT CONTROLS | | | | 1 | 2 | 3 | 1 | 2 | 3 |
| SUNGLARE | | | | | 2 | 2 | | 2 | 2 |
| LACK OF LUBRICATION-SPECIFIC PART, MGT SYSTEM | 3 | | 3 | 3 | | 3 | 6 | | 6 |
| OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM | | | | 1 | | 1 | 1 | | 1 |
| SIMULATED CONDITIONS | | 1 | 1 | | 1 | 1 | | 2 | 2 |
| WATER IN FUEL | | | | 7 | | 7 | 7 | | 7 |
| AIRCRAFT CAME TO REST IN WATER | | 6 | 6 | | 4 | 4 | | 10 | 10 |
| MISSING | | | | 1 | | 1 | 1 | | 1 |
| TOUCH AND GO LANDING | | 1 | 1 | | 5 | 5 | | 6 | 6 |
| OVERLOAD FAILURE | 1 | 3 | 4 | 1 | 21 | 22 | 2 | 24 | 26 |
| MATERIAL FAILURE | 1 | | 1 | 10 | 1 | 11 | 11 | 1 | 12 |
| FUEL STARVATION | 1 | | 1 | 14 | | 14 | 15 | | 15 |
| FUEL SELECTOR POSITIONED BETWEEN TANKS | | | | 2 | | 2 | 2 | | 2 |

CAUSE/FACTOR TABLE

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

DIRECT ENTRY CAUSES

PERSONNEL-ACFT TIED DWN W/CHAINS DRG WND GSTNG 75K

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

FILE ORDER LISTING - ISSUE NO. 12, 1979

| FILE NUMBER ----- | AIRCRAFT REGIST. ----- | DATE ---- | LOCATION ----- | AIRCRAFT MAKE ---- | MODEL ----- | INJURY INDEX ----- |
|-------------------------|------------------------------|--------------|-------------------|--------------------------|----------------|--------------------------|
| 3 3301 | N201UW | 122179 | NWATERLOO,WI | MOONEY | M20J | NONE |
| 3 3302 | N2615R | 092879 | NSANDUSKY,MI | CESSNA | 182K | NONE |
| 3 3303 | N5351W | 102179 | NMANTUA,OH | PIPER | PA-28 | MINOR |
| 3 3304 | N9769P | 091979 | NPOUND,WI | PIPER | PA-25 | MINOR |
| 3 3305 | N3423C | 093079 | HORSEBRANCH,KY | CESSNA | 170 | FATAL |
| 3 3306 | N4011Z | 050679 | ANCHORAGE,AK | PIPER | PA-18 | FATAL |
| 3 3307 | N90649 | 052279 | NCAPE SENIAVIN,AK | PIPER | PA-22 | FATAL |
| 3 3308 | N732EH | 112179 | MOUNTAIN VIEW,MO | CESSNA | 210 | FATAL |
| 3 3309 | N1435P | 122179 | MISSING AIRCRAFT | PIPER | PA-23 | FATAL |
| 3 3310 | N5931W | 122779 | N LITTLE ROCK,AR | PIPER | PA-28 | MINOR |
| 3 3311 | N777LT | 060579 | CHICAGO,IL | MOONEY | M20J | NONE |
| 3 3312 | N4692B | 072979 | MONTROSE,CO | CESSNA | 180 | MINOR |
| 3 3313 | N24967 | 082779 | CENTER,CO | CESSNA | 152 | MINOR |
| 3 3314 | N7871S | 092679 | WELLINGTON,CO | BELLANCA | 8GCBC | NONE |
| 3 3315 | N739BF | 100779 | DOVER,DE | CESSNA | 172 | NONE |
| 3 3316 | N738FU | 102879 | NMUNSTER,IN | CESSNA | 172N | MINOR |
| 3 3317 | N8811A | 123079 | NFAIRMOUNT,IN | BEECH | B35 | MINOR |
| 3 3318 | N3618Q | 112579 | NPITTSFIELD,IL | BEECH | A23-19 | NONE |
| 3 3319 | N692D | 082279 | CHICAGO,IL | BEECH | C35 | NONE |
| 3 3320 | N58240 | 101179 | ABBEVILLE,LA | HUGHES | 369D | NONE |
| 3 3321 | N36700 | 122179 | OWOSSO,MI | PIPER | PA-28 | NONE |
| 3 3322 | N5944V | 090179 | MARINE CITY,MI | PIPER | PA-28 | SERIOUS |
| 3 3323 | N1930X | 091579 | PONTIAC,MI | CESSNA | 182 | NONE |

FILE ORDER LISTING - ISSUE NO. 12, 1979

| FILE NUMBER ----- | AIRCRAFT REGIST. ----- | DATE ----- | LOCATION ----- | AIRCRAFT MAKE ----- | MODEL ----- | INJURY INDEX ----- |
|-------------------------|------------------------------|---------------|-------------------|---------------------------|----------------|--------------------------|
| 3 3323 | N9843T | 091579 | PONTIAC,MI | CESSNA | 172 | NONE |
| 3 3324 | N75510 | 122679 | DENTON,TX | CESSNA | 172 | NONE |
| 3 3325 | N9544F | 102979 | NSANDERSON,TX | HUGHES | 269B | NONE |
| 3 3326 | N9503L | 091679 | PRINCETON,TX | GRUM-AMER | AA-5 | NONE |
| 3 3327 | N5665H | 042379 | WACO,TX | PIPER | PA-16 | NONE |
| 3 3328 | N8270R | 111179 | DALLAS,TX | BELLANCA | 17-30A | NONE |
| 3 3329 | N32639 | 122379 | LUFKIN,TX | PIPER | PA-28 | NONE |
| 3 3330 | N607LJ | 122079 | ENCINAL,TX | PIPER | PA-32 | MINOR |
| 3 3331 | N1209K | 102879 | FREDERICKSBURG,TX | LUSCOMBE | 8A | SERIOUS |
| 3 3332 | N9188A | 091979 | OGDEN,UT | CESSNA | 170A | NONE |
| 3 3333 | N4930W | 090179 | GREEN RIVER,UT | AERO COMDR | 114 | FATAL |
| 3 3334 | N2860L | 072579 | MONTEBELLO,VA | CESSNA | 172 | SERIOUS |
| 3 3335 | N15651 | 122979 | RIO CREEK,WI | PIPER | PA-28 | NONE |
| 3 3336 | N6981C | 070179 | LAKE GENEVA,WI | PIPER | PA-28 | NONE |
| 3 3337 | N1134Q | 060679 | NBURLINGTON,WI | PIPER | PA-32R | NONE |
| 3 3337 | N3538M | 060679 | NBURLINGTON,WI | PIPER | PA-28R | NONE |
| 3 3338 | N43930 | 081379 | WOODVILLE,WI | TAYLORCRAFT | BC12-D | MINOR |
| 3 3339 | N751BF | 081479 | CAMP DOUGLAS,WI | PITTS SPCL | S1S | FATAL |
| 3 3340 | N62402 | 092779 | NNEW KNOXVILLE,OH | HUGHES | 269B | NONE |
| 3 3341 | N757HW | 101279 | NWOLCOTT,CO | CESSNA | T182RG | NONE |
| 3 3342 | N5008L | 072679 | FT COLLINS,CO | BELL | 206B-3 | NONE |
| 3 3343 | N3594U | 121179 | WOMACK,MO | CESSNA | 182S | FATAL |
| 3 3344 | N6378Y | 092979 | GREENSBORO,NC | PIPER | PA-23 | FATAL |

FILE ORDER LISTING - ISSUE NO. 12, 1979

| FILE NUMBER ----- | AIRCRAFT REGIST. ----- | DATE ----- | LOCATION ----- | AIRCRAFT MAKE ----- | MODEL ----- | INJURY INDEX ----- |
|-------------------------|------------------------------|---------------|-------------------|---------------------------|----------------|--------------------------|
| 3 3345 | N5163J | 031379 | ANGEL FIRE,NM | CESSNA | 340 | NONE |
| 3 3346 | N5322S | 073179 | NPREWITT,NM | CESSNA | 337 | MINOR |
| 3 3347 | N130T | 111879 | NDEMING,NM | BEECH | A36 | NONE |
| 3 3348 | N4605Y | 090779 | PORTALES,NM | PIPER | PA-25 | MINOR |
| 3 3349 | N2462X | 110479 | DEXTER,NM | CESSNA | 182 | NONE |
| 3 3350 | N56175 | 100979 | NTORREON,NM | PIPER | PA-28R | MINOR |
| 3 3351 | N44JA | 082779 | CARSBAD,NM | HELICOM | COMM11 | NONE |
| 3 3352 | N84907 | 112479 | NNORMAN,OK | CESSNA | 172K | NONE |
| 3 3353 | N6474G | 042579 | NORTHEAST,PA | CESSNA | 150 | NONE |
| 3 3354 | N1159B | 072879 | CLARION,PA | LUSCOMBE | 8A | FATAL |
| 3 3355 | N79573 | 112579 | ARCOLA, TX | CESSNA | 172K | NONE |
| 3 3356 | N7912B | 120679 | NTERRELL, TX | CESSNA | 172 | NONE |
| 3 3357 | N5773B | 110379 | SPRING CREEK, TX | CESSNA | 182 | NONE |
| 3 3358 | N93477 | 121579 | NTROY, TX | ERCO | 415-C | FATAL |
| 3 3359 | N6597R | 082579 | CEDAR CITY, UT | BEECH | 23 | NONE |
| 3 3360 | N2166W | 102079 | NCEDAR CITY, UT | BEECH | 19 | NONE |
| 3 3361 | N3356U | 082479 | NEVANSTON, WY | CESSNA | 182 | SERIOUS |
| 3 3362 | N93927 | 080379 | CHEYENNE, WY | ERCO | 415C | NONE |
| 3 3363 | N35824 | 100579 | NLANDER, WY | CESSNA | TU206F | NONE |
| 3 3364 | N402TH | 071279 | NANCHORAGE, AK | CESSNA | 402B | FATAL |
| 3 3365 | N914AV | 081079 | BORNITE, AK | CESSNA | 182 | NONE |
| 3 3366 | N5428J | 122179 | NLOUST GROVE, AR | CESSNA | 421B | FATAL |
| 3 3367 | N5393B | 122179 | NSTORY, AR | CESSNA | 182 | FATAL |

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|-------------------------|------------------------------|---------------|-------------------|---------------------------|----------------|--------------------------|
| 3 3368 | N7663H | 081279 | LAKE CREEK,AK | PIPER | PA-12 | FATAL |
| 3 3369 | N20647 | 120979 | HUNTINGTON BCH,CA | CESSNA | 172M | FATAL |
| 3 3370 | N5759C | 033179 | LARKSPUR,CO | CESSNA | 170A | FATAL |
| 3 3371 | N7618N | 101479 | NGUNNISON,CO | CESSNA | T210N | FATAL |
| 3 3372 | N400AH | 072479 | NLONGMONT,CO | HILLER | 12E | NONE |
| 3 3373 | N36782 | 072479 | FORT COLLINS,CO | PIPER | PA-32R | NONE |
| 3 3374 | N52189 | 052679 | ASPEN,CO | CESSNA | 180J | NONE |
| 3 3375 | N33CB | 072979 | COLORADO SPNGS,CO | PIPER | PA-18 | NONE |
| 3 3376 | N92286 | 091079 | LOVELAND,CO | CESSNA | 182 | NONE |
| 3 3377 | N60HD | 090179 | NFORT COLLINS,CO | VARIEZE | 1 | SERIOUS |
| 3 3378 | N9843M | 081679 | NVIRGINIA DALE,CO | MAULE | M4-210 | NONE |
| 3 3379 | N65840 | 092679 | COLORADO SPGS,CO | SCHWEIZER | SGS233 | SERIOUS |
| 3 3380 | N4853V | 082179 | COLORADO SPRNG,CO | BELLANCA | 17-30 | NONE |
| 3 3381 | N6794F | 042379 | BOULDER,CO | CESSNA | 150 | MINOR |
| 3 3382 | N48085 | 053079 | IDAHO SPRNGS,CO | AEROSPATIAL | SA319B | MINOR |
| 3 3383 | N1536G | 081979 | COLORADO CITY,CO | CESSNA | 340 | NONE |
| 3 3384 | N9424U | 123079 | PEYTON,CO | CESSNA | 150M | NONE |
| 3 3385 | N735JB | 121579 | FT COLLINS,CO | CESSNA | 182 | NONE |
| 3 3386 | N2331U | 092079 | NGREENWICH,CT | CESSNA | 172D | FATAL |
| 3 3387 | N11820 | 101279 | MIDDLETOWN,DE | CESSNA | 150 | NONE |
| 3 3388 | N9095P | 120679 | CLEARWATER,FL | PIPER | PA-24 | FATAL |
| 3 3389 | N4926T | 102579 | MISSING AIRCRAFT | CESSNA | 411 | NONE |
| 3 3390 | N2034S | 112579 | FORT WAYNE,IN | CESSNA | 210L | FATAL |

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|-------------------------|------------------------------|---------------|-------------------|---------------------------|----------------|--------------------------|
| 3 3391 | N3857H | 121679 | NLAKE VILLAGE, IN | ERCO | 415-CD | SERIOUS |
| 3 3392 | N573PA | 031979 | CHICAGO, IL | PIPER | PA-28 | NONE |
| 3 3393 | N3386C | 093079 | UTICA, IL | BEECH | F35 | NONE |
| 3 3394 | N4870D | 121479 | SCHAUMBURG, IL | CESSNA | 172N | NONE |
| 3 3395 | N8816L | 092079 | LA MOILLE, IL | PIPER | PA-25 | NONE |
| 3 3396 | N60698 | 060579 | SAIDEE, KY | CESSNA | 150 | MINOR |
| 3 3397 | N2459G | 112979 | LOUISVILLE, KY | PIPER | PA-38 | NONE |
| 3 3398 | N3393V | 071579 | NMAYSVILLE, KY | BEECH | 35 | MINOR |
| 3 3399 | N19205 | 100179 | WINCHESTER, KY | CESSNA | 150L | NONE |
| 3 3400 | N786B | 101379 | NGRAYSON, KY | BEECH | A-35 | MINOR |
| 3 3401 | N559H | 051679 | NSHELBYVILLE, KY | ENSTROM | F-28-C | NONE |
| 3 3402 | N47109 | 101379 | BOWLING GREEN, KY | CESSNA | 152 | NONE |
| 3 3403 | N8820U | 122179 | CORBIN, KY | CESSNA | 172F | NONE |
| 3 3404 | N8409J | 122279 | NANTHONY, KS | CESSNA | 150G | FATAL |
| 3 3405 | N29400 | 062079 | WESTMINSTER, MD | CESSNA | 177 | NONE |
| 3 3406 | N8132R | 121279 | EDGEWATER, MD | PIPER | PA-28 | NONE |
| 3 3407 | N3794 | 102179 | NSTEVENSVILLE, MD | BUSHBY MINI | MUSTNG | SERIOUS |
| 3 3408 | N1047Z | 122879 | LA VALE, MD | SCHLEICHER | KA-7 | NONE |
| 3 3409 | N5660E | 081079 | GAITHERSBURG, MD | CESSNA | 172 | NONE |
| 3 3410 | N757ZW | 103179 | NNEW BEDFORD, MA | CESSNA | 152 | FATAL |
| 3 3411 | N474C | 070479 | MOORESVILLE, NC | STINSON | 108 | NONE |
| 3 3412 | N9633P | 082279 | COVE CITY, NC | PIPER | PA-25 | NONE |
| 3 3413 | N5565W | 111679 | KENLY, NC | PIPER | PA-28 | SERIOUS |

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|-------------------------|------------------------------|--------------|--------------------|--------------------------|----------------|--------------------------|
| 3 3414 | N40925 | 102079 | NROCKINGHAM, NC | PIPER | PA-28 | NONE |
| 3 3415 | N3532Q | 081979 | MERRITT, NC | CESSNA | A188 | NONE |
| 3 3416 | N8911L | 080679 | ELIZABETH CITY, NC | PIPER | PA-25 | MINOR |
| 3 3417 | N5854Z | 100779 | CHARLOTTE, NC | PIPER | PA-22 | SERIOUS |
| 3 3418 | N9186F | 101079 | NALBUQUERQUE, NM | HUGHES | 500C | NONE |
| 3 3419 | N8906Z | 090179 | LOVINGTON, NM | CESSNA | 310G | NONE |
| 3 3420 | N739WT | 081379 | CLOUDCROFT, NM | CESSNA | 172 | MINOR |
| 3 3421 | N9046S | 091979 | GALLOP, NM | BEECH | 35-33 | NONE |
| 3 3422 | N9128G | 110979 | HACIENDA SR LN, NM | CESSNA | 182N | MINOR |
| 3 3423 | N7483F | 121579 | WEST MILTON, OH | HUGHES | 269C | FATAL |
| 3 3424 | N1443W | 071479 | PHILADELPHIA, PA | BELL | 206B | FATAL |
| 3 3425 | N6630H | 081879 | NMOUNT UNION, PA | CESSNA | 172M | FATAL |
| 3 3426 | N714BM | 102579 | COLLEGEDALE, TN | CESSNA | 150 | NONE |
| 3 3427 | N2268J | 111779 | NKNIGHTDALE, NC | CESSNA | 150G | NONE |
| 3 3428 | N231C | 093079 | BENTON, TN | MOONEY | M-20K | MINOR |
| 3 3429 | N6175V | 083079 | NASHVILLE, TN | LAKE | 4-200 | MINOR |
| 3 3430 | N8267H | 110679 | GREENEVILLE, TN | CALLAIR | A-9 | NONE |
| 3 3431 | N9891Q | 102779 | NFULTON, KY | CESSNA | 172 | NONE |
| 3 3432 | N5345P | 080479 | NMCKENZIE, TN | PIPER | PA-24 | NONE |
| 3 3433 | N8237E | 101379 | NJACKSON, TN | BAYLES SPEC | 1 | FATAL |
| 3 3434 | N1184U | 121179 | COLLIERVILLE, TN | CESSNA | 172 | NONE |
| 3 3435 | N1792F | 122179 | NMOSHIEM, TX | CESSNA | 172H | FATAL |
| 3 3436 | N9877K | 122079 | MISSING AIRCRAFT | PIPER | PA-32R | FATAL |

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|-------------------------|------------------------------|---------------|-------------------|---------------------------|----------------|--------------------------|
| 3 3437 | N156WC | 121179 | SALT LAKE CITY,UT | BEECH | 60 | NONE |
| 3 3438 | N512YP | 091679 | NBEAVER,UT | BELL | 47G3B1 | NONE |
| 3 3439 | N8537F | 100179 | NTORREY,UT | BELL | 47G3B1 | NONE |
| 3 3440 | N739TJ | 111579 | VIENNA,VA | CESSNA | 172N | SERIOUS |
| 3 3441 | N9076F | 100479 | MT CRAWFORD,VA | HUGHES | 369HS | FATAL |
| 3 3442 | N47964 | 102879 | BEALTON,VA | BOEING | E75 | NONE |
| 3 3443 | N421FH | 091979 | CHAMPLAIN,VA | HILLER | FH1100 | SERIOUS |
| 3 3444 | N2879F | 072979 | LURAY,VA | CESSNA | 182 | NONE |
| 3 3445 | N72HW | 090879 | CHESAPEAKE,VA | PIPER | PA-12 | MINOR |
| 3 3446 | N4714K | 083079 | HOPEWELL,VA | CESSNA | 172K | NONE |
| 3 3447 | N31FL | 110979 | RICHMOND,VA | CESSNA | T-41 | NONE |
| 3 3448 | N90516 | 082579 | NHANOVER,VA | WEIMER | RV3 | NONE |
| 3 3449 | N9873 | 090479 | GLOUSTER,VA | GRUMMAN | G-164A | NONE |
| 3 3450 | N43243 | 061379 | FLAT ROCK,VA | PIPER | PA-28 | NONE |
| 3 3451 | N96451 | 072979 | BOWLING GREEN,VA | GRUM AMER | AA1B | NONE |
| 3 3452 | N17FP | 081779 | WEIRWOOD,VA | STARDUSTER | SA300 | NONE |
| 3 3453 | N40452 | 081879 | EAGLE'S NEST,VA | BARNES | FF-7 | SERIOUS |
| 3 3454 | N55811 | 112379 | CHARLOTTESVLE,VA | PIPER | PA-28 | NONE |
| 3 3455 | N6410J | 120779 | LYNCHBURG,VA | PIPER | PA-28 | NONE |
| 3 3456 | N3139U | 121579 | BRANDY STATION,VA | CESSNA | 182F | NONE |
| 3 3457 | N64RR | 121579 | NDAVIE,FL | RAVEN | S-55A | FATAL |
| 3 3458 | N77PW | 110879 | WASHINGTON,DC | BEECH | 95-55 | NONE |
| 3 3459 | N8448M | 081379 | HERRON,WV | CESSNA | A150K | NONE |

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|----------------|---------------------|--------|-------------------|------------------|--------|-----------------|
| 3 3460 | N60752 | 092279 | NSHERIDAN,WY | CESSNA | 150F | NONE |
| 3 3461 | N19921 | 080579 | AFTON,WY | CESSNA | 172 | MINOR |
| 3 3462 | N49524 | 072079 | NALPINE,WY | AEROSPATIAL | S315B | SERIOUS |
| 3 3463 | N71900 | 083179 | WHEATLAND,WY | CESSNA | U206A | NONE |
| 3 3464 | N6405H | 092479 | MISSING AIRCRAFT | CESSNA | 207 | FATAL |
| 3 3465 | N734YS | 080579 | NIVAN SLOUGH,AK | CESSNA | 206 | FATAL |
| 3 3466 | N4324Q | 073079 | SIMSBURY,CT | CESSNA | 172L | NONE |
| 3 3466 | N63637 | 073079 | SIMSBURY,CT | CESSNA | 150M | NONE |
| 3 3467 | N2253S | 041679 | NDUNSMUIR,CA | CESSNA | T210L | FATAL |
| 3 3468 | N198B | 122279 | ORLANDO,FL | BEECH | E18S | FATAL |
| 3 3469 | N691 | 060179 | BOWLING GREEN,KY | RICE | SPCL | NONE |
| 3 3470 | N9101E | 050779 | GREENVILLE,KY | MAULF | M-5 | SERIOUS |
| 3 3471 | N8076P | 071779 | NSOMERSET,KY | PIPER | PA-24 | MINOR |
| 3 3472 | N75PC | 113079 | ASHEBORO,NC | PIPER | PA-18 | NONE |
| 3 3473 | N930C | 120779 | HENDERSONVILLE,NC | STINSON | 108-3 | MINOR |
| 3 3474 | N1BL | 122979 | DURHAM,NC | BABY GRT LK | 1 | NONE |
| 3 3475 | N29218 | 121879 | NROCKWOOD,TN | PIPER | PA-28 | NONE |
| 3 3476 | N45765 | 123079 | INDIAN VALLEY,VA | LUSCOMBE | 8E | NONE |
| 3 3477 | N13PL | 082079 | KENTUCK,WV | BELL | 47G-4A | NONE |
| 3 3478 | N6975E | 082579 | NPARKERSBURG,WV | CESSNA | 175 | MINOR |
| 3 3479 | N26306 | 050779 | NJEROME,AZ | GRUM-AMER | AA-5 | FATAL |
| 3 3480 | N4573Q | 091279 | POINT PLEASANT,WV | PIPER | PA-28 | NONE |
| 3 3481 | N41856 | 081579 | ROANOKE, VA | PIPER | PA-28 | MINOR |

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| 3 3482 | N4815T | 082879 | URBANNA,VA | PIPER | PA-28 | MINOR |
| 3 3483 | N3802W | 122179 | WOODBINE,GA | PIPER | PA-32 | FATAL |
| 3 3484 | N8593F | 070679 | JAMESPORT,NY | BELL | 47G-5 | FATAL |
| 3 3485 | N206JP | 112079 | GOLD KING CRK,AK | CESSNA | 206 | NONE |
| 3 3486 | N756SN | 090879 | MOOSE CREEK LK,AK | CESSNA | 206G | MINOR |
| 3 3487 | N1321X | 091879 | YAKATAGA,AK | BELL | 47G-3B | NONE |
| 3 3488 | N48835 | 112779 | NFLAGSTAFF,AZ | CESSNA | 152 | FATAL |
| 3 3489 | N5552R | 122779 | GRASS VALLEY,CA | CESSNA | 172RG | NONE |
| 3 3490 | N2403E | 040179 | VAN NUYS,CA | AERONCA | 7AC | NONE |
| 3 3490 | N759VZ | 040179 | VAN NUYS,CA | CESSNA | 182Q | NONE |
| 3 3491 | N15838 | 021979 | TRAVIS AFB,CA | PIPER | PA-34 | NONE |
| 3 3492 | N25494 | 122179 | NOLATHE,KS | CESSNA | 152 | FATAL |
| 3 3493 | N154F | 121679 | NLEXINGTON,KY | BEECH | A65 | FATAL |
| 3 3494 | N7930U | 081579 | WESTMINSTER,MD | CESSNA | 150 | NONE |
| 3 3495 | N99291 | 080779 | CROFTON MEWS,MD | ERCO | 415-D | NONE |
| 3 3496 | N6916R | 070879 | HIGHLANDS,NC | CESSNA | T210 | FATAL |
| 3 3497 | N3727W | 080879 | BOONE,NC | PIPER | PA-32 | NONE |
| 3 3498 | N7045D | 072579 | OCEAN ISLE,NC | PIPER | PA-22 | NONE |
| 3 3499 | N3080R | 082179 | RALIEGH,NC | PIPER | PA-28R | SERIOUS |
| 3 3500 | N7580E | 072879 | WHITEBLUFF,TN | CHAMPION | 7FC | NONE |
| 3 3501 | N5636N | 091879 | RICHMOND,VA | MAULE | M5-236 | NONE |
| 3 3502 | N7501C | 073179 | FAYETTEVILLE,WV | FORNEY | F-1 | SERIOUS |
| 3 3503 | N6483N | 100579 | LAWRENCEVILLE,VA | CESSNA | T210N | FATAL |

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| 3 3504 | N1335X | 071479 | NMONTELLLO,NV | BELL | 47G3B1 | NONE |
| 3 3505 | N3696P | 092079 | NSPARREVOHN,AK | PIPER | PA-18 | MINOR |
| 3 3506 | N1725R | 113079 | NANCHORAGE,AK | CESSNA | 185F | NONE |
| 3 3507 | N94178 | 102879 | NANCHORAGE,AK | CESSNA | 185 | MINOR |
| 3 3508 | N4328Z | 092379 | NTANANA,AK | PIPER | PA-18 | NONE |
| 3 3509 | N5664P | 112479 | NALTURAS,CA | PIPER | PA-24 | FATAL |
| 3 3510 | N9042K | 112079 | NSANTA BARBARA,CA | PIPER | PA-28 | FATAL |
| 3 3511 | N6714H | 122179 | NLEBEC,CA | CESSNA | 172M | FATAL |
| 3 3512 | N52315 | 122379 | NNEEDLES,CA | CESSNA | 182 | SERIOUS |
| 3 3513 | N4084X | 112279 | NSANTEE,CA | AERO COMDR | 100 | SERIOUS |
| 3 3514 | N71066 | 121579 | NEW CUYANA,CA | PIPER | J-3C | NONE |
| 3 3515 | N9458W | 031779 | PARK FORREST,IL | PIPER | PA-28 | FATAL |
| 3 3516 | N8425C | 092879 | NINDIANAPOLIS,IN | PIPER | PA-32R | FATAL |
| 3 3517 | N1342W | 080779 | BRIDGEPORT,NJ | TEAL | TSC1A2 | MINOR |
| 3 3517 | N9783P | 080779 | BNRIDGEPORT,NJ | PIPER | PA-25 | MINOR |
| 3 3518 | N39877 | 052979 | RUIDOSO,NM | BELLANCA | 17-30A | FATAL |
| 3 3519 | N9277Y | 100979 | NUNIONTOWN,PA | PIPER | PA-31 | FATAL |
| 3 3520 | N3059F | 113079 | NLANSING,MI | CESSNA | 182J | NONE |
| 3 3521 | N65232 | 072279 | NROCKFORD,IL | BENSON | B-8M | MINOR |
| 3 3522 | N3027Z | 070479 | NST CHARLES,IL | PIPER | PA-22 | FATAL |
| 3 3523 | N185M | 122879 | MORGAN CITY,LA | CESSNA | 185 | NONE |
| 3 3524 | N16859 | 051679 | GOBERADOR,NM | BELL | 206B | NONE |
| 3 3525 | N714HX | 081979 | ST ANTHONY,ND | CESSNA | 150 | FATAL |

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| 3 3526 | N96JR | 090679 | NMEDINA,OH | OSPREY | 2 | FATAL |
| 3 3527 | N63252 | 111879 | RAVENNA,OH | CESSNA | 150 | MINOR |
| 3 3527 | N6889G | 111879 | RAVENNA,OH | CESSNA | 150 | MINOR |
| 3 3528 | N1445R | 122979 | NLIMA,OH | GRUMMAN | AA1-B | NONE |
| 3 3529 | N27715 | 082379 | BLUFFTON,OH | PIPER | PA-31 | FATAL |
| 3 3530 | N5391K | 060679 | EDMOND,OK | NAVION | 8 | SERIOUS |
| 3 3531 | N472Y | 120879 | NLOTT,TX | GRUMMAN | G-164 | NONE |
| 3 3532 | N454SA | 060979 | CHICAGO,IL | BEECH | 99 | FATAL |
| 3 3533 | N2508P | 082679 | BANGOR,ME | PIPER | PA-22 | MINOR |
| 3 3534 | N48470 | 121179 | TOMS RIVER,NJ | CESSNA | 152 | NONE |
| 3 3535 | N97247 | 110679 | TOMS RIVER,NJ | STINSON | 108-2 | NONE |
| 3 3536 | N5059S | 121279 | NLEXINGTON,VA | PIPER | PA-28 | MINOR |
| 3 3537 | N7253M | 122379 | SHAWNEE,KS | CESSNA | 175 | FATAL |
| 3 3538 | N8437P | 101079 | NGANGES,MI | PIPER | PA-24 | FATAL |
| 3 3539 | N4097R | 120579 | NHARRAH,OK | PIPER | PA-32 | SERIOUS |
| 3 3540 | N54286 | 051379 | NALBUQUERQUE,NM | PIPER | PA-31 | FATAL |
| 3 3541 | N24678 | 080979 | ARECIRO,PR | BEECH | B24R | SERIOUS |
| 3 3542 | N4368Z | 122179 | NKING SALMON,AK | PIPER | PA-18 | NONE |
| 3 3543 | N1478J | 110779 | VASHON ISLAND,WA | AERO COMDR | 112A | NONE |
| 3 3544 | N4804K | 112379 | NKENT,WA | NAVION | A | FATAL |
| 3 3545 | N6561R | 060479 | TRAVERSE CITY,MI | BEECH | 24R | FATAL |
| 3 3546 | N2930H | 112479 | TERRYVILLE,CT | SCHWEIZER | SGS233 | MINOR |
| 3 3547 | N1164L | 111679 | GRISWOLD,CT | LAKE | LA-4 | NONE |

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|----------------|---------------------|--------|--------------------|------------------|--------|-----------------|
| 3 3548 | N2416L | 122979 | BURLINGTON, CT | CESSNA | 172 | NONE |
| 3 3549 | N5061S | 123179 | WHITESBURG, KY | PIPER | PA-28R | SERIOUS |
| 3 3550 | N35106 | 121879 | MASHPEE, MA | CESSNA | 177RG | MINOR |
| 3 3551 | N7001S | 101979 | NORTON, MA | CESSNA | 150H | NONE |
| 3 3552 | N4525F | 121579 | WESTFIELD, MA | PIPER | PA-28 | SERIOUS |
| 3 3553 | N5223S | 102079 | W. SPRINGFIELD, MA | PIPER | PA-32S | MINOR |
| 3 3554 | N79883 | 120879 | BEDFORD, MA | CESSNA | 172K | NONE |
| 3 3555 | N66WP | 100679 | BELFAST, ME | N. AMERICAN | AT-6 | NONE |
| 3 3556 | N5639J | 110479 | MARLBORO, MA | CESSNA | 182P | MINOR |
| 3 3557 | N1835A | 100779 | LAKEVILLE, ME | PIPER | PA-20 | NONE |
| 3 3558 | N15138 | 101179 | SO. WEYMOUTH, MA | CESSNA | 172E | NONE |
| 3 3559 | N6754A | 091279 | BREWER, ME | CESSNA | 172 | NONE |
| 3 3560 | N43937 | 041879 | WATERVILLE, ME | TAYLORCRAFT | BC-12D | MINOR |
| 3 3561 | N10195 | 110679 | NMOUNT HOLLY, NJ | HILLER | UH12B | NONE |
| 3 3562 | N1717F | 110479 | HACKETTSTOWN, NJ | CESSNA | 172H | NONE |
| 3 3563 | N45381 | 091979 | FAIRFIELD, NJ | CESSNA | 150 | NONE |
| 3 3564 | N6968Y | 082079 | ATLANTIC, NJ | PIPER | PA-23 | NONE |
| 3 3565 | N6569L | 112179 | TETERBORO, NJ | PIPER | PA-31 | NONE |
| 3 3566 | N414TA | 012479 | NEWARK, NJ | CESSNA | 414 | MINOR |
| 3 3567 | N65601 | 102379 | EAST HANOVER, NJ | CESSNA | 152 | NONE |
| 3 3568 | N6692J | 101379 | MORGANVILLE, NJ | PIPER | PA-28 | SERIOUS |
| 3 3569 | N50741 | 122979 | TEANECK, NJ | CESSNA | 150 | SERIOUS |
| 3 3570 | N10622 | 051779 | MATAWAN, NJ | CESSNA | 172 | NONE |

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| 3 3571 | N2642K | 091679 | GASPORT, NY | LUSCOMBE | 8E | NONE |
| 3 3572 | N2302T | 100779 | MONTOUR FALLS, NY | PIPER | PA-28 | MINOR |
| 3 3573 | N55G | 051879 | ROME, NY | HAWKER | DH-125 | NONE |
| 3 3574 | N3QB | 082279 | GENESEO, NY | BUSHBY | 22 | SERIOUS |
| 3 3575 | N17870 | 091579 | ITHACA, NY | SCHWEIZER | 2-33A | SERIOUS |
| 3 3576 | N66309 | 092279 | WATERLOO, NY | CESSNA | 150 | SERIOUS |
| 3 3577 | N2597K | 112179 | UTICA, NY | CESSNA | 180K | NONE |
| 3 3578 | N4668J | 112879 | FLUSHING, NY | PIPER | PA-28R | NONE |
| 3 3579 | N9390U | 101479 | ALBANY, NY | CESSNA | 150M | NONE |
| 3 3580 | N227PN | 090979 | WURTSBORD, NY | SCHLEICHER | KA6 | MINOR |
| 3 3581 | N7191L | 062579 | MECHANICVILLE, NY | GRUM AMER | AA5 | SERIOUS |
| 3 3582 | N739GE | 121579 | SHARON SPRINGS, NY | CESSNA | 172 | NONE |
| 3 3583 | N1360R | 120979 | SHIRLEY, NY | GRUM AMER | AA1B | NONE |
| 3 3584 | N118MM | 101079 | BALLSTON, NY | RAND | KR-2 | SERIOUS |
| 3 3585 | N4372J | 122979 | AMITYVILLE, NY | PIPER | PA-28 | NONE |
| 3 3586 | N11112 | 123079 | BAYPORT, NY | COUGAR | AJ1 | MINOR |
| 3 3587 | N642H | 112479 | OAKDALE, NY | ENSTROM | F28C | SERIOUS |
| 3 3588 | N8999U | 091379 | FARMINGDALE, NY | CESSNA | 150 | NONE |
| 3 3589 | N7WP | 101979 | E. FISHKILL, NY | CESSNA | 172 | SERIOUS |
| 3 3590 | N3281E | 060779 | STORMVILLE, NY | AERONCA | 7AC | MINOR |
| 3 3591 | N55476 | 102979 | WEST CHESTER, PA | PIPER | PA-32 | NONE |
| 3 3592 | N12912 | 111579 | GAINES, PA | CESSNA | 172 | NONE |
| 3 3593 | N6919Q | 111779 | LATROBE, PA | BEECH | A-23 | NONE |

FILE ORDER LISTING - ISSUE NO. 12, 1979

| FILE NUMBER ----- | AIRCRAFT REGIST. ----- | DATE ----- | LOCATION ----- | AIRCRAFT MAKE ----- | MODEL ----- | INJURY INDEX ----- |
|-------------------------|------------------------------|---------------|-------------------|---------------------------|----------------|--------------------------|
| 3 3594 | N757RA | 110779 | BELLE VERNON, PA | CESSNA | C152 | NONE |
| 3 3595 | N90035 | 121579 | BUTLER, PA | CESSNA | 140 | NONE |
| 3 3596 | N6286R | 120679 | CAMP HILL, PA | CESSNA | 172RG | NONE |
| 3 3597 | N8865M | 102279 | BRADFORD, PA | BEECH | A23 | MINOR |
| 3 3598 | N2876V | 091579 | ATGLEN, PA | CESSNA | 150 | NONE |
| 3 3599 | N6094S | 102779 | READING, PA | BEECH | 58 | NONE |
| 3 3600 | N4524T | 112479 | STILL CREEK, PA | PIPER | PA-28R | NONE |

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS

PRINTED IN STATE AND DATE ORDER

U. S. GENERAL AVIATION

ISSUE NO. 12

1979

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|---------------|---|------------------------|---|---|
| 3-3306 | 5/6/79 TIME - 1215 | ANCHORAGE, AK | PIPER PA-18 N4011Z DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 63, 3200 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CAMPBELL LAKE DEPARTURE POINT INTENDED DESTINATION ANCHORAGE, AK LOCAL TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE IN FLIGHT TAKEOFF INITIAL CLIMB | | | | | | |
| PROBABLE CAUSE(S) PERSONNEL-ACFT TIED DWN W/CHAINS DRG WND GSTNG 75K AIRFRAME - WINGS WING ATTACHMENT FITTINGS,BOLTS MISCELLANEOUS ACTS,CONDITIONS - PREVIOUS DAMAGE MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER AIRFRAME - FUSELAGE SEATS REMARKS- SEAT BELT/SHLDR HARNESS ATCHD TO MOVABLE SEAT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---|---|------------------------|---|--|
| 3-3307 | 5/22/79 | NR, CAPE SENIAVIN, AK | PIPER PA-22 N90649 | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 37, 700 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT BLINN LAKE, AK | INTENDED DESTINATION NAKNAK, AK | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING OTHER | | | |
| PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE MASTER AND CONNECTING RODS MISCELLANEOUS ACTS, CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM | | | | | | |
| FACTOR(S) TERRAIN - ROUGH WATER MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- BOTH OCCUPANTS MISSING. INJURY INDEX PRESUMED. RSN FOR LACK OF LUBRICATION UNDRMD. FLOAT EQUIPPED. | | | | | | |
| 3-3364 | 7/12/79 | NR, ANCHORAGE, AK | CESSNA 402B N402TH | CR- 1 0 0 PX- 6 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 26, 7726 TOTAL HOURS, 1715 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT ANCHORAGE, AK | INTENDED DESTINATION KENAI, AK | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - FLIGHT AND NAVIGATION INSTRUMENTS FLUXGATE COMPASS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | |
| FACTOR(S) PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC. EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - CHAFED PERSONNEL - AIRWAYS FACILITIES PERSONNEL OTHER PERSONNEL - TRAFFIC CONTROL PERSONNEL FAILURE TO PROPERLY IDENTIFY AIRCRAFT ON RADAR WEATHER - LOW CEILING WEATHER - RAIN WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE ZERO OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF FLIGHT PLAN IFR | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF WEATHER CONDITIONS IFR | | | |
| REMARKS- ACFT OBSVD W IFR ARVL TRANS CODE AFT DEPT. FLUX DECTR WIRES CHAFED. GD CTLR CNT COM DRCTY W DEPT CTL | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|-------------------|--|------------------------|------------------------------|--|
| 3-3465 | 8/5/79 | NR.IVAN SLOUGH,AK | CESSNA 206 N734YS DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | COMMERCIAL AIR TAXI-PASSG | ATP, FLIGHT INSTR., AGE 36, 4750 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| NAME OF AIRPORT - IVAN SLOUGH DEPARTURE POINT INTENDED DESTINATION ANCHORAGE,AK. ANCHORAGE,AK. TYPE OF ACCIDENT UNDETERMINED LAST ENROUTE STOP IVAN SLOUGH PHASE OF OPERATION UNKNOWN/NOT REPORTED PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED SKY CONDITION OVERCAST CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED TYPE OF FLIGHT PLAN NONE REMARKS- ACFT DMG,PAX INJ PRESUMED.ACFT HAD HISTORY OF TOTAL ELECT FAILURES.UN BATTERY START. | | | | | | |
| 3-3365 | 8/10/79 | BORNITE,AK | CESSNA 182 N914AV DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 36, 10500 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BORNITE DEPARTURE POINT INTENDED DESTINATION BORNITE,AK FAIRBANKS,AK TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - WATER IN FUEL EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|---|---|---|---|
| 3-3368 | 8/12/79 TIME - 2015 | LAKE CREEK, AK | PIPER PA-12 N7663H DAMAGE-MINOR | CR- 0 0 1 PX- 0 0 0 NT- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 39, 1437 TOTAL HOURS, 750 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT LAKE CREEK, AK | INTENDED DESTINATION EAGLE RIVER, AK | PHASE OF OPERATION TAKEOFF RUN | | |
| | | TYPE OF ACCIDENT COLLIDED WITH OBJECT | | | | |
| PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL SPECTATOR | | | | | | |
| REMARKS- RT WG STRUCK PERSON PHOTOGRAPHING ACFT DRG TKOF FM GRAVEL BAR. | | | | | | |
| 3-3486 | 9/8/79 TIME - 1540 | MOOSE CREEK LK, AK | CESSNA 206G N756SN DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 54, 3522 TOTAL HOURS, 716 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT ANCHORAGE, AK | INTENDED DESTINATION ANCHORAGE, AK. | LAST ENROUTE STOP MOOSE CREEK LK, AK | | |
| | | TYPE OF ACCIDENT NOSE OVER/DOWN | | PHASE OF OPERATION TAKEOFF ABORTED | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF | | | | | | |
| FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER - HIGH DENSITY ALTITUDE TERRAIN - ROUGH/UNEVEN | | | | | | |
| WEATHER BRIEFING - SELF-HELP, PILOT CHECKED WEATHER DATA WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION SCATTERED | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TEMPERATURE-F 70 | | | |
| | | WIND VELOCITY-KNOTS 8 | TYPE OF WEATHER CONDITIONS VFR | | | |
| | | TYPE OF FLIGHT PLAN OTHER | | | | |
| REMARKS- PLT STATED-WND VARIABLE 8-10KTS. INSUF WATER FOR FLOAT PLANE TO LND DRG ABORT. CO FLT PLN. D/A 3413FT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------------|---|------------------------|---|--|
| 3-3487 | 9/18/79 TIME - 1900 | YAKATAGA, AK | BELL 47G-3B N1321X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 57, 15000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - YAKATAGA DEPARTURE POINT YAKATAGA, AK INTENDED DESTINATION CORDOVA, AK. TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION OTHER PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. REMARKS- ACFT REFUELED FM 55-GAL BARRELS RFR FLT.FLOAT EQUIPPED. | | | | | | |
| 3-3505 | 9/20/79 TIME - 1400 | NR.SPARRREVOHN, AK | PIPER PA-18 N3696P DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 34, 371 TOTAL HOURS, 275 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - HOOK CREEK DEPARTURE POINT MCGRATH, AK INTENDED DESTINATION RETURN LAST ENROUTE STOP SPARRREVOHN, AK TYPE OF ACCIDENT COLLIDED WITH DIRT BANK PHASE OF OPERATION LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA SKY CONDITION UNKNOWN/NOT REPORTED CEILING AT ACCIDENT SITE 3500 VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) PRECIPITATION AT ACCIDENT SITE RAIN SHOWERS OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND LEFT CROSS WIND 248-292 DEGREES WIND DIRECTION-DEGREES 90 WIND VELOCITY-KNOTS 10 TYPE OF WEATHER CONDITIONS VFR TYPE OF FLIGHT PLAN VFR FIRE AFTER IMPACT REMARKS- ACFT COLLIDED W RIDGE NR EDGE OF RHW.WND GUSTING 25KTS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|----------|-----------------|-----------------------|------------------------|---|---|
| 3-3508 | 9/23/79 | NR.TANANA,AK | PIPER PA-18 N4328Z | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 38, 495 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. |
| <p>DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL</p> <p>DEPARTURE POINT TANANA,AK</p> <p>TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH OBJECT</p> <p>PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL</p> <p>PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) TERRAIN - ROUGH/UNEVEN PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT REMARKS- ACFT ENCRD DEPRESSION IN SAND BAR DRG PRCTNRY LNDG.</p> | | | | | | |
| 3-3507 | 10/28/79 | NR.ANCHORAGE,AK | CESSNA 185 N9417R | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 38, UNK/NR TOTAL HOURS, 1600 IN TYPE, NOT INSTRUMENT RATED. |
| <p>DAMAGE-DESTROYED</p> <p>DEPARTURE POINT ANCHORAGE,AK</p> <p>INTENDED DESTINATION RETURN</p> <p>TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN</p> <p>LAST ENROUTE STOP LAKE CREEK,AK</p> <p>PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL</p> <p>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) WEATHER - FOG TERRAIN - OTHER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER</p> <p>SKY CONDITION PARTIAL OBSCURATION</p> <p>CEILING AT ACCIDENT SITE UNLIMITED</p> <p>VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED)</p> <p>PRECIPITATION AT ACCIDENT SITE NONE</p> <p>OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG</p> <p>TYPE OF FLIGHT PLAN NONE</p> <p>TYPE OF WEATHER CONDITIONS VFR</p> <p>REMARKS- WX BREF BFR PREV FLT.GND FOG AT DESTN BFR ARR.CRCR TIL DARK & NO FUEL.FLOAT HIT SAND BAR,WTR LNDG.</p> | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-------------------|---|------------------------|---|---|
| 3-3485 | 11/20/79 TIME - 1445 | GOLD KING CRK, AK | CESSNA 206 N206JP DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 29, 2700 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GOLD KING CREEK DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP FAIRBANKS, AK RETURN GOLD KING CRK, AK TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN COLLIDED WITH SNOWBANK TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT RUNWAY WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED 5000 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 36 180 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 8 VFR TYPE OF FLIGHT PLAN NONE REMARKS- R-MAIN GEAR DUG INTO LOOSE SNOW DURING T/O RUN. 8 INCHES LOOSE PACKED SNOW. | | | | | | |
| 3-3506 | 11/30/79 TIME - 1155 | NR. ANCHORAGE, AK | CESSNA 185F N1725R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 2588 TOTAL HOURS, 756 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION TYONEK TIMMER CMP, AK ANCHORAGE, AK TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS HIDDEN HAZARD FACTOR(S) TERRAIN - OTHER REMARKS- DRG LNDG ON FRZN LK, GEAR BROKE THRU THIN LVR OF ICE IN OVRFLOW AREA (THIN LVR WTR & THICK ICE BLD). | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---|--|------------------------|--|--|------------|
| 3-3542 | 12/21/79 NR. KING SALMON, AK TIME - 1500 | PIPER PA-18 N4368Z DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 37, 902 TOTAL HOURS, 137 IN TYPE, INSTRUMENT RATED. | |
| DEPARTURE POINT KING SALMON, AK | | INTENDED DESTINATION LOCAL | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | |
| TYPE OF ACCIDENT COLLIDED WITH SNOWBANK NOSE OVER/DOWN | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN TERRAIN - OTHER | | | | | | |
| REMARKS- PILOT LANDED ON CINDER PATCH AND ENTERED SNOWDRIFT. | | | | | | |
| 3-3479 | 5/7/79 NR. JEROME, AZ TIME - 1750 | GRUM-AMER AA-5 N26306 DAMAGE-DESTROYED | CR- 2 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 24, 37 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. | |
| DEPARTURE POINT RIMROCK, AZ | | INTENDED DESTINATION PRESCOTT, AZ | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING | | | | | | |
| FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE 25000 | | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | | PRECIPITATION AT ACCIDENT SITE NONE | | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | TEMPERATURE-F 62 | | | | |
| WIND DIRECTION-DEGREES 160 | | WIND VELOCITY-KNOTS 10 | | | | |
| TYPE OF WEATHER CONDITIONS VFR | | TYPE OF FLIGHT PLAN NONE | | | | |
| FIRE AFTER IMPACT REMARKS- HIT CANYON WALL 7350FT MSL, D/A APRX 9400FT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|----------|---|---|--|---|--|
| 3-3488 | 11/27/79 | NR.FLAgSTAFF,AZ | CESSNA 152 N48835 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 24, 130 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT FLAgSTAFF,AZ | INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT LOW PASS | | |
| | | TYPE OF ACCIDENT STALL | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| REMARKS- LCL FLT TO SPOT ELK.WITNESS STATED-ACFT SUDDENLY WENT HEAD 1ST INTO GND FM 200FT. | | | | | | |
| 3-3366 | 12/21/79 | NR.LOCUST GROVE,AR | CESSNA 421B N5428J DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, FL.INSTR., AGE 37, 6169 TOTAL HOURS, 885 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT LITTLE ROCK,AR | INTENDED DESTINATION LOCUST GROVE,AR | PHASE OF OPERATION LANDING FINAL APPROACH | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | |
| FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRWAYS FACILITIES OTHER WEATHER - LOW CEILING WEATHER - FOG TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS,CONDITIONS - POORLY PLANNED APPROACH WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OBSCURATION | CEILING AT ACCIDENT SITE 0 | | | |
| | | VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TEMPERATURE-F 53 | | | |
| | | WIND DIRECTION-DEGREES 180 | WIND VELOCITY-KNOTS 10 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN IFR | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- NDB & COMPASS LOCATOR FOR SDF INOP.CRASHED APRX 1000FT ABV ARPT ELEV & 6MI OUT ON SDF LOC CRSLN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|----------|--|--|------------------------|---|--|
| 3-3367 | 12/21/79 | NR.STORY,AR TIME - 1209 | CESSNA 182 N5393B DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 47, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT SPRINGHILL,LA TYPE OF ACCIDENT COLLIDED WITH TREES | INTENDED DESTINATION IOWA CITY,IA | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST | | | | | | |
| | | SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 180 TYPE OF WEATHER CONDITIONS IFR | CEILING AT ACCIDENT SITE 0 PRECIPITATION AT ACCIDENT SITE DRIZZLE TEMPERATURE-F 60 WIND VELOCITY-KNOTS 9 TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- A FRIEND STATED-PLT HAD ONLY 3-4HRS SLEEP DRG NGT RFR DAY OF ACDNT. | | | | | | |
| 3-3310 | 12/27/79 | N LITTLE ROCK,AR TIME - 1520 | PIPER PA-28 N5931W DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE UNK/NR, 398 TOTAL HOURS, 75 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - N LITTLE ROCK DEPARTURE POINT N LITTLE ROCK,AR TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES | INTENDED DESTINATION LITTLE ROCK,AR | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB 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 | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------------------------|--|--|-------------------------------------|---|---|
| 3-3491 | 2/19/79 TIME - 1100/NR | TRAVIS AFB, CA | PIPER PA-34 N15R3R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL INSTR., AGE 28, 2500 TOTAL HOURS, 20 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT UNKNOWN/NOT REPORTED | INTENDED DESTINATION UNKNOWN/NOT REPORTED | | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | PHASE OF OPERATION IN FLIGHT OTHER | | | |
| PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| REMARKS- WRINKLED WINGS FOUND AFTER THIS FLT. DATE OF DMG UNKNOWN, FLT PHASE UNKNOWN. | | | | | | |
| 3-3490 | 4/1/79 TIME - 1700 | AN NUYS, CA | AERONCA 7AC N2403F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 QT- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 31, 1400 TOTAL HOURS, 20 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - VAN NUYS DEPARTURE POINT SANTA BARBARA, CA | INTENDED DESTINATION VAN NUYS, CA | | | |
| | | TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH ON GROUND | PHASE OF OPERATION TAXI OTHER | | | |
| PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT | | | | | | |
| REMARKS- PLT STATED ACFT STATIONARY WHILE CHANGING FREQ. | | | | | | |
| 3-3490 | 4/1/79 TIME - 1700 | VAN NUYS, CA | CESSNA 182Q N759VZ DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 QT- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 50, 351 TOTAL HOURS, 115 IN TYPE NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - VAN NUYS DEPARTURE POINT CARLSBAD, CA | INTENDED DESTINATION VAN NUYS, CA | | | |
| | | TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH ON GROUND | PHASE OF OPERATION TAXI FROM LANDING | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|--|----------------------|--------------------------------|--------------------------|-------------------------|
| 3-3467 | 4/16/79 | NR.DUNSMUIR,CA | CESSNA T210L | CR- 2 0 0 | NONCOMMERCIAL | PRIVATE, AGE 55, 650 |
| | TIME - 1700 | | N2253S | PX- 4 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, UNK/NR IN |
| | | | DAMAGE-DESTROYED | | | TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | MACDOEL,CA | REDDING,CA | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | COLLISION WITH GROUND/WATER UNCONTROLLED | | IN FLIGHT UNCONTROLLED DESCENT | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - LOW CEILING | | | | |
| | | WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. | | | | |
| | | WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS | | | | |
| | | WEATHER - THUNDERSTORM ACTIVITY | | | | |
| | | TERRAIN - HIGH OBSTRUCTIONS | | | | |
| | | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | |
| | | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | |
| | | SKY CONDITION | | CEILING AT ACCIDENT SITE | | |
| | | OVERCAST | | UNKNOWN/NOT REPORTED | | |
| | | VISIBILITY AT ACCIDENT SITE | | PRECIPITATION AT ACCIDENT SITE | | |
| | | UNKNOWN/NOT REPORTED | | FREEZING RAIN | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | TYPE OF WEATHER CONDITIONS | | |
| | | UNKNOWN/NOT REPORTED | | IFR | | |
| | | TYPE OF FLIGHT PLAN | | | | |
| | | IFR | | | | |
| | | FIRE AFTER IMPACT | | | | |
| | | REMARKS- WX FORECAST INCLUDED FLT PRCTN FOR TSTMS,ICING & TURB. ENCTRD ICING COND APRX 11000FT OVR MTNS. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|----------|-----------------------|-------------------------|-------------------------------------|---|---|
| 3-3510 | 11/20/79 | NR. SANTA BARBARA, CA | PIPER PA-28 N9042K | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 22, 274 TOTAL HOURS, ALL IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT SANTA BARRARA, CA INTENDED DESTINATION BAKERSFIELD, CA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 330 TYPE OF WEATHER CONDITIONS VFR REMARKS- AFTER TKOF, PLT RPRTD CLIMBING TO 7500FT. CRASHED APRX 80FT BLO MTN TOPS. CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 53 WIND VELOCITY-KNOTS 12 TYPE OF FLIGHT PLAN NONE | | | | | | |
| 3-3513 | 11/22/79 | SANTEE, CA | AERO CMDR 100 N4084X | CR- 0 1 0 PX- 0 0 0 OT- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 55, 2398 TOTAL HOURS, 1554 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - GILLESPIE FIELD DEPARTURE POINT SANTEE, CA INTENDED DESTINATION UNKNOWN/NOT REPORTED TYPE OF ACCIDENT COLLIDED WITH PARKED AIRCRAFT PHASE OF OPERATION STATIC STARTING ENGINE(S) PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL OTHER PILOT IN COMMAND - STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT REMARKS- COLLISION WITH PARKED ACFT, N2153K, SUBS DAMAGE. LINE SERVICEMAN HOLDING BRAKES FOR HAND START. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|----------|---|---|--|---|--|
| 3-3509 | 11/24/79 | NR. ALTURAS, CA | PIPER PA-24 N5664P DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 35, 595 TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ALTURAS, CA | INTENDED DESTINATION VAN NUYS, CA | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| | | SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | |
| | | VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS | | PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | TYPE OF WEATHER CONDITIONS IFR | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- RECOVERY DATE 11-26-79. MTN TOPS OBSCD IN CLDS. | | | | | | |
| 3-3369 | 12/9/79 | HUNTINGTON BCH, CA | CESSNA 172M N20647 DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 38, 265 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - MEADOWLARK DEPARTURE POINT HUNTINGTON BCH, CA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) WEATHER - FOG MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| | | SKY CONDITION OBSCURATION | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | |
| | | VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | TYPE OF WEATHER CONDITIONS IFR | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- COASTAL FOG NEAR THE AIRPORT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|----------------|-----------------------|------------------------|---|--|
| 3-3514 | 12/15/79 | NEW CUYANA, CA | PIPER J-3C N71066 | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 47, 729 TOTAL HOURS, 564 IN TYPE, NOT INSTRUMENT RATED. |
| | TIME - 1300 | | DAMAGE-SUBSTANTIAL | | | |
| | DEPARTURE POINT | | INTENDED DESTINATION | | LAST ENROUTE STOP | |
| | SANTA PAULA, CA | | SANTA PAULA, CA | | TAFT, CA | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | COLLIDED WITH WIRES/POLES | | | | LANDING FINAL APPROACH | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | |
| 3-3511 | 12/21/79 | NR. LFREC, CA | CESSNA 172M N6714H | CR- 1 0 0 PX- 4 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 27, 958 TOTAL HOURS, 209 IN TYPE, INSTRUMENT RATED. |
| | TIME - 1729 | | DAMAGE-DESTROYED | | | |
| | DEPARTURE POINT | | INTENDED DESTINATION | | LAST ENROUTE STOP | |
| | MESA, AZ | | FAIROAKS, CA | | BAKERSFIELD, CA | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | COLLISION WITH GROUND/WATER | CONTROLLED | | | IN FLIGHT NORMAL CRUISE | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - THUNDERSTORM ACTIVITY | | | | | |
| | TERRAIN - OTHER | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | OVERCAST | | | | UNKNOWN/NOT REPORTED | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 1 MILE OR LESS | | | | RAIN | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TYPE OF WEATHER CONDITIONS | |
| | FOG | | | | IFR | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | NONE | | | | | |
| | REMARKS- PERS NR CRASH SITE STATED-MTN TOPS OBSCD, VIS LESS THAN 1 MI W RAIN. RISING TRRN-75FT FM MTN CREST. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|----------|--|--|--|---|--|
| 3-3512 | 12/23/79 | NR.NEEDLES,CA TIME - 1230 | CESSNA 182 N52315 DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL.INSTR., AGE 36, 801 TOTAL HOURS, 61 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT VAN NUYS,CA | INTENDED DESTINATION BULLHEAD CITY,AZ | LAST ENROUTE STOP NEEDLES,CA | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN | | PHASE OF OPERATION TAKOFF RUN TAKOFF RUN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| | | SKY CONDITION CLEAR | | CEILING AT ACCIDENT SITE UNLIMITED | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE | | WIND DIRECTION-DEGREES 360 | | |
| | | WIND VELOCITY-KNOTS 10 | | TYPE OF WEATHER CONDITIONS VFR | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- DIRT ROAD,WIND GUSTING 20K. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|--|----------------------|---------------------|---|--------------------------|
| 3-3489 | 12/27/79 | GRASS VALLEY, CA | CESSNA 172RG | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 43, 110 |
| | TIME - 2220 | | N5552R | PX- 0 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 33 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - NEVADA COUNTY | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | SAN FRANCISCO, CA | GRASS VALLEY, CA | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | GROUND-WATER LOOP-SWERVE | | | LANDING LEVEL OFF/TOUCHDOWN | |
| | | COLLIDED WITH DITCHES | | | LANDING ROLL | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | | | | |
| | | PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | |
| | | FACTOR(S) | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND | | | | |
| | | WEATHER - UNFAVORABLE WIND CONDITIONS | | | | |
| | | WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN | | | | |
| | | SKY CONDITION | | | CEILING AT ACCIDENT SITE | |
| | | CLEAR | | | UNLIMITED | |
| | | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | |
| | | 5 OR OVER (UNLIMITED) | | | NONE | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | RELATIVE BEARING OF WIND | |
| | | NONE | | | LEFT QUARTERING TAIL WIND 203-247 DEGREES | |
| | | WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | |
| | | 290 | | | 10 | |
| | | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | |
| | | VFR | | | NONE | |
| | | REMARKS- WIND GUSTS TO 20KTS. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--------------------------------|---|------------------------|--|---|
| 3-3370 | 3/31/79 TIME - 1645 | LARKSPUR, CO | CESSNA 170A N5759C DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 21, 191 TOTAL HOURS, 22 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT DENVER, CO | INTENDED DESTINATION RETURN | | | LAST ENROUTE STOP COLORADO SPRINGS, CO | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | | PHASE OF OPERATION IN FLIGHT 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) WEATHER - LOW CEILING WEATHER - SNOW WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | SKY CONDITION OBSCURATION | | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | |
| | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | PRECIPITATION AT ACCIDENT SITE SNOW SHOWERS | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW | | | | WIND DIRECTION-DEGREES 310 | |
| | WIND VELOCITY-KNOTS 20 | | | | TYPE OF WEATHER CONDITIONS IFR | |
| | TYPE OF FLIGHT PLAN NONE | | | | | |
| | REMARKS- RECOVERY DATE 4-3-79. COLLIDED WITH MOUNTAIN. | | | | | |
| 3-3381 | 4/23/79 TIME - 1700 | BOULDER, CO | CESSNA 150 N6794F DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL CHECK | STUDENT, AGE 57, 165 TOTAL HOURS, 60 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - BOULDER MUNI | | | | | |
| | DEPARTURE POINT BOULDER, CO | INTENDED DESTINATION LOCAL | | | | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES | | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE INSPECTION OF AIRCRAFT (MAINTENANCE PERSONNEL) POWERPLANT - FUEL SYSTEM VENTS, DRAINS, TANK CAPS MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION MISCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED | | | | | |
| | FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | |
| | REMARKS- VENT LINE PLUGGED BY UNKNOWN OBJECT. AD-78-26-09 NOT COMPLIED WITH. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------------|--|------------------------|---|---|
| 3-3374 | 5/26/79 TIME - 1030 | ASPEN, CO | CESSNA 180J N52189 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL CHECK | PRIVATE, AGE 48, 2530 TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SARDY FIELD DEPARTURE POINT INTENDED DESTINATION ASPEN, CO ASPEN, CO 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 CONTROLS CHECK PILOT - INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| 3-3382 | 5/30/79 TIME - 0310 | IDAHO SPRNGS, CO | AEROSPATIAL SA319B N48085 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL OTHER | COMMERCIAL, AGE 41, 6533 TOTAL HOURS, 62 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION DENVER, CO LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT REMARKS- AIR AMBULANCE. PLT FOLLOWING PATROL CAR W LIGHTS ON FOR REFERENCE THRU MTN AREA IN DARK. | | | | | | |
| 3-3373 | 7/24/79 TIME - 0735 | FORT COLLINS, CO | PIPER PA-32R N36782 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 32, 1390 TOTAL HOURS, 27 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - DOWNTOWN FT CLLNS DEPARTURE POINT INTENDED DESTINATION FORT COLLINS, CO BOULDER, CO TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH DIRT BANK TAKEOFF ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|--|------------------------|----------------------------------|--|
| 3-3372 | 7/24/79 TIME - 1100 | NR LONGMONT, CO | HILLER 12E N400AH DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 37, 3807 TOTAL HOURS, 225 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT LONGMONT, CO | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING | PHASE OF OPERATION IN FLIGHT SWATH RUN IN FLIGHT SWATH RUN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | |
| FACTOR(S) POWERPLANT - POWERPLANT-INSTRUMENTS FUEL QUANTITY GAUGE MISCELLANEOUS ACTS, CONDITIONS - STUCK COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 3700 KIND OF CROP - BEANS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES ELEVATION-AREA BEING TREATED- FEET - 5000 | | | | | | |
| KIND OF OPERATION - FERTILIZING (LIQUID) TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM | | | | | | |
| 3-3342 | 7/26/79 TIME - 0950 | FT COLLINS, CO | BELL 206B-3 N5008L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 52, 125 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - WAVERLY DEPARTURE POINT FT COLLINS, CO | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT HARD LANDING | PHASE OF OPERATION LANDING POWER-OFF AUTOROTATIVE LANDING | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|--|------------------------|---------------------------------|---|
| 3-3375 | 7/29/79 TIME - 1520 | COLORADO SPNGS.CO | PIPER PA-18 N33CB DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS TOWING GLIDERS | COMMERCIAL, FL.INSTR., AGE 28, 843 TOTAL HOURS, 224 IN TYPE, NOT INSTRU- MENT RATED. |
| NAME OF AIRPORT - BLACK FOREST DEPARTURE POINT INTENDED DESTINATION COLORADO SPNGS.CO 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 LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - SELF-HELP.PILOT CHECKED WEATHER DATA WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE HEAD WIND 338-022 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 360 55 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------|--|------------------------|---|--|
| 3-3312 | 7/29/79 TIME - 2000 | MONTROSE,CO | CESSNA 180 N4692B DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 35, 4732 TOTAL HOURS, 1 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MONTROSE COUNTY DEPARTURE POINT INTENDED DESTINATION MONTROSE,CO LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 90 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 120 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- GUSTS TO 15 KTS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|----------------------|--|------------------------|---|---|
| 3-3378 | 8/16/79 | NR.VIRGINIA DALE.CO | MAULE M4-210 N9843M DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 27, 307 TOTAL HOURS, ALL IN TYPE, INSTRUMENT RATED. |
| | TIME - 1030 | | | | | |
| | NAME OF AIRPORT - DIRT ROAD | | | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | VIRGINIA DALE.CO | 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 - HIGH DENSITY ALTITUDE | | | | | |
| | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | CLEAR | | | | UNLIMITED | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 5 OR OVER(UNLIMITED) | | | | NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | |
| | NONE | | | | 58 | |
| | WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | |
| | 300 | | | | 5 | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | VFR | | | | NONE | |
| | REMARKS- D/A APPROX 9200FT. | | | | | |
| 3-3383 | 8/19/79 | COLORADO CITY.CO | CESSNA 340 N1536G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL BUSINESS | COMMERCIAL, FL.INSTR., AGE 26, 3205 TOTAL HOURS, 49 IN TYPE, INSTRUMENT RATED. |
| | TIME - 1545 | | | | | |
| | NAME OF AIRPORT - GREENHORN | | | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | PUEBLO.CO | COLORADO CITY.CO | | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | GROUND-WATER LOOP-SWERVE | | | | LANDING ROLL | |
| | PROBABLE CAUSE(S) | | | | | |
| | AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - PRESSURE TOO LOW | | | | | |
| | REMARKS- LEFT BRAKE SOFT. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------------|--|------------------------|---|---|
| 3-3380 | 8/21/79 TIME - 1840 | COLORADO SPRNG,CO | BELLANCA 17-30 N4853V DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 28, 121 TOTAL HOURS, 17 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - COLO SPRNGS MUNI DEPARTURE POINT INTENDED DESTINATION COLORADO SPRNG,CO LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING GO-AROUND COLLISION WITH GROUND/WATER CONTROLLED 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 ON AIRPORT/SEAPLANE BASE/HELIP.T. | | | | | | |
| 3-3313 | 8/27/79 TIME - 1210 | CENTER.CO | CESSNA 152 N24967 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 29, 22 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LEACH DEPARTURE POINT INTENDED DESTINATION CENTER.CO LOCAL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING | | | | | | |
| 3-3377 | 9/1/79 TIME - 0747 | NR.FORT COLLINS.CO | VARIEZE 1 N60HD DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 32, 8490 TOTAL HOURS, 20 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - FT COLLINS-LVLAND DEPARTURE POINT INTENDED DESTINATION FORT COLLINS.CO FORT COLLINS.CO TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) AIRFRAME - FLIGHT CONTROL SURFACES ELEVATOR ASSEMBLY,ATTACHMENTS MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY SECURED MISCELLANEOUS ACTS,CONDITIONS - FLUTTER FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT MISCELLANEOUS ACTS,CONDITIONS - INTERFERENCE WITH FLIGHT CONTROLS REMARKS- EXTRA COUNTER WEIGHT ADDED TO BELL CRANK USING DUCT TAPE,NOT FOUND DURING INVESTIGATION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------------|--|------------------------|---|---|
| 3-3376 | 9/10/79 TIME - 1530 | LOVELAND, CO | CESSNA 182 N92286 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 19, 153 TOTAL HOURS, 72 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FT CLLMS-LOVELAND DEPARTURE POINT INTENDED DESTINATION FT COLLINS, CO LOVELAND, CO TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) POWERPLANT - ENGINE CONTROLS THROTTLE-POWER LEVER ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - ERRATIC | | | | | | |
| 3-3379 | 9/26/79 TIME - 1530 | COLORADO SPGS, CO | SCHWEIZER SGS233 N65840 DAMAGE-SUBSTANTIAL | CR- 0 1 1 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 26, 1237 TOTAL HOURS, 325 IN TYPE, NOT INSTRU- MENT RATED. |
| NAME OF AIRPORT - BLACK FOREST DEPARTURE POINT INTENDED DESTINATION COLORADO SPGS, CO LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) WEATHER - WIND SHEAR SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 12000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 70 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 315 30 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- WIND GUSTS TO 40KTS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---------------------------------------|---|---|------------------------|---------------------------------|--|
| 3-3314 | 9/26/79 TIME - 1300 | WELLINGTON.CO | BELLANCA 8GCRC N7871S DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS TOWING GLIDERS | COMMERCIAL, AGE 61, 6352 TOTAL HOURS, 328 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - WAVERLY WEST | | | | |
| | | DEPARTURE POINT: WELLINGTON.CO | | | | |
| | | TYPE OF ACCIDENT | | | | |
| | | NOSE OVER/DOWN | | | | |
| | | INTENDED DESTINATION | | | | |
| | | LOCAL | | | | |
| | | PHASE OF OPERATION | | | | |
| | | LANDING ROLL | | | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - EXERCISED POOR JUDGMENT | | | | |
| | | WEATHER - UNFAVORABLE WIND CONDITIONS | | | | |
| | | SKY CONDITION | | | | |
| | | BROKEN | | | | |
| | | VISIBILITY AT ACCIDENT SITE | | | | |
| | | 5 OR OVER(UNLIMITED) | | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | |
| | | NONE | | | | |
| | | WIND DIRECTION-DEGREES | | | | |
| | | 270 | | | | |
| | | TYPE OF WEATHER CONDITIONS | | | | |
| | | VFR | | | | |
| | | REMARKS- WIND GUSTS TO 45KTS. | | | | |
| 3-3341 | 10/12/79 NR.WOLCOTT.CO TIME - 1100 | | CESSNA T182RG N757HW DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, FL.INSTR., AGE 40, 2950 TOTAL HOURS, 452 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT: GRAND JUNCTION.CO | | | | |
| | | INTENDED DESTINATION | | | | |
| | | DENVER.CO | | | | |
| | | TYPE OF ACCIDENT | | | | |
| | | COLLIDED WITH WIRES/POLES | | | | |
| | | PHASE OF OPERATION | | | | |
| | | IN FLIGHT NORMAL CRUISE | | | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | |
| | | REMARKS- SUPPORT CABLES LOCATED ABOVE POWER LINES THAT WERE APPROX 1200FT ABV CANYON FLOOR. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|--|--|--|---------------------|--|
| 3-3371 | 10/14/79 TIME - 2035 | NR.GUNNISON,CO GRAND CANYON,AZ. | CESSNA T210N N7618N DAMAGE-DESTROYED | CR- 1 0 0 PX- 7 0 0 | COMMERCIAL OTHER | PRIVATE, AGE 29, 250 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT GRAND CANYON,AZ. | INTENDED DESTINATION LONGMONT,CO. | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - PHYSICAL IMPAIRMENT | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - HYPOXIA | | | | | | |
| PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| AIRFRAME - WINGS SPARS | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| OVERCAST/LOWER SCATTERED | | | 10000 | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 5 OR OVER(UNLIMITED) | | | UNKNOWN/NOT REPORTED | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | | |
| UNKNOWN/NOT REPORTED | | | 8 | | | |
| WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | | | |
| 230 | | | 23 | | | |
| TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | | |
| IFR | | | IFR | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- REVENUE FLT,OPERATOR NOT PART 135 CERTIFICATED.WING SEPARATED.STOLEN ACFT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|----------|----------------|-----------------------|------------------------|---|--|
| 3-3385 | 12/15/79 | FT COLLINS, CO | CESSNA 182 N735JB | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 28, 152 TOTAL HOURS, 44 IN TYPE, NOT INSTRUMENT RATED. |
| TIME - 0935 DAMAGE-SUBSTANTIAL NAME OF AIRPORT - CHRISTMAN FIELD DEPARTURE POINT INTENDED DESTINATION FT COLLINS, CO LOCAL TYPE OF ACCIDENT COLLIDED WITH SNOWBANK PHASE OF OPERATION LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - RECIEVED RECORDED BRIEFING BY TELEPHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 19 TYPE OF FLIGHT PLAN NONE REMARKS- WIND GUSTS TO 37KTS. CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 300 TYPE OF WEATHER CONDITIONS VFR | | | | | | |
| 3-3384 | 12/30/79 | PEYTON, CO | CESSNA 150M N9424U | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 68, 770 TOTAL HOURS, 136 IN TYPE, NOT INSTRUMENT RATED. |
| TIME - 0900 DAMAGE-SUBSTANTIAL NAME OF AIRPORT - MEADOWLAKE DEPARTURE POINT INTENDED DESTINATION PEYTON, CO PEYTON, CO TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN LAST ENROUTE STOP NORTON, KS PHASE OF OPERATION TAKEOFF RUN TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------|---|-------------------------------------|---|--|
| 3-3466 | 7/30/79 TIME - 1900 | SIMSBURY,CT | CESSNA 150M N63637 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 OT- 0 0 1 | INSTRUCTIONAL DUAL | ATP, FLIGHT INSTR., AGE 35, 5946 TOTAL HOURS, 4218 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SIMSBURY TRI-TOWN DEPARTURE POINT INTENDED DESTINATION SIMSBURY,CT LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT 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 - NO CONVERGENCE ANGLE-DEGREES - 0 HORIZONTAL COLLISION ANGLE-DEGREES - 0 VERTICAL COLLISION ANGLE-DEGREES - 45 EVASIVE ACTION TAKEN - YES ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN | | | | | | |
| 3-3466 | 7/30/79 TIME - 1900 | SIMSBURY,CT | CESSNA 172L N43240 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 OT- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE; AGE 47, 123 TOTAL HOURS, 91 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SIMSBURY TRI-TOWN DEPARTURE POINT INTENDED DESTINATION WAREHOUSE POINT,CT RETURN TYPE OF ACCIDENT LAST ENROUTE STOP COLLISION WITH AIRCRAFT BOTH IN FLIGHT SIMSBURY,CT PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN 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 RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - NO CONVERGENCE ANGLE-DEGREES - 180 HORIZONTAL COLLISION ANGLE-DEGREES - 0 VERTICAL COLLISION ANGLE-DEGREES - 45 EVASIVE ACTION TAKEN - NO ANTI-COLLISION LIGHTS - OPERATING | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|--|---|---|---|--|
| 3-3386 | 9/20/79 TIME - 1132 | NR.GREENWICH,CT | CESSNA 172D N2331H DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 1 0 | COMMERCIAL MAPPING/PHOTO | COMMERCIAL, AGE 65, 1350 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT LINDEN,NJ | INTENDED DESTINATION GREENWICH,CT | | | |
| | | TYPE OF ACCIDENT STALL SPIN | PHASE OF OPERATION IN FLIGHT LOW PASS | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING | | | | | | |
| REMARKS- ACFT HIT TREE AND IMPACTED IN HILLY WOODED SWAMP WHILE PHOTOGRAPHING AN ESTATE. | | | | | | |
| 3-3547 | 11/16/79 TIME - 1220 | GRISWOLD,CT | LAKE LA-4 N1164L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 30, 156 TOTAL HOURS, 35 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - GRISWOLD POND | | | | |
| | | DEPARTURE POINT GRISWOLD,CT | INTENDED DESTINATION GROTON,CT | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | |
| FACTOR(S) WEATHER - CONDITIONS CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | |
| | | SKY CONDITION CLEAR | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | RELATIVE BEARING OF WIND HEAD WIND 338-022 DEGREES | | | |
| | | WIND DIRECTION-DEGREES 330 | WIND VELOCITY-KNOTS 14 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- WIND GUSTING 22 KNOTS.WAVE PEAKS 10FT APART.L PLTS ENTRANCE HATCHWAY JARRED LOOSE DURING TKOF. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|----------------|--|------------------------|---|--|
| 3-3546 | 11/24/79 TIME - 1530 | TERRYVILLE, CT | SCHWEIZER SGS233 N2930H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 31, 70 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - GRASS FIELD DEPARTURE POINT INTENDED DESTINATION WATERBURY, CT LOCAL TYPE OF ACCIDENT PHASE OF OPERATION BIRD STRIKE LANDING FINAL APPROACH GROUND-WATER LOOP-SWERVE LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) MISCELLANEOUS - BIRD COLLISION 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 HEAD WIND 338-022 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 240 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- WIND GUSTING TO 15KTS. | | | | | | |
| 3-3548 | 12/29/79 TIME - 1027 | BURLINGTON, CT | CESSNA 172 N2416L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 42, 280 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - JOHNNYCAKE DEPARTURE POINT INTENDED DESTINATION MERIDEN, CT BURLINGTON, CT TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES NONE 270 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 20 VFR TYPE OF FLIGHT PLAN NONE REMARKS- WINDS GUSTING 40 KTS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|---------------|--|------------------------|---|---|
| 3-3315 | 10/7/79 TIME - 1545 | DOVER,DE | CESSNA 172 N739RF DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 27, 152 TOTAL HOURS, 11 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CHANDELLE DEPARTURE POINT DOVER,DE INTENDED DESTINATION RETURN LAST ENROUTE STOP NORFOLK,VA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE PHASE OF OPERATION LANDING ROLL COLLIDED WITH OBJECT LANDING ROLL | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| SKY CONDITION SCATTERED CEILING AT ACCIDENT SITE UNLIMITED VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) PRECIPITATION AT ACCIDENT SITE NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND LEFT CROSS WIND 24R-292 DEGREES WIND DIRECTION-DEGREES 310 TEMPERATURE-F 53 WIND VELOCITY-KNOTS 20 TYPE OF WEATHER CONDITIONS VFR TYPE OF FLIGHT PLAN NONE REMARKS- GUSTING 35K.15MPH MAX DEMO X-WIND.HIT FUEL STANDPIPE. | | | | | | |
| 3-3387 | 10/12/79 TIME - 1130 | MIDDLETOWN,DE | CESSNA 150 N11820 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 33, 560 TOTAL HOURS, 12 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT BRIDGEPORT,NJ INTENDED DESTINATION MIDDLETOWN,DE TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION PHASE OF OPERATION IN FLIGHT DESCENDING COLLIDED WITH TREES 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 | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------------------|---------------|---|-------------------------------------|---|---|
| 3-3388 | 12/6/79 TIME - 1307 | CLEARWATER,FL | PIPER PA-24 N9095P DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL.INSTR., AGE 27, 1500 TOTAL HOURS, 52 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CLEARWATER EXEC DEPARTURE POINT INTENDED DESTINATION TAMPA,FL CLEARWATER,FL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE FIRE AFTER IMPACT REMARKS- COLLIDED W PWRLINE. | | | | | | |
| 3-3457 | 12/15/79 NR.DAVIE,FL TIME - 0800 | | RAVEN S-55A N64RR DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 DT- 0 0 1 | MISCELLANEOUS OTHER | COMMERCIAL, AGE 27, 500 TOTAL HOURS, 20 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION PLANTATION,FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT NORMAL CRUISE FIRE OR EXPLOSION IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS.CONDITIONS - UNWARRANTED LOW FLYING PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT MISCELLANEOUS ACTS.CONDITIONS - FIRE IN CABIN,COCKPIT,BAGGAGE COMPARTMENT TERRAIN - HIGH OBSTRUCTIONS REMARKS- HIT PWRLINES DRG CHTRD PLEASURE FLT.PROPANE TNKS BURNED & BLN ASCENDED.DEFLATION CAP NOT OPENED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|------------|---|------------------------|---------------------------|---|
| 3-3468 | 12/22/79 TIME - 0040 | ORLANDO,FL | BEECH E18S N198B DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL BUSINESS | STUDENT, AGE 27, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HERNDON DEPARTURE POINT ORLANDO,FL INTENDED DESTINATION OPA LOCKA,FL. TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE WIND DIRECTION-DEGREES 360 TYPE OF WEATHER CONDITIONS IFR CEILING AT ACCIDENT SITE 600 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 58 WIND VELOCITY-KNOTS 4 TYPE OF FLIGHT PLAN VFR | | | | | | |

RIFFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|------------------------------------|---|------------------------|--|--|
| 3-3483 | 12/21/79 TIME - 2035 | WOODBINE,GA | PIPER PA-32 N3802W DAMAGE-DESTROYED | CR- 1 0 0 PX- 4 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 37, 300 TOTAL HOURS, 150 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT MT.GILFAD,OH | INTENDED DESTINATION STUART,FL. | | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | |
| | TYPE OF ACCIDENT AIRFRAME FAILURE | IN FLIGHT | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | |
| | FACTOR(S) WEATHER - LOW CEILING AIRFRAME - WINGS SPARS MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION OVERCAST | | | | CEILING AT ACCIDENT SITE 1500 | |
| | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | | | PRECIPITATION AT ACCIDENT SITE NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | | TEMPERATURE-F 50 | |
| | WIND DIRECTION-DEGREES 350 | | | | WIND VELOCITY-KNOTS 12 | |
| | TYPE OF WEATHER CONDITIONS IFR | | | | TYPE OF FLIGHT PLAN NONE | |
| | REMARKS- ANOTHER PLT RPTD IMC COND FM 1000 TO 8000FT IN VCNTY OF ACDNT.N3802W AT 7300FT PRIOR TO ACDNT. | | | | | |
| 3-3515 | 3/17/79 TIME - 1020 | PARK FORREST,IL | PIPER PA-28 N9458W DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 2 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 35, 371 TOTAL HOURS, 196 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - HAEDTLER DEPARTURE POINT PARK FORREST,IL | INTENDED DESTINATION LOCAL | | | PHASE OF OPERATION IN FLIGHT OTHER | |
| | TYPE OF ACCIDENT STALL | | | | | |
| | 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- PLT'S BLOOD/ALCOHOL LVL-.134%. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|---|------------------------|---|---|
| 3-3392 | 3/19/79 TIME - 2345 | CHICAGO, IL | PIPER PA-28 N573PA DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 38, 504 TOTAL HOURS, 20 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - MIDWAY DEPARTURE POINT GARY, IN | INTENDED DESTINATION OSHKOSH, WI | | | |
| | | TYPE OF ACCIDENT OVERSHOOT MISCELLANEOUS | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | |
| FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY WEATHER - RAIN WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT ADVERSE/UNFAVORABLE WEATHER | | | | | | |
| | | SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF WEATHER CONDITIONS IFR | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE SLEET RELATIVE BEARING OF WIND UNKNOWN/NOT REPORTED TYPE OF FLIGHT PLAN IFR | |
| REMARKS- LNDD AFTR MISSED APCH AT ALT ARPT. HARD BRAKING. PROP, NS GR, ENG MTS, L WING DMGD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|-------------|---|------------------------|---|--|
| 3-3311 | 6/5/79 TIME - 1639 | CHICAGO, IL | MOONEY M20J N777LT DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 33, 272 TOTAL HOURS, 104 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CHICAGO MIDWAY DEPARTURE POINT INTENDED DESTINATION WHEELING, IL CHICAGO, IL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIFFING - RECEIVED RECORDED BRIFFING BY LMF RADIO SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE LEFT QUARTERING HEAD WIND 293-337 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 69 360 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 15 VFR TYPE OF FLIGHT PLAN NONE REMARKS- WND GUSTING 25KTS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---|------------------|--------------------------------|-------------------|---------------------------|
| 3-3532 | 6/9/79 | CHICAGO, IL | BEECH 99 | CR- 1 0 0 | MISCELLANEOUS | COMMERCIAL, AGE 27, 2195 |
| | TIME - 1451 | | N454SA | PX- 1 0 0 | FERRY | TOTAL HOURS, 300 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | INSTRUMENT RATED. |
| | | NAME OF AIRPORT - MERRILL C MEIGS | | | | |
| | | DEPARTURE POINT INTENDED DESTINATION | | | | |
| | | CHICAGO, IL LOCAL | | | | |
| | | 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 - SPATIAL DISORIENTATION | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - LOW CEILING | | | | |
| | | WEATHER - FOG | | | | |
| | | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | |
| | | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | |
| | | SKY CONDITION | | CEILING AT ACCIDENT SITE | | |
| | | OBSCURATION | | 400 | | |
| | | VISIBILITY AT ACCIDENT SITE | | PRECIPITATION AT ACCIDENT SITE | | |
| | | 1 MILE OR LESS | | NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | TEMPERATURE-F | | |
| | | FOG | | 60 | | |
| | | WIND DIRECTION-DEGREES | | WIND VELOCITY-KNOTS | | |
| | | 20 | | 12 | | |
| | | TYPE OF WEATHER CONDITIONS | | TYPE OF FLIGHT PLAN | | |
| | | IFR | | SPECIAL VFR | | |
| | | REMARKS- PIECES OF WRECKAGE RECOVERED. MAIN STRUCTURE OF ACFT NOT RECOVERED. PLT PRESUMED FATALY INJURED. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|------------------|---|------------------------|--|--|
| 3-3522 | 7/4/79 | NR.ST CHARLES,IL | PIPER PA-22 N30277 | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 65, 255 TOTAL HOURS, 134 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT MORRIS,IL | | | DAMAGE-DESTROYED INTENDED DESTINATION ST CHARLES,IL | | | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | | | UNCONTROLLED | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE 900 | | | |
| VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS | | | PRECIPITATION AT ACCIDENT SITE THUNDERSTORM | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TEMPERATURE-F 61 | | | |
| WIND DIRECTION-DEGREES 10 | | | WIND VELOCITY-KNOTS 10 | | | |
| TYPE OF WEATHER CONDITIONS IFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- PLT'S BLOOD/ALCOHOL LVL .056%. | | | | | | |
| 3-3521 | 7/22/79 | NR.ROCKFORD,IL | BENSON B-8M N65232 | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 32, 130 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - GREATER ROCKFORD DEPARTURE POINT ROCKFORD,IL | | | DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | | | |
| TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE PROPELLER/ROTOR FAILURE | | | PROPELLER MAIN ROTOR | | PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING LANDING TRAFFIC PATTERN-CIRCLING | |
| PROBABLE CAUSE(S) POWERPLANT - PROPELLER AND ACCESSORIES OTHER MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE MISCELLANEOUS - FOREIGN OBJECT DAMAGE | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | | | |
| REMARKS- PROP SEP & HIT MAIN ROTOR GLAND NUT,VW PN 111-105305E,FAILED BETWEEN PROP HUB & VW ENG CRANKSHAFT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|---|------------------------|---|---|
| 3-3319 | 8/22/79 TIME - 2300 | CHICAGO, IL | BEECH C35 N692D DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 19, 862 TOTAL HOURS, 63 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CHICAGO O'HARE DEPARTURE POINT INTENDED DESTINATION CHICAGO, IL OSHKOSH, WI TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH AIRPORT HAZARD TAKENOFF ABORTED PROBABLE CAUSE(S) PERSONNEL - TRAFFIC CONTROL PERSONNEL OTHER REMARKS- ORD ATCT PERSONNEL NOT BRIEFED RWY CLOSED. HIT BARRIER. | | | | | | |
| 3-3395 | 9/20/79 TIME - 1600 | LA MOILLE, IL | PIPER PA-25 N8816L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 42, 4055 TOTAL HOURS, 63 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION EARLVILLE, IL LA MOILLE, IL 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 PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT REMARKS- LANDED IN FLD TO INSPECT WEEDS. PILOT STATED PREOCCUPIED WITH THOUGHTS OF FIELD SURVEY. | | | | | | |
| 3-3393 | 9/30/79 TIME - 1430 | UTICA, IL | BEECH F35 N3386C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 37, 7828 TOTAL HOURS, 13 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION LASSALLE, IL WENTZVILLE, MO TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT CLIMB TO CRUISE COLLIDED WITH CROP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- 3 OF 4 FUEL TNKS 3/4 FULL. L TNK WAS EMPTY, FUEL SELECTOR WAS ON L AT TIME OF ENGINE FAILURE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|----------|--------------------|--|------------------------|---------------------------|---|
| 3-3318 | 11/25/79 | NR. PITTSFIELD, IL | BEECH A23-19 N36180 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 36, 21 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PENSTONE MUNI TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- STUDENT PLT FLT TIME PREV 90 DAYS LTD TO 3 HR DUAL X-COUNTRY. ACFT OCCURED 1ST LANDING OF PERIOD. | | | | | | |
| 3-3394 | 12/14/79 | SCHAUMBURG, IL | CESSNA 172N N48700 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 29, 70 TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SCHAUMBURG DEPARTURE POINT SCHAUMBURG, IL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH DIRT BANK PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|----------|--------------------|---|------------------------|---|---|
| 3-3516 | 9/28/79 | NR.INDIANAPOLIS,IN | PIPER PA-32R N8425C DAMAGE-DESTROYED | CR- 2 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 43, 350 TOTAL HOURS, 32 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - INDIANAPOLIS METR DEPARTURE POINT INTENDED DESTINATION SOUTHREND,IN MUNCIE,IN TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT DESCENDING PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. WEATHER BRIEFING - PARTIAL BRIEFING BY FLIGHT SERVICE PERSONNEL, BY PHONE/RADIO, LIMITED BY PILOT ACTION WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE BROKEN. 700 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) RAIN SHOWERS OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 64 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 120 4 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR NONE REMARKS- ACFT 198 LBS OVR MAX GWT AT TKOF. | | | | | | |
| 3-3316 | 10/28/79 | NR.MUNSTER,IN | CESSNA 172N N738FH DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 28, 137 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LANSING DEPARTURE POINT INTENDED DESTINATION KENDALLVILLE,IN MUNSTER,IN 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 - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------|---|---|--|---|--|
| 3-3390 | 11/25/79 TIME - 2038 | FORT WAYNE, IN | CESSNA 210L N2034S DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 2 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 55, 1188 TOTAL HOURS, 1061 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - FORT WAYNE MUNI | INTENDED DESTINATION FORT WAYNE, IN | PHASE OF OPERATION LANDING FINAL APPROACH | | |
| | | DEPARTURE POINT LEXINGTON, KY | | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | |
| | | FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG | | | | |
| | | SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE 200 | | |
| | | VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | | PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | TEMPERATURE-F 43 | | |
| | | WIND DIRECTION-DEGREES 100 | | WIND VELOCITY-KNOTS 12 | | |
| | | TYPE OF WEATHER CONDITIONS IFR | | TYPE OF FLIGHT PLAN IFR | | |
| 3-3391 | 12/16/79 TIME - 2200 | NR. LAKE VILLAGE, IN | ERCO 415-CD N3857H DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 50, 414 TOTAL HOURS, 290 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - LAKE VILLAGE | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING FINAL APPROACH | | |
| | | DEPARTURE POINT LAKE VILLAGE, IN | | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | |
| | | FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - WINDSHIELD, DIRTY, FOGGY, ETC.-RESTRICTED VISION AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES RUNWAY LIGHTING AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES OBSTRUCTION LIGHTING | | | | |
| | | FIRE AFTER IMPACT REMARKS- ACFT DCRD AT UNLIT APT. WNDSHLD FOGGED UP ON SHORT FINAL. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|--------------|---|---|------------------------|---|--|
| 3-3317 | 12/30/79 NR. | FAIRMOUNT, IN | BEECH B35 NR811A DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 53, 1300 TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT MARION, IN | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL | | | |
| PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - FUEL SYSTEM CARBURETOR MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED | | | | | | |
| FACTOR(S) TERRAIN - WET, SOFT GROUND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- MIXTURE CONTROL CABLE LOOSE FRM CONTROL ARM AND AIR BLOCKAGE TO CARBURETOR. | | | | | | |
| 3-3492 | 12/21/79 NR. | OLATHE, KS | CRESSNA 152 N25494 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 26, 123 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - EXECUTIVE DEPARTURE POINT OLATHE, KS | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS DUAL STUDENT - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 300 | | | |
| | | VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE | WIND DIRECTION-DEGREES 110 | | | |
| | | WIND VELOCITY-KNOTS 6 | TYPE OF WEATHER CONDITIONS IFR | | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | |
| REMARKS- ACFT ORSD TO ENTER & DESCEND FM LOW CLDS AFTER DEPARTING ARPT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---|---|------------------------|---|--|------------|
| 3-3404 | 12/22/79 NR. ANTHONY, KS TIME - 0545 | CESSNA 150G N8409J DAMAGE-DESTROYED INTENDED DESTINATION BARTLESVILLE, OK | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 23, 128 TOTAL HOURS, 122 IN TYPE, NOT INSTRUMENT RATED. | |
| DEPARTURE POINT DENVER, CO TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF FLIGHT PLAN NONE | | | | | | |
| LAST ENROUTE STOP ANTHONY, KS PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE NONE TYPE OF WEATHER CONDITIONS IFR | | | | | | |
| 3-3537 | 12/23/79 SHAWNEE, KS TIME - 1845 | CESSNA 175 N7253M DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 54, 475 TOTAL HOURS, 25 IN TYPE, NOT INSTRUMENT RATED. | |
| DEPARTURE POINT TOPEKA, KS TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - BECAME LOST/DISORIENTED 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 OBSCURATION VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN NONE | | | | | | |
| PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT CEILING AT ACCIDENT SITE 500 PRECIPITATION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 320 TYPE OF WEATHER CONDITIONS IFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------------|---|------------------------|---|--|
| 3-3470 | 5/7/79 TIME - 2030 | GREENVILLE,KY | MAULE M-5 N9101E DAMAGE-NONE | CR- 0 0 1 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 43, 400 TOTAL HOURS, 75 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MUHLENBERG COUNTY DEPARTURE POINT INTENDED DESTINATION GREENVILLE,KY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR ACCIDENT TO PERSON STATIC IDLING ENGINE(S) PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER MISCELLANEOUS ACTS,CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- PAX SAID DRANK 3 BEERS BEFORE FLT.TOLD PLT TO WAIT,EXITED ACFT HURRIEDLY,WALKED INTO PROP. | | | | | | |
| 3-3401 | 5/16/79 TIME - 1230 | NR.SHELBYVILLE,KY | ENSTRUM F-28-C N559H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | PRIVATE, AGE 47, 6930 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP 'DESTIN,FL COLUMBUS,OH BARDSTOWN,KY TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE TAIL ROTOR IN FLIGHT NORMAL CRUISE HARD LANDING LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM TAIL ROTOR GEAR BOX MISCELLANEOUS ACTS,CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART,NOT SYSTEM EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT DIRECTIONAL CONTROL PROBLEM | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|-------------------|--|------------------------|---|---|
| 3-3469 | 6/1/79 TIME - 1945 | BOWLING GREEN, KY | RICE SPCL N691 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 214 TOTAL HOURS, 14 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WARREN COUNTY DEPARTURE POINT INTENDED DESTINATION CARBONDALE, IL BOWLING GREEN, KY TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING TRAFFIC PATTERN-CIRCLING NOSE OVER/DOWN 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 EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 4 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F HAZE 85 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- PLT RETARDED THROTTLE DURING LET DOWN, ENG FAILED TO RESPOND ON BASE LEG. | | | | | | |
| 3-3396 | 6/5/79 TIME - 1330 | SAIDEE, KY | CESSNA 150 N60698 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 28, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION PAINTSVILLE, KY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - BECAME LOST/DISORIENTED MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - WET, SOFT GROUND PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT REMARKS- AFTER SIGHTSEEING FLT IN LOCAL AREA PLT DECIDED TO FLY TO HAZARD, KY & BECAME LOST. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------------|---|------------------------|---|--|
| 3-3398 | 7/15/79 TIME - 2010 | NR. MAYSVILLE, KY | BEECH 35 N3393V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 41, 198 TOTAL HOURS, 56 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FLEMING MASON DEPARTURE POINT INTENDED DESTINATION MAYSVILLE, KY 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 - FUEL SYSTEM SELECTOR VALVES MISCELLANEOUS ACTS, CONDITIONS - SHEARED MISCELLANEOUS ACTS, CONDITIONS - MISSING MISCELLANEOUS ACTS, CONDITIONS - FUEL SELECTOR POSITIONED BETWEEN TANKS MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL SELECTOR-WOBBLE PUMP HANDLE SEPARATED FROM FUEL UNIT ASSY. PIN MISSING, SCREW SHEARED. | | | | | | |
| 3-3471 | 7/17/79 TIME - 1615 | NR. SOMERSET, KY | PIPER PA-24 N8076P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS TEST | COMMERCIAL, AGE 25, 572 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SOMERSET-PULASKI DEPARTURE POINT INTENDED DESTINATION SOMERSET, KY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLISION WITH GROUND/WATER CONTROLLED 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 ON AIRPORT/SEAPLANE BASE/HELIP. | | | | | | |
| 3-3305 | 9/30/79 TIME - 1817 | HORSEBRANCH, KY | CESSNA 170 N3423C DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 58, 800 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION FLINT, MI FALLS OF ROUGH, KY TYPE OF ACCIDENT LAST ENROUTE STOP COLLIDED WITH TREES HARRISON, OH IN FLIGHT LOW PASS PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING REMARKS- COLLIDED W ELEC TRANSMISSION SUPPORT CABLE, CRASH SITE LOCATE BEYOND DESTN & RGT OF COURSE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-------------------|--|------------------------|-----------------------|---|
| 3-3399 | 10/1/79 TIME - 1830 | WINCHESTER, KY | CESSNA 150L N19205 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 34, 13 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT MT STERLING, KY | | | INTENDED DESTINATION LOCAL | | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES | | | PHASE OF OPERATION IN FLIGHT OTHER LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) POWERPLANT - ENGINE CONTROLS THROTTLE-POWER LEVER ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED | | | | | | |
| FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- THROTTLE LINKAGE BOLT MISSING. STUDENT OVERSHOT INTENDED LDG AREA, STRUCK WIRES. | | | | | | |
| 3-3402 | 10/13/79 TIME - 1530 | BOWLING GREEN, KY | CESSNA 152 N47109 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 45, 48 TOTAL HOURS, 35 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT BLOOMINGTON, IN | | | INTENDED DESTINATION BOWLING GREEN, KY | | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE TAXI FROM LANDING | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| FACTOR(S) WEATHER - CONDITIONS CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE 4500 | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | TEMPERATURE-F 55 | | | |
| TYPE OF WEATHER CONDITIONS VFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- PLT APPLIED CARB HEAT FOR BRIEF PERIODS OF TIME ONLY, DID NOT LEAVE IT ON CONTINUOUSLY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|--|---------------|----------------------|----------|---|-----|--------------------------------|--------------------------|--------------------------|
| | | | | F | S | M/N | | | |
| 3-3400 | 10/13/79 | NR.GRAYSON,KY | BEECH A-35 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 56, 2225 |
| | TIME - 1530 | | N786B | PX- | 0 | 0 | 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 85 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | | | | NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | | LAST ENROUTE STOP | | |
| | HARRISBURG,IL | | WOODBIDGE,VA | | | | CHARLESTON,WV | | |
| | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | | |
| | ENGINE FAILURE OR MALFUNCTION | | | | | | IN FLIGHT NORMAL CRUISE | | |
| | GEAR COLLAPSED | | | | | | LANDING LEVEL OFF/TOUCHDOWN | | |
| | PROBABLE CAUSE(S) | | | | | | | | |
| | PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | | | |
| | PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT | | | | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - INATTENTIVE TO FUEL SUPPLY | | | | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION | | | | | | | | |
| | FACTOR(S) | | | | | | | | |
| | TERRAIN - HIGH VEGETATION | | | | | | | | |
| | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| | REMARKS- PLT UNFAMILIAR WITH COMBINED WOBBLE PUMP/FUEL SELECTOR VALVE.R TANK 30 OZ, L TANK FULL. | | | | | | | | |
| 3-3431 | 10/27/79 | NR.FULTON,KY | CESSNA 172 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 29, 106 |
| | TIME - 0945 | | N9891Q | PX- | 0 | 0 | 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 25 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | | | | NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | | PHASE OF OPERATION | | |
| | JACKSON,TN | | MATTOON,ILL | | | | LANDING ROLL | | |
| | TYPE OF ACCIDENT | | | | | | | | |
| | NOSE OVER/DOWN | | | | | | | | |
| | PROBABLE CAUSE(S) | | | | | | | | |
| | PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | | | |
| | FACTOR(S) | | | | | | | | |
| | TERRAIN - WET,SOFT GROUND | | | | | | | | |
| | WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON | | | | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | | |
| | EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT | | | | | | | | |
| | ADVERSE/UNFAVORABLE WEATHER | | | | | | | | |
| | SKY CONDITION | | | | | | CEILING AT ACCIDENT SITE | | |
| | BROKEN | | | | | | 2000 | | |
| | VISIBILITY AT ACCIDENT SITE | | | | | | PRECIPITATION AT ACCIDENT SITE | | |
| | 5 OR OVER(UNLIMITED) | | | | | | NONE | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | | | WIND DIRECTION-DEGREES | | |
| | NONE | | | | | | 180 | | |
| | WIND VELOCITY-KNOTS | | | | | | TYPE OF WEATHER CONDITIONS | | |
| | 32 | | | | | | VFR | | |
| | TYPE OF FLIGHT PLAN | | | | | | | | |
| | VFR | | | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|---|---|------------------------|---------------------------|---|
| 3-3397 | 11/29/79 TIME - 1730 | LOUISVILLE, KY | PIPER PA-38 N2459G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 31, 13 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - BOWMAN DEPARTURE POINT LOUISVILLE, KY | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE | PHASE OF OPERATION LANDING ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 3000 | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | PRECIPITATION AT ACCIDENT SITE SNOW | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | RELATIVE BEARING OF WIND LEFT CROSS WIND 248-292 DEGREES | | | |
| | | WIND DIRECTION-DEGREES 280 | WIND VELOCITY-KNOTS 12 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN NONE | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|---|--|------------------------|---|---|
| 3-3493 | 12/16/79 TIME - 1802 | NR.LEXINGTON,KY | BEECH A65 N154F DAMAGE-DESTROYED | CR- 1 0 0 PX- 6 0 0 | NONCOMMERCIAL BUSINESS | ATP, FLIGHT INSTR., AGE 55, 5300 TOTAL HOURS, 176 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT LEXINGTON, KY | INTENDED DESTINATION ATLANTA, GA | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER UNCONTROLLED | PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING OTHER | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS 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 INDUCTION PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE | | | | | | |
| FACTOR(S) WEATHER - CONDITIONS CONDUCTIVE TO CARR./INDUCTION SYSTEM ICING WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| | | SKY CONDITION OVERCAST/LOWER SCATTERED | CEILING AT ACCIDENT SITE 1400 | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | PRECIPITATION AT ACCIDENT SITE FREEZING RAIN | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TEMPERATURE-F 32 | | | |
| | | WIND DIRECTION-DEGREES 330 | WIND VELOCITY-KNOTS 16 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN IFR | | | |
| FIRE AFTER IMPACT REMARKS- DE-ICING EQUIP NOT INSTLD ON WING-EMPENNAGE. OWNER'S MAN STATED-APPLY FULL ALT AIR BFR ICING CONDS. | | | | | | |
| 3-3403 | 12/21/79 TIME - 0130 | CORBIN, KY | CESSNA 172F N8820U DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 41, 80 TOTAL HOURS, 38 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT CAMBELLSVILLE, KY | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FORCED LDG IN WOODED AREA AT NIGHT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-----------------|--|------------------------|---|---|
| 3-3549 | 12/31/79 TIME - 1011 | WHITESBURG, KY | PIPER PA-28R N5061S DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 52, 1658 TOTAL HOURS, 28 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WHITESBURG MUNI DEPARTURE POINT INTENDED DESTINATION WHITESBURG, KY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS-DRIFTED L AFTER TKOF, CORR WITH RUDDER. RAISED FLAPS, LEVELED OFF AT 60FT, CONTACTED TREES. NO MALF FND | | | | | | |
| 3-3320 | 10/11/79 TIME - 1008 | ABBEVILLE, LA | HUGHES 369D N58240 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | MISCELLANEOUS TEST | COMMERCIAL, AGE 33, 2586 TOTAL HOURS, 354 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ABBEVILLE DEPARTURE POINT INTENDED DESTINATION ABBEVILLE, LA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE HARD LANDING LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) POWERPLANT - COMPRESSOR ASSEMBLY SHAFT, ROTOR MISCELLANEOUS ACTS, CONDITIONS - FRICTION, EXCESSIVE MISCELLANEOUS ACTS, CONDITIONS - OVERHEATED MISCELLANEOUS ACTS, CONDITIONS - DISTORTED FACTOR(S) TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- TURBINE TO COMPRESSOR COUPLING TWISTED & BULGED AGAINST INNER COUPLING SHAFT. | | | | | | |
| 3-3523 | 12/28/79 TIME - 1215 | MORGAN CITY, LA | CESSNA 185 N185M DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, FL. INSTR., AGE 36, 6949 TOTAL HOURS, 115 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION PATTERSON, LA MORGAN CITY, LA TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-DOWN LANDING IN WATER LANDING LEVEL OFF/TOUCHDOWN NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO RETRACT LANDING GEAR FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|--|------------------------|---|---|
| 3-3560 | 4/18/79 TIME - 1700 | WATERVILLE, ME | TAYLORCRAFT BC-12D N43937 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 69, 263 TOTAL HOURS, 261 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WATERVILLE DEPARTURE POINT INTENDED DESTINATION WATERVILLE, ME LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| 3-3533 | 8/26/79 TIME - 1515 | BANGOR, ME | PIPER PA-22 N2508P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 40, 1015 TOTAL HOURS, 393 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BAB AIRSTRIP DEPARTURE POINT INTENDED DESTINATION BANGOR, ME LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLIDED WITH TREES LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- 3 BY 8 INCH PIECE OF FOOD WRAPPING PLASTIC IN THE LEFT FUEL TANK. | | | | | | |
| 3-3559 | 9/12/79 TIME - 1840 | BREWER, ME | CESSNA 172 N6754A DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 35, 102 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BREWER DEPARTURE POINT INTENDED DESTINATION BREWER, ME LOCAL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN TAKEOFF ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY REMARKS- TELEPHONE AND ELECTRIC WIRES OFF END OF RUNWAY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|---|------------------------|---|---|
| 3-3555 | 10/6/79 TIME - 1500 | BELFAST, ME | N. AMERICAN AT-6 N66WP DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 51, 7002 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BELFAST DEPARTURE POINT ROCKLAND, ME TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 30 TYPE OF FLIGHT PLAN NONE FIRE AFTER IMPACT CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND UNKNOWN/NOT REPORTED TYPE OF WEATHER CONDITIONS VFR | | | | | | |
| 3-3557 | 10/7/79 TIME - 1630 | LAKEVILLE, ME | PIPER PA-20 N1835A DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 30, 338 TOTAL HOURS, 42 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BOTTLE LAKE DEPARTURE POINT PRINCETON, ME TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- PRENTISS, MAINE AREA. FLOAT EQUIPPED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------------|--|------------------------|---|--|
| 3-3405 | 6/20/79 TIME - 1930 | WESTMINSTER, MD | CESSNA 177 N29400 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | NO CERTIFICATE, AGE 28, 62 TOTAL HOURS, 26 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CLEARVIEW DEPARTURE POINT INTENDED DESTINATION WESTMINSTER, MD LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLIDED WITH TREES LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM PUMPS MISCELLANEOUS ACTS, CONDITIONS - LEAK/LEAKAGE PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- INTERNAL LK, ENG DRIVEN FUEL PUMP, AC P/N 40295, RAN OFF L SIDE OF RWY AFTER BOUNCED LDG. | | | | | | |
| 3-3495 | 8/7/79 TIME - 1940 | CROFTON MEWS, MD | ERCO 415-D N99291 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 34, 51 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FREEWAY DEPARTURE POINT INTENDED DESTINATION EDGWATER, MD LAYTONSVILLE, MD TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT CLIMB TO CRUISE HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - FUEL SYSTEM PUMPS MISCELLANEOUS ACTS, CONDITIONS - CORRODED/CORROSION MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION FACTOR(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL PUMP CORRODED, INOPERATIVE. PLT LNDD IN GRAVEL PIT. GRAVITY-FED NOSE TANK DRY, WING TKS 1/2 FULL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|------------------------|--|--|------------------------|---|---|
| 3-3409 | 8/10/79 TIME - 1545 | GAITHERSBURG, MD | CESSNA 172 N5660E DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 55, 65 TOTAL HOURS, 40 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - MONTGOMERY COUNTY | | | | |
| | | DEPARTURE POINT | | | | |
| | | GAITHERSBURG, MD | | | | |
| | | TYPE OF ACCIDENT | | | | |
| | | HARD LANDING | | | | |
| | | GEAR COLLAPSED | | | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | |
| | | PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | |
| | | FACTOR(S) | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | |
| 3-3494 | 8/15/79 TIME - 1035 | WESTMINSTER, MD | CESSNA 150 N7930U DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 49, 320 TOTAL HOURS, 82 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - CLEARVIEW AIRPARK | | | | |
| | | DEPARTURE POINT | | | | |
| | | HAGERSTOWN, MD | | | | |
| | | TYPE OF ACCIDENT | | | | |
| | | STALL | | | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | |
| | | PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND | | | | |
| | | PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS | | | | |
| | | PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - UNFAVORABLE WIND CONDITIONS | | | | |
| | | SKY CONDITION | | | | |
| | | CLEAR | | | | |
| | | VISIBILITY AT ACCIDENT SITE | | | | |
| | | 5 OR OVER (UNLIMITED) | | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | |
| | | NONE | | | | |
| | | WIND DIRECTION-DEGREES | | | | |
| | | 320 | | | | |
| | | TYPE OF WEATHER CONDITIONS | | | | |
| | | VFR | | | | |
| | | REMARKS- PILOT ATTEMPTD FULL FLAP LNDG IN WND GUSTNG TO 22KNTS.ON GO ARND,PIC FAILED TO CLOSE CARB HT FULLY. | | | | |
| | | CEILING AT ACCIDENT SITE | | | | |
| | | UNLIMITED | | | | |
| | | PRECIPITATION AT ACCIDENT SITE | | | | |
| | | NONE | | | | |
| | | RELATIVE BEARING OF WIND | | | | |
| | | HEAD WIND 338-022 DEGREES | | | | |
| | | WIND VELOCITY-KNOTS | | | | |
| | | 20 | | | | |
| | | TYPE OF FLIGHT PLAN | | | | |
| | | NONE | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|----------|----------------------|---|------------------------|---|---|
| 3-3407 | 10/21/79 | NR. STEVENSVILLE, MD | BUSHBY MINI MUSTNG N3794 DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 40, 1060 TOTAL HOURS, 1 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - KENTMORR AIRPARK DEPARTURE POINT INTENDED DESTINATION STEVENSVILLE, MD LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE STALL SPIN IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PLT STATED HE MAY HAVE INADVERTENTLY PULLED MIXTURE TO LEAN WHILE RETARDING THROTTLE. | | | | | | |
| 3-3406 | 12/12/79 | EDGEWATER, MD | PIPER PA-28 N8132R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 56, 412 TOTAL HOURS, 315 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LEE DEPARTURE POINT INTENDED DESTINATION REHOBOTH, DE EDGEWATER, MD TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH FENCE, FENCEPOSTS LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- ACFT CAME TO REST IN WATER OFF END OF RWNY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|------------------|---|------------------------|---|--|
| 3-3408 | 12/28/79 TIME - 1400 | LAVALLE, MD | SCHLEICHER KA-7 N10477 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 57, 1512 TOTAL HOURS, 800 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CUMBERLAND MUNI DEPARTURE POINT INTENDED DESTINATION CUMBERLAND, MD LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH FENCE, FENCEPOSTS LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS WEATHER - UNFAVORABLE WIND CONDITIONS TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - PARTIAL BRIEFING BY FLIGHT SERVICE PERSONNEL, BY PHONE/RADIO, LIMITED BY PILOT ACTION EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST/LOWER SCATTERED 4800 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F HAZE 38 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 330 20 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- WINDS GUSTING 20 TO 28 KNOTS. CAUGHT IN DOWNDRAFT. LNDD IN BASEBALL FIELD. | | | | | | |
| 3-3558 | 10/11/79 TIME - 1637 | SO. WEYMOUTH, MA | CESSNA 172E N15138 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 34, 120 TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NAVY SO. WEYMOUTH DEPARTURE POINT INTENDED DESTINATION SO. WEYMOUTH, MA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - PREMATURE LIFT-OFF REMARKS- ATTEMPTING MAX PERFORMANCE TKOF. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F. S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|------------------|--|------------------------|---|--|
| 3-3551 | 10/19/79 TIME - 2315 | NORTON,MA | CESSNA 150H N7001S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 40, 1041 TOTAL HOURS, 530 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MANSFIELD DEPARTURE POINT INTENDED DESTINATION MANSFIELD,MA NORWOOD,MA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES IN FLIGHT OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - LOW CEILING TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST/LOWER SCATTERED 800 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F HAZE 50 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- PLT DTR ACFT RPTD PASSING THRU CLDS AT 200 FT. | | | | | | |
| 3-3553 | 10/20/79 TIME - 1340 | W.SPRINGFIELD,MA | PIPER PA-32S N5223S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 45, 575 TOTAL HOURS, 270 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION WESTFIELD,MA HARTFORD,CT TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - WATER IN FUEL FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- 3/4 CUP OF WATER DRAINED FM FUEL SYS DRAIN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------|--|----------------------|---------------------|--------------------------|---------------------------|
| 3-3410 | 10/31/79 | NR.NEW BEDFORD,MA | CESSNA 152 | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 52, 231 |
| | TIME - 1225 | | N757ZW | PX- 0 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 123 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | NEW BEDFORD,MA | INTENDED DESTINATION | | | |
| | TYPE OF ACCIDENT | ENGINE FAILURE OR MALFUNCTION | LOCAL | | PHASE OF OPERATION | |
| | | STALL | | | IN FLIGHT NORMAL CRUISE | |
| | | | | | IN FLIGHT OTHER | |
| | PROBABLE CAUSE(S) | POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | |
| | | PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | |
| | FACTOR(S) | MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | |
| | | PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE | | | | |
| | REMARKS- | BEFORE ACDNT,PLT RPRTD LOSS OF ENG PWR,SLOW CIRCLING CLIMB THRU 1850FT BFR CROSSING CITY TO ARPT. | | | | |
| 3-3556 | 11/4/79 | MARLBORO,MA | CESSNA 182P | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 36, 256 |
| | TIME - 1100 | | N5639J | PX- 0 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 195 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | INSTRUMENT RATED. |
| | NAME OF AIRPORT - | MARLBORO | INTENDED DESTINATION | | | |
| | DEPARTURE POINT | MARLBORO,MA | BEDFORD,MA | | PHASE OF OPERATION | |
| | TYPE OF ACCIDENT | ENGINE FAILURE OR MALFUNCTION | | | TAKEOFF INITIAL CLIMB | |
| | | COLLIDED WITH DIRT BANK | | | LANDING ROLL | |
| | PROBABLE CAUSE(S) | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - WATER IN FUEL | | | | |
| | | TERRAIN - OTHER | | | | |
| | | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | |
| | REMARKS- | ACFT NOT FLOWN SINCE 7/13/79.PARKED WITH FUEL TANKS APRX 1/2 FULL.STRUCK DIRT BANK IN PARKING LOT. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|--------------|---|-------------------------------------|---|--|
| 3-3554 | 12/8/79 TIME - 1552 | BEDFORD,MA | CESSNA 172K N79883 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 53, 169 TOTAL HOURS, 45 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HANSCOM DEPARTURE POINT INTENDED DESTINATION NORFOLK,MA BEDFORD,MA TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN TAXI FROM LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - TAXIED/PARKED WITHOUT PROPER ASSISTANCE FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED 4000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES NONE 270 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 18 VFR TYPE OF FLIGHT PLAN NONE REMARKS- TOWER REPORTED WIND 18K GUSTING 38K. | | | | | | |
| 3-3552 | 12/15/79 TIME - 1100 | WESTFIELD,MA | PIPER PA-28 N4525F DAMAGE-NONE | CR- 0 0 1 PX- 0 0 0 QT- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 49, 160 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BARNES-NORLE DEPARTURE POINT INTENDED DESTINATION WESTFIELD,MA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR ACCIDENT TO PERSON STATIC STARTING ENGINE(S) PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. REMARKS- LINEMAN INJURED ATTEMPTING HAND PROP ACFT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-------------------|--|------------------------|---|---|
| 3-3550 | 12/18/79 TIME - 1600 | MASHPEE, MA | CESSNA 177RG N35106 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 254 TOTAL HOURS, 85 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FALMOUTH DEPARTURE POINT INTENDED DESTINATION BRIDGEPORT, CT FALMOUTH, MA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM PUMPS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES FACTOR(S) TERRAIN - SANDY TERRAIN - HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ENG FUEL PUMP 139P-40296 ACTUATOR ARM FAILED. PLT DID NOT USE ELECT PUMP. SAND DUNE AREA. | | | | | | |
| 3-3545 | 6/4/79 TIME - 0947 | TRAVERSE CITY, MI | BEECH 24R N6561R DAMAGE-DESTROYED | CR- 1 1 0 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 23, 537 TOTAL HOURS, 53 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CHERRY CAPITAL DEPARTURE POINT INTENDED DESTINATION TRAVERSE CITY, MI TRAVERSE CITY, MI TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. REMARKS- WITNESS HEARD ENG RESTART JUST BFR ACFT HIT GROUND. ADEQUATE FUEL FOUND IN ALL TANKS & LINES. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|---|-------------------------------------|---|---|
| 3-3322 | 9/1/79 TIME - 0945 | MARINE CITY,MI | PIPER PA-28 N5944V DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 23, 183 TOTAL HOURS, 56 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - MARINE CITY | | | | |
| | | DEPARTURE POINT FRASER,MI | INTENDED DESTINATION MARINE CITY,MI | | | |
| | | TYPE OF ACCIDENT UNDERSHOOT | PHASE OF OPERATION LANDING FINAL APPROACH | | | |
| | | COLLIDED WITH OBJECT | LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | | |
| FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER | | | | | | |
| REMARKS- HWY 30FT FM END OF RWY,NO WARNING FOR LOW FLYING ACFT,HIT TOP OF TNKR TRUCK,DSPLCD THR. | | | | | | |
| 3-3323 | 9/15/79 TIME - 1055 | PONTIAC,MI | CESSNA 172 N9843T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 OT- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 49, 122 TOTAL HOURS, 79 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - OAKLAND-PONTIAC | | | | |
| | | DEPARTURE POINT PONTIAC,MI | INTENDED DESTINATION BOSWORTH,OH | | | |
| | | TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH ON GROUND | PHASE OF OPERATION TAXI TO TAKEOFF | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| REMARKS- LEFT WING TIP STRUCK TAIL OF OTHER ACFT,VEERED LEFT,PROP HIT WING.BOTH ACFT SUBSTANTIALLY DMGD. | | | | | | |
| 3-3323 | 9/15/79 TIME - 1055 | PONTIAC,MI | CESSNA 182 N1930X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 OT- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 49, 634 TOTAL HOURS, 18 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - OAKLAND-PONTIAC | | | | |
| | | DEPARTURE POINT PONTIAC,MI | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH ON GROUND | PHASE OF OPERATION STATIC IDLING ENGINE(S) | | | |
| PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT | | | | | | |
| REMARKS- STRUCK BY OTHER ACFT WHILE WAITING FOR TKOF CLNC.BOTH ACFT SUBSTANTIALLY DMGD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|----------------|----------------------|--------------------------------|--------------------------|--|
| 3-3302 | 9/28/79 | NR.SANDUSKY,MI | CESSNA 182K | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 45, 1400 |
| | TIME - 0810 | | N2615R | PX- 0 0 2 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | DAMAGE-SUBSTANTIAL | | | |
| | MCKINLEY,MI | | INTENDED DESTINATION | | | |
| | TYPE OF ACCIDENT | | SANDUSKY,MI | | | |
| | ENGINE FAILURE OR MALFUNCTION | | | PHASE OF OPERATION | | |
| | COLLIDED WITH DITCHES | | | IN FLIGHT DESCENDING | | |
| | | | | 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 CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING | | | | | |
| | TERRAIN - ROUGH/UNEVEN | | | | | |
| | PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE | | | | | |
| | WEATHER BRIEFING - UNKNOWN/NOT REPORTED | | | | | |
| | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | |
| | SKY CONDITION | | | CEILING AT ACCIDENT SITE | | |
| | SCATTERED | | | UNLIMITED | | |
| | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | |
| | 5 OR OVER(UNLIMITED) | | | NONE | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | |
| | FOG | | | 58 | | |
| | WIND VELOCITY-KNOTS | | | TYPE OF WEATHER CONDITIONS | | |
| | CALM | | | VFR | | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | NONE | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------------------------------------|--|--|------------------------|--|---|
| 3-3538 | 10/10/79 NR.GANGES.MI TIME - 0720 | PIPER PA-24 N8437P DAMAGE-DESTROYED DEPARTURE POINT PALMYRA,WI TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | INTENDED DESTINATION DETROIT,MI UNCONTROLLED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | PRIVATE, AGE 39, 267 TOTAL HOURS, 15 IN TYPE, INSTRUMENT RATED. |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE FACTOR(S) WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. 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 UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF FLIGHT PLAN IFR REMARKS- RADAR CONTACT LOST OVER LAKE MICHIGAN.ACFT NOT RECOVERED,INJURY INDEX PRESUMED. | | | | | | |
| 3-3520 | 11/30/79 NR.LANSING.MI TIME - 1400 | CESSNA 182J N3059F DAMAGE-SUBSTANTIAL DEPARTURE POINT LANSING,MI TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DITCHES | INTENDED DESTINATION WHEELING,IL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING ROLL | COMMERCIAL, FL.INSTR., AGE 57, 22503 TOTAL HOURS, 251 IN TYPE, INSTRUMENT RATED. |
| PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-------------------|---|------------------------|---|--|
| 3-3321 | 12/21/79 TIME - 2005 | OWOSSO, MI | PIPER PA-28 N36700 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 45, 2824 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - OWOSSO DEPARTURE POINT CLARKE, MI INTENDED DESTINATION HOWELL, MI TYPE OF ACCIDENT UNDERSHOOT PHASE OF OPERATION COLLIDED WITH TREES LANDING FINAL APPROACH LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- DIVERTED TO OWOSSO TO AVOID ADVERSE WX. | | | | | | |
| 3-3308 | 11/21/79 TIME - 1630 | MOUNTAIN VIEW, MO | CESSNA 210 N732EH DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL. INSTR., AGE 54, 6734 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MILLS MEMORIAL DEPARTURE POINT QUINCY, ILL INTENDED DESTINATION WILLOW SPRING, MO TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 700 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 64 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN BELOW MINIMUMS IFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--------------------------------------|---|--|---------------------------|--|
| 3-3343 | 12/11/79 TIME - 2045 | WOMACK, MO | CESSNA 182S N3594U DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 38, 794 TOTAL HOURS, 654 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT CAHOKIA, IL | INTENDED DESTINATION PIEDMONT, MO | | | | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | PHASE OF OPERATION IN FLIGHT | NORMAL CRUISE | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | | | | | |
| | FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | |
| | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | PRECIPITATION AT ACCIDENT SITE RAIN | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TYPE OF WEATHER CONDITIONS IFR | | |
| | TYPE OF FLIGHT PLAN NONE | | | | | |
| | FIRE AFTER IMPACT | | | | | |
| | REMARKS- BLOOD ALCOHOL LVL-152MG%. | | | | | |
| 3-3504 | 7/14/79 TIME - 1500 | NR. MONTELLO, NV | BELL 47G3B1 N1335X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS OTHER | COMMERCIAL, AGE 41, 9300 TOTAL HOURS, 6000 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT MONTELLO, NV | INTENDED DESTINATION LOCAL | | | | |
| | TYPE OF ACCIDENT COLLIDED WITH OBJECT | | | PHASE OF OPERATION IN FLIGHT | HOVERING | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | |
| | FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | |
| | REMARKS- T/R BLADE STRUCK UNK OBJECT. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------|--|-------------------------------------|---|---|
| 3-3566 | 1/24/79 TIME - 1715 | NEWARK,NJ | CESSNA 414 N414TA DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 OT- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL.INSTR., AGE 25, 1220 TOTAL HOURS, 12 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - NEWARK INTL DEPARTURE POINT ROCHESTER, MN TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH OBJECT NAME OF AIRPORT - NEWARK INTL DEPARTURE POINT ROCHESTER, MN TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH OBJECT PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND PILOT IN COMMAND - IMPROPER IFR OPERATION PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TEMPERATURE-F 45 WIND VELOCITY-KNOTS 19 TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- MULTIPLE APPROACHES AT TWO ARPTS NEVER BREAKING OUT.HIT BUS ON HIGHWAY. | | | | | | |
| 3-3570 | 5/17/79 TIME - 1851 | MATAWAN,NJ | CESSNA 172 N10622 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 38, 84 TOTAL HOURS, 47 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MARLBORO DEPARTURE POINT MATAWAN,NJ TYPE OF ACCIDENT NOSE OVER/DOWN NAME OF AIRPORT - MARLBORO DEPARTURE POINT MATAWAN,NJ TYPE OF ACCIDENT NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. TERRAIN - WET,SOFT GROUND EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- MAX GROSS WT EXCEEDED BY MINIMUM OF 5LBS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|---|-------------------------------------|---|--|
| 3-3517 | 8/7/79 TIME - 1105 | BRIDGEPORT,NJ | TEAL TSC1A2 N1342W DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 DT- 0 0 1 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 58, 14775 TOTAL HOURS, 4 IN TYPE, INSTRU- MENT RATED. |
| NAME OF AIRPORT - BRIDGEPORT DEPARTURE POINT INTENDED DESTINATION PHILADELPHIA,PA RETURN TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT ONE AIRBORNE TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER REMARKS- TAKEOFF RWY 16, COLLIDED WITH LANDING ACFT ON RWY 22. TREES BETWEEN RWYS OBSTRUCT VISION. | | | | | | |
| 3-3517 | 8/7/79 TIME - 1105 | BNRIDGEPORT,NJ | PIPER PA-25 N9783P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 DT- 0 0 2 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 49, 15300 TOTAL HOURS, 3000 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BRIDGEPORT DEPARTURE POINT INTENDED DESTINATION BNRIDGEPORT,NJ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT ONE AIRBORNE LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER REMARKS- LANDING RWY 22, COLLIDED WITH ACFT ON TAKE-OFF ROLL ON RWY 16. TREES BETWEEN RWYS OBSTRUCT VISION. | | | | | | |
| 3-3564 | 8/20/79 TIME - 1050 | ATLANTIC,NJ | PIPER PA-23 N6968Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 33, 215 TOTAL HOURS, 70 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BADER FIELD DEPARTURE POINT INTENDED DESTINATION ATLANTIC,NJ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH DIRT BANK TAKEOFF ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY REMARKS- PIC ABORTED TAKEOFF WHEN CABIN DOOR POPPED OPEN. AIRCRAFT RAN OFF RUNWAY INTO ROCK PILE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|----------------|---|------------------------|---|--|
| 3-3563 | 9/19/79 TIME - 1025 | FAIRFIELD,NJ | CESSNA 150 N45381 DAMAGE-SURSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | ATP, FLIGHT INSTR., AGE 35, 5089 TOTAL HOURS, 3030 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ESSEX COUNTY DEPARTURE POINT INTENDED DESTINATION FAIRFIELD,NJ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) DUAL STUDENT - IMPROPER LEVEL OFF PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-3568 | 10/13/79 TIME - 1040 | MORGANVILLE,NJ | PIPER PA-28 N6692J DAMAGE-SURSTANTIAL | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 57, 195 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MARLBORO DEPARTURE POINT INTENDED DESTINATION MORGANVILLE,NJ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT DESCENDING COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR TERRAIN - HIGH OBSTRUCTIONS FACTOR(S) WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED 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 53 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-----------------|---|------------------------|---|--|
| 3-3567 | 10/23/79 TIME - 1115 | EAST HANOVER,NJ | CESSNA 152 N65601 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 35, 45 TOTAL HOURS, 44 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HANOVER DEPARTURE POINT INTENDED DESTINATION EAST HANOVER,NJ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT OTHER COLLIDED WITH TREES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPERLY SERVICED AIRCRAFT (GROUND CREW) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION OTHER MISCELLANEOUS ACTS,CONDITIONS - WATER IN FUEL COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- WATER FOUND IN FBO TANK, ACFT WINGS AND GASCOLATOR. | | | | | | |
| 3-3562 | 11/4/79 TIME - 1305 | HACKETTSTOWN,NJ | CESSNA 172H N1717F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 38, 237 TOTAL HOURS, 116 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION HACKETTSTOWN,NJ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH TREES LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM CARBURETOR MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES OTHER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FIBERGLASS INSULATION BLOCKING CARR THROAT & VENTURI,ARPT OPRTR STATED RODENT PROBLEM ON ARPT. | | | | | | |
| 3-3535 | 11/6/79 TIME - 1230 | TOMS RIVER,NJ | STINSON 108-2 N97247 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | NO CERTIFICATE, AGE 44, 180 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MILLER AIRPARK DEPARTURE POINT INTENDED DESTINATION TOMS RIVER,NJ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|---------------------|--|------------------------|--|--|
| 3-3561 | 11/6/79 TIME - 1600 | NR. MOUNT HOLLY, NJ | HILLER UH12B N10195 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 28, 2300 TOTAL HOURS, 21 IN TYPE, NOT INSTRU- MENT RATED. |
| NAME OF AIRPORT - BURLINGTON COUNTY DEPARTURE POINT INTENDED DESTINATION MOUNT HOLLY, NJ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE TAIL ROTOR IN FLIGHT NORMAL CRUISE HARD LANDING LANDING POWER-ON LANDING PROBABLE CAUSE(S) ROTORCRAFT - FLIGHT CONTROL SYSTEMS TAIL ROTOR PITCH CONTROL SYSTEM MISCELLANEOUS ACTS, CONDITIONS - EXCESSIVE-WEAR/PLAY DUAL STUDENT - SPONTANEOUS-IMPROPER ACTION PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND DIRECTIONAL CONTROL PROBLEM REMARKS- T/R CARLE PIN32136-1 BROKEN. FOUND TO HAVE EXCESSIVE WEAR. | | | | | | |
| 3-3565 | 11/21/79 TIME - 0107 | TETERBORO, NJ | PIPER PA-31 N6569L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | ATP, FLIGHT INSTR., AGE 32, 4955 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - TETERBORO DEPARTURE POINT INTENDED DESTINATION HARTFORD, CT TETERBORO, NJ TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| 3-3534 | 12/11/79 TIME - 1625 | TOMS RIVER, NJ | CESSNA 152 N48470 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 30, 22 TOTAL HOURS, 19 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MILLER AIRPARK DEPARTURE POINT INTENDED DESTINATION TOMS RIVER, NJ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|----------|---|---|--|---|--|
| 3-3569 | 12/29/79 | TEANECK,NJ | CESSNA 150 N50741 | CR- 0 1 0 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 21, 52 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT GROTON CT | DAMAGE-SUBSTANTIAL INTENDED DESTINATION CALDWELL,NJ | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH AUTOMOBILE | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT | | | | |
| 3-3345 | 3/13/79 | ANGEL FIRE,NM | CESSNA 340 N5163J | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 38, 600 TOTAL HOURS, 130 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - ANGEL FIRE DEPARTURE POINT ANGEL FIRE,NM | DAMAGE-SUBSTANTIAL INTENDED DESTINATION ANGEL FIRE,NM | | LAST ENROUTE STOP TAOS,NM | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|---|---|---|--|
| 3-3540 | 5/13/79 TIME - 1635 | NR. ALBUQUERQUE, NM | PIPER PA-31 N54286 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 1 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 39, 6000 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| | | DEPARTURE POINT ALBUQUERQUE, NM | INTENDED DESTINATION MIDLAND, TX | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | | PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - ENGINE STRUCTURE PISTON, PISTON RINGS MISCELLANEOUS ACTS, CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM MISCELLANEOUS ACTS, CONDITIONS - OVERHEATED SYSTEMS - HYDRAULIC SYSTEM HYDRAULIC PUMPS MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. | | | | | | |
| FACTOR(S) WEATHER - HIGH TEMPERATURE WEATHER - HIGH DENSITY ALTITUDE TERRAIN - ROUGH/UNEVEN PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| | | SKY CONDITION CLEAR | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TEMPERATURE-F 79 | | | |
| | | WIND DIRECTION-DEGREES 200 | WIND VELOCITY-KNOTS 10 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN NONE | | | |
| FIRE AFTER IMPACT REMARKS- PLT FEATHERED R ENG. L HYDR PUMP INOP. LNDG GEAR EXT D RG GO-ARND FM GEAR-UP APCH. D/A 7750FT. | | | | | | |
| 3-3524 | 5/16/79 TIME - 0945 | GOBERADOR, NM | BELL 206B N16859 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 35, 7997 TOTAL HOURS, 4835 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT GOBERADOR, NM | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING POWER-OFF AUTOROTATIVE LANDING | | |
| PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM LINES AND FITTINGS MISCELLANEOUS ACTS, CONDITIONS - LOOSE, PART/FITTING | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE REMARKS- B-NUT ON HOSE ASSY, PN 70-010V000V142 LOOSE. MAIN ROTOR RPM DROPPED WHILE CLRG OBSTN. CO FLT PLN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|---|------------------------|---|--|
| 3-3518 | 5/29/79 TIME - 1043 | RUIDOSO,NM | BELLANCA 17-30A N39877 DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 2 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, 5500 TOTAL HOURS, 280 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - RUIDOSO MUNI DEPARTURE POINT INTENDED DESTINATION RUIDOSO,NM HILL CITY,KS TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLIDED WITH TREES TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS POWERPLANT - FUEL SYSTEM RAM AIR ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - OBSTRUCTED PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - FUEL SYSTEM OTHER MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY INSTALLED FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 71 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 230 15 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- OIL CAP MISSING.AIR FILTER ORSTD BY OIL.ALTN AIR DOOR BLKD BY IMPROPERLY SEATED FILTER.D/A 9500FT. | | | | | | |
| 3-3346 | 7/31/79 TIME - 1820 | NR.PREWITT,NM | CESSNA 337 N5322S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS OTHER | COMMERCIAL, AGE 40, 600 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION ALBUQUERQUE,NM ALBUQUERQUE,NM 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 IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - INATTENTIVE TO FUEL SUPPLY PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- 50 TO 75LBS MARIJUANA FOUND ABOARD A/C. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|----------------------|--------------------|---------------------|--|-------------------------|
| 3-3420 | 8/13/79 | CLOUDCROFT,NM | CESSNA 172 | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 28, 240 |
| | TIME - 1220 | | N739WT | PX- 0 0 2 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 7 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | SAN ANGELO,TX | BOMARK,NM | | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | COLLIDED WITH TREES | | | | IN FLIGHT NORMAL CRUISE | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - BECAME LOST/DISORIENTED | | | | | |
| | PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - FLEW INTO BLIND CANYON | | | | | |
| 3-3351 | 8/27/79 | CARSBAD,NM | HELICOM COMM11 | CR- 0 0 1 | MISCELLANEOUS | PRIVATE, AGE 29, 132 |
| | TIME - 1910 | | N44JA | PX- 0 0 0 | TEST | TOTAL HOURS, 8 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - CAVERN CITY | | | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | CARSBAD,NM | LOCAL | | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | ENGINE FAILURE OR MALFUNCTION | | | | LANDING POWER-ON LANDING | |
| | HARD LANDING | | | | LANDING POWER-OFF AUTOROTATIVE 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 ON AIRPORT/SEAPLANE BASE/HELIP. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|--------------|---|------------------------|---------------------------------------|--|
| 3-3419 | 9/1/79 TIME - 1130 | LOVINGTON,NM | CESSNA 310G N8906Z DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 32, 1530 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - LEA CO-LOVINTON DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP LOVINGTON,NM LOVINGTON,NM LEA COUNTY-HOBBS,NM TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 97 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- D/A APPROX 7200FT. | | | | | | |
| 3-3348 | 9/7/79 TIME - 1745 | PORTALES,NM | PIPER PA-25 N4605Y DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 35, 1084 TOTAL HOURS, 56 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION PORTALES,NM PORTALES,NM TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT EN ROUTE TO RELOADING AREA COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - MISCALCULATED FUEL CONSUMPTION MISCELLANEOUS ACTS,CONDITIONS - JETTISONED LOAD COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1075 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-NOT USED TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|--|---|---|---|
| 3-3421 | 9/19/79 TIME - 1910 | GALLOP,NM | BEECH 35-33 N9046S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 39, 3221 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - GALLOP DEPARTURE POINT GALLOP,NM TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING ROLL | | |
| PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS,CONDITIONS - CORRODED/CORROSION | | | | | | |
| 3-3350 | 10/9/79 TIME - 1910 | NR.TORREON,NM | PIPER PA-28R N56175 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 32, 320 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT OKLAHOMA CITY,OK TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER CONTROLLED | INTENDED DESTINATION FARMINGTON,NM | PHASE OF OPERATION: IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION. | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - MISCALCULATED FUEL CONSUMPTION WEATHER - ADVERSE WINDS ALOFT COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| | | SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF FLIGHT PLAN VFR | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TYPE OF WEATHER CONDITIONS VFR | | | |
| REMARKS- BOTH OCCUPANTS RESTRAINED BY SHOULDER HARNESSSES. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|----------|--|---|------------------------|---|--|
| 3-3418 | 10/10/79 | NR. ALBUQUERQUE, NM | HUGHES 500C N9186F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 33, 10500 TOTAL HOURS, 3500 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT ALBUQUERQUE, NM | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING | | | |
| PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM FILTERS, STRAINERS, SCREENS MISCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED POWERPLANT - FUEL SYSTEM OTHER POWERPLANT - ENGINE STRUCTURE *ERROR-INVALID CODE# MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- HI-PRESS FILTER HVLY CONTAMINATED. FILTER BY-PASS VALVE SWITCH FAILED. | | | | | | |
| 3-3349 | 11/4/79 | DEXTER, NM | CESSNA 182 N2462X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 42, 106 TOTAL HOURS, 83 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - DEXTER DEPARTURE POINT DEXTER, NM | INTENDED DESTINATION ROSWELL, NM | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DITCHES | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM CARBURETOR MISCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PIECE OF CLOTH FOUND IN CARBURETOR. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|--------------------------------------|---|---|---|---|---|
| 3-3422 | 11/9/79 TIME - 0815 | HACIENDA SR LN,NM | CESSNA 182N N9128G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 31, 308 TOTAL HOURS, 91 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - HACIENDA SUR LUNA | | | | |
| | | DEPARTURE POINT INTENDED DESTINATION | | | | |
| | | EL PASO,TX PHOENIX,AZ | | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | ENGINE FAILURE OR MALFUNCTION | | IN FLIGHT NORMAL CRUISE | | |
| | | COLLIDED WITH OBJECT | | LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) | | | | | | |
| POWERPLANT - ENGINE STRUCTURE PISTON,PISTON RINGS | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE | | | | | | |
| FACTOR(S) | | | | | | |
| TERRAIN - SANDY | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. | | | | | | |
| REMARKS- COLLIDED W SAND DUNE. | | | | | | |
| 3-3347 | 11/18/79 NR.DEMING,NM TIME - 1045 | BEECH A36 N130T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 56, 1890 TOTAL HOURS, 67 IN TYPE, NOT INSTRUMENT RATED. | |
| | | NAME OF AIRPORT - PRIVATE RANCH | | | | |
| | | DEPARTURE POINT INTENDED DESTINATION | | | | |
| | | EL PASO,TX DEMING,NM | | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | HARD LANDING | | LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-3573 | 5/18/79 ROME,NY TIME - 1515 | HAWKER DH-125 N55G DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 5 | NONCOMMERCIAL CORP/EXEC | AIRLINE TRANSPORT, AGE 45, 9236 TOTAL HOURS, 3000 IN TYPE, INSTRUMENT RATED. | |
| | | NAME OF AIRPORT - GRIFFISS AFB | | | | |
| | | DEPARTURE POINT INTENDED DESTINATION | | | | |
| | | AKRON,OH BEDFORD,MA | | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | WHEELS-UP | | LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) | | | | | | |
| AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART,NOT SYSTEM | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - LANDED ON FOAMED RUNWAY | | | | | | |
| REMARKS- RWY FOAMED.UPLOCK SPRING STRUT,P/N 25UM821A,SEIZED DUE LACK OF LUBRICATION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------------|---|------------------------|---|--|
| 3-3590 | 6/7/79 TIME - 1530 | STORMVILLE,NY | AERONCA 7AC N3281E DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL.INSTR., AGE 23, 294 TOTAL HOURS, 5 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - STORMVILLE DEPARTURE POINT INTENDED DESTINATION STORMVILLE,NY 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 EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT | | | | | | |
| 3-3581 | 6/25/79 TIME - 2030 | MECHANICVILLE,NY | GRUM AMER AA5 N7191L DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 3 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 18, 48 TOTAL HOURS, 37 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MECHANICVILLE DEPARTURE POINT INTENDED DESTINATION MECHANICVILLE,NY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| 3-3484 | 7/6/79 TIME - 0745 | JAMESPORT,NY | BELL 47G-5 N8593F DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 25, 3158 TOTAL HOURS, ALL IN TYPE, NOT INSTRU- MENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION JAMESPORT,NY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH ELECTRONIC TOWERS IN FLIGHT STARTING SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - POTATOES PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES ELEVATION-AREA BEING TREATED-FEET - 30 REMARKS- STRUCK UPPER GUY WIRE TO AN ENVIRONMENTAL TESTING TWR,SPRAYING BRAVO,EURADANE,THIODANE. | | | | | | |
| KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - WIND CALM | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|--|------------------------|---|--|
| 3-3574 | 8/22/79 TIME - 1850 | GENESEO,NY | BUSHBY 22 N308 DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | MISCELLANEOUS EXPERIMENTATION | COMMERCIAL, AGE 56, 2800 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - GENESE DEPARTURE POINT GENESEO,NY TYPE OF ACCIDENT STALL INTENDED DESTINATION LOCAL PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - FLIGHT AND NAVIGATION INSTRUMENTS AIRSPEED MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS REMARKS- AIRSPEED INDICATOR 11MPH HIGHER THAN NORMAL.DRIED INSECT BODIES FOUND INSIDE CASE. | | | | | | |
| 3-3580 | 9/9/79 TIME - 1600 | WURTSBORO,NY | SCHLEICHER KA6 N227PN DAMAGE-MINOR | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 72, 1169 TOTAL HOURS, 274 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WURTSBORO DEPARTURE POINT WURTSBORO,NY TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE INTENDED DESTINATION LOCAL PHASE OF OPERATION LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS HIGH VEGETATION REMARKS- TALL GRASS. | | | | | | |
| 3-3588 | 9/13/79 TIME - 0800 | FARMINGDALE,NY | CESSNA 150 N8999U DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 50, 157 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - REPUBLIC DEPARTURE POINT FARMINGDALE,NY TYPE OF ACCIDENT COLLIDED WITH TREES INTENDED DESTINATION LOCAL PHASE OF OPERATION TAXI TO TAKEOFF PROBABLE CAUSE(S) MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION PERSONNEL - MISCELLANEOUS-PERSONNEL DRIVER OF VEHICLE REMARKS- TRUCK DRIVER APPROACHED ACFT FRM OPP DIRECTION ON TWY,DID NOT YIELD TO ACFT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|---|---|---|--|---|
| 3-3575 | 9/15/79 | ITHACA,NY | SCHWEIZER 2-33A N17870 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 21, 134 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ITHACA,NY | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH OBJECT | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | |
| PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER MISCELLANEOUS ACTS,CONDITIONS - INTERFERENCE WITH FLIGHT CONTROLS | | | | | | |
| FACTOR(S) TERRAIN - HIGH VEGETATION | | | | | | |
| REMARKS- GLIDER SINGLE WHEEL,L WING CAUGHT HIGH WEEDS. | | | | | | |
| 3-3571 | 9/16/79 | GASPORT,NY | LUSCOMBE 8E N2642K DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE UNK/NR, 1300 TOTAL HOURS, 180 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - ROHOSY | | | PHASE OF OPERATION | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | | TAKEOFF INITIAL CLIMB 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 - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEDOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. | | | | | | |
| 3-3576 | 9/22/79 | WATERLOO,NY | CESSNA 150 N66309 DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 20, 15 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT SENECA FALLS,NY | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION LANDING GO-AROUND | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| REMARKS- EVASIVE MANEUVER TO AVOID PWR LINES. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-------------------|---|------------------------|---|--|
| 3-3572 | 10/7/79 TIME - 1105 | MONTOUR FALLS, NY | PIPER PA-28 N2302T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 27, 65 TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PILOTS HARBOR DEPARTURE POINT INTENDED DESTINATION ELMIRA, NY MONTOUR FALLS, NY TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED FACTOR(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY REMARKS- NOSE GR COLLAPSED IN OVERRUN AREA-WIND GUSTING 15KTS. | | | | | | |
| 3-3584 | 10/10/79 TIME - 0830 | BALLSTON, NY | RAND KR-2 N118MM DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | MISCELLANEOUS EXPERIMENTATION | PRIVATE, AGE 53, 80 TOTAL HOURS, 11 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SARATOGA DEPARTURE POINT INTENDED DESTINATION BALLSTON, NY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO ABORT TAKEOFF REMARKS- PIC HAD .3 ACTUAL FLT TIME IN AIRCRAFT. THE REMAINING 10.7 HOURS WERE TAXI TIME. | | | | | | |
| 3-3579 | 10/14/79 TIME - 1711 | ALBANY, NY | CESSNA 150M N9390U DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 35, 66 TOTAL HOURS, 54 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ALBANY COUNTY DEPARTURE POINT INTENDED DESTINATION GROTON, CT GROTON, CT TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LAST ENROUTE STOP COLLIDED WITH TREES ALBANY, NY LANDING FINAL APPROACH LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|---------------|---|------------------------|---|--|
| 3-3589 | 10/19/79 TIME - 1837 | E.FISHKILL,NY | CESSNA 172 N7WP DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 2 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, 156 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT NEWBURG,NY INTENDED DESTINATION WHITE PLAINS,NY TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES LAST ENROUTE STOP PROVIDENCE,RI PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NO FUEL R TANK,L TANK 1-6 GALS.FUEL SELECT R TANK. HOBBS METER 5.1 HR THIS FLT. | | | | | | |
| 3-3577 | 11/21/79 TIME - 1205 | UTICA,NY | CESSNA 180K N2597K DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 45, 2638 TOTAL HOURS, 47 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ONEIDA CO DEPARTURE POINT CUMBERLAND,MD INTENDED DESTINATION UTICA,NY TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED PHASE OF OPERATION LANDING ROLL LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- GROUND LOOP TO RIGHT.THE LEFT GEAR WAS TORN OFF. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|---|---|------------------------|---|---|
| 3-3587 | 11/24/79 TIME - 1003 | OAKDALE,NY | ENSTRON F28C N642H DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 2 | COMMERCIAL AERIAL ADVERTISING | COMMERCIAL, FL.INSTR., AGE UNK/NR, 1100 TOTAL HOURS, 39 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT ISLIP,NY | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | | PHASE OF OPERATION TAKEDOFF VERTICAL | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| WEATHER BRIEFING - UNKNOWN/NOT REPORTED | | | | | | |
| WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION SCATTERED | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | WIND DIRECTION-DEGREES 210 | | | |
| | | WIND VELOCITY-KNOTS 16 | TYPE OF WEATHER CONDITIONS VFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- TKOF WITH ALL SEATS OCCUPIED OVER PEOPLE/BLDGS.WIND GUSTING TO 20KTS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|---|---|---|---|---|
| 3-3578 | 11/28/79 TIME - 1530 | FLUSHING, NY | PIPER PA-28R N4668J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 45, 224 TOTAL HOURS, 146 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - FLUSHING DEPARTURE POINT FLUSHING, NY TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH: DITCHES | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | |
| FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN NONE | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 270 TYPE OF WEATHER CONDITIONS VFR | | | |
| REMARKS- STRUCK 14 INCH WIDE TRENCH. WIND GUSTING 25KTS. | | | | | | |
| 3-3583 | 12/9/79 TIME - 1045 | SHIRLEY, NY | GRUM AMER AA1B N1360R DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 42, 1134 TOTAL HOURS, 610 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - BROOKHAVEN DEPARTURE POINT SHIRLEY, NY TYPE OF ACCIDENT DRAGGED WINGTIP, POD, OR FLOAT | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) DUAL STUDENT - MISJUDGED ALTITUDE AND CLEARANCE PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS | | | | | | |
| REMARKS- SIMULATED FORCED LNDG AFTR TKOF Rwy 33. LNDG Rwy 6. HI RATE OF DESCENT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|--|---|---|---|--|
| 3-3582 | 12/15/79 TIME - 2100 | SHARON SPRINGS,NY | CESSNA 172 N739GE DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 45, 298 TOTAL HOURS, 101 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SHARON DEPARTURE POINT SHARON SPRINGS,NY TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE | INTENDED DESTINATION ALBANY,NY | PHASE OF OPERATION TAKEOFF RUN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| REMARKS- DMGD L WG AND BENT PROP. | | | | | | |
| 3-3585 | 12/29/79 TIME - 1505 | AMITYVILLE,NY | PIPER PA-28 N4372J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 39, 260 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - ZAHNS DEPARTURE POINT AMITYVILLE,NY TYPE OF ACCIDENT HARD LANDING | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| REMARKS- LNDD NOSE WHEEL FIRST. | | | | | | |
| 3-3586 | 12/30/79 TIME - 1215 | RAYPORT,NY | COUGAR AJ1 N11112 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 60, 1006 TOTAL HOURS, 37 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - EDWARDS DEPARTURE POINT RAYPORT,NY TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES | INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT OTHER LANDING ROLL | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. | | | | | | |
| REMARKS- NO FUEL IN FUEL FEED LINE TO ENG.STRUCK TREES AT EDGE OF FIELD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|-----------------|--|-------------------------------|---|---|
| 3-3411 | 7/4/79 TIME - 1910 | MOORESVILLE, NC | STINSON 108 N474C DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | ATP, FLIGHT INSTR., AGE 30, 6000 TOTAL HOURS, 3 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - LAKE NORMAN DEPARTURE POINT INTENDED DESTINATION MOORESVILLE, NC LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH OBJECT ● PROBABLE CAUSE(S) POWERPLANT - ENGINE CONTROLS INDUCTION AIR, PREHEAT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - JAMMED MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS FACTOR(S) TERRAIN - OTHER PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- CARB BOWL CONTAINED PARTICLES LIKE RUST & BRIGHT METAL. COLLIDED WITH TREE STUMPS. | | | | | | |
| 3-3496 | 7/8/79 TIME - 1105 | HIGHLANDS, NC | CESSNA T210 N6916R DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 59, 21700 TOTAL HOURS, 1389 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION CLEARWATER, FL CULLOWHEE, NC TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF FLIGHT PLAN NONE REMARKS- ACFT COLLIDED W MTN SIDE IN LVL FLT. RECOVERY DATE 11/07/79. | | | | | | |
| | | | | CEILING AT ACCIDENT SITE 0 | PRECIPITATION AT ACCIDENT SITE RAIN | TYPE OF WEATHER CONDITIONS IFR |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------------|---|------------------------|---|---|
| 3-3498 | 7/25/79 TIME - 2155 | OCEAN ISLE, NC | PIPER PA-22 N7045D DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 23, 467 TOTAL HOURS, 12 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - OCEAN ISLE DEPARTURE POINT MYRTLE BEACH, SC TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - INTERFERENCE WITH FLIGHT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- JUICE CAN LODGED BEHIND LEFT RUDDER PEDAL DISTRACTED PIC AS HE ATTEMPTD TO ADJUST FOR LFT XWIND. | | | | | | |
| 3-3416 | 8/6/79 TIME - 1015 | ELIZABETH CITY, NC | PIPER PA-25 N8911L DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 34, 1395 TOTAL HOURS, 93 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT ELIZABETH CITY, NC TYPE OF ACCIDENT COLLIDED WITH TREES PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - UNKNOWN/NOT REPORTED PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 5 KIND OF OPERATION - PRACTICE TYPE OF CHEMICAL USED - UNKNOWN/NOT REPORTED GLOVES - NOT USED CRASH HELMET - NOT AVAILABLE CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------|---|------------------------|---|--|
| 3-3497 | 8/8/79 TIME - 1330 | BOONE, NC | PIPER PA-32 N3727W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 46, 1087 TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BOONE-BLOWING RK DEPARTURE POINT INTENDED DESTINATION ATLANTA, GA BOONE, NC TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN DRAGGED WINGTIP, POD, OR FLOAT LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY | | | | | | |
| 3-3415 | 8/19/79 TIME - 1600 | MERRITT, NC | CESSNA A188 N35320 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 37, 1100 TOTAL HOURS, 600 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION ALLIANCE, NC LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH CROP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - IGNITION SYSTEM MAGNETOS MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED FACTOR(S) TERRAIN - HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1100 KIND OF OPERATION - TEST KIND OF CROP - OTHER 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 SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED REMARKS- IDLER GEAR SUPPORT PIN SEPARATED DURING FLIGHT, THE RETAINING NUTS NOT FOUND. LOCKPLATE IMP INSTLD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--------------|------------------------|------------------------|---|--|
| 3-3499 | 8/21/79 | RALIEGH,NC | PIPER PA-28R N3080R | CR- 0 1 0 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 67, 1014 TOTAL HOURS, 163 IN TYPE, NOT INSTRUMENT RATED. |
| TIME - 1710 DAMAGE-DESTROYED NAME OF AIRPORT - RALIEGH-DURHAM DEPARTURE POINT INTENDED DESTINATION GREENSBORO,NC RALIEGH,NC TYPE OF ACCIDENT TURBULENCE COLLIDED WITH TREES PHASE OF OPERATION LANDING FINAL APPROACH LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED FLIGHT INTO KNOWN AREAS OF SEVERE TURBULENCE FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - DOWNDRAFT,UPDRAFTS WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 20 TYPE OF FLIGHT PLAN IFR CEILING AT ACCIDENT SITE 1000 PRECIPITATION AT ACCIDENT SITE RAIN SHOWERS, THUNDERSTORM WIND DIRECTION-DEGREES 300 TYPE OF WEATHER CONDITIONS IFR | | | | | | |
| 3-3412 | 8/22/79 | COVE CITY,NC | PIPER PA-25 N9633P | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 24, 1953 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED. |
| TIME - 1530 DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION MT OLIVE,NC FT BARNWELL,NC TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH CROP PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION FACTOR(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PLT COMMITTED HIMSELF TO CONGESTED ROAD UNTIL TOO LATE TO SELECT SUITABLE FIELD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|---|------------------------|---|--|
| 3-3344 | 9/29/79 TIME - 0045 | GREENSBORO, NC | PIPER PA-23 N6378Y DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, AGE 45, 892 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GREENSBORO-HIGHPT DEPARTURE POINT PHILADELPHIA, PA INTENDED DESTINATION WINSTON-SALEM, NC TYPE OF ACCIDENT COLLIDED WITH TREES LAST ENROUTE STOP RICHMOND, VA PHASE OF OPERATION LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - INCAPACITATION MISCELLANEOUS ACTS, CONDITIONS - PILOT SUFFERED HEART ATTACK FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 70 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 240 4 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR FIRE AFTER IMPACT REMARKS- CRASHED INSIDE OM DRG ILS APCH. PLT STATED HE PASSED OUT. FATAL CARDIAC ARREST 10.5HR LATER. | | | | | | |
| 3-3417 | 10/7/79 TIME - 1930 | CHARLOTTE, NC | PIPER PA-22 N5854Z DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 50, 405 TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT CHARLOTTE, NC INTENDED DESTINATION LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- TWO GALS USABLE FUEL FOUND IN R AUX TANK. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|----------|---|---|--|---|--|
| 3-3414 | 10/20/79 | NR. ROCKINGHAM, NC | PIPER PA-28 N40925 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 36, 276 TOTAL HOURS, 253 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT PORTER CO, IL | INTENDED DESTINATION ROCKINGHAM, NC | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH OBJECT | | | | |
| 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 REMARKS- COLLIDED WITH HIGHWAY SIGN. | | | | | | |
| 3-3413 | 11/16/79 | KENLY, NC | PIPER PA-28 N5565W DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 18, 50 TOTAL HOURS, 11 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - STANCIL FIELD | | PHASE OF OPERATION LANDING FINAL APPROACH LANDING FINAL APPROACH | | |
| | | TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH AUTOMOBILE | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER FIRE AFTER IMPACT REMARKS- COLLIDED WITH 2 AUTOS DURING APPROACH TO UNLIGHTED FIELD. | | | | | | |
| 3-3427 | 11/17/79 | NR. KNIGHTDALE, NC | CESSNA 150G N2268J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 33, 373 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - KNIGHTDALE | | PHASE OF OPERATION LANDING ROLL | | |
| | | DEPARTURE POINT KNIGHTDALE, NC | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH OBJECT | | | | |
| PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - LOW FLUID LEVEL FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY REMARKS- BRAKES FAILED, ACFT OVERRAN RWY, HIT TRUCK, BRAKE LININGS WORN, WHEEL CYLINDERS LEAKING. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|--|--|------------------------|---|---|
| 3-3472 | 11/30/79 TIME - 1300 | ASHEBORO, NC | PIPER PA-18 N75PC DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 39, 29 TOTAL HOURS, 21 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT COLERIDGE, NC | INTENDED DESTINATION ASHEBORO, NC | | | |
| | | TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- PLT NOTICED WET SPOT IN RNWY DURING LNDG ROLL, ADDED PWR, FLEW OVER IT. LNDG HARD. | | | | | | |
| 3-3473 | 12/7/79 TIME - 1145 | HENDERSONVILLE, NC | STINSON 108-3 N930C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 19, 36 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - WINKLER DEPARTURE POINT HENDERSONVILLE, NC | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH FENCE, FENCEPOSTS | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC. EQUIPMENT FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PRIMER NOT LOCKED. | | | | | | |
| 3-3474 | 12/29/79 TIME - 1425 | DURHAM, NC | BABY GRT LK 1 N18L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, 330 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - DURHAM SKYPARK DEPARTURE POINT LOUISBURG, NC | INTENDED DESTINATION DURHAM, NC | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- PIC'S FOOT SLIPPED OFF COCKPIT STRUCTURAL MEMBER ONTO L RUDDER PEDAL CAUSING FULL DEFLECTION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|--|--|------------------------------|---|
| 3-3525 | 8/19/79 TIME - 1310 | ST ANTHONY,ND | CESSNA 150 N714HX DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 54, 96 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ST ANTHONY,ND | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | PHASE OF OPERATION IN FLIGHT OTHER | | |
| PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | | | |
| REMARKS- MARKED ATHEROSCLEROSIS PRESENT IN ANTERIOR CORONARY DESCENDING ARTERY.FLT PHASE UNK. | | | | | | |
| 3-3529 | 8/23/79 TIME - 0038 | BLUFFTON,OH | PIPER PA-31 N27715 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | ATP, FLIGHT INSTR., AGE 36, 3555 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - BLUFFTON DEPARTURE POINT YPSILANTI,MI | INTENDED DESTINATION BLUFFTON,OH | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | PHASE OF OPERATION LANDING FINAL APPROACH | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OBSCURATION | CEILING AT ACCIDENT SITE 0 | | | |
| | | VISIBILITY AT ACCIDENT SITE ZERO | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | RELATIVE BEARING OF WIND LIGHT AND VARIABLE | | | |
| | | TEMPERATURE-F 67 | TYPE OF WEATHER CONDITIONS BELOW MINIMUMS | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| FIRE AFTER IMPACT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------|---|---|--|---|--|
| 3-3526 | 9/6/79 TIME - 1355 | NR.MEDINA,OH | OSPREY 2 N96JR DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | MISCELLANEOUS TEST | COMMERCIAL, AGE 40, 14000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - FREEDOM FIELD | | | | |
| | | DEPARTURE POINT MEDINA,OH | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING | | |
| | | PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | |
| | | FIRE AFTER IMPACT | | | | |
| | | REMARKS- CRASHED & BURNED DRG INITIAL TEST FLT. | | | | |
| 3-3340 | 9/27/79 TIME - 1835 | NR.NEW KNOXVILLE,OH | HUGHES 269B N62402 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 34, 2098 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT NEW KNOXVILLE,OH | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | PHASE OF OPERATION IN FLIGHT FLAREOUT FOR SWATH RUN | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. | | | | |
| | | SPECIAL DATA | | | | |
| | | TOTAL HOURS-IN CROP CONTROL - UNKNOWN/NOT REPORTED | | KIND OF OPERATION - DEFOLIATION (LIQUID) | | |
| | | KIND OF CROP - BEANS | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | | |
| | | PILOT'S SEAT BELT - FASTENED-PROPERLY | | GLOVES - NOT USED | | |
| | | GOGGLES - NOT USED | | CRASH HELMET - AVAILABLE-NOT USED | | |
| | | COCKPIT CRASHPAD - NOT INSTALLED | | CRASH BAR - NOT INSTALLED | | |
| | | TANK/HOPPER-LOCATION - SIDES | | TERRAIN-TYPE - LEVEL,FLAT | | |
| | | ELEVATION-AREA BEING TREATED-FEET - 900 | | SWATH RUN-HOW FLOWN - CROSSWIND | | |
| | | REMARKS- APRX 1 ACRE OF CROP IN BEAN FLD DESTROYED. | | | | |
| 3-3303 | 10/21/79 TIME - 1505 | NR.MANTUA,OH | PIPER PA-28 N5351W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 49, 280 TOTAL HOURS, 151 IN TYPE. NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT PORTAGE,OH | INTENDED DESTINATION MANTUA,OH | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH CROP | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN | | |
| | | PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | |
| | | FACTOR(S) TERRAIN - HIGH VEGETATION | | | | |
| | | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | |
| | | REMARKS- FORCED LNDG IN CORN FLD. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---|----------------------|---------------------|---------------------------------|---------------------------|
| 3-3527 | 11/18/79 | RAVENNA, OH | CESSNA 150 | CR- 0 0 1 | INSTRUCTIONAL | STUDENT, AGE 29, 18 TOTAL |
| | TIME - 1545 | | N63252 | PX- 0 0 0 | SOLO | HOURS; ALL IN TYPE, NOT |
| | | | DAMAGE-SUBSTANTIAL | OT- 0 0 1 | | INSTRUMENT RATED. |
| | | NAME OF AIRPORT - PORTAGE COUNTY | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | LAST ENROUTE STOP | |
| | | KENT, OH | RETURN | | RAVENNA, OH | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | GROUND-WATER LOOP-SWERVE | | | LANDING GO-AROUND | |
| | | COLLISION WITH AIRCRAFT BOTH ON GROUND | | | LANDING GO-AROUND | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - UNFAVORABLE WIND CONDITIONS | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING | | | | |
| | | 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 | |
| | | 195 | | | 10 | |
| | | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | |
| | | VFR | | | NONE | |
| | | REMARKS- COLLIDED W N6889G, HLDG ON TWY NR RWY MIDPOINT. PLT ON 3RD SOLO HIT L BRAKE WHILE APPLYING R RUDDER. | | | | |
| 3-3527 | 11/18/79 | RAVENNA, OH | CESSNA 150 | CR- 0 0 1 | INSTRUCTIONAL | STUDENT, AGE 25, 11 TOTAL |
| | TIME - 1545 | | N6889G | PX- 0 0 0 | SOLO | HOURS, ALL IN TYPE, NOT |
| | | | DAMAGE-SUBSTANTIAL | OT- 0 0 1 | | INSTRUMENT RATED. |
| | | NAME OF AIRPORT - PORTAGE COUNTY | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | RAVENNA, OH | LOCAL | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | COLLISION WITH AIRCRAFT BOTH ON GROUND | | | STATIC IDLING ENGINE(S) | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT | | | | |
| | | REMARKS- STRUCK BY N63252 WHILE HLDG ON TWY NR MIDPOINT OF RWY. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------------------|---|---|------------------------|---|--|
| 3-3423 | 12/15/79 TIME - 1050 | WEST MILTON,OH | HUGHES 269C N7483F DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL.INSTR., AGE 31, 3998 TOTAL HOURS, 518 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT PIQUA,OH | INTENDED DESTINATION DAHIO,OH | | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) ROTORCRAFT - MISCELLANEOUS UNITS AND ASSEMBLIES TAIL BOOMS/PYLONS/CONES MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- TAILBOOM CTR ATTACH FITTING(PN 269A2324-7)FAILED. | | | | | | |
| 3-3528 | 12/29/79 NR.LIMA,OH TIME - 1700 | | GRUMMAN AA1-B N1445R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 47, 242 TOTAL HOURS, 196 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - ALLEN CO DEPARTURE POINT SMITHVILLE,OH | INTENDED DESTINATION LIMA,OH | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG MISCELLANEOUS ACTS,CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 240 TYPE OF WEATHER CONDITIONS IFR | CEILING AT ACCIDENT SITE 200 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 28 WIND VELOCITY-KNOTS 8 TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- PLT ATTEMPTED TO ALIGN ACFT W RWY & LET DOWN.TOUCHED DOWN IN PLOWED FLD N OF RWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------------|-----------|---|------------------------|---|--|
| 3-3530 | 6/6/79 TIME - 1515 | EDMOND,OK | NAVION 8 N5391K DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL.INSTR., AGE 37, 2955 TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - EDMOND DEPARTURE POINT EDMOND,OK INTENDED DESTINATION LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL MUSH PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| 3-3352 | 11/24/79 NR. TIME - 1230 | NORMAN,OK | CESSNA 172K N84907 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 23, 76 TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT NORMAN,OK INTENDED DESTINATION LOCAL TYPE OF ACCIDENT COLLIDED WITH FENCE,FENCEPOSTS PHASE OF OPERATION TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - WET,SOFT GROUND TERRAIN - HIGH VEGETATION TERRAIN - HIGH OBSTRUCTIONS REMARKS- COLLIDED W TOP 2 WIRES OF FENCE AT DEP END OF 1300FT,SOFT GRASS FLD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|---|------------------------|---|---|
| 3-3539 | 12/5/79 TIME - 1720 | NR.HARRAH,OK | PIPER PA-32 N4097R DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 1 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR.. AGE 32, 565R TOTAL HOURS. 2000 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT OKLAHOMA CITY,OK | INTENDED DESTINATION TAHLEQUAH,OK | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES | PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION. INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - IGNITION SYSTEM MAGNETOS MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE POWERPLANT - ENGINE STRUCTURE OTHER MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- L MAG COUPLING PIN FAILED,PAWL CONTACTED MAG CASE,GEARS IN MAG DRIVE TRAIN FAILED.AD 78-09-07 NCW. | | | | | | |
| 3-3353 | 4/25/79 TIME - 1100 | NORTHEAST,PA | CESSNA 150 N6474G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE UNK/NR, 200 TOTAL HOURS, 17 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - MOOREHEAD DEPARTURE POINT NORTHEAST,PA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT STALL | PHASE OF OPERATION LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| 3-3424 | 7/14/79 TIME - 0956 | PHILADELPHIA,PA | BELL 206B N1443W DAMAGE-DESTROYED | CR- 0 1 0 PX- 2 0 0 | COMMERCIAL MAPPING/PHOTO | COMMERCIAL, AGE 35, 6967 TOTAL HOURS, 767 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT PHILADELPHIA,PA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE MAIN ROTOR COLLISION WITH GROUND/WATER CONTROLLED | PHASE OF OPERATION IN FLIGHT HOVERING LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM MAIN ROTOR DRIVE SHAFT MISCELLANEOUS ACTS,CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART,NOT SYSTEM MISCELLANEOUS ACTS,CONDITIONS - OVERHEATED | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- MAIN DRIVE SHAFT COUPLING(PN 206 040-108-005)FAILED.LUBRICANT LOST FOR UNKN RSN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|---|------------------------|---|--|
| 3-3354 | 7/28/79 TIME - 1005 | CLARION, PA | LUSCOMBE 8A N1159B DAMAGE-DESTROYED INTENDED DESTINATION WILKES BARRE, PA | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 46, 782 TOTAL HOURS, 781 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT WARREN, OH | | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG TERRAIN - ROUGH/UNEVEN | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OBSCURATION | | | CEILING AT ACCIDENT SITE 100 | | | |
| VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS | | | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | WIND VELOCITY-KNOTS CALM | | | |
| TYPE OF WEATHER CONDITIONS IFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- BASIC VFR INSTRUMENTS INSTLD. STRUCK TREES. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|-------------------|--|------------------------|---|---|
| 3-3425 | 8/18/79 | NR.MOUNT UNION,PA | CESSNA 172M N6630H DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 54, 1525 TOTAL HOURS, 1413 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ORBISONIA-BEERS DEPARTURE POINT INTENDED DESTINATION WELLSVILLE,NY ALTOONA,PA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES IN FLIGHT DESCENDING PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 63 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 210 6 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR NONE REMARKS- ARPT OWNER HEARD ACFT FLY OVER ABV OVC & CIRCLE BACK.ARPT IN VALLEY APRX 19MI FM NEAREST VOR. | | | | | | |
| 3-3598 | 9/15/79 | ATGLEN,PA | CESSNA 150 N2876V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 23, 148 TOTAL HOURS, 103 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION LANCASTER,PA LANCASTER,PA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION FACTOR(S) TERRAIN - WET,SOFT GROUND MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-----------------|---|------------------------|---|---|
| 3-3519 | 10/9/79 TIME - 1745 | NR.UNIONTOWN,PA | PIPER PA-31 N9277Y DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 58. 4338 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CONNELLSVILLE DEPARTURE POINT INTENDED DESTINATION WEST MUFFLIN,PA CONNELLSVILLE,PA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES IN FLIGHT DESCENDING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRWAYS FACILITIES H. FACILITY MISCELLANEOUS ACTS,CONDITIONS - ERRATIC WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT 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 TEMPERATURE-F FOG 48 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 320 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR FIRE AFTER IMPACT REMARKS- ADF GND LINE INTMT.VCTRD TO ADF FM N AT 5000FT,CLRD FOR APCH.MIN ALT.PROC TURN 3500FT.MTNTPS OBSCD | | | | | | |
| 3-3597 | 10/22/79 TIME - 1420 | BRADFORD,PA | BEECH A23 N8865M DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 32, 190 TOTAL HOURS, 144 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BRADFORD DEPARTURE POINT INTENDED DESTINATION CONCORD,NH BRADFORD,PA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- L FUEL TANK OVER 1/2 FULL,R TANK 1GAL FUEL.PLT STATED FUEL SEL ON R TANK WHEN ENG LOST PWR. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|------------------|---|------------------------|---|---|
| 3-3599 | 10/27/79 TIME - 1930 | READING, PA | BEECH 58 N6094S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, FL. INSTR., AGE 29, 2400 TOTAL HOURS, 777 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - READING MUNI DEPARTURE POINT INTENDED DESTINATION NEW YORK, NY READING, PA TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR | | | | | | |
| 3-3591 | 10/29/79 TIME - 1940 | WEST CHESTER, PA | PIPER PA-32 N55476 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 53, 266 TOTAL HOURS, 43 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BRANDYWINE DEPARTURE POINT INTENDED DESTINATION MARTINSBURG, WV WEST CHESTER, PA 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 REMARKS- LNDD NOSE WHEEL FIRST. | | | | | | |
| 3-3594 | 11/7/79 TIME - 1710 | BELLE VERNON, PA | CESSNA C152 N757RA DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE UNK/NR, 62 TOTAL HOURS, 57 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ROSTRAVER DEPARTURE POINT INTENDED DESTINATION BELLE VERNON, PA BELLE VERNON, PA TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--|--|------------------------|--|--|
| 3-3592 | 11/15/79 TIME - 1256 | GAINES, PA | CESSNA 172 N12912 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 29, 51 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT WILLOW GROVE, PA | INTENDED DESTINATION WELLSVILLE, NY | | | PHASE OF OPERATION LANDING GO-AROUND | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND | | | | | |
| | FACTOR(S) WEATHER - SNOW EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER | | | | | |
| | SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW WIND DIRECTION-DEGREES 220 TYPE OF WEATHER CONDITIONS VFR | | | | CEILING AT ACCIDENT SITE 1900 PRECIPITATION AT ACCIDENT SITE SNOW TEMPERATURE-F 41 WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN VFR | |
| 3-3593 | 11/17/79 TIME - 1743 | LATROBE, PA | BEECH A-23 N69190 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 56, 641 TOTAL HOURS, 8 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - LATROBE DEPARTURE POINT ALLEGHENY, PA | INTENDED DESTINATION WESTMORELAND, PA | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | |
| | TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|---|--|------------------------|---|--|
| 3-3600 | 11/24/79 TIME - 1610 | STILL CREEK, PA | PIPER PA-28R N4524T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 42, 246 TOTAL HOURS, 209 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT MANVILLE, NJ | INTENDED DESTINATION BRADINVILLE, PA | | | PHASE OF OPERATION IN FLIGHT OTHER | |
| | TYPE OF ACCIDENT COLLIDED WITH TREES | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - RAIN WEATHER - FOG | | | | | |
| | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | |
| | SKY CONDITION UNKNOWN/NOT REPORTED | | | | CEILING AT ACCIDENT SITE 5000 | |
| | VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS | | | | PRECIPITATION AT ACCIDENT SITE DRIZZLE, RAIN SHOWERS | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | | TEMPERATURE-F 68 | |
| | WIND DIRECTION-DEGREES 210 | | | | WIND VELOCITY-KNOTS 12 | |
| | TYPE OF WEATHER CONDITIONS VFR | | | | TYPE OF FLIGHT PLAN NONE | |
| 3-3596 | 12/6/79 TIME - 1017 | CAMP HILL, PA | CESSNA 172RG N6286R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | PRIVATE, AGE 32, 870 TOTAL HOURS, 78 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT CAMP HILL, PA | INTENDED DESTINATION PITTSBURGH, PA | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | |
| | TYPE OF ACCIDENT STALL | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | |
| | FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|------------------|--|------------------------|---|--|
| 3-3595 | 12/15/79 TIME - 1055 | BUTLER, PA | CESSNA 140 N90035 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 56, 671 TOTAL HOURS, 21 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BUTLER ROE DEPARTURE POINT INTENDED DESTINATION BUTLER, PA LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE REMARKS- ACFT FLIPPED OVER ON BACK 900FT FROM END OF RWY. | | | | | | |
| 3-3500 | 7/28/79 TIME - 1015 | WHITERLUFF, TN | CHAMPION 7FC N7580E DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 27, 250 TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SULLIVAN FARM DEPARTURE POINT INTENDED DESTINATION WHITERLUFF, TN LOCAL TYPE OF ACCIDENT NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF | | | | | | |
| 3-3432 | 8/4/79 TIME - 1030 | NR. MCKENZIE, TN | PIPER PA-24 N5345P DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 40, 1148 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION CAMDEN, TN DYERSBURG, TN TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DIRT BANK 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 PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|--|----------------------|---------------------|----------------------------------|--------------------------|
| 3-3429 | 8/30/79 | NASHVILLE,TN | LAKE 4-200 | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 47, 2700 |
| | TIME - 1636 | | N6175V | PX- 0 0 1 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 27 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - NASHVILLE METRO | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | LAST ENROUTE STOP | |
| | | REELFOOT LAKE,TN | NASHVILLE,TN | | UNION CITY,TN | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | ENGINE FAILURE OR MALFUNCTION | | | LANDING TRAFFIC PATTERN-CIRCLING | |
| | | COLLIDED WITH TREES | | | LANDING TRAFFIC PATTERN-CIRCLING | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | |
| | | PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION | | | | |
| | | FACTOR(S) | | | | |
| | | TERRAIN - HIGH OBSTRUCTIONS | | | | |
| | | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | |
| 3-3428 | 9/30/79 | BENTON,TN | MOONEY M-20K | CR- 0 0 1 | MISCELLANEOUS | COMMERCIAL, AGE 53, 1037 |
| | TIME - 1100 | | N231C | PX- 0 0 2 | DEMONSTRATION | TOTAL HOURS, 10 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | INSTRUMENT RATED. |
| | | NAME OF AIRPORT - CHILHOWEE GLIDER | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | BENTON,TN | CHATTANOOGA,TN | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | COLLIDED WITH TREES | | | TAKEOFF INITIAL CLIMB | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | |
| | | PILOT IN COMMAND - FAILED TO ABORT TAKEOFF | | | | |
| | | FACTOR(S) | | | | |
| | | AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS | | SOFT RUNWAY | | |
| | | AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS | | HIGH VEGETATION | | |
| | | TERRAIN - HIGH OBSTRUCTIONS | | | | |
| | | REMARKS- 1% UPHILL GRAD,21 INCH GRASS,2200 FT USEABLE.HIT TREES AND WIRES 300 FT BEYOND END. | | | | |
| 3-3433 | 10/13/79 | NR.JACKSON,TN | BAYLES SPEC 1 | CR- 1 0 0 | NONCOMMERCIAL | COMMERCIAL, AGE 53, 2315 |
| | TIME - 1740 | | N8237E | PX- 1 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, UNK/NR IN |
| | | | DAMAGE-DESTROYED | | | TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | JACKSON,TN | LOCAL | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | AIRFRAME FAILURE IN FLIGHT | | | IN FLIGHT NORMAL CRUISE | |
| | | PROBABLE CAUSE(S) | | | | |
| | | AIRFRAME - WINGS WING ATTACHMENT FITTINGS,BOLTS | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE | | | | |
| | | FACTOR(S) | | | | |
| | | PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE INSPECTION OF AIRCRAFT (OWNER-PILOT) | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | |
| | | REMARKS- BOLT HOLDING REAR STRUT TO FUSELAGE FAILED,APPROX 80% OF BOLT SHOWED DARK GRAY DISCOLORATION. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-----------------|---|------------------------|----------------------------------|---|
| 3-3426 | 10/25/79 TIME - 1815 | COLLEGEDALE, TN | CESSNA 150 N7148M DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 19, 18 TOTAL HOURS, 16 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - COLLEGEDALE PAR DEPARTURE POINT INTENDED DESTINATION COLLEGEDALE, TN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH TREES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PIC LEANED ENGINE PRIOR TO STALLS. THIS PCDR NOT REC FOR C150 BUT WAS NRML FOR C152 PLT USLY FLEW. | | | | | | |
| 3-3430 | 11/6/79 TIME - 1230 | GREENEVILLE, TN | CALLAIR A-9 N8267H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 42, 1877 TOTAL HOURS, 60 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION GREENEVILLE, TN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT STARTING SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 65 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 240 KIND OF CROP - BEANS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 1600 REMARKS- PLT DESCRIBED VARIABLE, GUSTY WINDS. UNABLE TO STOP SINKRATE AT BEGINNING OF SWATH RUN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|--|------------------|---|------------------------|---|--|
| 3-3434 | 12/11/79 TIME - 1535 | COLLIERVILLE, TN | CESSNA 172 N1184U DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 1010 TOTAL HOURS, 10 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PRIVATE STRIP DEPARTURE POINT INTENDED DESTINATION COLLIERVILLE, TN CAT ISLAND, TN TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER REMARKS- ENCTR D XWIND, DRIFTED INTO HAYBALES IN CTR OF RWY | | | | | | |
| 3-3475 | 12/18/79 NR. ROCKWOOD, TN TIME - 1200 | | PIPER PA-28 N29218 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 28, 614 TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MEADOW LAKE DEPARTURE POINT INTENDED DESTINATION CHARLOTTE, NC ROCKWOOD, TN TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - LANDED AT WRONG AIRPORT REMARKS- PLT MISTOOK CLOSED ARPT FOR NEARBY DESTINATION AIRPORT. | | | | | | |
| 3-3327 | 4/23/79 TIME - 2020 | WACO, TX | PIPER PA-16 N5665H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 37, 312 TOTAL HOURS, 25 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MADISON-COOPER DEPARTURE POINT INTENDED DESTINATION MCGREGOR, TX DALLAS, TX TYPE OF ACCIDENT LAST ENROUTE STOP GROUND-WATER LOOP-SWERVE WACO, TX GEAR COLLAPSED PHASE OF OPERATION LANDING ROLL LANDING ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - UNAPPROVED MODIFICATION FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|--------------------|--|------------------------|---|--|
| 3-3326 | 9/16/79 TIME - 1830 | PRINCETON, TX | GRUM-AMER AA-5 N9503L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 30, 56 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LAVON NORTH DEPARTURE POINT PRINCETON, TX INTENDED DESTINATION LOCAL TYPE OF ACCIDENT STALL PHASE OF OPERATION TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION REMARKS- PLT STATED-LEFT WING DROPPED AFTER HE SAW PWR LINES AT END OF RWY & APPLIED BACK PRESSURE. | | | | | | |
| 3-3331 | 10/28/79 TIME - 1534 | FREDERICKSBURG, TX | LUSCOMBE 8A N1209K DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | NO CERTIFICATE, AGE 32, 228 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT FREDERICKSBURG, TX INTENDED DESTINATION LOCAL TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT PHASE OF OPERATION IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION AIRFRAME - FLIGHT CONTROL SURFACES VERTICAL STABILIZER, ATTACHMENTS MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT REMARKS- VERTICAL STAB & RUDDER SEPARATED IN FLT. NO RECORD OF STU PLT ENDORSED FOR SOLO IN TYPE ACFT. | | | | | | |
| 3-3325 | 10/29/79 TIME - 0930 | NR. SANDERSON, TX | HUGHES 269B N9544F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 31, 933 TOTAL HOURS, 430 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT SANDERSON, TX INTENDED DESTINATION LOCAL TYPE OF ACCIDENT COLLIDED WITH TREES PHASE OF OPERATION LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|------------------|---|------------------------|---|--|
| 3-3357 | 11/3/79 TIME - 1415 | SPRING CREEK, TX | CESSNA 182 N5773B DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS PARAJUMP-SPORT | COMMERCIAL, AGE 27, 418 TOTAL HOURS, 83 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SPRING CREEK DEPARTURE POINT INTENDED DESTINATION SPRING CREEK, TX LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH OBJECT PHASE OF OPERATION IN FLIGHT DESCENDING 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) MISCELLANEOUS ACTS, CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. REMARKS- PLT STATED-TOUCHED DWN 20-25 DEG OFF RWY HEADING & COLLIDED W DITCH & TREELINE. | | | | | | |
| 3-3328 | 11/11/79 TIME - 2130 | DALLAS, TX | BELLANCA 17-30A N8270R DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 45, 724 TOTAL HOURS, 375 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION HOUSTON, TX ADDISON, TX TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES PHASE OF OPERATION IN FLIGHT DESCENDING LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- COLLIDED W ROAD LGT POLE DRG FORCED LNDG AT NGT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-----------------|---|------------------------|---|--|
| 3-3355 | 11/25/79 TIME - 1630 | ARCOLA, TX | CESSNA 172K N79573 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 1303 TOTAL HOURS, 307 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BEAMAN AIRPARK DEPARTURE POINT INTENDED DESTINATION ARCOLA, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - PREMATURE FLAP RETRACTION POWERPLANT - ENGINE CONTROLS THROTTLE-POWER LEVER ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - EXCESSIVE-WEAR/PLAY REMARKS- PLT STATED-THROTTLE CONTROL CAME OUT AT 20FT AGL AT FLAP RETRACTION. THOTTLE FRICTION WORN. | | | | | | |
| 3-3356 | 12/6/79 TIME - 1330 | NR. TERRELL, TX | CESSNA 172 N7912B DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | NO CERTIFICATE, AGE 54, 7000 TOTAL HOURS, 75 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PARKER FIELD DEPARTURE POINT INTENDED DESTINATION TERRELL, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH FENCE, FENCEPOSTS LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING TERRAIN - HIGH OBSTRUCTIONS REMARKS- COLLIDED W FENCE & TELEPHONE POLE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|----------|------------|--|------------------------|---|---|
| 3-3531 | 12/8/79 | NR.LOTT,TX | GRUMMAN G-164 N472Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 51, 26000 TOTAL HOURS, 7000 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WIDEMAN RANCH DEPARTURE POINT INTENDED DESTINATION KOSSE,TX LOTT,TX TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH FENCE,FENCEPOSTS LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS,CONDITIONS - LOW FLUID LEVEL | | | | | | |
| 3-3358 | 12/15/79 | NR.TROY,TX | ERCO 415-C N93477 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 50, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP NASHVILLE,TN AUSTIN,TX UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT APPROACHING DARKNESS FIRE AFTER IMPACT | | | | | | |
| 3-3330 | 12/20/79 | ENCINAL,TX | PIPER PA-32 N607LJ DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | ATP,FLIGHT INSTR., AGE 56, 18618 TOTAL HOURS, 600 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - JASIK RANCH STRIP DEPARTURE POINT INTENDED DESTINATION ENCINAL,TX PLEASANTON,TX TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|---------------|----------------------|---------------------|--------------------------------|---------------------------|
| 3-3435 | 12/21/79 | NR.MOSHIEM,TX | CESSNA 172H | CR- 1 0 0 | NONCOMMERCIAL | STUDENT, AGE 26, 36 TOTAL |
| | TIME - 2100 | | N1792F | PX- 0 0 0 | PLEASURE/PERSONAL TRANSP | HOURS, 17 IN TYPE, NOT |
| | | | DAMAGE-DESTROYED | | | INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | ABILENE,TX | | STEPHENVILLE,TX | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | COLLISION WITH GROUND/WATER | UNCONTROLLED | | | IN FLIGHT UNCONTROLLED DESCENT | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - BECAME LOST/DISORIENTED | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - RAIN | | | | | |
| | WEATHER - FOG | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | OVERCAST | | | | 400 | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 3/4 MILE OR LESS | | | | RAIN | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | |
| | FOG | | | | 62 | |
| | WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | |
| | 170 | | | | 7 | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | IFR | | | | NONE | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|----------|------------|-----------------------|------------------------|---|--|
| 3-3329 | 12/23/79 | LUFKIN, TX | PIPER PA-28 N32639 | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 28, 59 TOTAL HOURS, 27 IN TYPE, NOT INSTRUMENT RATED. |
| DAMAGE-SUBSTANTIAL NAME OF AIRPORT - ANGELINA COUNTY DEPARTURE POINT INTENDED DESTINATION LUFKIN, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH FENCE, FENCEPOSTS LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH WEATHER - RAIN AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 1300 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 71 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 190 12 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR NONE | | | | | | |
| 3-3324 | 12/26/79 | DENTON, TX | CESSNA 172 N75510 | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 21, 81 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED. |
| DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DENTON DEPARTURE POINT INTENDED DESTINATION DALLAS, TX DENTON, TX TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH OBJECT LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER REMARKS- PLT STATED-LNDD LONG, ROLLED OUT INTO CLSD CONST AREA & CLSD TWY AT RWY END. HIT CONST MACHINERY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|--|------------------------|---|---|
| 3-3359 | 8/25/79 TIME - 1600 | CFDAR CITY,UT | BEECH 23 N6597R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 27, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CEDAR CITY MUNI DEPARTURE POINT INTENDED DESTINATION GRAND CANYON,AZ BRYCE CANYON,UT TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR MAIN GEAR-SHOCK ABSORBING ASSY,STRUTS,ATTACHMENTS,ETC. MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE | | | | | | |
| 3-3333 | 9/1/79 TIME - 1740 | GREEN RIVER,UT | AERO COMDR 114 N4930W DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 1 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 56, 316 TOTAL HOURS, 83 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - GREEN RIVER DEPARTURE POINT INTENDED DESTINATION HAYWARD,CA GREEN BAY,WI TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION UNDERSHOOT PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NEW AIRPORT NOT OPERATIONAL.CRASH LNDG ON RISING TRRN NR EDGE OF ARPT.SHLDR HARNESSSES NOT USED. | | | | | | |
| 3-3438 | 9/16/79 TIME - 1735 | NR.BEAVER,UT | BELL 47G3B1 N512YP DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL AERIAL SURVEY | COMMERCIAL, AGE 50, 2438 TOTAL HOURS, 65 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION PUFFER LAKE,UT LOCAL TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- GEOLOGICAL SURVEY FLT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--------------|---|------------------------|---|--|
| 3-3332 | 9/19/79 TIME - 1450 | OGDEN,UT | CESSNA 170A N9188A DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 32, 375 TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - OGDEN | | | | | |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | OGDEN,UT | | 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 CONTROLS | | | | | |
| | FACTOR(S) | | | | | |
| | PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | |
| 3-3439 | 10/1/79 TIME - 1700 | NR.TORREY,UT | BELL 47G3B1 N8537F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL CTR PASSG-D | COMMERCIAL, AGE 30, 2457 TOTAL HOURS, 896 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | TORREY,UT | | TORREY,UT | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | HARD LANDING | | | | TAKEOFF ABORTED | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. | | | | | |
| | FACTOR(S) | | | | | |
| | TERRAIN - ROUGH/UNEVEN | | | | | |
| | EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT | | | | | |
| | SUSPECTED MECHANICAL DISCREPANCY | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|----------|---|--|---|---|--|
| 3-3360 | 10/20/79 | NR.CEDAR CITY,UT | BEECH 19 N2166W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 48, 15184 TOTAL HOURS, 72 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT BATTLE MOUNTAIN,NV | INTENDED DESTINATION SAINT GEORGE,UT | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| | | TYPE OF ACCIDENT STALL | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| WEATHER - SNOW WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN | | | | | | |
| WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| EMERGENCY CIRCUMSTANCES - ADVERSE/UNFAVORABLE WEATHER | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 1000 | | | |
| | | VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE SNOW SHOWERS | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | WIND DIRECTION-DEGREES 280 | | | |
| | | WIND VELOCITY-KNOTS 15 | TYPE OF WEATHER CONDITIONS VFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- WIND GUSTS TO 25KTS. | | | | | | |
| 3-3437 | 12/11/79 | SALT LAKE CITY,UT | BEECH 60 N156WC DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 3 | NONCOMMERCIAL CORP/EXEC | AIRLINE TRANSPORT, AGE 25, 4734 TOTAL HOURS, 739 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SALT LAKE CITY | | | | |
| | | DEPARTURE POINT VERNAL,UT | INTENDED DESTINATION SALT LAKE CITY,UT | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | |
| | | TYPE OF ACCIDENT WHEELS-UP | | | | |
| PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR GEAR LOCKING MECHANISM MISCELLANEOUS ACTS,CONDITIONS - JAMMED | | | | | | |
| REMARKS- CABLE CLAMP,P/N 60-810093-3,ON UPLOCK CABLE OF R MAIN GEAR JAMMED AGAINST CHANNAL STIFFENER. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|---|------------------------|---|--|
| 3-3450 | 6/13/79 TIME - 1900 | FLAT ROCK,VA | PIPER PA-28 N43243 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 23, 76 TOTAL HOURS, 45 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FLAT ROCK DEPARTURE POINT FLAT ROCK,VA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES NAME OF AIRPORT - FLAT ROCK INTENDED DESTINATION FARMVILLE,VA PHASE OF OPERATION LANDING FINAL APPROACH LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- FUEL SEL R TANK, TRACE OF FUEL REMAINING. L TANK HAD 14GALS. | | | | | | |
| 3-3334 | 7/25/79 TIME - 1820 | MONTEBELLO,VA | CESSNA 172 N2860L DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 2 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 19, 57 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT WAYNESBORO,VA TYPE OF ACCIDENT COLLIDED WITH TREES NAME OF AIRPORT - MONTEBELLO,VA INTENDED DESTINATION LOCAL PHASE OF OPERATION IN FLIGHT LOW PASS PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED REMARKS- DROPPING CANDY.PLT AT CTLS UNK.OCCUPANTS CLAIM LOSS OF MEMORY FOR EVENT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------|--|------------------------|---|--|
| 3-3444 | 7/29/79 TIME - 1445 | LURAY, VA | CESSNA 182 N2879F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 20, 89 TOTAL HOURS, 24 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT CHAPEL HILL, NC | | | INTENDED DESTINATION LEESBURG, VA | | | |
| TYPE OF ACCIDENT COLLIDED WITH OBJECT | | | PHASE OF OPERATION LANDING ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER | | | | | | |
| SKY CONDITION SCATTERED | | | CEILING AT ACCIDENT SITE 500 | | | |
| VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS | | | PRECIPITATION AT ACCIDENT SITE RAIN, THUNDERSTORM | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED | | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | |
| REMARKS- PILOT ATTEMPTED EMERG LDG ON RD AFTER BECOMING LOST AND RNG INTO BAD WX. DURING LDG A/C STRUCK SIGN | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------------|--|------------------------|---|--|
| 3-3451 | 7/29/79 TIME - 2000 | BOWLING GREEN,VA | GRUM AMER AA1B N96451 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 29, 970 TOTAL HOURS, 16 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FORT AP HILL DEPARTURE POINT INTENDED DESTINATION RALEIGH,NC FRIENDLY,MD TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN NOSE OVER/DOWN LANDING ROLL | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT COPILOT - MISJUDGED DISTANCE AND SPEED FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG MISCELLANEOUS ACTS.CONDITIONS - RAN OFF END OF RUNWAY WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. ADVERSE/UNFAVORABLE WEATHER | | | | | | |
| SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG RIGHT QUARTERING HEAD WIND 023-067 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 270 8 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|---|------------------------|---|---|
| 3-3481 | 8/15/79 TIME - 2205 | ROANOKE, VA | PIPER PA-28 N41856 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 30, 93 TOTAL HOURS, 16 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - ROANOKE | | | | |
| | | DEPARTURE POINT ROANOKE, VA | INTENDED DESTINATION MARION, OH | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| WEATHER - DOWNDRAFT, UPDRAFTS | | | | | | |
| WEATHER BRIEFING - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION CLEAR | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | WIND DIRECTION-DEGREES 330 | | | |
| | | WIND VELOCITY-KNOTS 19 | TYPE OF WEATHER CONDITIONS VFR | | | |
| | | TYPE OF FLIGHT PLAN VFR | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- CONTINUED FLT INTO MOUNTAIN AREA AFTR ENCOUNTERING DOWNDRAFT. FIRST NIGHT TKOF IN MTN AREA. | | | | | | |
| 3-3452 | 8/17/79 TIME - 1120 | WEIRWOOD, VA | STARDUSTER SA300 N17FP DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 2050 TOTAL HOURS, 155 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - KELLAM FIELD | | | | |
| | | DEPARTURE POINT WEIRWOOD, VA | INTENDED DESTINATION TANGIER ISLAND, VA | | | |
| | | TYPE OF ACCIDENT STALL SPIN | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|---|------------------------|---|---|
| 3-3453 | 8/18/79 TIME - 1015 | EAGLE'S NEST,VA | BARNES FF-7 N40452 DAMAGE-NONE | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 43, 1200 TOTAL HOURS, 8 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT LEWISBURG,WV | INTENDED DESTINATION EAGLE'S NEST,VA | | | |
| | | TYPE OF ACCIDENT HARD LANDING | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| | | SKY CONDITION CLEAR | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | WIND DIRECTION-DEGREES 270 | | | |
| | | WIND VELOCITY-KNOTS 15 | TYPE OF WEATHER CONDITIONS VFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- STUDENT BALLOON PILOT ATTEMPTED FLIGHT IN ADVERSE WIND CONDITIONS CAUSING BALLOON OPENING TO CLOSE | | | | | | |
| 3-3448 | 8/25/79 TIME - 1000 | NR.HANOVER,VA | WEIMER RV3 N90516 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 47, 660 TOTAL HOURS, 6 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - WOODS FARM | | | | |
| | | DEPARTURE POINT HANOVER,VA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING ROLL | | | |
| PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM PUMPS MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION FACTOR(S) TERRAIN - WET,SOFT GROUND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMENOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. | | | | | | |
| REMARKS- ELEC FUEL PUMP FAILED TO DELIVER FUEL TO ENGINE DRIVEN FUEL PUMP.FRESHLY PLOWED FIELD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------|---|------------------------|---|--|
| 3-3482 | 8/28/79 TIME - 1730 | URBANNA,VA | PIPER PA-28 N481ST DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 50, 122 TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ROSEGILL FARM DEPARTURE POINT INTENDED DESTINATION WINCHESTER,VA NORFOLK,VA TYPE OF ACCIDENT STALL LAST ENROUTE STOP URBANNA,VA PHASE OF OPERATION TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) TERRAIN - WET,SOFT GROUND TERRAIN - HIGH VEGETATION REMARKS- PLT ATTEMPTED TKOF FROM WET,GRASS STRIP.ACFT STALLED INTO SOY BEAN FIELD. | | | | | | |
| 3-3446 | 8/30/79 TIME - 1005 | HOPPEWELL,VA | CESSNA 172K N4714K DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 21, 77 TOTAL HOURS, 11 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HOPEWELL DEPARTURE POINT INTENDED DESTINATION GREENVILLE,NC PENN YEN,NY TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY MISCELLANEOUS ACTS,CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|---|--|------------------------|---|---|
| 3-3449 | 9/4/79 TIME - 1005 | GLIOUSTER,VA | GRUMMAN G-164A N9873 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 29, 5500 TOTAL HOURS, 1200 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT WEST POINT,VA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING | PHASE OF OPERATION IN FLIGHT SWATH RUN LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - LOAD NOT JETTISONED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SPECIAL DATA | | | | | | |
| | | TOTAL HOURS IN CROP CONTROL - 3250 | KIND OF OPERATION - SPRAYING CROPS | | | |
| | | KIND OF CROP - BEANS | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | | | |
| | | PILOT'S SEAT BELT - FASTENED-PROPERLY | GLOVES - NOT USED | | | |
| | | GOGGLES - NOT USED | CRASH HELMET - AVAILABLE USED | | | |
| | | COCKPIT CRASHPAD - INSTALLED | CRASH BAR - INSTALLED | | | |
| | | TANK/HOPPER-LOCATION - FORWARD OF PILOT | TERRAIN-TYPE - LEVEL,FLAT | | | |
| | | ELEVATION-AREA BEING TREATED-FEET - 15 | SWATH RUN-HOW FLOWN - WIND CALM | | | |
| 3-3445 | 9/8/79 TIME - 1630 | CHESAPEAKE,VA | PIPER PA-12 N72HW DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 42, 1142 TOTAL HOURS, 5 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SOUTH NORFOLK | | | | |
| | | DEPARTURE POINT CHESAPEAKE,VA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH CROP | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - WATER IN FUEL | | | | | | |
| FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT TERRAIN - HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------|---|------------------------|------------------------------|--|
| 3-3501 | 9/18/79 TIME - 1240 | RICHMOND,VA | MAULE M5-236 N5636N DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL CORP/EXEC | PRIVATE, AGE 37, 766 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BYRD INT'L DEPARTURE POINT INTENDED DESTINATION RICHMOND,VA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-3443 | 9/19/79 TIME - 0945 | CHAMPLAIN,VA | HILLER FH1100 N421FH DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 1 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 38, 1500 TOTAL HOURS, 700 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION CLINTON,MD RICHMOND,VA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE HARD LANDING LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - MISCALCULATED FUEL CONSUMPTION MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- DURING AUTOROTATION PLT SAW POWERLINE & ATTEMPTED TO GLIDE OVER IT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------------|--|------------------------|---|---|
| 3-3441 | 10/4/79 TIME - 1550 | MT CRAWFORD,VA | HUGHES 369HS N9076F DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | COMMERCIAL MAPPING/PHOTO | COMMERCIAL, AGE 43, 2997 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SHENANDOAH VALLEY DEPARTURE POINT INTENDED DESTINATION LURAY CAVERN,VA WEYERS CAVE,VA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE AIRFRAME FAILURE IN FLIGHT LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - MISCALCULATED FUEL CONSUMPTION MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE FIRE AFTER IMPACT REMARKS- TAIL BOOM SEVERED IN FLIGHT BY MAIN ROTOR BLADES.PLT DECAYED ROTOR RPM TRYING TO STRETCH GLIDE. | | | | | | |
| 3-3503 | 10/5/79 TIME - 0922 | LAWRENCEVILLE,VA | CESSNA T210N N6483N DAMAGF-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 59, 801 TOTAL HOURS, 59 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION WILLIAMSBORG,VA BIRMINGHAM,AL TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED FLIGHT INTO KNOWN AREAS OF SEVERE TURBULENCE PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT FACTOR(S) WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS WEATHER - THUNDERSTORM ACTIVITY AIRFRAME - WINGS SPARS MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS RAIN SHOWERS, THUNDERSTORM OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED IFR TYPE OF FLIGHT PLAN IFR REMARKS- ADVERSE WX FORCASTED EN-ROUTE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|--|---|------------------------|---|--|
| 3-3442 | 10/28/79 TIME - 1045 | BEALTON,VA | BOEING E75 N47964 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT BEALTON,VA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) SYSTEMS - FLIGHT CONTROL SYSTEMS OTHER MISCELLANEOUS ACTS,CONDITIONS - WRONG PART REMARKS- REAR SEAT CONTROL STICK FAILED IN FLT,MADE OF WALNUT,CORRECT MATERIAL HICKORY,P/N 75-3360. | | | | | | |
| 3-3447 | 11/9/79 TIME - 1930 | RICHMOND,VA | CESSNA T-41 N31FL DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 32, 306 TOTAL HOURS, 4 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - BYRD INTL DEPARTURE POINT PETERSBURG,VA | INTENDED DESTINATION RICHMOND,VA | | | |
| | | TYPE OF ACCIDENT HARD LANDING | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT MISCELLANEOUS ACTS,CONDITIONS - ELECTRICAL FAILURE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT REMARKS- PLT LANDED AT HIGHER THAN NORMAL AIRSPEED DUE TO ENG ROUGH IDLE DRG PREFLIGHT RUNUP. | | | | | | |
| 3-3440 | 11/15/79 TIME - 1735 | VIENNA,VA | CESSNA 172N N739TJ DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 1 0 | MISCELLANEOUS HIGHWAY TRAFFIC ADVISORY | ATP,FLIGHT INSTR., AGE 52, 9550 TOTAL HOURS, 610 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT MANASSAS,VA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION FACTOR(S) POWERPLANT - POWERPLANT-INSTRUMENTS FUEL QUANTITY GAUGE MISCELLANEOUS ACTS,CONDITIONS - ERRATIC TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- RADIO STATION WTOP TRAFFIC RPTG MISSION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|---|---|---|---|--|
| 3-3454 | 11/23/79 TIME - 1500 | CHARLOTTESVILLE, VA | PIPER PA-28 N55811 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 27, 225 TOTAL HOURS, 180 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT RICHMOND, VA | INTENDED DESTINATION OREGON, IL | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | |
| | | TYPE OF ACCIDENT COLLIDED WITH FENCE, FENCEPOSTS | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - BECAME LOST/DISORIENTED PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - LOW CEILING WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER | | | | | | |
| | | SKY CONDITION BROKEN | CEILING AT ACCIDENT SITE 1400 | | | |
| | | VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- LNDD IN HAYFIELD. HIT BARBED WIRE FENCE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-----------------|---|------------------------|---|--|
| 3-3455 | 12/7/79 TIME - 2200 | LYNCHBURG,VA | PIPER PA-28 N6410J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 45, 201 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FALWELL DEPARTURE POINT EDEN,NC TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH FENCE,FENCEPOSTS INTENDED DESTINATION LYNCHBURG,VA PHASE OF OPERATION LANDING FINAL APPROACH LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS TERRAIN - HIGH OBSTRUCTIONS SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF FLIGHT PLAN UNKNOWN/NOT REPORTED REMARKS- WINDS REPORTED GUSTY AND 90 DEG TO RNWY. | | | | | | |
| 3-3536 | 12/12/79 TIME - 1300 | NR.LEXINGTON,VA | PIPER PA-28 N5059S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 55, 1773 TOTAL HOURS, 1065 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT ATHENS,GA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED INTENDED DESTINATION WEYERS CAVE,VA PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - LUBRICATING SYSTEM OTHER MISCELLANEOUS ACTS,CONDITIONS - LEAK/LEAKAGE MISCELLANEOUS ACTS,CONDITIONS - OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM TERRAIN - ROUGH/UNEVEN FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- SOURCE OF INFLIGHT OIL LEAK UNDETERMINED DUE TO ENGINE DAMAGE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-------------------|--|------------------------|---|--|
| 3-3456 | 12/15/79 TIME - 1030 | BRANDY STATION,VA | CESSNA 182F N3139U DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 134 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - T I MARTIN DEPARTURE POINT INTENDED DESTINATION BRANDY STATION,VA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLIDED WITH TREES LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| 3-3476 | 12/30/79 TIME - 1000 | INDIAN VALLEY,VA | LIUSCOMBE 8E N45765 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 40, 298 TOTAL HOURS, 152 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PRIVATE STRIP DEPARTURE POINT INTENDED DESTINATION FOREST,VA INDIAN VALLEY,VA TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PERSONNEL - PRODUCTION-DESIGN-PERSONNEL SUBSTANDARD QUALITY CONTROL AIRFRAME - LANDING GEAR MAIN GEAR-SHOCK ABSORBING ASSY,STRUTS,ATTACHMENTS,ETC. MISCELLANEOUS ACTS,CONDITIONS - POOR WELD REMARKS- PIC FIRST LNDG ON 650 FT STRIP.NO EVIDENCE OF HARD LNDG.NO PENETRATION OF WELD ON RMG TIEROD BRKT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|--------------------------------------|--|--|---|---|---|
| 3-3543 | 11/7/79 TIME - 1340 | VASHON ISLAND, WA | AERO CMDR 112A N1478J DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 42, 542 TOTAL HOURS, 30 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - VASHON ISLAND DEPARTURE POINT INTENDED DESTINATION SEATTLE, WA RETURN TYPE OF ACCIDENT LAST ENROUTE STOP STALL MUSH PHASE OF OPERATION TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(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 HEAD WIND 338-022 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 57 340 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 15 VFR TYPE OF FLIGHT PLAN NONE REMARKS- SETTLED INTO TREES WHILE IP WAS DEMONSTRATING SOFT FLD TKOF. | | | | | | |
| 3-3544 | 11/23/79 NR. KENT, WA TIME - 1334 | NAVION A N4804K DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | ATP, FLIGHT INSTR., AGE 43, 3967 TOTAL HOURS, 0 IN TYPE, INSTRUMENT RATED. | |
| NAME OF AIRPORT - AUBURN MUNI DEPARTURE POINT INTENDED DESTINATION AUBURN, WA SEATTLE, WA TYPE OF ACCIDENT PHASE OF OPERATION FIRE OR EXPLOSION IN FLIGHT IN FLIGHT CLIMB TO CRUISE PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - FUEL SYSTEM LINES AND FITTINGS MISCELLANEOUS ACTS, CONDITIONS - LOOSE, PART/FITTING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - FIRE IN CABIN, COCKPIT, BAGGAGE COMPARTMENT FIRE AFTER IMPACT REMARKS- FOUND LOOSE B-NUT ON FUEL PRES RELIEF VLV NR EXT FIRE DMG, FOUND DISCONNECTED ANT LEAD NR B-NUT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|--|------------------------|---|--|
| 3-3502 | 7/31/79 TIME - 2040 | FAYETTEVILLE,WV | FORNEY F-1 N7501C DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 40, 47 TOTAL HOURS, 12 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NEW RIVER GORGE DEPARTURE POINT INTENDED DESTINATION FAYETTEVILLE,WV LOCAL TYPE OF ACCIDENT FIRE OR EXPLOSION IN FLIGHT STALL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION SYSTEMS - ELECTRICAL SYSTEM RELAYS AND WIRING MISCELLANEOUS ACTS,CONDITIONS - CHAFED PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING REMARKS- MSTR SWCH ON LITE WIRE WAS BARE & MADE CNTCT WITH CARB HT CNTRL.SPRKS & SMK CSD PLT TO SHT OFF ENG | | | | | | |
| 3-3459 | 8/13/79 TIME - 1500 | HERRON,WV | CESSNA A150K N8448M DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 32, 79 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HERRON DEPARTURE POINT INTENDED DESTINATION HERRON,WV LOCAL TYPE OF ACCIDENT COLLIDED WITH OBJECT PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- ACFT STRUCK SIGN WHILE TAXIING OFF TAXIWAY TO MANEUVER AROUND ANOTHER ACFT. | | | | | | |
| 3-3477 | 8/20/79 TIME - 1815 | KENTUCK,WV | BELL 47G-4A N13PL DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 30, 1323 TOTAL HOURS, 350 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED TYPE OF ACCIDENT COLLIDED WITH TREES PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - LOAD NOT JETTISONED SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - FOREST-TREES PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES ELEVATION-AREA BEING TREATED-FEET - 1020 KIND OF OPERATION - DEFOLIATION (LIQUID) TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - HILLY SWATH RUN-HOW FLOWN - WIND CALM | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---|--------------------|--|--------------------------|--------------------------|
| 3-3337 | 6/6/79 | NR.BURLINGTON,WI | PIPER PA-32R | CR- 0 0 1 | NONCOMMERCIAL | COMMERCIAL, AGE 44, 1574 |
| | TIME - 1920 | | N1134Q | PX- 0 0 5 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 2 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | DT- 0 0 2 | | INSTRUMENT RATED. |
| | | NAME OF AIRPORT - BURLINGTON MUNI | | | | |
| | | DEPARTURE POINT INTENDED DESTINATION | | | | |
| | | BURLINGTON,WI LOCAL | | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | COLLISION WITH AIRCRAFT BOTH IN FLIGHT | | | LANDING FINAL APPROACH | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - OBSTRUCTIONS TO VISION | | | | |
| | | PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT | | | | |
| | | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | |
| | | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | |
| | | SKY CONDITION | | CEILING AT ACCIDENT SITE | | |
| | | SCATTERED | | 25000 | | |
| | | VISIBILITY AT ACCIDENT SITE | | PRECIPITATION AT ACCIDENT SITE | | |
| | | 3 MILES OR LESS | | NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | RELATIVE BEARING OF WIND | | |
| | | HAZE | | RIGHT QUARTERING HEAD WIND 023-067 DEGREES | | |
| | | TEMPERATURE-F | | WIND DIRECTION-DEGREES | | |
| | | 67 | | 150 | | |
| | | WIND VELOCITY-KNOTS | | TYPE OF WEATHER CONDITIONS | | |
| | | 10 | | VFR | | |
| | | TYPE OF FLIGHT PLAN | | | | |
| | | NONE | | | | |
| | | SPECIAL DATA | | | | |
| | | SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. | | | | |
| | | CONTROLLING AGENCY - UNICOM | | RADAR CTL/SURVEILLANCE - UNKNOWN/NOT REPORTED | | |
| | | TRAFFIC ADVISORY ISSUED - NONE | | CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT | | |
| | | CONTROL ZONE/AREA - UNKNOWN/NOT REPORTED | | CONVERGENCE ANGLE-DEGREES - 0 | | |
| | | HORIZONTAL COLLISION ANGLE-DEGREES - 0 | | EVASIVE ACTION TAKEN - NO | | |
| | | REMARKS- SMOKE & HAZE. GND UNICOM NOT MONITORED BY OPERATOR. PLT DID NOT HEAR OTHER ACFT RDO TRANS. | | | | |
| 3-3336 | 7/1/79 | LAKE GENEVA,WI | PIPER PA-28 | CR- 0 0 1 | NONCOMMERCIAL | STUDENT, AGE 20, 254 |
| | TIME - 1400 | | N6981C | PX- 0 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 48 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - PLAYBOY | | | | |
| | | DEPARTURE POINT INTENDED DESTINATION | | | | |
| | | MILWAUKEE,WI LAKE GENEVA,WI | | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | COLLIDED WITH PARKED AIRCRAFT | | | TAXI FROM LANDING | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | |
| | | REMARKS- N8782V,N4184B BOTH BELLANCAS SUBSTANTIAL DAMAGE.WIND 340 AT 10 TO 15 KNOTS. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|--|------------------------|---|---|
| 3-3338 | 8/13/79 TIME - 1830 | WOODVILLE,WI | TAYLORCRAFT BC12-D N43930 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | COMMERCIAL, FL.INSTR., AGE 36, 2625 TOTAL HOURS, 66 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ALBRIGHTSON DEPARTURE POINT INTENDED DESTINATION WOODVILLE,WI LOCAL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH NOSE OVER/DOWN LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE FACTOR(S) WEATHER - WIND SHEAR TERRAIN - WET,SOFT GROUND WEATHER BRIEFING - OTHER SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 5000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND VELOCITY-KNOTS NONE 15 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- PLT PRACTICING X-WIND LANDINGS. WND GUSTING 20KTS. | | | | | | |
| 3-3339 | 8/14/79 TIME - 1743 | CAMP DOUGLAS,WI | PITTS SPCL S1S N751BF DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 46, 5266 TOTAL HOURS, 25 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CAMP DOUGLAS DEPARTURE POINT CAMP DOUGLAS,WI 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) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT FIRE AFTER IMPACT REMARKS- PLT HAD FLOWN THIS ACFT 1 TIME FOR 45MIN ABT 1YR BFR.ACFT ENTERED INVTD FLT OPPOSITE DIR AFT TKOF. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|----------|--|---|---|----------------------------------|---|
| 3-3304 | 9/19/79 | NR.POUND,WI | PIPER PA-25 N9769P DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | AIRLINE TRANSPORT, AGE 29, 5486 TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT POUND,WI | INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT PULLUP FROM SWATH RUN | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS.CONDITIONS - SUNGLARE | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 3000 | | | KIND OF OPERATION - DEFOLIATION (LIQUID) | | | |
| KIND OF CROP - OTHER | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | | | |
| PILOT'S SEAT BELT - FASTENED-PROPERLY | | | GLOVES - NOT USED | | | |
| GOGGLES - NOT USED | | | CRASH HELMET - AVAILABLE USED | | | |
| COCKPIT CRASHPAD - INSTALLED | | | CRASH BAR - INSTALLED | | | |
| TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | TERRAIN-TYPE - LEVEL,FLAT | | | |
| ELEVATION-AREA BEING TREATED-FEET - 800 | | | SWATH RUN-HOW FLOWN - WIND CALM | | | |
| REMARKS- SPRAYING SUNFLOWERS. | | | | | | |
| 3-3301 | 12/21/79 | NR.WATERLOO,WI | MOONEY M20J N201UW DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 40, 2449 TOTAL HOURS, 402 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT CAMDENTON,MN | INTENDED DESTINATION WAUKESHA,WI | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES | | LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| MISCELLANEOUS ACTS.CONDITIONS - INATTENTIVE TO FUEL SUPPLY | | | | | | |
| 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 | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|--------------|--|------------------------|---|---|
| 3-3335 | 12/29/79 TIME - 1705 | RIO CREEK,WI | PIPER PA-28 N15651 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 23, 62 TOTAL HOURS, 46 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WALTERS FIELD DEPARTURE POINT INTENDED DESTINATION MILWAUKEE,WI RIO CREEK,WI TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH FENCE,FENCEPOSTS LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES RUNWAY LIGHTING REMARKS- ONE ROW OF LITES ON RGT EDGE OF RWY.PLT LNDD OFF RWY,RGT OF RWY LITES. | | | | | | |
| 3-3462 | 7/20/79 TIME - 1440 | NR.ALPIE,WY | AEROSPATIAL S315B N49524 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL CTR CARGO-D | COMMERCIAL, AGE 30, 4000 TOTAL HOURS, 25 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT ALPIE,WY TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN TAKEOFF VERTICAL PROBABLE CAUSE(S) PILOT IN COMMAND - OPERATED CARELESSLY FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - LOAD NOT JETTISONED REMARKS- PLT DPTD RIDGE FORGETTING SLING LOAD STILL ATTACHED,LOAD ANCHORED TO TREES & ACFT PULLED INTO GND. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|-------------|--|------------------------|---|--|
| 3-3362 | 8/3/79 TIME - 1830 | CHEYENNE,WY | ERCO 415C N93927 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 41, 438 TOTAL HOURS, 49 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CHEYENNE MUNI DEPARTURE POINT INTENDED DESTINATION CHEYENNE,WY CHEYENNE,WY TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 88 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 290 9 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- DENSITY ALTITUDE 9800 FEET | | | | | | |
| 3-3461 | 8/5/79 TIME - 1700 | AFTON,WY | CESSNA 172 N19921 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 91 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - AFTON DEPARTURE POINT INTENDED DESTINATION AFTON,WY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED WEATHER - WIND SHEAR FACTOR(S) WEATHER - DOWNDRAFT,UPDRAFTS 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 | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|--|------------------------|---|--|
| 3-3361 | 8/24/79 TIME - 0115 | NR.EVANSTON,WY | CESSNA 182 N3356U DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 1 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 42, 508 TOTAL HOURS, 90 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - EVANSTON MUNI DEPARTURE POINT INTENDED DESTINATION WENDOVER,UT EVANSTON,WY TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE MISCELLANEOUS ACTS,CONDITIONS - POORLY PLANNED APPROACH FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES RUNWAY LIGHTING REMARKS- NO RUNWAY LIGHTS,THRESHOLD AND END MARKER LIGHTS & REFLECTORS INSTALLED ON BOTH SIDES OF RWY. | | | | | | |
| 3-3463 | 8/31/79 TIME - 0715 | WHEATLAND,WY | CESSNA U206A N71900 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, FL.INSTR., AGE 48, 1224 TOTAL HOURS, 138 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PHIFER DEPARTURE POINT INTENDED DESTINATION SCOTTSBLUFF,NE UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH DITCHES TAXI TO TAKEOFF PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SUNGLARE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|--|------------------------|---|--|
| 3-3460 | 9/22/79 TIME - 1830 | NSHERIDAN,WY | CESSNA 150F N60752 DAMAGE-SUBSTANTIAL INTENDED DESTINATION SHERIDAN,WY | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 22, 963 TOTAL HOURS, 114 IN TYPE, NOT INSTRUMENT RATED. |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | | | CONTROLLED | | PHASE OF OPERATION IN FLIGHT OTHER | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. | | | | | | |
| FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| SKY CONDITION CLEAR | | | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | TYPE OF WEATHER CONDITIONS VFR | | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | |
| REMARKS- CROSSING MTN RIDGE.ENCOUNTERED DOWNDRAFTS.AIM COVERS. | | | | | | |
| 3-3363 | 10/5/79 TIME - 1100 | NR.LANDER,WY | CESSNA TU206F N35824 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LANDER,WY | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL AERIAL SURVEY | COMMERCIAL, AGE 46, 1400 TOTAL HOURS, 350 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT LANDER,WY | | | | | | |
| TYPE OF ACCIDENT COLLIDED WITH TREES | | | PHASE OF OPERATION IN FLIGHT OTHER | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE | | | | | | |
| FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | | | |
| REMARKS- ATTEMPTING TO DROP NOTE TO SEARCHERS ABOUT LOCATION OF MISSING CATTLE. | | | | | | |
| 3-3458 | 11/8/79 TIME - 1815 | WASHINGTON,DC | BEECH 95-55 N77PW DAMAGE-SUBSTANTIAL NAME OF AIRPORT - WASHINGTON NAT DEPARTURE POINT KNOXVILLE,TN TYPE OF ACCIDENT WHEELS-UP | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 46, 1190 TOTAL HOURS, 803 IN TYPE, INSTRUMENT RATED. |
| INTENDED DESTINATION WASHINGTON,DC | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR FIRE AFTER IMPACT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|------------------|---|------------------------|--|--|
| 3-3464 | 9/24/79 | MISSING AIRCRAFT | CESSNA 207 N6405H DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL COMPANY FLIGHT | COMMERCIAL, AGE 25, 1500 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED. |
| | TIME - UNK/NR | | INTENDED DESTINATION GALENA, AK. | | | |
| | DEPARTURE POINT ANCHORAGE, AK. | | | | PHASE OF OPERATION UNKNOWN/NOT REPORTED | |
| | TYPE OF ACCIDENT MISSING AIRCRAFT, NOT RECOVERED | | | | | |
| | PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | | |
| | REMARKS- INJURY AND A/C DAMAGE INDEX PRESUMED. | | | | | |
| 3-3389 | 10/25/79 | MISSING AIRCRAFT | CESSNA 411 N4926T DAMAGE-UNKNOWN | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS UNKNOWN/NOT REPORTED | COMMERCIAL, AGE 26, 776 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | TIME - UNK/NR | | INTENDED DESTINATION SOUTH CAICOS | | | |
| | DEPARTURE POINT PALM BEACH, FL | | | | PHASE OF OPERATION UNKNOWN/NOT REPORTED | |
| | TYPE OF ACCIDENT MISSING AIRCRAFT, NOT RECOVERED | | | | | |
| | PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | | |
| | REMARKS- DMG/INJURY INDEX PRESUMED. ATTORNEY RPTD-PLT ALIVE/WELL. STATE DEPT RPTD-CRASH OFF COLUMBIAN CST. | | | | | |
| 3-3436 | 12/20/79 | MISSING AIRCRAFT | PIPER PA-32R N9877K DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 46, 3100 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | TIME - UNK/NR | | INTENDED DESTINATION PHOENIX, AZ | | | |
| | DEPARTURE POINT SAN ANTONIO, TX | | | | PHASE OF OPERATION UNKNOWN/NOT REPORTED | |
| | TYPE OF ACCIDENT MISSING AIRCRAFT, NOT RECOVERED | | | | | |
| | PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | | |
| | REMARKS- ACFT DAMAGE AND INJURY INDEX PRESUMED. | | | | | |
| 3-3309 | 12/21/79 | MISSING AIRCRAFT | PIPER PA-23 N1435P DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 31, 310 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | TIME - UNK/NR | | INTENDED DESTINATION SOUTH CAICOS ISLAND | | | |
| | DEPARTURE POINT AGUADILLA, PR | | | | PHASE OF OPERATION UNKNOWN/NOT REPORTED | |
| | TYPE OF ACCIDENT MISSING AIRCRAFT, NOT RECOVERED | | | | | |
| | PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | | |
| | REMARKS- INJURY AND ACFT DAMAGE INDEXES ARE PRESUMED. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|------------|--|------------------------|---------------------------|---|
| 3-3541 | 8/9/79 TIME - 1800 | ARECIBO,PR | BEECH B24R N24678 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 1 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 34, 167 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ARECIBO DEPARTURE POINT INTENDED DESTINATION SAN JUAN,PR MAYAGUEZ,PR TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH CROP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - FUEL SYSTEM SELECTOR VALVES MISCELLANEOUS ACTS,CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART,NOT SYSTEM MISCELLANEOUS ACTS,CONDITIONS - JAMMED MISCELLANEOUS ACTS,CONDITIONS - FUEL SELECTOR POSITIONED BETWEEN TANKS MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - ROUGH/UNEVEN TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL SEL VLV,PN 169-920000-61-127 STUCK IN INTMD PSN.HANDLE BROKE & SEPARATED. | | | | | | |

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