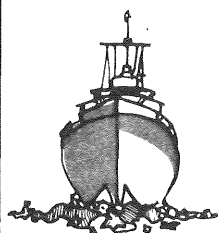
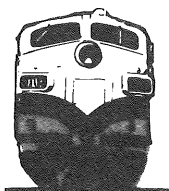


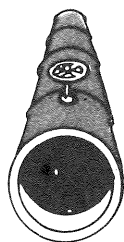
NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594



AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AVIATION
ISSUE NUMBER 6 OF 1980 ACCIDENTS



NTSB-BA-81-7

C. 1



UNITED STATES GOVERNMENT

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| 16. Abstract This publication contains selected aircraft accident reports, in brief format, occurring in U.S. civil aviation operations during calendar year 1980. The 297 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. File Numbers: 3-1501 thru 3-1573 3-1575 thru 3-1659 3-1661 thru 3-1721 3-1723 thru 3-1800 | | | |
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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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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 30 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.

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. 6
U. S. GENERAL AVIATION

1980

| | INJURIES | | | | | TOTAL |
|--------------------|----------|---------|--------|---------|------------|---------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | |
| PILOT | 55 | 31 | 38 | 177 | | 301 |
| COPILOT | 1 | | 1 | 5 | | 7 |
| DUAL STUDENT | | 2 | 4 | 8 | | 14 |
| CHECK PILOT | 2 | | | | | 2 |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | | | |
| EXTRA CREW | | | | 1 | | 1 |
| PASSENGERS | 65 | 21 | 45 | 163 | | 294 |
| TOTAL | 123 | 54 | 88 | 354 | ABOARD | 619 |
| OTHER AIRCRAFT | | | | | | |
| OTHER GROUND | | | 1 | 2 | | 3 |
| GRAND TOTAL | 123 | 54 | 89 | 356 | | 622 |

INVOLVES 297 TOTAL ACCIDENTS
INVOLVES 62 FATAL ACCIDENTS

CAUSE/FACTOR TABLE
COVERED BY THIS REPORT - ISSUE NO. 6
U. S. GENERAL AVIATION ACCIDENTS

1980

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 297 TOTAL ACCIDENTS

INVOLVES 62 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 | | 1 | 1 | 1 | 1 | 2 |
| ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | 2 | | 2 | 1 | | 1 | 3 | | 3 |
| BECAME LOST/DISORIENTED | 1 | | 1 | 3 | 1 | 4 | 4 | 1 | 5 |
| CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | 6 | | 6 | 3 | | 3 | 9 | | 9 |
| CONTINUED INTO KNOWN AREA OF SEVERE TURBULENCE | 1 | | 1 | | | | 1 | | 1 |
| DELAYED ACTION IN ABORTING TAKEOFF | | | | 4 | | 4 | 4 | | 4 |
| DELAYED IN INITIATING GO-AROUND | | | | 6 | | 6 | 6 | | 6 |
| DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | 1 | | 1 | 1 | | 1 |
| EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT | 3 | | 3 | | | | 3 | | 3 |
| FAILED TO EXTEND LANDING GEAR | | | | 1 | | 1 | 1 | | 1 |
| RETRACTED GEAR PREMATURELY | | | | 1 | | 1 | 1 | | 1 |
| INADVERTENTLY RETRACTED GEAR | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO SEE AND AVOID OTHER AIRCRAFT | 3 | | 3 | 3 | | 3 | 6 | | 6 |
| FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | 2 | | 2 | 7 | | 7 | 9 | | 9 |
| FAILED TO OBTAIN/MAINTAIN FLYING SPEED | 19 | | 19 | 25 | | 25 | 44 | | 44 |
| MISJUDGED, SPEED, ALTITUDE OR CLEARANCE | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO MAINTAIN ADEQUATE ROTOR RPM | | | | 2 | | 2 | 2 | | 2 |
| FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT | | | | | 1 | 1 | | 1 | 1 |
| FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC | 2 | | 2 | 5 | | 5 | 7 | | 7 |
| IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | 9 | | 9 | 9 | | 9 |
| IMPROPER OPERATION OF FLIGHT CONTROLS | 3 | | 3 | 2 | | 2 | 5 | | 5 |
| PREMATURE LIFT OFF | | | | 4 | 1 | 5 | 4 | 1 | 5 |
| IMPROPER LEVEL OFF | | | | 14 | | 14 | 14 | | 14 |
| IMPROPER IFR OPERATION | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| IMPROPER IN-FLIGHT DECISIONS OR PLANNING | 3 | | 3 | 4 | 1 | 5 | 7 | 1 | 8 |
| IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | 19 | | 19 | 19 | | 19 |
| INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | 6 | 1 | 7 | 25 | 4 | 29 | 31 | 5 | 36 |
| INADEQUATE SUPERVISION OF FLIGHT | | | | 8 | | 8 | 8 | | 8 |
| LACK OF FAMILIARITY WITH AIRCRAFT | | 1 | 1 | 2 | 3 | 5 | 2 | 4 | 6 |
| MISMANAGEMENT OF FUEL | 1 | | 1 | 17 | | 17 | 18 | | 18 |
| EXERCISED POOR JUDGMENT | 7 | | 7 | 1 | | 1 | 8 | | 8 |
| OPERATED CARELESSLY | | | | | 1 | 1 | | 1 | 1 |
| SELECTED UNSUITABLE TERRAIN | | | | 16 | | 16 | 16 | | 16 |
| FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED | | | | 2 | | 2 | 2 | | 2 |
| INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | 3 | | 3 | 1 | 1 | 2 | 4 | 1 | 5 |
| SPONTANEOUS-IMPROPER ACTION | | | | 1 | | 1 | 1 | | 1 |
| MISJUDGED DISTANCE, SPEED, AND ALTITUDE | 1 | | 1 | 5 | | 5 | 6 | | 6 |
| MISJUDGED DISTANCE AND SPEED | 1 | | 1 | 14 | | 14 | 15 | | 15 |
| MISJUDGED DISTANCE | | | | 1 | | 1 | 1 | | 1 |
| MISJUDGED DISTANCE AND ALTITUDE | | | | 8 | | 8 | 8 | | 8 |
| MISJUDGED SPEED AND CLEARANCE | | | | 1 | | 1 | 1 | | 1 |
| MISJUDGED ALTITUDE AND CLEARANCE | 4 | | 4 | | | | 4 | | 4 |
| MISJUDGED ALTITUDE | 4 | | 4 | 2 | | 2 | 6 | | 6 |
| MISJUDGED CLEARANCE | 1 | | 1 | 7 | | 7 | 8 | | 8 |
| MISUNDERSTANDING OF ORDERS OR INSTRUCTIONS | | | | | 1 | 1 | | 1 | 1 |
| IMPROPER RECOVERY FROM BOUNCED LANDING | | | | 9 | | 9 | 9 | | 9 |
| INCAPACITATION | 3 | | 3 | | | | 3 | | 3 |
| PHYSICAL IMPAIRMENT | | 1 | 1 | 2 | | 2 | 2 | 1 | 3 |
| SPATIAL DISORIENTATION | 2 | | 2 | | | | 2 | | 2 |
| MISUSED OR FAILED TO USE FLAPS | | 1 | 1 | 1 | | 1 | 1 | 1 | 2 |
| LEFT AIRCRAFT UNATTENDED ENGINE RUNNING | | | | | 1 | 1 | | 1 | 1 |
| FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | 8 | | 8 | 8 | | 8 |
| SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | | 1 | 1 | 4 | 6 | 10 | 4 | 7 | 11 |
| FAILED TO ABORT TAKEOFF | 3 | | 3 | 5 | | 5 | 8 | | 8 |
| FAILED TO INITIATE GO-AROUND | | | | 10 | | 10 | 10 | | 10 |
| SUBTOTAL | 84 | 5 | 89 | 268 | 22 | 290 | 352 | 27 | 379 |

COPILOT

CAUSE/FACTOR TABLE

INADVERTENTLY RETRACTED GEAR (CONTINUED)

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| INADVERTENTLY RETRACTED GEAR | | | | 1 | | 1 | 1 | | 1 |
| SUBTOTAL | | | | 1 | | 1 | 1 | | 1 |
| DUAL STUDENT | | | | | | | | | |
| FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | 1 | | 1 | 1 | | 1 |
| IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | 1 | | 1 | 1 | | 1 |
| IMPROPER LEVEL OFF | | | | 4 | | 4 | 4 | | 4 |
| MISJUDGED DISTANCE AND SPEED | | | | 2 | | 2 | 2 | | 2 |
| MISJUDGED DISTANCE AND ALTITUDE | | | | 1 | | 1 | 1 | | 1 |
| SUBTOTAL | | | | 9 | | 9 | 9 | | 9 |
| 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) | | | | 2 | | 2 | 2 | | 2 |
| IMPROPERLY SERVICED AIRCRAFT(OWNER-PILOT) | | | | 1 | | 1 | 1 | | 1 |
| INADEQUATE MAINTENANCE AND INSPECTION | 5 | | 5 | 12 | 1 | 13 | 17 | 1 | 18 |
| OPERATIONAL SUPERVISORY PERSONNEL | | | | | | | | | |
| INADEQUATE SUPERVISION OF FLIGHT CREW | | 1 | 1 | | | | | 1 | 1 |
| FAILURE TO PROVIDE ADEQ DIRECTIVES, MANUALS, EQUIPMENT | | | | | 1 | 1 | | 1 | 1 |
| WEATHER PERSONNEL | | | | | | | | | |
| INADEQUATE/INCORRECT WEATHER BRIEFING | | 1 | 1 | | | | | 1 | 1 |
| TRAFFIC CONTROL PERSONNEL | | | | | | | | | |
| FAILURE TO ADVISE OF UNSAFE WEATHER CONDITION | | 1 | 1 | | | | | 1 | 1 |
| AIRPORT SUPERVISORY PERSONNEL | | | | | | | | | |
| AIRWAYS FACILITIES PERSONNEL | | | | | | | | | |
| PRODUCTION-DESIGN-PERSONNEL | | | | | | | | | |
| MISCELLANEOUS-PERSONNEL | | | | | | | | | |
| PILOT OF OTHER AIRCRAFT | 3 | | 3 | 3 | | 3 | 6 | | 6 |
| GROUND CREWMAN | | 1 | 1 | | 1 | 1 | | 2 | 2 |
| PASSENGER | 1 | | 1 | | | | 1 | | 1 |
| OTHER | | | | 2 | | 2 | 2 | | 2 |
| THIRD PILOT | | | | | | | | | |
| FLIGHT ENGINEER | | | | | | | | | |
| FLIGHT PERSONNEL | | | | | | | | | |
| DISPATCHING (AIR CARRIER ONLY) | | | | | | | | | |
| SUBTOTAL | 9 | 4 | 13 | 20 | 3 | 23 | 29 | 7 | 36 |
| ** AIRFRAME ** | | | | | | | | | |
| WINGS | | | | | | | | | |
| SPARS | | 1 | 1 | | | | | 1 | 1 |
| FUSELAGE | | | | | | | | | |
| LANDING GEAR | | | | | | | | | |
| MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC | | | | 2 | | 2 | 2 | | 2 |
| NORMAL RETRACTION/EXTENSION ASSEMBLY | | | | 2 | 1 | 3 | 2 | 1 | 3 |
| TAILWHEEL ASSEMBLIES | | | | 1 | | 1 | 1 | | 1 |
| WHEELS, TIRES, AXLES | | | | 1 | | 1 | 1 | | 1 |
| SKI ASSEMBLIES | | | | 1 | | 1 | 1 | | 1 |
| BRAKING SYSTEM (NORMAL) | | | | 4 | 2 | 6 | 4 | 2 | 6 |
| NOSEWHEEL STEERING | | | | 1 | | 1 | 1 | | 1 |
| FLIGHT CONTROL SURFACES | | | | | | | | | |
| ELEVATOR, ASSEMBLY ATTACHMENTS | | | | 1 | | 1 | 1 | | 1 |
| HORIZONTAL STABILIZER, ATTACHMENTS | | 1 | 1 | | | | | 1 | 1 |
| SUBTOTAL | | 2 | 2 | 13 | 3 | 16 | 13 | 5 | 18 |
| ** POWERPLANT ** | | | | | | | | | |
| ENGINE STRUCTURE | | | | | | | | | |
| MASTER AND CONNECTING RODS | | | | 1 | | 1 | 1 | | 1 |
| CYLINDER ASSEMBLY | | 1 | 1 | 1 | | 1 | 1 | 1 | 2 |
| PISTON, PISTON RINGS | 1 | 2 | 3 | | | | 1 | 2 | 3 |
| VALVE ASSEMBLIES | 1 | 2 | 3 | 1 | | 1 | 2 | 2 | 4 |
| IGNITION SYSTEM | | | | | | | | | |
| MAGNETOES | | | | 1 | | 1 | 1 | | 1 |

CAUSE/FACTOR TABLE

POWERPLANT (CONTINUED)

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|---|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| SPARK PLUG | 1 | .1 | 2 | | | | 1 | 1 | 2 |
| IGNITION HARNESS, SHIELDING | | | | 1 | | 1 | 1 | | 1 |
| FUEL SYSTEM | | | | | | | | | |
| LINES AND FITTINGS | | | | 1 | | 1 | 1 | | 1 |
| SELECTOR VALVES | | | | | 1 | 1 | | 1 | 1 |
| CARBURETOR | 1 | | 1 | | | | 1 | | 1 |
| PUMPS | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| FUEL INJECTION SYSTEM | 1 | | 1 | 2 | | 2 | 3 | | 3 |
| VENTS, DRAINS, TANK CAPS | | | | 1 | 2 | 3 | 1 | 2 | 3 |
| OTHER | | | | 2 | | 2 | 2 | | 2 |
| LUBRICATING SYSTEM | | | | | | | | | |
| COOLING SYSTEM | | | | | | | | | |
| PROPELLER AND ACCESSORIES | | | | | | | | | |
| EXHAUST SYSTEM | | | | | | | | | |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| ENGINE ACCESSORIES | | | | | | | | | |
| ENGINE CONTROLS | | | | | | | | | |
| THROTTLE-POWER LEVER ASSEMBLIES | | | | 1 | | 1 | 1 | | 1 |
| MIXTURE CONTROL ASSEMBLIES | | | | 1 | | 1 | 1 | | 1 |
| POWERPLANT-INSTRUMENTS | | | | | | | | | |
| MISCELLANEOUS | | | | | | | | | |
| POWERPLANT FAILURE FOR UNDETERMINED REASONS | 1 | | 1 | 16 | | 16 | 17 | | 17 |
| OTHER | 1 | | 1 | | | | 1 | | 1 |
| REDUCTION GEAR ASSEMBLY | | | | | | | | | |
| COMPRESSOR ASSEMBLY | | | | | | | | | |
| 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 | 6 | 13 | 31 | 4 | 35 | 38 | 10 | 48 |
| ** SYSTEMS ** | | | | | | | | | |
| ELECTRICAL SYSTEM | | | | | | | | | |
| GENERATORS/ALTERNATORS | | | | | 1 | 1 | | 1 | 1 |
| RELAYS AND WIRING | | | | 1 | | 1 | 1 | | 1 |
| HYDRAULIC SYSTEM | | | | | | | | | |
| FLIGHT CONTROL SYSTEMS | | | | | | | | | |
| AILERON AND AILERON TAB CONTROL SYSTEM | | | | 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 | | | | 2 | 1 | 3 | 2 | 1 | 3 |
| ** INSTRUMENTS/EQUIPMENT AND ACCESSORIES ** | | | | | | | | | |
| FLIGHT AND NAVIGATION INSTRUMENTS | | | | | | | | | |
| COMMUNICATIONS AND NAVIGATION EQUIPMENT | | | | | | | | | |
| TRANSMITTERS AND/OR RECEIVERS | | | | | 1 | 1 | | 1 | 1 |
| MISCELLANEOUS EQUIPMENT | | | | | | | | | |
| GLIDER LAUNCH/TOW EQUIPMENT | | | | 1 | | 1 | 1 | | 1 |
| SUBTOTAL | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| ** ROTORCRAFT ** | | | | | | | | | |

CAUSE/FACTOR TABLE

ROTORCRAFT (CONTINUED)

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| ROTOR ASSEMBLIES | | | | | | | | | |
| MAIN ROTOR BLADES | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 |
| TAIL ROTOR BLADES | | | | 1 | | 1 | 1 | | 1 |
| BEARINGS | | | | | | | | | |
| TRANSMISSION ROTOR DRIVE SYSTEM | | | | | | | | | |
| MAIN ROTOR GEAR BOX | | | | 1 | | 1 | 1 | | 1 |
| TAIL ROTOR GEAR BOX | | | | 1 | | 1 | 1 | | 1 |
| CLUTCH ASSEMBLY | | | | 1 | | 1 | 1 | | 1 |
| FLIGHT CONTROL SYSTEMS | | | | | | | | | |
| CYCLIC PITCH CONTROL SYSTEM | | | | 1 | | 1 | 1 | | 1 |
| MISCELLANEOUS UNITS AND ASSEMBLIES | | | | | | | | | |
| SUBTOTAL | | 1 | 1 | 6 | | 6 | 6 | 1 | 7 |
| ** AIRPORTS/AIRWAYS/FACILITIES ** | | | | | | | | | |
| AIRPORT FACILITIES | | | | | | | | | |
| AIRPORT CONDITIONS | | | | | | | | | |
| WET RUNWAY | | | | | 3 | 3 | | 3 | 3 |
| ICE/SLUSH ON RUNWAY | | | | | 1 | 1 | | 1 | 1 |
| SNOW WINDROWS | | | | | 1 | 1 | | 1 | 1 |
| UNMARKED OBSTRUCTIONS | | | | | 1 | 1 | | 1 | 1 |
| SOFT SHOULDERS (RUNWAY) | | | | | 2 | 2 | | 2 | 2 |
| HIGH VEGETATION | | | | | 2 | 2 | | 2 | 2 |
| POORLY MAINTAINED RUNWAY SURFACE | | | | | 2 | 2 | | 2 | 2 |
| SOFT RUNWAY | | | | | 5 | 5 | | 5 | 5 |
| OTHER | | | | 1 | 4 | 5 | 1 | 4 | 5 |
| AIRWAYS FACILITIES | | | | | | | | | |
| SUBTOTAL | | | | 1 | 21 | 22 | 1 | 21 | 22 |
| ** WEATHER ** | | | | | | | | | |
| LOW CEILING | 10 | 10 | | | 4 | 4 | | 14 | 14 |
| RAIN | 6 | 6 | | | 2 | 2 | | 8 | 8 |
| FOG | 6 | 6 | | | 5 | 5 | | 11 | 11 |
| SNOW | 1 | 1 | | | 1 | 1 | | 2 | 2 |
| ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC | | | | | 1 | 1 | | 1 | 1 |
| UNFAVORABLE WIND CONDITIONS | 2 | 2 | | 1 | 21 | 22 | 1 | 23 | 24 |
| SUDDEN WINDSHIFT | | | | | 4 | 4 | | 4 | 4 |
| TURBULENCE IN FLIGHT, CLEAR AIR | 1 | 1 | | | | | | 1 | 1 |
| TURBULENCE ASSOCIATED WITH CLOUDS AND/OR THUNDERSTORMS | 1 | 1 | | | | | | 1 | 1 |
| DOWNDRAFTS, UPDRAFTS | 2 | 2 | | | 8 | 8 | | 10 | 10 |
| ADVERSE WINDS ALOFT | | | | | 1 | 1 | | 1 | 1 |
| HIGH TEMPERATURE | 1 | 1 | | | | | | 1 | 1 |
| OBSTRUCTIONS TO VISION | 1 | 1 | | | 1 | 1 | | 2 | 2 |
| HIGH DENSITY ALTITUDE | 6 | 6 | | | 8 | 8 | | 14 | 14 |
| THUNDERSTORM ACTIVITY | 2 | 2 | | | 5 | 5 | | 7 | 7 |
| SUBTOTAL | 39 | 39 | | 1 | 61 | 62 | 1 | 100 | 101 |
| ** TERRAIN ** | | | | | | | | | |
| WET, SOFT GROUND | | | | | 7 | 7 | | 7 | 7 |
| SNOW-COVERED | | | | | 2 | 2 | | 2 | 2 |
| HIGH VEGETATION | | | | | 9 | 9 | | 9 | 9 |
| ROUGH/UNEVEN | 1 | 1 | | | 12 | 12 | | 13 | 13 |
| HIGH OBSTRUCTIONS | 6 | 6 | | | 23 | 23 | | 29 | 29 |
| LOOSE GRAVEL | | | | | 1 | 1 | | 1 | 1 |
| SANDY | | | | | 2 | 2 | | 2 | 2 |
| OTHER | | | | | 7 | 7 | | 7 | 7 |
| SUBTOTAL | 7 | 7 | | | 63 | 63 | | 70 | 70 |
| ** MISCELLANEOUS ** | | | | | | | | | |
| FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS | | | | 1 | | 1 | 1 | | 1 |
| UNDETERMINED | 4 | | 4 | 1 | | 1 | 5 | | 5 |
| EVASIVE MANEUVER TO AVOID COLLISION | | | | 1 | 4 | 5 | 1 | 4 | 5 |
| UNQUALIFIED PERSON OPERATED AIRCRAFT | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| SUBTOTAL | 4 | | 4 | 4 | 5 | 9 | 8 | 5 | 13 |
| GRAND TOTAL | 105 | 64 | 169 | 357 | 184 | 541 | 462 | 248 | 710 |
| ** MISCELLANEOUS ACTS, CONDITIONS ** | | | | | | | | | |

CAUSE/FACTOR TABLE

MISCELLANEOUS ACTS, CONDITIONS (CONTINUED)

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|---|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| FIRE OF UNDETERMINED ORIGIN | | | | | 2 | 2 | | 2 | 2 |
| UNAPPROVED MODIFICATION | | 1 | 1 | | | | | 1 | 1 |
| IMPROPER/INADEQUATE VENTING | | | | 1 | | 1 | 1 | | 1 |
| PREVIOUS DAMAGE | | | | 2 | 1 | 3 | | 1 | 1 |
| LEAK/LEAKAGE | | | | 1 | 1 | 2 | 2 | 1 | 3 |
| ARCING | | | | 1 | | 1 | 1 | | 1 |
| LOW COMPRESSION | 1 | 1 | 2 | | | | 1 | 1 | 2 |
| RUNWAY CLOSED | | | | | 1 | 1 | | 1 | 1 |
| DOWNWIND | | | | | 14 | 14 | | 15 | 15 |
| CARBON DEPOSITS | | 1 | 1 | | | | | 1 | 1 |
| LANDED IN CONSTRUCTION AREA | | | | | 1 | 1 | | 1 | 1 |
| LOOSE, PART/FITTING | | | | 1 | 1 | 2 | 1 | | 2 |
| BINDING | | | | | 1 | 1 | | 1 | 1 |
| DETERIORATED | | | | | 1 | 1 | | 1 | 1 |
| DISCONNECTED | | | | 4 | | 4 | 4 | | 4 |
| EXCESSIVE-WEAR/PLAY | | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 3 |
| ERRATIC | 1 | | 1 | 1 | 1 | 2 | 1 | | 2 |
| GROUNDING | | | | 1 | | 1 | 1 | | 1 |
| JAMMED | | | | 1 | | 1 | 1 | | 1 |
| OBSTRUCTED | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| OVERHEATED | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| SHEARED | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| STICKING | | 1 | 1 | | | | | 1 | 1 |
| STRIPPED | | | | 1 | | 1 | 1 | | 1 |
| VIBRATION, EXCESSIVE | | | | 1 | | 1 | 1 | | 1 |
| INTENTIONAL GROUND-WATER LOOP-SWERVE | | | | 3 | 1 | 4 | 3 | 1 | 4 |
| RAN OFF END OF RUNWAY | | | | | 14 | 14 | | 14 | 14 |
| ALTITUDE SETTING-INCORRECT | | | | 1 | | 1 | 1 | | 1 |
| IMPROPER EMERGENCY PROCEDURES | 1 | | 1 | 4 | 1 | 5 | 5 | 1 | 6 |
| SEAT BELT NOT FASTENED | | 1 | 1 | | | | | 1 | 1 |
| NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA | | | | 1 | | 1 | 1 | | 1 |
| UNWARRANTED LOW FLYING | 3 | 3 | 6 | 1 | | 1 | 4 | 3 | 7 |
| FAILED TO USE ALL AVAILABLE RUNWAY | | | | 3 | | 3 | 3 | | 3 |
| INATTENTIVE TO FUEL SUPPLY | | | | 6 | | 6 | 6 | | 6 |
| FLOW INTO BLIND CANYON | 1 | | 1 | | | | 1 | | 1 |
| POORLY PLANNED APPROACH | | | | | 2 | 2 | | 2 | 2 |
| MISCALCULATED FUEL CONSUMPTION | | | | 2 | | 2 | 2 | | 2 |
| JETTISONED LOAD | | | | | 4 | 4 | | 4 | 4 |
| STOLEN OR UNAUTHORIZED USE OF AIRCRAFT | | 2 | 2 | | | | | 2 | 2 |
| IMPROPERLY SECURED | | | | 2 | | 2 | 2 | | 2 |
| ELECTRICAL FAILURE | | | | | 1 | 1 | | 1 | 1 |
| FATIGUE FRACTURE | 1 | | 1 | 2 | | 2 | 3 | | 3 |
| FUEL GRADE-IMPROPER | | 1 | 1 | | | | | 1 | 1 |
| RPM-UNCONTROLLABLE-OVERSPEED | 1 | | 1 | | | | 1 | | 1 |
| WRONG PART | 1 | | 1 | | | | 1 | | 1 |
| IMPROPER ALIGNMENT/ADJUSTMENT | | 1 | 1 | 1 | | 1 | | 1 | 2 |
| SEPARATION IN FLIGHT | | 3 | 3 | | 2 | 2 | | 5 | 5 |
| FIRE IN CABIN/ COCKPIT/ BAGGAGE COMPARTMENT | | | | | 1 | 1 | | 1 | 1 |
| FIRE IN ENGINE | | | | | 2 | 2 | | 2 | 2 |
| PILOT FATIGUE | | 1 | 1 | | | | | 1 | 1 |
| FUEL EXHAUSTION | 2 | | 2 | 15 | | 15 | 17 | | 17 |
| FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL | | 1 | 1 | 2 | | 2 | 2 | 1 | 3 |
| ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | 1 | 1 | 2 | 2 | | 2 | 3 | 1 | 4 |
| ICE-ENGINE | | | | 1 | | 1 | 1 | | 1 |
| AIRFRAME ICE | | 1 | 1 | | | | | 1 | 1 |
| IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG | | 1 | 1 | 1 | 2 | 3 | 1 | 3 | 4 |
| WHITEOUT | | | | 1 | | 1 | 1 | | 1 |
| SUNGLARE | | 1 | 1 | | 2 | 2 | | 3 | 3 |
| LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM | | | | 2 | | 2 | 2 | | 2 |
| FUEL SIPHONING | | | | 2 | 1 | 3 | 2 | 1 | 3 |
| WATER IN FUEL | 2 | | 2 | 6 | | 6 | 8 | | 8 |
| AIRCRAFT CAME TO REST IN WATER | | 3 | 3 | | 10 | 10 | | 13 | 13 |
| MISSING | | | | 1 | | 1 | 1 | | 1 |
| TOUCH AND GO LANDING | | 1 | 1 | | 10 | 10 | | 11 | 11 |
| OVERLOAD FAILURE | | 2 | 2 | 1 | 26 | 27 | 1 | 28 | 29 |
| MATERIAL FAILURE | | 1 | 1 | 15 | 2 | 17 | 15 | 3 | 18 |
| FUEL STARVATION | | | | 12 | | 12 | 12 | | 12 |

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

FILE ORDER LISTING - ISSUE NO. 6, 1980

| FILE NUMBER | AIRCRAFT REGIST. | DATE | LOCATION | AIRCRAFT MAKE | MODEL | INJURY INDEX |
|----------------|---------------------|--------|-------------------|------------------|--------|-----------------|
| 3 1501 | N7084P | 060180 | KAMUELA, HI | PIPER | PA-24 | NONE |
| 3 1502 | N88191 | 050480 | MOLOKAI, HI | BELLANCA | 7KCAB | NONE |
| 3 1503 | N7054E | 021780 | SEARCHLIGHT, NV | CESSNA | 175A | FATAL |
| 3 1504 | N2470H | 013080 | ALPINE VALLEY, NV | PIPER | PA-18 | NONE |
| 3 1505 | N73WB | 051880 | LAS VEGAS, NV | CUTTER | 2 | SERIOUS |
| 3 1506 | N4731V | 030880 | LATHROP WELLS, NV | BELLANCA | 17-30 | MINOR |
| 3 1507 | N7346C | 071780 | ELKO, NV | CESSNA | 206 | NONE |
| 3 1508 | N5235R | 070380 | LAS VEGAS, NV | CESSNA | 172M | NONE |
| 3 1509 | N6531C | 010380 | BEATTY, NV | PIPER | PA-28 | NONE |
| 3 1510 | N4326E | 020780 | HENDSON, NV | PIPER | PA-38 | NONE |
| 3 1511 | N748V | 060880 | IMLAY, NV | FLEET | 2 | MINOR |
| 3 1512 | N6437K | 070680 | LAS VEGAS, NV | CESSNA | 150M | NONE |
| 3 1513 | N88127 | 020880 | CARSON CITY, NV | BELLANCA | 8GCBC | NONE |
| 3 1514 | N2903J | 061980 | FAIRFIELD, ID | CESSNA | T188C | MINOR |
| 3 1515 | N8270H | 070680 | HOMEDALE, ID | CALLAIR | A-9 | FATAL |
| 3 1516 | N3903D | 080580 | NROSEBURG, OR | CESSNA | 182A | SERIOUS |
| 3 1517 | N7116H | 070780 | HOOD RIVER, OR | PIPER | J3C-85 | NONE |
| 3 1518 | N1713D | 071780 | NCLINTON, WA | CESSNA | 170A | FATAL |
| 3 1518 | N9126J | 071780 | NCLINTON, WA | PIPER | PA-28 | FATAL |
| 3 1519 | N757SC | 051780 | BUENA, WA | CESSNA | 152 | MINOR |
| 3 1520 | N8385 | 042680 | NPROSSER, WA | PAGE | RV-3 | FATAL |
| 3 1521 | N752EZ | 070180 | ARLINGTON, WA | VARIEZE | 1 | FATAL |
| 3 1522 | N3576B | 072080 | GARDNER, WA | PIPER | PA-28 | MINOR |

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| FILE NUMBER ----- | AIRCRAFT REGIST. ----- | DATE ---- | LOCATION ----- | AIRCRAFT MAKE ---- | MODEL ----- | INJURY INDEX ----- |
|-------------------------|------------------------------|--------------|--------------------|--------------------------|----------------|--------------------------|
| 3 1523 | N90268 | 070580 | KING SALMON, AK | FAIRCHILD | C-119L | NONE |
| 3 1524 | N1384U | 021280 | NHOMER, AK | CESSNA | 172M | FATAL |
| 3 1525 | N5909G | 061580 | NDILLINGHAM, AK | CESSNA | 150 | FATAL |
| 3 1526 | N4895C | 041280 | WALES, AK | CESSNA | A185F | NONE |
| 3 1527 | N62406 | 080680 | GULKANA, AK | AEROSPATLE | SA341G | NONE |
| 3 1528 | N2975Q | 042580 | NKODIAK, AK | BELLANCA | 8GCBC | NONE |
| 3 1529 | N4311R | 022480 | PLATINUM, AK | CESSNA | 185 | NONE |
| 3 1530 | N92CP | 060880 | NTALKEETNA, AK | CESSNA | 180 | NONE |
| 3 1531 | N4960E | 071180 | NFALSE ISLAND, AK | CESSNA | A185F | SERIOUS |
| 3 1532 | N756CV | 012980 | NKASIGLUK, AK | CESSNA | U206G | FATAL |
| 3 1533 | N2077X | 051980 | NUNAVARCHUK, AK | PIPER | PA-32 | MINOR |
| 3 1534 | N14310 | 062480 | ANCHORAGE, AK | PIPER | PA-18 | FATAL |
| 3 1535 | N5083R | 070280 | TYONE CREEK, AK | CESSNA | 185 | NONE |
| 3 1536 | N390EH | 072380 | NDEADHORSE, AK | BELL | 206B | NONE |
| 3 1537 | N93322 | 031480 | NSHAKTOOLIK, AK | CESSNA | A185F | FATAL |
| 3 1538 | N679RK | 071980 | NTOGIAK, AK | PIPER | PA-18A | NONE |
| 3 1539 | N5405H | 063080 | NKENAI, AK | CESSNA | 172 | MINOR |
| 3 1540 | N60506 | 071480 | NCANTWELL, AK | CESSNA | 150 | MINOR |
| 3 1541 | N9444D | 072280 | NSEWARD, AK | PIPER | PA-18 | MINOR |
| 3 1542 | N57690 | 050780 | NKASHWITNA RIV, AK | BELLANCA | 8GCBC | NONE |
| 3 1543 | N4448Z | 051580 | MONTANA CREEK, AK | PIPER | PA-18 | NONE |
| 3 1544 | N1511C | 071480 | BROOKS RANGE, AK | CESSNA | 180 | NONE |
| 3 1545 | N9707P | 071380 | ALEXANDER LAKE, AK | PIPER | PA-18 | SERIOUS |

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|-------------------------|------------------------------|--------------|--------------------|--------------------------|----------------|--------------------------|
| 3 1546 | N9478C | 062880 | NCOGHILL LAKE,AK | CESSNA | 180 | NONE |
| 3 1547 | N8781D | 050780 | NKING SALMON,AK | PIPER | PA-18 | NONE |
| 3 1548 | N2376P | 041780 | FAIRBANKS,AK | PIPER | PA-22 | NONE |
| 3 1549 | N15087 | 052080 | NKAHILTNA STRIP,AK | CESSNA | R172E | NONE |
| 3 1550 | N7164B | 071580 | NILIAMNA,AK | PIPER | PA-18 | NONE |
| 3 1551 | N1561P | 060680 | NBELUGA,AK | PIPER | PA-18A | NONE |
| 3 1552 | N4773B | 050980 | NKENAI,AK | CESSNA | 180 | NONE |
| 3 1553 | N59619 | 051680 | ANCHORAGE,AK | BELL | 206B | MINOR |
| 3 1554 | N9150D | 070480 | OLD MINTO,AK | PIPER | PA-18 | NONE |
| 3 1555 | N83351 | 070580 | ILIAMNA,AK | PIPER | PA-18 | SERIOUS |
| 3 1556 | N173K | 062880 | NORTHWAY,AK | HELIO ACFT | H-250 | NONE |
| 3 1557 | N1728N | 051580 | EGEGIK,AK | CESSNA | 120 | NONE |
| 3 1558 | N9297E | 051180 | POLLY CREEK,AK | MAULE | M-5 | NONE |
| 3 1559 | N53804 | 040680 | SOLDOTNA,AK | BELLANCA | 7ECA | NONE |
| 3 1560 | N93430 | 041780 | NFORT YUKON,AK | CESSNA | 185 | NONE |
| 3 1561 | N8CK | 030280 | CHANDLER LAKE,AK | BELLANCA | 7GCBC | NONE |
| 3 1562 | N65064 | 050380 | SKWENTNA,AK | CESSNA | 305A | NONE |
| 3 1563 | N63837 | 051180 | NDILLINGHAM,AK | PIPER | PA-18 | MINOR |
| 3 1564 | N1209H | 031580 | TONSINA,AK | AERONCA | 15AC | NONE |
| 3 1565 | N7466L | 050480 | NBETHEL,AK | PIPER | PA-18 | SERIOUS |
| 3 1566 | N62595 | 042280 | FAIRBANKS,AK | PIPER | PA-18 | MINOR |
| 3 1567 | N9398D | 062280 | NBEAVER VILLAGE,AK | PIPER | PA-18 | NONE |
| 3 1568 | N8492S | 040380 | KWETHLUK,AK | CESSNA | 182 | NONE |

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| FILE NUMBER ----- | AIRCRAFT REGIST. ----- | DATE ----- | LOCATION ----- | AIRCRAFT MAKE ----- | MODEL ----- | INJURY INDEX ----- |
|-------------------------|------------------------------|---------------|-------------------|---------------------------|----------------|--------------------------|
| 3 1569 | N5780F | 070680 | GRAIN VALLEY,MO | PIPER | PA-28 | NONE |
| 3 1570 | N6400M | 071880 | MINDEN,NE | STINSON | 108-3 | MINOR |
| 3 1571 | N4494A | 071880 | KANSAS CITY,KS | BEECH | 58 | NONE |
| 3 1572 | N61952 | 042280 | SO.LAKE TAHOE,CA | CESSNA | 172M | FATAL |
| 3 1573 | N5620S | 072480 | NVALDOSTA,GA | BEECH | V35 | FATAL |
| 3 1575 | N1933A | 062580 | PATTEN,ME | PIPER | PA-18 | SERIOUS |
| 3 1576 | N6650R | 073180 | NTEWKSBURY,MA | BEECH | B19 | NONE |
| 3 1577 | N69777 | 040480 | MARLBORO,NY | CESSNA | 310Q | FATAL |
| 3 1578 | N7572U | 070880 | PRINCETOWN,NJ | CESSNA | 150 | NONE |
| 3 1579 | N1946W | 011980 | BOGOTA,NJ | BEECH | B19 | FATAL |
| 3 1580 | N701SP | 062380 | NOMAHA,AL | CESSNA | 182 | FATAL |
| 3 1581 | N1659T | 040280 | GULFPORT,MS | CESSNA | 414 | SERIOUS |
| 3 1582 | N9235T | 070980 | DELAND,FL | CESSNA | 180C | MINOR |
| 3 1583 | N9234M | 060780 | MERRITT ISLAND,FL | MOONEY | M20E | NONE |
| 3 1584 | N92453 | 011880 | NKEY WEST,FL | CESSNA | 172 | MINOR |
| 3 1585 | N3808H | 062880 | MISSING AIRCRAFT | ERCO | 415-D | FATAL |
| 3 1586 | N87497 | 071580 | GALESBURG,IL | CESSNA | 310R | NONE |
| 3 1587 | N9356E | 071080 | PEORIA,IL | CESSNA | 172 | NONE |
| 3 1588 | N3416U | 062380 | NGLENVIEW,IL | CESSNA | 182F | MINOR |
| 3 1589 | N3687E | 071380 | MORRISTOWN,IN | AERONCA | 7AC | NONE |
| 3 1590 | N42726 | 072080 | FLUSHING,MI | PIPER | J-3 | FATAL |
| 3 1591 | N15336 | 072680 | NLAKE CITY,MI | PIPER | PA-28 | FATAL |
| 3 1592 | N7113F | 071080 | TROY,MI | PIPER | PA-32R | SERIOUS |

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|-------------------------|------------------------------|---------------|-------------------|---------------------------|----------------|--------------------------|
| 3 1593 | N7660T | 081480 | FENNVILLE,MI | CESSNA | 172 | NONE |
| 3 1594 | N5136D | 062980 | TROY,MI | CESSNA | 172N | NONE |
| 3 1595 | N7166Y | 010980 | LANSING,MI | PIPER | PA-30 | NONE |
| 3 1596 | N4581J | 052680 | PIGEON,MI | PIPER | PA-28R | NONE |
| 3 1597 | N7611Q | 061880 | ELY,MN | CESSNA | A185F | NONE |
| 3 1598 | N12565 | 070280 | FOSSTON,MN | CESSNA | 172 | NONE |
| 3 1599 | N7482F | 060380 | DEXTER,MN | HUGHES | 269C | MINOR |
| 3 1600 | N188Q | 062080 | ANGLE INLET,MN | BEECH | A35 | FATAL |
| 3 1601 | N64368 | 052380 | NBIG FORK,MN | CESSNA | 172K | FATAL |
| 3 1602 | N5545Z | 080880 | PAINESVILLE,OH | PIPER | PA-22 | NONE |
| 3 1603 | N16861 | 070280 | RUSHVILLE,OH | SIKORSKY | S-55B | NONE |
| 3 1604 | N54522 | 071480 | NEW KNOXVILLE,OH | BELL | 47G-2 | NONE |
| 3 1605 | N40WM | 071180 | NORTH JACKSON,OH | SCORPION | H1754R | NONE |
| 3 1606 | N7701S | 081080 | MARION,OH | SCHWEIZER | 2-33A | NONE |
| 3 1607 | N8766W | 081380 | BELLEFONTAINE,OH | PIPER | PA-28 | MINOR |
| 3 1608 | N4737J | 081280 | WINNECONNE,WI | BEECH | A23-19 | NONE |
| 3 1609 | N193E | 070480 | CIRCLEVILLE,OH | ENSTROM | F-28A | NONE |
| 3 1610 | N7369V | 020380 | NDARLINGTON,WI | BELLANCA | 17-30 | NONE |
| 3 1611 | N9524U | 052380 | PORTAGE,WI | GRUM-AMER | AA-1C | FATAL |
| 3 1612 | N1012S | 072280 | NCENTERVILLE,IA | PITTS | S1 | FATAL |
| 3 1613 | N9981 | 071980 | MONTGOMERY CY,MO | BENSEN | B8M | FATAL |
| 3 1614 | N70382 | 080480 | BRADLEY,AR | CESSNA | 188 | NONE |
| 3 1615 | N7345K | 071380 | NEW ORLEANS,LA | CESSNA | P210N | MINOR |

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|-------------------------|------------------------------|---------------|-------------------|---------------------------|----------------|--------------------------|
| 3 1616 | N66618 | 070780 | DULAC,LA | CESSNA | 180 | NONE |
| 3 1617 | N442Y | 022180 | NLEEVILLE,LA | SIKORSKY | S-62A | FATAL |
| 3 1618 | N516WB | 081580 | RUIDOSO,NM | BEECH | 65-90 | NONE |
| 3 1619 | N6515V | 072580 | IOLA,TX | AERO COMDR | 680FLP | FATAL |
| 3 1620 | N8001A | 071980 | TOMBALL,TX | LAKE | LA-4 | NONE |
| 3 1621 | N17294 | 080580 | WICHITA FALLS,TX | CESSNA | 150L | NONE |
| 3 1622 | N4190X | 080180 | FRIONA,TX | AERO COMDR | S-2R | NONE |
| 3 1623 | N44752 | 060880 | OKMULGEE,OK | PIPER | PA-28 | NONE |
| 3 1624 | N96812 | 062280 | LOMA,CO | TAYLORCRAFT | BC12D | FATAL |
| 3 1625 | N4066B | 071980 | STERLING,CO | BELLANCA | 17 | FATAL |
| 3 1626 | N73371 | 010480 | NLAS ANIMAS,CO | PIPER | PA-18 | NONE |
| 3 1627 | N211M | 060780 | NSPANISH FORK,UT | GLOBE | GC-1B | FATAL |
| 3 1628 | N26721 | 070880 | BISBEE,AZ | GRUM-AMER | AA-5A | NONE |
| 3 1629 | N2383L | 052680 | MESA,AZ | PIPER | PA-38 | NONE |
| 3 1630 | N777PS | 041080 | NASHFORK,AZ | BELL | 206B | MINOR |
| 3 1631 | N35RE | 050380 | SCOTTSDALE,AZ | BEECH | V35A | NONE |
| 3 1632 | N60155 | 050380 | NSCOTTSDALE,AZ | RYAN | ST-3KR | FATAL |
| 3 1633 | N24499 | 031280 | FLAGSTAFF,AZ | CESSNA | 152 | NONE |
| 3 1634 | N9002T | 050180 | WATSONVILLE,CA | TOM CAT | I | NONE |
| 3 1635 | N4747C | 010380 | PALO ALTO,CA | CESSNA | T210N | SERIOUS |
| 3 1636 | N38125 | 041880 | SAN CARLOS,CA | PIPER | PA-28 | MINOR |
| 3 1637 | N9433T | 041780 | BECKWOURTH,CA | CESSNA | 210 | NONE |
| 3 1638 | N733TS | 062680 | ANZA,CA | CESSNA | 172 | NONE |

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| 3 1639 | N21CM | 070180 | REDLANDS,CA | PITTS | S2A | MINOR |
| 3 1639 | N45142 | 070180 | REDLANDS,CA | GULF-AMER | AA-5A | MINOR |
| 3 1640 | N8174M | 071880 | GRASS VALLEY,CA | CESSNA | 172L | NONE |
| 3 1641 | N4126H | 080780 | REDDING,CA | MOONEY | M20J | MINOR |
| 3 1642 | N9124S | 052080 | PASO ROBLES,CA | BEECH | 95-B55 | NONE |
| 3 1643 | N11867 | 080480 | SN LUIS OBSPD,CA | BELLANCA | 7GCBC | NONE |
| 3 1644 | N8991P | 042980 | SANTA PAULA,CA | PIPER | PA-24 | NONE |
| 3 1645 | N8569 | 071080 | NSAN JOAQUIN,CA | AERO COMDR | 600S2R | MINOR |
| 3 1646 | N51239 | 080280 | COLUMBIA,CA | CESSNA | 172M | MINOR |
| 3 1647 | N6326B | 081880 | MERCED,CA | CESSNA | 152 | NONE |
| 3 1648 | N5032G | 080180 | SHELTER COVE,CA | BELLANCA | 7ECA | NONE |
| 3 1649 | N5665Q | 071180 | GRASS VALLEY,CA | MOONEY | M20C | NONE |
| 3 1650 | N7605W | 071880 | ANGWIN,CA | PIPER | PA-28 | NONE |
| 3 1651 | N49177 | 080380 | YOLO COUNTY,CA | CESSNA | 152 | NONE |
| 3 1652 | N5419H | 080380 | FAIR OAKS,CA | CESSNA | 152 | MINOR |
| 3 1653 | N6387D | 072080 | NPALMDALE,CA | CESSNA | 172N | NONE |
| 3 1654 | N3465 | 072680 | ADELANTO,CA | BLANIK | L-13 | MINOR |
| 3 1655 | N2047B | 081180 | UPLAND,CA | BEECH | A36 | NONE |
| 3 1656 | N17916 | 080980 | NRABBIT DRY LK,CA | SCHWEIZER | SGS126 | SERIOUS |
| 3 1657 | N49467 | 080280 | SANTA MONICA,CA | CESSNA | 152 | MINOR |
| 3 1658 | N8038Y | 030880 | SANTA ANA,CA | PIPER | PA-30 | NONE |
| 3 1659 | N5718C | 030680 | CRESCENT CITY,CA | CESSNA | 402C | FATAL |
| 3 1661 | N8081H | 021680 | NREDDING,CA | PIPER | PA-28 | FATAL |

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|-------------------------|------------------------------|---------------|---------------------|---------------------------|----------------|--------------------------|
| 3 1662 | N5574K | 072880 | LIHUE, HI | MYNA BIRD | 1 | NONE |
| 3 1663 | N3268R | 031380 | LAS VEGAS, NV | CESSNA | 411A | NONE |
| 3 1664 | N3184 | 081180 | LAS VEGAS, NV | BREEZY | RLU-1A | NONE |
| 3 1665 | N1824D | 071880 | NYAP-W. CAROLINE IS | BEECH | D18S | MINOR |
| 3 1666 | N6786D | 070580 | NMATTAWA, WA | BELL | 47G-4 | MINOR |
| 3 1667 | N5469Q | 061180 | WENATCHEE, WA | CESSNA | 150 | MINOR |
| 3 1668 | N7470Q | 072080 | SUNNYSIDE, WA | CESSNA | TU206F | NONE |
| 3 1669 | N92484 | 060480 | ALBANY, OR | HILLER ACFT | FH1100 | MINOR |
| 3 1670 | N48220 | 062080 | GALES CREEK, OR | HILLER ACFT | UH-12E | NONE |
| 3 1671 | N3691V | 080380 | CRESWELL, OR | CESSNA | 140 | NONE |
| 3 1672 | N8841C | 071780 | DALLAS, OR | PIPER | PA-22 | MINOR |
| 3 1673 | N11617 | 080980 | HORSESHOE BEND, ID | CESSNA | 150 | NONE |
| 3 1674 | N758KG | 062680 | MULLEN, ID | CESSNA | R172K | MINOR |
| 3 1675 | N8466M | 080180 | NELK CITY, ID | CESSNA | 182 | NONE |
| 3 1676 | N6292C | 031480 | TONSINA LODGE, AK | PIPER | PA-18 | MINOR |
| 3 1677 | N3506Z | 070980 | NMCGRATH, AK | PIPER | PA-22 | NONE |
| 3 1678 | N2479D | 051780 | POLLY CREEK, AK | CESSNA | 170B | NONE |
| 3 1679 | N70412 | 062080 | EMMONAK, AK | CESSNA | 185 | MINOR |
| 3 1680 | N4557F | 061780 | NILIAMNA, AK | CESSNA | 185 | MINOR |
| 3 1681 | N4447E | 050280 | PAWTUCKET, RI | PIPER | PA-38 | SERIOUS |
| 3 1681 | N9866T | 050280 | PAWTUCKET, RI | PIPER | PA-38 | SERIOUS |
| 3 1682 | N9226P | 031780 | EAST FREEDOM, PA | PIPER | PA-24 | FATAL |
| 3 1683 | N69193 | 071980 | NPERRY, NY | CESSNA | 152 | NONE |

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|-------------------------|------------------------------|---------------|--------------------|---------------------------|----------------|--------------------------|
| 3 1684 | N9754U | 061480 | DELISLE,MS | GRUMMAN | AA-1C | FATAL |
| 3 1685 | N9299Z | 061580 | NMIAMI BEACH,FL | HILLER | UH-12D | SERIOUS |
| 3 1686 | N58225 | 062680 | NINGLIS,FL | HUGHES | 269C | NONE |
| 3 1687 | N3CC | 070780 | POMPANO BEACH,FL | CESSNA | 411 | SERIOUS |
| 3 1688 | N26DF | 040780 | ST CROIX,VI | GRUMMAN | G-73 | MINOR |
| 3 1689 | N8271E | 072880 | RANTOUL,IL | BELL | 47D-1 | NONE |
| 3 1690 | N81351 | 061880 | NWEST CHICAGO,IL | PIPER | PA-28 | NONE |
| 3 1691 | N4770J | 062280 | BELVIDERE,IL | CESSNA | 172N | NONE |
| 3 1692 | N3912F | 051080 | NAPPANEE,IN | CESSNA | 172 | FATAL |
| 3 1693 | N48348 | 081580 | HOWE,IN | GRUMMAN | G-164 | NONE |
| 3 1694 | N4110C | 071780 | GRATTAN,MI | STINSON | 108-3 | FATAL |
| 3 1695 | N7448F | 060180 | WILLMAR,MN | HUGHES | 269C | NONE |
| 3 1696 | N2557H | 081980 | NCHARDON,OH | SCHWEIZER | I-26E | FATAL |
| 3 1697 | N2825P | 082580 | SHELBY,OH | PIPER | PA-22 | SERIOUS |
| 3 1698 | N3936R | 080380 | WILLDOUGHBY,OH | CESSNA | 172H | MINOR |
| 3 1699 | N7695J | 080780 | GREEN BAY,WI | PIPER | PA-28R | NONE |
| 3 1700 | N25990 | 051280 | PLATTEVILLE,WI | CESSNA | 152 | NONE |
| 3 1701 | N736FX | 080880 | HOXIE,KS | CESSNA | 172 | NONE |
| 3 1702 | N61024 | 081080 | HORTON,KS | CESSNA | 150J | NONE |
| 3 1703 | N4137V | 080780 | NLAKE WINNEBAGO,MO | CESSNA | 170 | NONE |
| 3 1704 | N9368S | 071180 | ST CHARLES,MO | BEECH | C23 | SERIOUS |
| 3 1705 | N84354 | 071180 | NADVANCE,MO | CESSNA | 188B | NONE |
| 3 1706 | N1212H | 082180 | CASSVILLE,MO | PIPER | PA-22 | NONE |

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|-------------------------|------------------------------|---------------|-------------------|---------------------------|----------------|--------------------------|
| 3 1707 | N53150 | 080780 | AXTELL,NE | CESSNA | A188B | NONE |
| 3 1708 | N9945V | 080680 | EMPIRE,LA | CESSNA | 180 | NONE |
| 3 1709 | N9047V | 073180 | HOUMA,LA | BEECH | E55 | NONE |
| 3 1710 | N7221V | 072980 | NDEMING,NM | CALLAIR | B1A | NONE |
| 3 1711 | N7483E | 082480 | EL PASO,TX | CESSNA | 210 | NONE |
| 3 1712 | N101E | 082280 | FORT WORTH,TX | CESSNA | 172 | SERIOUS |
| 3 1713 | N5708G | 080780 | UVALDE,TX | CESSNA | A188B | NONE |
| 3 1714 | N2300M | 070280 | NPLANO,TX | FAIRCHILD | M-62C | FATAL |
| 3 1715 | N4684W | 062680 | ASPERMONT,TX | ROCKWELL CO | 112TCA | FATAL |
| 3 1716 | N80117 | 071880 | HOBART,OK | CESSNA | 172M | NONE |
| 3 1717 | N48976 | 062780 | NGAGE,OK | CESSNA | 152 | MINOR |
| 3 1718 | N4355 | 062080 | FREDERICK,OK | BENSON | B8M | FATAL |
| 3 1719 | N12906 | 081680 | CADDO,OK | CESSNA | 172M | FATAL |
| 3 1720 | N134Y | 050580 | WINSLOW,AZ | BEECH | 35-33 | FATAL |
| 3 1721 | N49002 | 011680 | MESA,AZ | CESSNA | 152 | FATAL |
| 3 1721 | N9539X | 011680 | MESA,AZ | CESSNA | 210 A | FATAL |
| 3 1723 | N8270E | 061180 | LONG BEACH,CA | BELL | 47G | NONE |
| 3 1724 | N2546M | 042880 | BAKERSFIELD,CA | PIPER | PA-23 | FATAL |
| 3 1725 | N29089 | 071180 | NELY,NV | CESSNA | U206C | FATAL |
| 3 1726 | N98484 | 080280 | NBLACKFOOT,ID | PIPER | J3C-65 | NONE |
| 3 1727 | N37989 | 081180 | NMOUNTAIN HOME,ID | PIPER | J4E | FATAL |
| 3 1728 | N184Z | 080580 | NSALMON,ID | AERO COMDR | 500B | FATAL |
| 3 1729 | N91115 | 081180 | NSALMON,ID | CESSNA | T207 | FATAL |

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|----------------|---------------------|--------|------------------|------------------|--------|-----------------|
| 3 1730 | N5589Q | 042380 | SCAPPOOSE,OR | HILLER ACFT | UH-12D | NONE |
| 3 1731 | N2159C | 071380 | BROOKS,OR | PIPER | PA-28 | NONE |
| 3 1732 | N23843 | 073180 | ROCHE HARBOR,WA | BEECH | C24R | NONE |
| 3 1733 | N7320U | 072180 | PILOT STATION,AK | CESSNA | 207 | NONE |
| 3 1734 | N93130 | 050480 | NANCHORAGE,AK | CESSNA | 185F | FATAL |
| 3 1735 | N9207F | 082680 | NWRANGELL,AK | HUGHES | 369HS | NONE |
| 3 1736 | N3530C | 080880 | NPALMER,AK | CESSNA | 170B | NONE |
| 3 1737 | N9234E | 041080 | YAKUTAT,AK | MAULE | M-5 | NONE |
| 3 1738 | N62656 | 082080 | HARTFORD,CT | PIPER | PA-23 | NONE |
| 3 1739 | N8419J | 052680 | MARLBORO,MA | VARGA | 2150A | NONE |
| 3 1740 | N5168G | 082780 | NEWBURYPORT,MA | CESSNA | 305 | NONE |
| 3 1741 | N5588X | 082080 | NKERMAN,CA | AYRES | S2R | NONE |
| 3 1742 | N9231 | 071180 | ROCHESTER,NY | BEECH | TC-45J | NONE |
| 3 1743 | N9863D | 082280 | EXETER,RI | PIPER | PA-18 | FATAL |
| 3 1744 | N4081S | 101780 | SIMEONOF IS,AK | PIPER | PA-32 | NONE |
| 3 1745 | N2032M | 061080 | LOUISVILLE,KY | PIPER | PA-32 | NONE |
| 3 1746 | N2942E | 062780 | NLELAND,MS | AERONCA | 7AC | NONE |
| 3 1747 | N8866B | 060880 | SALISBURY,NC | CESSNA | 172 | FATAL |
| 3 1748 | N1644G | 081080 | LAKE NORMAN,NC | BELLANCA | 7KCAB | FATAL |
| 3 1749 | N60BW | 062380 | KINSTON,NC | BEECH | B19 | MINOR |
| 3 1750 | N5908V | 070280 | STAR TANNERY,VA | PIPER | PA-28 | FATAL |
| 3 1751 | N1411M | 081880 | NCAPE CORAL,FL | CESSNA | 411A | FATAL |
| 3 1752 | N5949P | 042180 | LAKELAND,FL | PIPER | PA-24 | NONE |

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| 3 1753 | N733RU | 080980 | NBALDWIN,FL | CESSNA | 172N | NONE |
| 3 1754 | N5412P | 080580 | NOKEECHOBEE,FL | PIPER | PA-24 | SERIOUS |
| 3 1755 | N8144V | 073080 | NMERRITT ISLAND,FL | CESSNA | 150M | NONE |
| 3 1756 | N2164T | 032180 | KEY LARGO,FL | PIPER | PA-28 | NONE |
| 3 1757 | N3672E | 041480 | NGARDNER,FL | PIPER | PA-36 | NONE |
| 3 1758 | N665WC | 062280 | NDUNEDIN,FL | PIPER | J3C | FATAL |
| 3 1759 | N45864 | 080180 | NEW SMYRNA BCH,FL | DOUGLAS | C-47A | MINOR |
| 3 1760 | N2485B | 071480 | MIAMI,FL | BELL | 47G-2 | NONE |
| 3 1761 | N218K | 082580 | NPT.MARIA,JAMAICA | BEECH | 65-80 | FATAL |
| 3 1762 | N4919U | 061480 | PROVINCETOWN,MA | CESSNA | 210E | FATAL |
| 3 1763 | N8714C | 072980 | PONTIAC,IL | PIPER | PA-22 | NONE |
| 3 1764 | N5135W | 082480 | COLUMBIA,IL | PIPER | PA-28 | NONE |
| 3 1765 | N75633 | 071180 | KANKAKEE,IL | CESSNA | 172 | NONE |
| 3 1766 | N9040W | 081880 | COLUSA,IL | WEATHERLY | 201C | NONE |
| 3 1767 | N95A | 041180 | COLUMBUS,IN | BEECH | J50 | SERIOUS |
| 3 1768 | N200BF | 022280 | FT WAYNE,IN | PIPER | PA-32 | FATAL |
| 3 1769 | N10356 | 071780 | LAFAYETTE,IN | SCHWEIZER | SGS126 | NONE |
| 3 1770 | N3547V | 070780 | E ENTERPRISE,IN | CESSNA | 140A | MINOR |
| 3 1771 | N5621L | 071780 | MIDLAND,MI | GRUM-AMER | AA-1 | SERIOUS |
| 3 1772 | N4898H | 081680 | NEGAUNEE,MI | CESSNA | 152 | NONE |
| 3 1773 | N1635G | 051980 | GRANT,MI | CHAMPION | 7KCAB | FATAL |
| 3 1774 | N6839W | 081980 | HARRISON,MI | PIPER | PA-28 | SERIOUS |
| 3 1775 | N74702 | 081080 | HESEL,MI | CORBIN | E | SERIOUS |

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|----------------|---------------------|--------|-------------------|------------------|--------|-----------------|
| ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 3 1776 | N8215F | 081080 | OGEMA,MN | CESSNA | 150 | NONE |
| 3 1777 | N8138D | 050480 | HADLEY,MI | PIPER | PA-22 | MINOR |
| 3 1778 | N739PP | 081080 | BOIS BLANC IS,MI | CESSNA | 172 | FATAL |
| 3 1779 | N5065H | 070480 | NORLEANS,MI | PIPER | PA-11S | FATAL |
| 3 1780 | N300AW | 090680 | CHESANING,MI | CESSNA | 172L | NONE |
| 3 1781 | N80686 | 081080 | STRONGSVILLE,OH | CESSNA | 172 | NONE |
| 3 1782 | N457B | 050680 | SEBRING,OH | PINE AIR | 63P | MINOR |
| 3 1783 | N23MM | 080380 | MARIETTA,OH | PIPER | PA-32 | NONE |
| 3 1784 | N8738M | 060280 | DEERPARK,WI | BEECH | 23 | NONE |
| 3 1785 | N5583R | 042280 | STONE LAKE,WI | CESSNA | 172F | SERIOUS |
| 3 1786 | N94475 | 080380 | PLOVER,WI | SIKORSKY | CH-19E | NONE |
| 3 1787 | N3182R | 083080 | LEON,IA | CESSNA | 182L | NONE |
| 3 1788 | N7480F | 081480 | ELLSWORTH,IA | HUGHES | 269C | NONE |
| 3 1789 | N13MZ | 083080 | NHAMPTON,IA | GRUMMAN | G-164 | MINOR |
| 3 1790 | N744F | 080980 | NDELPHUS,IA | BELLANCA | 14-13 | SERIOUS |
| 3 1791 | N6592D | 090180 | WICHITA,KS | CESSNA | 172 | NONE |
| 3 1792 | N8759L | 072980 | GARDEN CITY,KS | PIPER | PA-25 | FATAL |
| 3 1793 | N124G | 080780 | DODGE CITY,KS | VARIEZE | 01 | NONE |
| 3 1794 | N2483R | 082180 | FT LEAVENWORTH,KS | CESSNA | 182G | NONE |
| 3 1795 | N4267S | 090580 | OLATHE,KS | BEECH | 95-B55 | NONE |
| 3 1796 | N76448 | 080380 | EL DORADO,KS | CESSNA | 140 | NONE |
| 3 1797 | N757YE | 081680 | CHESTERFIELD,MO | CESSNA | 152 | NONE |
| 3 1798 | N7863L | 062480 | CHESTERFIELD,MO | BEECH | 95-C55 | SERIOUS |

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| FILE NUMBER ----- | AIRCRAFT REGIST. ----- | DATE ----- | LOCATION ----- | AIRCRAFT MAKE ----- | MODEL ----- | INJURY INDEX ----- |
|-------------------------|------------------------------|---------------|-------------------|---------------------------|----------------|--------------------------|
| 3 1799 | N20495 | 062680 | CARDWELL,MO | CESSNA | 172M | FATAL |
| 3 1800 | N823BA | 091080 | OSAGE BEACH,MO | BEECH | C23 | NONE |

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS

PRINTED IN STATE AND DATE ORDER

U. S. GENERAL AVIATION

ISSUE NO. 6

1980

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|-------------|----------------------|---------------------|--------------------------------|---------------------------|
| 3-1580 | 6/23/80 | NR.OMAHA,AL | CESSNA 182 | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 36, 532 |
| | TIME - 1102 | | N701SP | PX- 1 0 0 | BUSINESS | TOTAL HOURS, 159 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | LAGRANGE,GA | | GADSDEN,AL | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | COLLIDED WITH OBJECT | | | | IN FLIGHT NORMAL CRUISE | |
| | COLLIDED WITH ELECTRONIC TOWERS | | | | | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | 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 | | | | UNKNOWN/NOT REPORTED | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 1/4 MILE OR LESS | | | | NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | WIND VELOCITY-KNOTS | |
| | FOG | | | | CALM | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | IFR | | | | NONE | |
| | REMARKS- MICROWAVE TOWER. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|--|------------------------|------------------------|--|
| 3-1532 | 1/29/80 TIME - 1330 | NR.KASIGLUK,AK | CESSNA U206G N756GV DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 1 0 1 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 51, 16000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - AKOLMIUT DEPARTURE POINT INTENDED DESTINATION KASIGLUK,AK BETHEL,AK TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB STALL SPIN TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - WATER IN FUEL PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ENG LOST PWR 3 TIMES,STARTED TWICE,EMITTED DARK SMOKE,NO FIRE.BOOST PUMP FND HI PSN.FROST ON WINGS | | | | | | |
| 3-1524 | 2/12/80 TIME - 1034 | NR.HOMER,AK | CESSNA 172M N1384U DAMAGE-DESTROYED | CR- 2 0 0 PX- 0 0 0 | INSTRUCTIONAL CHECK | COMMERCIAL, AGE 27, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION HOMER,AK LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED FLIGHT INTO KNOWN AREAS OF SEVERE TURBULENCE FACTOR(S) WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS WEATHER - DOWNDRAFT,UPDRAFTS MISCELLANEOUS ACTS,CONDITIONS - SEAT BELT NOT FASTENED WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 38 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 80 VFR TYPE OF FLIGHT PLAN NONE REMARKS- NEAR BASE OF GLACIER.EXTREME TURBULENCE WITH WINDS UP TO 80 KTS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------------|--|------------------------|---|---|
| 3-1529 | 2/24/80 TIME - 1045 | PLATINUM, AK | CESSNA 185 N4311R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 31, 3211 TOTAL HOURS, 1400 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PLATINUM DEPARTURE POINT - BETHEL, AK INTENDED DESTINATION - PLATINUM, AK TYPE OF ACCIDENT - COLLIDED WITH SNOWBANK GEAR COLLAPSED PHASE OF OPERATION - LANDING ROLL LANDING ROLL PROBABLE CAUSE(S) - PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) - AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY SNOW WINDROWS POORLY MAINTAINED RUNWAY SURFACE WEATHER - OBSTRUCTIONS TO VISION MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION - CLEAR CEILING AT ACCIDENT SITE - UNLIMITED PRECIPITATION AT ACCIDENT SITE - NONE VISIBILITY AT ACCIDENT SITE - 5 OR OVER (UNLIMITED) RELATIVE BEARING OF WIND - HEAD WIND 338-022 DEGREES WIND DIRECTION-DEGREES - 70 WIND VELOCITY-KNOTS - 20 OBSTRUCTIONS TO VISION AT ACCIDENT SITE - BLOWING SNOW TYPE OF WEATHER CONDITIONS - VFR TYPE OF FLIGHT PLAN - VFR REMARKS- STRUCK HARD PACKED SNOW DRIFT ON RWY. BLOWING SNOW ON RWY. RETRACTABLE/SKI WHEEL EQUIPPED. | | | | | | |
| 3-1561 | 3/2/80 TIME - 1130 | CHANDLER LAKE, AK | BELLANCA 7GCBC N8CK DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 44, 1024 TOTAL HOURS, 95 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CHANDLER LAKE DEPARTURE POINT - CHANDLER LAKE, AK INTENDED DESTINATION - BETTLES, AK TYPE OF ACCIDENT - AIRFRAME FAILURE IN FLIGHT PHASE OF OPERATION - TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) - PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) AIRFRAME - LANDING GEAR SKI ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - WRONG PART MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. REMARKS- R SKI REAR RESTRAINING CABLE FAILED, NOT MADE OF APPROVED MATERIAL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------------|--|------------------------|---|--|
| 3-1676 | 3/14/80 TIME - 1800 | TONSINA LODGE, AK | PIPER PA-18 N6292C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 37, 95 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - TONSINA LODGE DEPARTURE POINT INTENDED DESTINATION TONSINA LODGE, AK LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB STALL LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS 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 | | | | | | |
| 3-1537 | 3/14/80 TIME - 1230 | NR. SHAKTOOLIK, AK | CESSNA A185F N93322 DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 3 0 0 | COMMERCIAL MAPPING/PHOTO | AIRLINE TRANSPORT, AGE 44, 18000 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION UNALAKLEET, AK NOME, AK TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIN IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED REMARKS- DURING CONTRACT FLT ACFT ENTERED INVERTED SPIN AT LOW ALTITUDE. | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------|--|------------------------|---|--|
| 3-1564 | 3/15/80 TIME - 1730 | TONSINA, AK | AERONCA 15AC N1209H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, 485 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - TONSINA LODGE DEPARTURE POINT INTENDED DESTINATION GULKANA, AK TONSINA, AK 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 COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER - DOWNDRAFT, UPDRAFTS WEATHER BRIEFING - FORECASTER TO PILOT WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 3000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3 MILES OR LESS SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND BLOWING SNOW RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 260 25 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR VFR REMARKS- WIND GUSTS TO 30K | | | | | | |
| 3-1568 | 4/3/80 TIME - 2030 | KWETHLUK, AK | CESSNA 182 N8492S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 40, 448 TOTAL HOURS, 277 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - KWETHLUK DEPARTURE POINT INTENDED DESTINATION KWETHLUK, AK TUNTUTULIAK, AK TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN GEAR COLLAPSED TAKEOFF ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS POORLY MAINTAINED RUNWAY SURFACE MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------|---|------------------------|---|--|
| 3-1559 | 4/6/80 TIME - 1130 | SOLDOTNA, AK | BELLANCA 7ECA N53804 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 23, 270 TOTAL HOURS, 13 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SOLDOTNA DEPARTURE POINT SOLDOTNA, AK TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT SHOULDERS REMARKS- DEEP SLUSH BESIDE RWY. | | | | | | |
| 3-1737 | 4/10/80 TIME - 1305 | YAKUTAT, AK | MAULE M-5 N9234E DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 32, 182 TOTAL HOURS, 80 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - YAKUTAT SEAPLANE DEPARTURE POINT CORDOVA, AK TYPE OF ACCIDENT STALL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS REMARKS- FLOAT EQUIPPED. | | | | | | |
| 3-1526 | 4/12/80 TIME - 1700 | WALES, AK | CESSNA A185F N4895C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 38, 3400 TOTAL HOURS, 710 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - WALES DEPARTURE POINT NOME, AK TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER CONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR(S) TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LNDD ON TUNDRA. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------------|---|------------------------|---|--|
| 3-1548 | 4/17/80 TIME - 1630 | FAIRBANKS, AK | PIPER PA-22 N2376P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 30, 110 TOTAL HOURS, 15 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FAIRBANKS INTL DEPARTURE POINT INTENDED DESTINATION FAIRBANKS, AK 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) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-1560 | 4/17/80 TIME - 1330 | NR. FORT YUKON, AK | CESSNA 185 N93430 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 42, 17154 TOTAL HOURS, 1150 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BUSH STRIP DEPARTURE POINT INTENDED DESTINATION FAIRBANKS, AK FORT YUKON, AK 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) TERRAIN - SNOW-COVERED MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- ACFT LDG ON FROZEN LAKE 30NM SW OF FT YUKON. | | | | | | |
| 3-1566 | 4/22/80 TIME - 1337 | FAIRBANKS, AK | PIPER PA-18 N62595 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | ATP, FLIGHT INSTR., AGE 24, 2650 TOTAL HOURS, 450 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - FAIRBANKS INTL DEPARTURE POINT INTENDED DESTINATION FAIRBANKS, AK LOCAL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) DUAL STUDENT - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|---------------------------------------|--|--|---|---|
| 3-1528 | 4/25/80 | NR.KODIAK,AK | BELLANCA 8GCBC N29750 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 20, 531 TOTAL HOURS, 28 IN TYPE, NOT INSTRUMENT RATED. |
| | TIME - 1110 | | | | | |
| | DEPARTURE POINT KODIAK,AK | INTENDED DESTINATION KILUDA BAY,AK | | | | |
| | TYPE OF ACCIDENT STALL MUSH | | | PHASE OF OPERATION IN FLIGHT OTHER | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED MISCELLANEOUS ACTS,CONDITIONS - WHITEOUT REMARKS- TURNAROUND IN WHITEOUT CONDS.CO WX BRFG,FLT PLAN.FLOAT EQPD. | | | | | |
| 3-1562 | 5/3/80 | SKWENTNA,AK | CESSNA 305A N65064 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 32, 1000 TOTAL HOURS, 38 IN TYPE, NOT INSTRUMENT RATED. |
| | TIME - 1900 | | | | | |
| | NAME OF AIRPORT - SKWENTNA DEPARTURE POINT ANCHORAGE,AK | INTENDED DESTINATION RETURN | | LAST ENROUTE STOP SKWENTNA,AK | | |
| | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN | | | PHASE OF OPERATION TAKEOFF RUN TAKEOFF RUN | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - WET,SOFT GROUND REMARKS- TKOF FRM ROAD ADJOINING ARPT. | | | | | |
| 3-1734 | 5/4/80 | NR.ANCHORAGE,AK | CESSNA 185F N93130 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 56, 1000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | TIME - 1037 | | | | | |
| | DEPARTURE POINT ANCHORAGE,AK | INTENDED DESTINATION LOCAL | | | | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INCAPACITATION REMARKS- SEVERE EMPHYSEMA WITH SUSPECTED PNEUMOTHORAX AND SUBSEQUENT DECOMPENSATION. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|---|---|------------------------|---|--|
| 3-1565 | 5/4/80 TIME - 1500 | NR.BETHEL,AK | PIPER PA-18 N7466L DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 34, 765 TOTAL HOURS, 145 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT MCGRATH,AK | INTENDED DESTINATION BETHEL,AK | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - FUEL SYSTEM VENTS,DRAINS,TANK CAPS MISCELLANEOUS ACTS,CONDITIONS - IMPROPER/INADEQUATE VENTING MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- AD 78-10-3 ON FUEL TANK CAP VENTING N/C/W. | | | | | | |
| 3-1547 | 5/7/80 TIME - 1800 | NR.KING SALMON,AK | PIPER PA-18 N8781D DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 26, 430 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT KING SALMON,AK | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN | PHASE OF OPERATION LANDING ROLL LANDING GO-AROUND | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 90 TYPE OF WEATHER CONDITIONS. VFR | CEILING AT ACCIDENT SITE 2500 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 40 WIND VELOCITY-KNOTS 20 TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- GRAVEL BAR.WND GSTG 30KTS | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|---------------------|--|------------------------|---|--|
| 3-1542 | 5/7/80 TIME - 1000 | NR.KASHWITNA RIV,AK | BELLANCA 8GCBC N57690 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL COMPANY FLIGHT | COMMERCIAL, FL.INSTR., AGE 47, 3018 TOTAL HOURS, 600 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - HUNTING STRIP DEPARTURE POINT INTENDED DESTINATION WASILLA,AK KASHWITNA RIV,AK TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION AIRFRAME - LANDING GEAR MAIN GEAR-SHOCK ABSORBING ASSY,STRUTS,ATTACHMENTS,ETC. MISCELLANEOUS ACTS,CONDITIONS - STRIPPED REMARKS- BELLANCA SVC LTR/MAN RCMDD AN7-25 BOLT/AN365-724 NUT BE RPLCD BY MS200007-32 BOLT/2EB1845-070 NUT. | | | | | | |
| 3-1552 | 5/9/80 TIME - 1830 | NR.KENAI,AK | CESSNA 180 N4773B DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 42, 375 TOTAL HOURS, 31 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NORTH PIPELINE DEPARTURE POINT INTENDED DESTINATION ANCHORAGE,AK KENAI,AK TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED SPEED AND CLEARANCE FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE HEAD WIND 338-022 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 90 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- COLLIDED WITH SIGN MARKER. WIND GUSTS TO 15KTS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------------|---|------------------------|--|---|
| 3-1558 | 5/11/80 TIME - 1500 | POLLY CREEK, AK | MAULE M-5 N9297E DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, 249 TOTAL HOURS, 40 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT POLLY CREEK, AK | | | INTENDED DESTINATION ANCHORAGE, AK | | PHASE OF OPERATION TAKEOFF RUN TAKEOFF INITIAL CLIMB | |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FAILED TO USE ALL AVAILABLE RUNWAY PILOT IN COMMAND - FAILED TO ABORT TAKEOFF | | | | | | |
| FACTOR(S) TERRAIN - SANDY TERRAIN - OTHER MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | |
| REMARKS- A/C SETTLED INTO WATER AFTER LIFTOFF. SLOPING OCEAN BEACH. | | | | | | |
| 3-1563 | 5/11/80 TIME - 0915 | NR. DILLINGHAM, AK | PIPER PA-18 N63837 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 29, 800 TOTAL HOURS, 140 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT TOGIAK, AK | | | INTENDED DESTINATION ANCHORAGE, AK | | LAST ENROUTE STOP DILLINGHAM, AK | |
| TYPE OF ACCIDENT COLLIDED WITH PARKED AIRCRAFT | | | PHASE OF OPERATION TAKEOFF RUN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | | | |
| FACTOR(S) TERRAIN - ROUGH/UNEVEN TERRAIN - LOOSE GRAVEL WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| SKY CONDITION OVERCAST/LOWER SCATTERED | | | CEILING AT ACCIDENT SITE 2500 | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | | | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | WIND DIRECTION-DEGREES 180 | | | |
| WIND VELOCITY-KNOTS 20 | | | TYPE OF WEATHER CONDITIONS VFR | | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | |
| REMARKS- C185, N2690X, SUB DMG. GRASS & GRAVEL CVRD BEACH. WIND GUSTS TO 30KTS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|---|------------------------|---|--|
| 3-1543 | 5/15/80 TIME - 1545 | MONTANA CREEK, AK | PIPER PA-18 N4448Z DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 28, 4600 TOTAL HOURS, 60 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MONTANA CREEK DEPARTURE POINT INTENDED DESTINATION POLLY CREEK, AK MONTANA CREEK, AK TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH PARKED AIRCRAFT LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS REMARKS- SUBSTANTIAL DMG TO NELSON AMPHIB, N93004. | | | | | | |
| 3-1557 | 5/15/80 TIME - 1815 | EGEGIK, AK | CESSNA 120 N1728N DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 26, 271 TOTAL HOURS, 156 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - EGEGIK DEPARTURE POINT INTENDED DESTINATION EGEGIK, AK NAKNEK, AK TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN NOSE OVER/DOWN TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - FAILED TO ABORT TAKEOFF | | | | | | |
| 3-1553 | 5/16/80 TIME - 1130 | ANCHORAGE, AK | BELL 206B N59619 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | AIRLINE TRANSPORT, AGE 37, 6765 TOTAL HOURS, 1450 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CAMPBELL DEPARTURE POINT INTENDED DESTINATION ANCHORAGE, AK LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF VERTICAL HARD LANDING LANDING POWER-OFF AUTOROTATIVE LANDING 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- COMPANY VFR FLT PLAN. MUSKEG AND SMALL TREES. ENG FAIL OVR TERN UNSUITABLE FOR SAFE AUTOROTATION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|--|---|--|---|---|
| 3-1678 | 5/17/80 | POLLY CREEK, AK | CESSNA 170B N2479D DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 41, 314 TOTAL HOURS, 67 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT FT. RICHARDSON, AK | INTENDED DESTINATION POLLY CREEK, AK | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | |
| | | TYPE OF ACCIDENT DRAGGED WINGTIP, POD, OR FLOAT NOSE OVER/DOWN | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | |
| FACTOR(S) TERRAIN - SANDY TERRAIN - OTHER WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION UNKNOWN/NOT REPORTED | CEILING AT ACCIDENT SITE 4000 | | | |
| | | 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 300 | WIND VELOCITY-KNOTS 10 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN VFR | | | |
| REMARKS- SLOPING, SALT WATER BEACH. L X-WIND GUSTING TO 20 KTS, BEACH SLOPING TO RIGHT. | | | | | | |
| 3-1533 | 5/19/80 | NUNAVARCHUK, AK | PIPER PA-32 N2077X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 5 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 22, 3450 TOTAL HOURS, 1202 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - NUNAVARCHUK BEACH | INTENDED DESTINATION RETURN | LAST ENROUTE STOP NUNAVARCHUK, AK | | |
| | | DEPARTURE POINT DILLINGHAM, AK | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | |
| | | TYPE OF ACCIDENT COLLIDED WITH PARKED AIRCRAFT | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND MISCELLANEOUS ACTS, CONDITIONS - FAILED TO USE ALL AVAILABLE RUNWAY PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT RUNWAY MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND FIRE AFTER IMPACT | | | | | | |
| REMARKS- LIFTED OFF FM UNPREPARED LNDG AREA, SETTLED, HIT PIPER PA-18, N7570K, PARKED BYD END OF STRIP. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|--|------------------------|---|--|
| 3-1549 | 5/20/80 TIME - 0915 | NR.KAHILTNA STRIP,AK | CESSNA R172E N15087 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 28, 347 TOTAL HOURS, 35 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - KAHILTNA GLACIER | | | | |
| | | DEPARTURE POINT KAHILTNA STRIP,AK | INTENDED DESTINATION BRYANT AAF,AK | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | PHASE OF OPERATION TAKEOFF ABORTED | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF | | | | | | |
| FACTOR(S) PILOT IN COMMAND - PREMATURE LIFT-OFF AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT RUNWAY MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY | | | | | | |
| REMARKS- INTMT SOFT & HARD SURFACE ON SAND/GRAVEL BUSH STRIP.ACFT SETTLED AFTER LIFT-OFF. | | | | | | |
| 3-1551 | 6/6/80 TIME - 1230 | NR.BELUGA,AK | PIPER PA-18A N1561P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 488 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT KENAI,AK | INTENDED DESTINATION BELUGA,AK | | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE | PHASE OF OPERATION LANDING ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| REMARKS- ACFT DMGD AFTR RUNNING OFF ROAD. | | | | | | |
| 3-1530 | 6/8/80 TIME - 0930 | NR.TALKEETNA,AK | CESSNA 180 N92CP DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 25, 1700 TOTAL HOURS, 200 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT TALKEETNA,AK | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT NOSE OVER/DOWN | PHASE OF OPERATION LANDING ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | |
| FACTOR(S) TERRAIN - OTHER | | | | | | |
| REMARKS- SKI PENETRATED SNOW CRUST DRG LNDG ON GLACIER. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---|---|------------------------|------------------------------|--|
| 3-1525 | 6/15/80 | NR, DILLINGHAM, AK TIME - UNK/NR | CESSNA 150 N5909G DAMAGE-DESTROYED INTENDED DESTINATION KING SALMON, AK | CR- 1 0 0 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 22, 28 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT DILLINGHAM, AK | | | PHASE OF OPERATION UNKNOWN/NOT REPORTED | | | |
| TYPE OF ACCIDENT UNDETERMINED | | | | | | |
| PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED. | | | | | | |
| FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE SUPERVISION OF FLIGHT CREW | | | | | | |
| REMARKS- OWNER AWARE PLT HAD NOT FLOWN IN AK & HAD NO IP CK-OUT. FUEL TKS NOT VIS CKD. PLT'S BODY FD IN BAY. | | | | | | |
| 3-1680 | 6/17/80 | NR, ILIAMNA, AK TIME - 1719 | CESSNA 185 N4557F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 70, 7420 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT GIBRALTAR LAKE, AK | | INTENDED DESTINATION ENCHANTED LAKE, AK | LAST ENROUTE STOP UNKNOWN/NOT REPORTED | | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DIRT BANK | | PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING FINAL APPROACH | | | | |
| PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| POWERPLANT - ENGINE CONTROLS MIXTURE CONTROL ASSEMBLIES | | | | | | |
| POWERPLANT - ENGINE CONTROLS THROTTLE-POWER, LEVER ASSEMBLIES | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- FLOAT EQUIPPED. VALVE SHAFT, P/N 0750173-1, ON INDUCTION SYS AIRBOX FAILED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------------------|---|------------------------|---|---|
| 3-1679 | 6/20/80 TIME - 1100 | EMMONAK, AK | CESSNA 185 N70412 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | STUDENT, AGE 40, 460 TOTAL HOURS, 140 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - EMMONAK SLOUGH DEPARTURE POINT INTENDED DESTINATION EMMONAK, AK BLACK RIVER, AK TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES TAKEOFF INITIAL CLIMB- PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER - DOWNDRAFT, UPDRAFTS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED 1000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F UNKNOWN/NOT REPORTED 50 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 315 50 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- SEVER TURBC DRG TKOF.FLOAT EQPD. | | | | | | |
| 3-1567 | 6/22/80 TIME - 1500 | NR.BEAVER VILLAGE, AK | PIPER PA-18 N9398D DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 34, 5856 TOTAL HOURS, 3070 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION CHANDALAR LAKE, AK FAIRBANKS, AK TYPE OF ACCIDENT LAST ENROUTE STOP STALL BEAVER VILLAGE, AK PHASE OF OPERATION TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION TERRAIN - HIGH OBSTRUCTIONS REMARKS- ACFT DEPARTING FRM CRESCENT SHAPED SANDBAR ADJACENT TO RIVER.PLT TURNED TO AVOID TREES. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------------|---|------------------------|---|--|
| 3-1534 | 6/24/80 TIME - 1732 | ANCHORAGE, AK | PIPER PA-18 N14310 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 28, 325 TOTAL HOURS, 150 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LAKE HOOD DEPARTURE POINT INTENDED DESTINATION ANCHORAGE, AK UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIN TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FIRE AFTER IMPACT REMARKS- FLOAT EQUIPPED. WIND GUSTING TO 19KTS. | | | | | | |
| 3-1556 | 6/28/80 TIME - 2030 | NORTHWAY, AK | HELIO ACFT H-250 N173K DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 21, 556 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NORTHWAY DEPARTURE POINT INTENDED DESTINATION NORTHWAY, AK 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 PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | |
| 3-1546 | 6/28/80 TIME - 1900 | NR. COGHILL LAKE, AK | CESSNA 180 N9478C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 51, 315 TOTAL HOURS, 54 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - COGHILL STRIP DEPARTURE POINT INTENDED DESTINATION COGHILL LAKE, AK LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN REMARKS- L WING HIT ALDER BUSH DRG TKOF FM CURVED, UNIMPROVED STRIP. 6KT L X-WND. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|---|---|---|---|
| 3-1539 | 6/30/80 TIME - 1900 | NR.KENAI,AK | CESSNA 172 N5405H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 53, 627 TOTAL HOURS, 163 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT SOLDOTNA,AK | INTENDED DESTINATION RETURN | LAST ENROUTE STOP UNKNOWN/NOT REPORTED | | |
| | | TYPE OF ACCIDENT STALL MUSH | | PHASE OF OPERATION IN FLIGHT OTHER | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED REMARKS- FLEW DIRECTLY AT CANYON WALL,LOST HORIZON,UNKNLY ENTER CLB,STALLED DRG TURN AFTER NOTING LOW A/S. | | | | | | |
| 3-1535 | 7/2/80 TIME - 1930 | TYONE CREEK,AK | CESSNA 185 N5083R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE UNK/NR, 3185 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - TYONE CREEK | | | | |
| | | DEPARTURE POINT ANCHORAGE,AK | INTENDED DESTINATION TYONE CREEK,AK | | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE | | PHASE OF OPERATION LANDING ROLL | | |
| PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR TAILWHEEL ASSEMBLIES MISCELLANEOUS ACTS,CONDITIONS - DISCONNECTED FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND REMARKS- TAILWHL SPRING DISCON RSLTD IN DEFLECTION OF TAILWHL TO RT AND LOSS OF DIRECTIONAL CONTROL. | | | | | | |
| 3-1554 | 7/4/80 TIME - 1730 | OLD MINTO,AK | PIPER PA-18 N9150D DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 41, 375 TOTAL HOURS, 159 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - OLD MINTO | | | | |
| | | DEPARTURE POINT FAIRBANKS,AK | INTENDED DESTINATION LOCAL | LAST ENROUTE STOP OLD MINTO,AK | | |
| | | TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH OBJECT | | PHASE OF OPERATION LANDING FINAL APPROACH LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS HIGH VEGETATION REMARKS- ABANDONED STRIP.HIT BRUSH. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|-----------------|--|------------------------|---|---|
| 3-1523 | 7/5/80 TIME - 1208 | KING SALMON, AK | FAIRCHILD C-119L N90268 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | COMMERCIAL CTR CARGO-D | ATP, FLIGHT INSTR., AGE 28, 3568 TOTAL HOURS, 37 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - KING SALMON DEPARTURE POINT INTENDED DESTINATION KENAI, AK KING SALMON, AK TYPE OF ACCIDENT PHASE OF OPERATION FIRE OR EXPLOSION ON GROUND LANDING ROLL PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - FIRE OF UNDETERMINED ORIGIN FIRE AFTER IMPACT REMARKS- NO.1 ENG FIRE WARNING LGT ILLUMINATED & FIRE OBSD IN NACELLE AREA. L WING TIP EXPLODED. | | | | | | |
| 3-1555 | 7/5/80 TIME - 1220 | ILIAMNA, AK | PIPER PA-18 N83351 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 502 TOTAL HOURS, 380 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ILIAMNA ROADHOUSE DEPARTURE POINT INTENDED DESTINATION ILIAMNA, AK ANCHORAGE, AK 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) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. REMARKS- PLT SWITCHED FUEL TANKS DRNG CLIMBOUT AT 400FT AGL THEN ENG FAILED. | | | | | | |
| 3-1677 | 7/9/80 TIME - 1500 | NR.MCGRATH, AK | PIPER PA-22 N3506Z DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 28, 4620 TOTAL HOURS, 17 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION KOTZEBUE, AK WASILLA, AK TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH TREES LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- SWAMP AND TREES. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|---|---|---|--|
| 3-1531 | 7/11/80 TIME - 1313 | NR.FALSE ISLAND,AK | CESSNA A185F N4960E DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 1 1 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 33, 6050 TOTAL HOURS, 3200 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT SITKA,AK | INTENDED DESTINATION RETURN | LAST ENROUTE STOP FALSE ISLAND,AK | | |
| | | 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 - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE 2500 | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | TYPE OF WEATHER CONDITIONS VFR | | |
| | | TYPE OF FLIGHT PLAN VFR | | | | |
| | | FIRE AFTER IMPACT | | | | |
| REMARKS- PLTS IN VICINITY STATED PATCHES OF FOG AT APPROX 1000FT IN RODMAN PASS. | | | | | | |
| 3-1545 | 7/13/80 TIME - 1210 | ALEXANDER LAKE,AK | PIPER PA-18 N9707P DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 160 TOTAL HOURS, 13 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - ALEXANDER LAKE | | | | |
| | | DEPARTURE POINT 6 MILE LAKE,AK | INTENDED DESTINATION ALEXANDER LAKE,AK | | | |
| | | TYPE OF ACCIDENT STALL | | PHASE OF OPERATION LANDING GO-AROUND | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| REMARKS- FLOAT EQUIPPED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|--|----------------------|----------------------------------|--------------------------|---------------------------|
| 3-1540 | 7/14/80 | NR.CANTWELL,AK | CESSNA 150 | CR- 0 0 1 | INSTRUCTIONAL | STUDENT, AGE 30, 35 TOTAL |
| | TIME - 1330 | | N60506 | PX- 0 0 0 | TRAINING | HOURS, ALL IN TYPE, NOT |
| | | | DAMAGE-SUBSTANTIAL | | | INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SUMMIT | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | WASILLA,AK | CANTWELL,AK | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | ENGINE FAILURE OR MALFUNCTION | | LANDING TRAFFIC PATTERN-CIRCLING | | |
| | | COLLISION WITH GROUND/WATER CONTROLLED | | LANDING LEVEL OFF/TOUCHDOWN | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | |
| | | PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION | | | | |
| | | FACTOR(S) | | | | |
| | | TERRAIN - ROUGH/UNEVEN | | | | |
| | | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | |
| | | REMARKS- FORCED LNDG ON TUNDRA. | | | | |
| 3-1544 | 7/14/80 | BROOKS RANGE,AK | CESSNA 180 | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 52, 1246 |
| | TIME - 1100 | | N1511C | PX- 0 0 1 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 59 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - BUSH STRIP | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | TRAMWAY BAR,AK | BROOKS RANGE,AK | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | COLLIDED WITH DIRT BANK | | LANDING GO-AROUND | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | |
| | | PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - SUDDEN WINDSHIFT | | | | |
| | | WEATHER - HIGH DENSITY ALTITUDE | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY | | | | |
| | | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | |
| | | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | |
| | | SKY CONDITION | | CEILING AT ACCIDENT SITE | | |
| | | SCATTERED | | UNLIMITED | | |
| | | VISIBILITY AT ACCIDENT SITE | | PRECIPITATION AT ACCIDENT SITE | | |
| | | 5 OR OVER(UNLIMITED) | | RAIN SHOWERS | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | TEMPERATURE-F | | |
| | | NONE | | 63 | | |
| | | WIND VELOCITY-KNOTS | | TYPE OF WEATHER CONDITIONS | | |
| | | 10 | | VFR | | |
| | | TYPE OF FLIGHT PLAN | | | | |
| | | NONE | | | | |
| | | REMARKS- WND VARIABLE/GSTG 15KTS.500FT RWY,ELEV 2500FT.TEMP 63DEG F. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|----------------------|------------------------|------------------------|---|--|
| 3-1550 | 7/15/80 | NR.ILIAMNA,AK | PIPER PA-18 N7164B | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 36, 8000 TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED. |
| | TIME - 1600 | | DAMAGE-SUBSTANTIAL | | | |
| | NAME OF AIRPORT - BUSH STRIP | | | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | LAST ENROUTE STOP | |
| | LAKE CLARK LODGE,AK | RETURN | | | ILIAMNA,AK | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | GROUND-WATER LOOP-SWERVE | | | | LANDING LEVEL OFF/TOUCHDOWN | |
| | NOSE OVER/DOWN | | | | LANDING ROLL | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - EXERCISED POOR JUDGMENT | | | | | |
| | WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | |
| | WEATHER BRIEFING - UNKNOWN/NOT REPORTED | | | | | |
| | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | SCATTERED | | | | UNLIMITED | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 5 OR OVER(UNLIMITED) | | | | NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | RELATIVE BEARING OF WIND | |
| | NONE | | | | RIGHT CROSS WIND 068-112 DEGREES | |
| | WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | |
| | 45 | | | | 20 | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | VFR | | | | VFR | |
| | REMARKS- WIND GUSTS TO 40 KNOTS. | | | | | |
| 3-1538 | 7/19/80 | NR.TOGIAK,AK | PIPER PA-18A N679RK | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 41, 1300 TOTAL HOURS, 350 IN TYPE, NOT INSTRUMENT RATED. |
| | TIME - 1915 | | DAMAGE-SUBSTANTIAL | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | LAST ENROUTE STOP | |
| | DILLINGHAM,AK | RETURN | | | TOGIAK,AK | |
| | 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 | | | | | |
| | REMARKS- TURNED INTO WND AFTER TKOF FM ROUGH GRAVEL/SANDBAR.MOVED OFF SHELF OUT OF GND EFFECT,SETTLED. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|---|------------------------|---|---|
| 3-1733 | 7/21/80 TIME - 1000 | PILOT STATION, AK | CESSNA 207 N7320U DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | ATP, FLIGHT INSTR., AGE 34, 4600 TOTAL HOURS, 350 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PILOT STATION DEPARTURE POINT INTENDED DESTINATION ST MARYS, AK PILOT STATION, AK TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL OTHER PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS UNMARKED OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE REMARKS- HIT UNATTENDED SURVEY EQUIPMENT. SURVEY CREW HAD BEEN CAUTIONED ABOUT PLACEMENT OF EQUIPMENT. | | | | | | |
| 3-1541 | 7/22/80 TIME - 1300 | NR. SEWARD, AK | PIPER PA-18 N9444D DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 47, 600 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 70 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 200 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- FLOAT EQPD. LNDG IN OPEN WATER TO RECOVER ANCHOR. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---|----------------------|---------------------|--|---------------------------|
| 3-1536 | 7/23/80 | NR.DEADHORSE,AK | BELL 206B | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 32, 2002 |
| | TIME - 1745 | | N390EH | PX- 0 0 0 | AIR TAXI-PASSG | TOTAL HOURS, 129 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | INSTRUMENT RATED. |
| | | DEPARTURE POINT | INTENDED DESTINATION | | PHASE OF OPERATION | |
| | | KUPARUK,AK | DEADHORSE,AK | | LANDING POWER-ON LANDING | |
| | | TYPE OF ACCIDENT | | | LANDING POWER-OFF AUTOROTATIVE LANDING | |
| | | ENGINE FAILURE OR MALFUNCTION | | | | |
| | | HARD LANDING | | | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | |
| | | PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION | | | | |
| | | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | |
| | | REMARKS- FLOAT EQUIPPED.LOST ENG PWR APRX 50FT AGL. | | | | |
| 3-1527 | 8/6/80 | GULKANA,AK | AEROSPATLE SA341G | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 35, 5727 |
| | TIME - 1630 | | N62406 | PX- 0 0 4 | AIR TAXI-PASSG | TOTAL HOURS, 1509 IN |
| | | | DAMAGE-SUBSTANTIAL | | | TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - GULKANA | INTENDED DESTINATION | | PHASE OF OPERATION | |
| | | DEPARTURE POINT | PAXTON,AK | | TAKEOFF ABORTED | |
| | | GULKANA,AK | | | | |
| | | TYPE OF ACCIDENT | | | | |
| | | HARD LANDING | | | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | |
| | | PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE | | | | |
| | | PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF | | | | |
| | | FACTOR(S) | | | | |
| | | TERRAIN - HIGH OBSTRUCTIONS | | | | |
| | | REMARKS- UN TO CLR OBSTNS AFTER OBTAINING TRANSLATIONAL LIFT. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|---|--|---|--|
| 3-1736 | 8/8/80 TIME - 1350 | NR.PALMER,AK | CESSNA 170B N3530C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL.INSTR., AGE 40, 648 TOTAL HOURS, 67 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT WASILLA,AK | INTENDED DESTINATION PALMER,AK | | | |
| | | TYPE OF ACCIDENT STALL MUSH COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION LANDING FINAL APPROACH LANDING FINAL APPROACH | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) WEATHER - DOWNDRAFT,UPDRAFTS WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED 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 | | TEMPERATURE-F 60 | | |
| | | WIND DIRECTION-DEGREES 90 | | WIND VELOCITY-KNOTS 5 | | |
| | | TYPE OF WEATHER CONDITIONS VFR | | TYPE OF FLIGHT PLAN NONE | | |
| REMARKS- D/A APRX 4900FT.PLT REPTD ENCTRG DWNDFT. | | | | | | |
| 3-1735 | 8/26/80 TIME - 0915 | NR.WRANGELL,AK | HUGHES 369HS N9207F DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL CONSTRUCTION | COMMERCIAL, AGE 32, 1317 TOTAL HOURS, 157 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - L.O.G. CAMP DEPARTURE POINT WRANGELL,AK | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ROLL OVER | | PHASE OF OPERATION STATIC IDLING ROTORS | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| FACTOR(S) PILOT IN COMMAND - LEFT AIRCRAFT UNATTENDED, ENGINE RUNNING | | | | | | |
| REMARKS- FLOAT EQUIPPED.AS PLT EXITED HELICOPTER,IT TIPPED BACK & FELL OFF HELIPAD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|---------------------------------------|---|-------------------------------------|---|---|
| 3-1744 | 10/17/80 TIME - 1400 | SIMEONOF IS,AK | PIPER PA-32 N4081S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 28, 1068 TOTAL HOURS, 17 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT SIMEONOF IS,AK TYPE OF ACCIDENT COLLIDED WITH DIRT BANK | INTENDED DESTINATION SAND POINT,AK | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - FAILED TO ABORT TAKEOFF REMARKS- ATMTD TKOF FM 900FT BEACH W 800LBS OF CARGO. | | | | | |
| 3-1721 | 1/16/80 TIME - 1405 | MESA,AZ | CESSNA 152 N49002 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 OT- 0 0 1 | INSTRUCTIONAL TRAINING | STUDENT, AGE 20, 22 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - FALCON FIELD DEPARTURE POINT MESA,AZ TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT | INTENDED DESTINATION LOCAL | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | |
| | PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING | | | | | |
| | SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - NO HORIZONTAL COLLISION ANGLE-DEGREES - 0 ANTI-COLLISION LIGHTS - INSTALLED,OPERATION UNKNOWN FIRE AFTER IMPACT | | | | | |
| | RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONVERGENCE ANGLE-DEGREES - 180 EVASIVE ACTION TAKEN - NO | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---|----------------------|---------------------|--|---------------------------|
| 3-1721 | 1/16/80 | MESA, AZ | CESSNA 210 A | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 39, 440 |
| | TIME - 1405 | | N9539X | PX- 0 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 57 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | OT- 1 0 0 | | INSTRUMENT RATED. |
| | | NAME OF AIRPORT - FALCON FIELD | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | PHOENIX, AZ | MESA, AZ | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | COLLISION WITH AIRCRAFT BOTH IN FLIGHT | | LANDING GO-AROUND | | |
| | | 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 | | | EVASIVE ACTION TAKEN - NO | |
| | | ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN | | | | |
| 3-1633 | 3/12/80 | FLAGSTAFF, AZ | CESSNA 152 | CR- 0 0 1 | INSTRUCTIONAL | STUDENT, AGE 37, 18 TOTAL |
| | TIME - 1538 | | N24499 | PX- 0 0 0 | TRAINING | HOURS, 16 IN TYPE, NOT |
| | | | DAMAGE-SUBSTANTIAL | | | INSTRUMENT RATED. |
| | | NAME OF AIRPORT - PULLIAM | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | FLAGSTAFF, AZ | LOCAL | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | GROUND-WATER LOOP-SWERVE | | LANDING ROLL | | |
| | | NOSE OVER/DOWN | | LANDING ROLL | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | |
| | | FACTOR(S) | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING | | | | |
| | | AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT SHOULDERS | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---|----------------------|---------------------|--|---------------------------|
| 3-1630 | 4/10/80 | NR.ASHFORK,AZ | BELL 206B | CR- 0 0 1 | MISCELLANEOUS | COMMERCIAL, AGE 55, 3440 |
| | TIME - 1515 | | N777PS | PX- 0 0 1 | FERRY | TOTAL HOURS, 469 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | INSTRUMENT RATED. |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | GRAND CANYON,AZ | PRESCOTT,AZ | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | ENGINE FAILURE OR MALFUNCTION | | | IN FLIGHT NORMAL CRUISE | |
| | | COLLISION WITH GROUND/WATER | CONTROLLED | | LANDING POWER-OFF AUTOROTATIVE LANDING | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - ICE-ENGINE | | | | |
| | | FACTOR(S) | | | | |
| | | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | |
| | | WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. | | | | |
| | | WEATHER - LOW CEILING | | | | |
| | | WEATHER - FOG | | | | |
| | | WEATHER - SNOW | | | | |
| | | 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 | |
| | | UNKNOWN/NOT REPORTED | | | 300 | |
| | | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | |
| | | 2 MILES OR LESS | | | SNOW SHOWERS | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | |
| | | FOG | | | 35 | |
| | | WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | |
| | | 180 | | | 5 | |
| | | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | |
| | | IFR | | | NONE | |
| | | REMARKS- PLT RPRTD ANTI-ICE SW ON,ICE ON WNDSHLD WHEN ENG LOST PWR.PARTICLE SEPARATOR DRAWN TWD COMPRESSOR. | | | | |
| 3-1632 | 5/3/80 | NR.SCOTTSDALE,AZ | RYAN ST-3KR | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 44, 277 |
| | TIME - 1631 | | N60155 | PX- 0 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 27 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | SCOTTSDALE,AZ | LOCAL | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | COLLISION WITH GROUND/WATER | CONTROLLED | | IN FLIGHT ACROBATICS | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE | | | | |
| | | FACTOR(S) | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING | | | | |
| | | FIRE AFTER IMPACT | | | | |
| | | REMARKS- WITNESS LAST SAW ACFT AT TOP OF WINGOVER APRX 800FT AGL. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|----------------|---|------------------------|---|---|
| 3-1631 | 5/3/80 TIME - 0830 | SCOTTSDALE, AZ | BEECH V35A N35RE DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 26, 154 TOTAL HOURS, 45 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SCOTTSDALE MUNI DEPARTURE POINT INTENDED DESTINATION SCOTTSDALE, AZ ALBUQUERQUE, NM TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DIRT BANK PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - EXHAUST SYSTEM OTHER MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED POWERPLANT - IGNITION SYSTEM IGNITION HARNESS, SHIELDING MISCELLANEOUS ACTS, CONDITIONS - OVERHEATED MISCELLANEOUS ACTS, CONDITIONS - GROUNDED FACTOR(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- TURBOCHARGER ADAPTER SLEEVE, PN 286-S35-074-141 SEP, EXHAUST BURNED IGNITION WIRES, SHORTED TO GND. | | | | | | |
| 3-1720 | 5/5/80 TIME - 1510 | WINSLOW, AZ | BEECH 35-33 N134Y DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 70, 1105 TOTAL HOURS, 380 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WINSLOW MUNI DEPARTURE POINT INTENDED DESTINATION SANTA PAULA, CA WINSLOW, AZ TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL SPIN PHASE OF OPERATION LANDING FINAL APPROACH LANDING FINAL APPROACH PROBABLE CAUSE(S) 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 REMARKS- FUEL ON BOARD BFR TKOF & TKOF TIME NOT VERIFIED. WND GSTG 38KTS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------|---|------------------------|---|---|
| 3-1629 | 5/26/80 TIME - 0830 | MESA,AZ | PIPER PA-38 N2383L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 19, 62 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT MESA,AZ TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PARTIAL PWR LOSS AFTER SIM ENG OUT.UN TO MAINT ALT,HIT PWR LNS.LNDD ON SAND BAR. | | | | | | |
| 3-1628 | 7/8/80 TIME - 1845 | BISBEE,AZ | GRUM-AMER AA-5A N26721 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 27, 375 TOTAL HOURS, 17 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BISBEE MUNI DEPARTURE POINT PHOENIX,AZ TYPE OF ACCIDENT OVERSHOOT GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) WEATHER - SUDDEN WINDSHIFT WEATHER - THUNDERSTORM ACTIVITY MISCELLANEOUS ACTS,CONDITIONS- OVERLOAD FAILURE MISCELLANEOUS ACTS,CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 25 TYPE OF FLIGHT PLAN VFR REMARKS- PLT ESTIMATE WND SHIFT FM 090 TO 200DEG,GSTG 30KTS. | | | | | | |
| CEILING AT ACCIDENT SITE 6000 PRECIPITATION AT ACCIDENT SITE THUNDERSTORM WIND DIRECTION-DEGREES 225 TYPE OF WEATHER CONDITIONS VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|-------------|--|------------------------|----------------------------------|--|
| 3-1614 | 8/4/80 TIME - 1530 | BRADLEY, AR | CESSNA 188 N70382 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 27, 2880 TOTAL HOURS, 1500 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - AG AIR INC. DEPARTURE POINT INTENDED DESTINATION BRADLEY, AR LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH IN FLIGHT FLAREOUT FOR SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS TERRAIN - HIGH VEGETATION WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 95 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 2280 KIND OF CROP - COTTON PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 240 REMARKS- PLT RPRTD ENCTRG DWNDFT/DEAD AIR DRG FLARE. KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|--|------------------------|---|---|
| 3-1635 | 1/3/80 TIME - 1325 | PALO ALTO,CA | CESSNA T210N N4747C DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 78, 9658 TOTAL HOURS, 36 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PALO ALTO DEPARTURE POINT INTENDED DESTINATION SAN CARLOS,CA SAN JOSE,CA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WHEELS-UP PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM OTHER MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - PREVIOUS DAMAGE POWERPLANT - FUEL SYSTEM PUMPS MISCELLANEOUS ACTS,CONDITIONS - SHEARED TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- VAPOR LOCK.ENG DRIVEN FUEL PUMP FOUND SHEARED. | | | | | | |
| 3-1661 | 2/16/80 TIME - 1835 | NR.REDDING,CA | PIPER PA-28 N8081H DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 21, 109 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION HILLSBORO,OR REDDING,CA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED LAST ENROUTE STOP MEDFORD,OR 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 WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 360 TYPE OF WEATHER CONDITIONS IFR REMARKS- MOUNTAIN PASS ENROUTE TO DEST OBSCURED. | | | | | | |
| CEILING AT ACCIDENT SITE 1500 PRECIPITATION AT ACCIDENT SITE RAIN TEMPERATURE-F 50 WIND VELOCITY-KNOTS 7 TYPE OF FLIGHT PLAN VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------------|---|------------------------|---|---|
| 3-1659 | 3/6/80 TIME - 2008 | CRESCENT CITY, CA | CESSNA 402C N5718C DAMAGE-DESTROYED | CR- 2 0 0 PX- 0 0 0 | INSTRUCTIONAL CHECK | AIRLINE TRANSPORT, AGE 37, 9019 TOTAL HOURS, 1300 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - JACK MCNAMARA FLD DEPARTURE POINT INTENDED DESTINATION EUREKA, CA LOCAL TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED LAST ENROUTE STOP CRESCENT CITY, CA PHASE OF OPERATION TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE CHECK PILOT - INADEQUATE SUPERVISION OF FLIGHT FIRE AFTER IMPACT REMARKS- HIT CASTLE ROCK ISLAND, 238FT ASL, LOCATED ABOUT 1/2MI FRM DEPARTURE END OF RWY. | | | | | | |
| 3-1658 | 3/8/80 TIME - 1505 | SANTA ANA, CA | PIPER PA-30 N8038Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 540 TOTAL HOURS, 365 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - JOHN WAYNE DEPARTURE POINT INTENDED DESTINATION SANTA ANA, CA SAN JOSE, CA TYPE OF ACCIDENT STALL PHASE OF OPERATION TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - PREMATURE LIFT-OFF | | | | | | |
| 3-1637 | 4/17/80 TIME - 1015 | BECKWOURTH, CA | CESSNA 210 N9433T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 52, 600 TOTAL HOURS, 40 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BECKWOURTH DEPARTURE POINT INTENDED DESTINATION MODESTO, CA BECKWOURTH, CA 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 - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND REMARKS- LNDD W TAIL WND GSTG 7KTS. | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------------|---|------------------------|---|---|
| 3-1636 | 4/18/80 TIME - 1228 | SAN CARLOS,CA | PIPER PA-28 N38125 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 57, 499 TOTAL HOURS, 11 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SAN CARLOS DEPARTURE POINT INTENDED DESTINATION BAKERSFIELD,CA SAN FRANCISCO,CA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED 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 FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| 3-1572 | 4/22/80 TIME - 1130 | SO.LAKE TAHOE,CA | CESSNA 172M N61952 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | MISCELLANEOUS UNKNOWN/NOT REPORTED | COMMERCIAL, FL.INSTR., AGE 50, 3500 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| NAME OF AIRPORT - SOUTH LAKE TAHOE DEPARTURE POINT INTENDED DESTINATION SO.LAKE TAHOE,CA UNKNOWN/NOT REPORTED TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) WEATHER - LOW CEILING WEATHER - SNOW MISCELLANEOUS ACTS,CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED MISSING AIRCRAFT - LATER RECOVERED SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 3/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW WIND DIRECTION-DEGREES 340 TYPE OF WEATHER CONDITIONS IFR REMARKS- RCVRY DATE 4/27/80.ALCOHOL LVL-LIVER.64%,KIDNEY.31%,PUTREFACTION EFCT UNKN. | | | | | | |
| PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING ROLL PHASE OF OPERATION IN FLIGHT OTHER CEILING AT ACCIDENT SITE 500 PRECIPITATION AT ACCIDENT SITE SNOW TEMPERATURE-F 32 WIND VELOCITY-KNOTS 7 TYPE OF FLIGHT PLAN NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|---|------------------------|---|---|
| 3-1724 | 4/28/80 TIME - 2054 | BAKERSFIELD,CA | PIPER PA-23 N2546M DAMAGE-DESTROYED | CR- 1 0 0 PX- 7 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 49, 891 TOTAL HOURS, 80 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MEADOWS FIELD DEPARTURE POINT INTENDED DESTINATION BAKERSFIELD,CA VISALIA,CA TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - RAIN WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 4 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 57 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 130 8 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR NONE | | | | | | |
| 3-1644 | 4/29/80 TIME - 1245 | SANTA PAULA,CA | PIPER PA-24 N8991P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 53, 3200 TOTAL HOURS, 2890 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SANTA PAULA DEPARTURE POINT INTENDED DESTINATION SANTA PAULA,CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION MISCELLANEOUS TAXI TO TAKEOFF PROBABLE CAUSE(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER REMARKS- TWY UNDERMINED BY WTR EROSION,COLLAPSED AS ACFT TXD OVR.ACFT FELL IN 5FT HOLE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|--|------------------------|---------------------------------------|--|
| 3-1634 | 5/1/80 TIME - 0630 | WATSONVILLE,CA | TOM CAT I N9002T DAMAGE-DESTROYED DEPARTURE POINT WATSONVILLE,CA TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE TAIL ROTOR COLLISION WITH GROUND/WATER UNCONTROLLED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 45, 2284 TOTAL HOURS, 579 IN TYPE, NOT INSTRUMENT RATED. |
| INTENDED DESTINATION LOCAL PHASE OF OPERATION LANDING FINAL APPROACH IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION ROTORCRAFT - ROTOR ASSEMBLIES TAIL ROTOR BLADES MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - OTHER GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT FIRE AFTER IMPACT REMARKS- TAIL ROTOR BLADE, PN 47-642-102, FAILED APRX 1232HRS. AD 70-10-08 RORD REMOVAL BFR 600HRS. CAULIFLOWER KIND OF OPERATION - SPRAYING CROPS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - AFT OF PILOT ELEVATION-AREA BEING TREATED- FEET - 100 | | | | | | |
| 3-1642 | 5/20/80 TIME - 1925 | PASO ROBLES,CA | BEECH 95-B55 N9124S DAMAGE-SUBSTANTIAL NAME OF AIRPORT - PASO ROBLES DEPARTURE POINT PALM SPRINGS,CA TYPE OF ACCIDENT HARD LANDING | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 44, 275 TOTAL HOURS, 71 IN TYPE, NOT INSTRUMENT RATED. |
| INTENDED DESTINATION PASO ROBLES,CA PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING REMARKS- ACFT PORPOISED AFTER INITIAL TCHDOWN. | | | | | | |
| 3-1723 | 6/11/80 TIME - 1530 | LONG BEACH,CA | BELL 47G N8270E DAMAGE-SUBSTANTIAL NAME OF AIRPORT - QUEEN MARY HELI DEPARTURE POINT LONG BEACH,CA TYPE OF ACCIDENT ROLL OVER | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL OTHER | COMMERCIAL, AGE 19, 506 TOTAL HOURS, 129 IN TYPE, NOT INSTRUMENT RATED. |
| INTENDED DESTINATION LOCAL - PHASE OF OPERATION LANDING POWER-ON LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS REMARKS- SIGHT SEEING FLIGHT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|----------------------|----------------------|------------------------|---|--|
| 3-1638 | 6/26/80 | ANZA,CA | CESSNA 172 N733TS | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 22, 725 TOTAL HOURS, 260 IN TYPE, NOT INSTRUMENT RATED. |
| | TIME - 1500 | | DAMAGE-SUBSTANTIAL | | | |
| | NAME OF AIRPORT - SHARF RANCH | | | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | LAST ENROUTE STOP | |
| | FALLBROOK,CA | LOCAL | | | ANZA,CA | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | COLLIDED WITH OBJECT | | | | TAKEOFF RUN | |
| | NOSE OVER/DOWN | | | | TAKEOFF RUN | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | |
| | FACTOR(S) | | | | | |
| | AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS | SOFT RUNWAY | | | | |
| | WEATHER - HIGH DENSITY ALTITUDE | | | | | |
| | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | |
| | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | CLEAR | | | | UNLIMITED | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 5 OR OVER (UNLIMITED) | | | | NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | RELATIVE BEARING OF WIND | |
| | HAZE | | | | HEAD WIND 338-022 DEGREES | |
| | TEMPERATURE-F | | | | WIND DIRECTION-DEGREES | |
| | 95 | | | | 40 | |
| | WIND VELOCITY-KNOTS | | | | TYPE OF WEATHER CONDITIONS | |
| | 5 | | | | VFR | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | NONE | | | | | |
| | REMARKS- ATMTD TKOF FM 1500FT RWY,ELEV 3500FT,TEMP 95DEG F.PART OF RWY SOFT.HIT BUSH AT END OF RWY. | | | | | |
| 3-1639 | 7/1/80 | REDLANDS,CA | GULF-AMER AA-5A | CR- 0 0 1 | NONCOMMERCIAL | COMMERCIAL, AGE 64, 1104 |
| | TIME - 1540 | | N45142 | PX- 0 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 150 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | OT- 0 0 2 | | INSTRUMENT RATED. |
| | NAME OF AIRPORT - REDLANDS MUNI | | | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | REDLANDS,CA | LOCAL | | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | COLLISION WITH AIRCRAFT ONE AIRBORNE | | | | LANDING ROLL | |
| | PROBABLE CAUSE(S) | | | | | |
| | PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT | | | | | |
| | REMARKS- WITNESS RPRTD-OTR ACFT,PITTS BI-PLANE,N21CM,CONVERGED FM ABV & REAR. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------------|--|-------------------------------------|--|--|
| 3-1639 | 7/1/80 TIME - 1540 | REDLANDS, CA | PITTS S2A N21CM DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 OT- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 33, 314 TOTAL HOURS, 185 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - REDLANDS MUNI DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP CONCORD, CA REDLANDS, CA MOJAVE, CA 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 FACTOR(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - COMMUNICATIONS AND NAVIGATION EQUIPMENT TRANSMITTERS AND/OR RECEIVERS MISCELLANEOUS ACTS, CONDITIONS - ERRATIC REMARKS- WITNESS RPRTD-PITTS BIPLANE, N21CM, CONVERGED ON GRUM-AMER, 45142, FM ABV & BHND. RDO RECEPTION POOR. | | | | | | |
| 3-1645 | 7/10/80 TIME - 0030 | NR. SAN JOAQUIN, CA | AERO COMDR 600S2R N8569 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 34, 3235 TOTAL HOURS, 800 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION SAN JOAQUIN, CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - WET, SOFT GROUND 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 - 800 KIND OF CROP - COTTON PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - UPWIND REMARKS- NO 9 CYL HEAD FAILED. | | | | | | |
| | | | | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 300 | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|---|------------------------|---|---|
| 3-1649 | 7/11/80 TIME - 1030 | GRASS VALLEY,CA | MOONEY M20C N5665Q DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 33, 306 TOTAL HOURS, 69 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NEVADA COUNTY DEPARTURE POINT INTENDED DESTINATION AUBURN,CA GRASS VALLEY,CA TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH DITCHES PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED FACTOR(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS,CONDITIONS - EXCESSIVE-WEAR/PLAY MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY REMARKS- BRAKE SHOES WORN. | | | | | | |
| 3-1640 | 7/18/80 TIME - 1150 | GRASS VALLEY,CA | CESSNA 172L N8174M DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 45, 125 TOTAL HOURS, 24 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NEVADA COUNTY DEPARTURE POINT INTENDED DESTINATION MERCED,CA GRASS VALLEY,CA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH DITCHES PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 80 WIND VELOCITY-KNOTS 5 TYPE OF FLIGHT PLAN NONE REMARKS- X-WND GSTG 12KTS.ACFT DRIFTED OFF RWY.RUT FM WTR EROSION NEXT TO RWY. | | | | | | |
| LAST ENROUTE STOP YUBA CITY,CA PHASE OF OPERATION LANDING ROLL LANDING ROLL CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND LEFT CROSS WIND 248-292 DEGREES WIND DIRECTION-DEGREES 180 TYPE OF WEATHER CONDITIONS VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------------|---|------------------------|---|--|
| 3-1650 | 7/18/80 TIME - 0540 | ANGWIN, CA | PIPER PA-28 N7605W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 52, 511 TOTAL HOURS, 481 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ANGWIN DEPARTURE POINT INTENDED DESTINATION SAN RAFAEL, CA ANGWIN, CA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER MISCELLANEOUS ACTS, CONDITIONS - RUNWAY CLOSED MISCELLANEOUS ACTS, CONDITIONS - LANDED IN CONSTRUCTION AREA REMARKS- HIT GRAVEL PILE. | | | | | | |
| 3-1653 | 7/20/80 TIME - 1930 | NR. PALMDALE, CA | CESSNA 172N N6387D DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 27, 124 TOTAL HOURS, 32 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION RIALTO, CA RETURN TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| 3-1654 | 7/26/80 TIME - 1230 | ADELANTO, CA | BLANIK L-13 N3465 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 42, 57 TOTAL HOURS, 41 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ADELANTO DEPARTURE POINT INTENDED DESTINATION ADELANTO, CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - MISCELLANEOUS EQUIPMENT GLIDER LAUNCH/TOW EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- TOW ROPE BROKE DRG TKOF. HIT DESERT BRUSH. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|-----------------|---|------------------------|---|---|
| 3-1648 | 8/1/80 TIME - 2000 | SHELTER COVE,CA | BELLANCA 7ECA N5032G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 28, 195 TOTAL HOURS, 27 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SHELTER COVE DEPARTURE POINT INTENDED DESTINATION SAN JOSE,CA SHELTER COVE,CA TYPE OF ACCIDENT PHASE OF OPERATION: GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH OBJECT LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND HAZE UNKNOWN/NOT REPORTED TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- PLT RPRTD GSTY X-WND.COLLIDE W SHRUBBERY NR RWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|------------------|---|------------------------|---|---|
| 3-1646 | 8/2/80 TIME - 1735 | COLUMBIA, CA | CESSNA 172M N51239 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 27, 1241 TOTAL HOURS, 755 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - COLUMBIA DEPARTURE POINT COLUMBIA, CA INTENDED DESTINATION SAN JOSE, CA TYPE OF ACCIDENT STALL MUSH PHASE OF OPERATION TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE 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 RELATIVE BEARING OF WIND RIGHT QUARTERING TAIL WIND 203-247 DEGREES TEMPERATURE-F 105 WIND DIRECTION-DEGREES 110 WIND VELOCITY-KNOTS 4 TYPE OF WEATHER CONDITIONS VFR TYPE OF FLIGHT PLAN VFR REMARKS- D/A APPROX 5800FT. | | | | | | |
| 3-1657 | 8/2/80 TIME - 1345 | SANTA MONICA, CA | CESSNA 152 N49467 DAMAGE-DESTROYED | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 31, 1030 TOTAL HOURS, 630 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SANTA MONICA DEPARTURE POINT SANTA MONICA, CA INTENDED DESTINATION LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS MISCELLANEOUS ACTS, CONDITIONS - FUEL CONTAMINATION-EXCLUSIVE OF 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- DIRT FND IN CARB FUEL DISCHARGE NOZZLE. FUEL INLET SCREEN WAS CLEAN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|------------------|--|------------------------|------------------------------|---|
| 3-1651 | 8/3/80 TIME - 0915 | YOLO COUNTY,CA | CESSNA 152 N49177 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 47, 76 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - YOLO COUNTY DEPARTURE POINT INTENDED DESTINATION YOLO COUNTY,CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH FENCE,FENCEPOSTS LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| 3-1652 | 8/3/80 TIME - 1715 | FAIR OAKS,CA | CESSNA 152 N5419H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE UNK/NR, 40 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PHOENIX FIELD DEPARTURE POINT INTENDED DESTINATION FAIR OAKS,CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH PARKED AIRCRAFT LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS REMARKS- HIT 2 ACFT.CESSNA 150,N6663D,SUBSTANTIAL DMG,CESSNA 182,MINOR DMG. | | | | | | |
| 3-1643 | 8/4/80 TIME - 1645 | SN LUIS OBSPO,CA | BELLANCA 7GCBC N11867 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL POWER/PIPELINE | COMMERCIAL, FL.INSTR., AGE 26, 4411 TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SAN LUIS OBISPO DEPARTURE POINT INTENDED DESTINATION SANTA PAULA,CA PASO ROBLES,CA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - FUEL SIPHONING MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION MISCELLANEOUS ACTS,CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE FACTOR(S) TERRAIN - OTHER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL CAP LOOSE.INTENTIONAL GND LOOP TO AVOID OBSTNS.PIPE LN PATROL.WND GSTG 12KTS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|--|--|------------------------|---|--|
| 3-1641 | 8/7/80 TIME - 1600 | REDDING, CA NAME OF AIRPORT - BENTON DEPARTURE POINT CRESCENT CITY, CA TYPE OF ACCIDENT OVERSHOOT GEAR COLLAPSED | MOONEY M20J N4126H DAMAGE-SUBSTANTIAL INTENDED DESTINATION REDDING, CA | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 45, 288 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED. |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-1656 | 8/9/80 TIME - 1430 | NR. RABBIT DRY LK, CA NAME OF AIRPORT - RABBIT DRY LAKE DEPARTURE POINT RABBIT DRY LK, CA TYPE OF ACCIDENT STALL | SCHWEIZER SGS126 N17916 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 32, 267 TOTAL HOURS, 87 IN TYPE, NOT INSTRUMENT RATED. |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 105 TYPE OF FLIGHT PLAN NONE REMARKS- AUTO TOW FM DRY LK, ELEV 3000FT, TEMP 105DEG F. VEHICLE SLOW TO ACFT. | | | | | | |
| CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND LIGHT AND VARIABLE TYPE OF WEATHER CONDITIONS VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------|--|------------------------|---|---|
| 3-1655 | 8/11/80 TIME - 1330 | UPLAND, CA | BEECH A36 N2047B DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 5 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 34, 154 TOTAL HOURS, 8 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CABLE DEPARTURE POINT PHOENIX, AZ TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH DIRT BANK PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) REMARKS- PLT STATED L BRAKE GRABBED. | | | | | | |
| 3-1647 | 8/18/80 TIME - 1924 | MERCED, CA | CESSNA 152 N6326B DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 24, 15 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MERCED MUNI DEPARTURE POINT MERCED, CA TYPE OF ACCIDENT HARD LANDING GROUND-WATER LOOP-SWERVE PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE WIND DIRECTION-DEGREES 230 TYPE OF WEATHER CONDITIONS VFR | | | | | | |
| INTENDED DESTINATION SAN FRANCISCO, CA LAST ENROUTE STOP UPLAND, CA PHASE OF OPERATION LANDING ROLL LANDING ROLL INTENDED DESTINATION LOCAL PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND LEFT CROSS WIND 248-292 DEGREES WIND VELOCITY-KNOTS 18 TYPE OF FLIGHT PLAN NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|---|---|------------------------|--|--|
| 3-1741 | 8/20/80 | NR.KERMAN,CA | AYRES S2R N5588X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 27, 2401 TOTAL HOURS, 1283 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT TRANQUILITY,CA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH CROP | | | PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 2000 | | | KIND OF OPERATION - SPRAYING CROPS | | | |
| KIND OF CROP - COTTON | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | | | |
| PILOT'S SEAT BELT - FASTENED-PROPERLY | | | GLOVES - NOT USED | | | |
| GOGGLES - NOT USED | | | CRASH HELMET - AVAILABLE USED | | | |
| COCKPIT CRASHPAD - INSTALLED | | | CRASH BAR - NOT INSTALLED | | | |
| TANK/HOPPER-LOCATION - AFT OF PILOT | | | TERRAIN-TYPE - LEVEL,FLAT | | | |
| ELEVATION-AREA BEING TREATED-FEET - 230 | | | SWATH RUN-HOW FLOWN - CROSSWIND | | | |
| PROCEDURE TURNAROUND - FIRST 1/3 TURN | | | | | | |
| 3-1626 | 1/4/80 | NR.LAS ANIMAS,CO | PIPER PA-18 N73371 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | MISCELLANEOUS HUNTING | COMMERCIAL, AGE 34, 1919 TOTAL HOURS, 1068 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT LAS ANIMAS,CO | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN | |
| PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | |
| FACTOR(S) TERRAIN - SNOW-COVERED | | | | | | |
| 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 |
|--------|---|-----------------------------------|---|---------------------------------|---|--|
| 3-1624 | 6/22/80 TIME - 1830 | LOMA,CO | TAYLORCRAFT BC12D N96812 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 24, 712 TOTAL HOURS, 181 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT LOMA,CO | INTENDED DESTINATION LOCAL | | | | |
| | TYPE OF ACCIDENT STALL | | | PHASE OF OPERATION IN FLIGHT | NORMAL CRUISE | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | |
| | FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - UNAPPROVED MODIFICATION MISCELLANEOUS ACTS,CONDITIONS - FUEL GRADE-IMPROPER MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING | | | | | |
| | REMARKS- BOTH DOORS REMOVED PRIOR TO ELT.AUTOMOBILE FUEL. | | | | | |
| 3-1625 | 7/19/80 TIME - 0735 | STERLING,CO | BELLANCA 17 N4066B DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 51, 650 TOTAL HOURS, 13 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - CROSSON FIELD | | | | | |
| | DEPARTURE POINT STERLING,CO | INTENDED DESTINATION VERNAL,UT | | | | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DIRT BANK | | | PHASE OF OPERATION TAKEOFF | INITIAL CLIMB LANDING ROLL | |
| | PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - FUEL SYSTEM FUEL INJECTION SYSTEM MISCELLANEOUS ACTS,CONDITIONS - OBSTRUCTED POWERPLANT - IGNITION SYSTEM SPARK PLUG MISCELLANEOUS ACTS,CONDITIONS - ERRATIC PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. FIRE AFTER IMPACT REMARKS- WITNESSES STATED PWR NOT REDUCED DRG LDG ROLL. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|----------------|--------------------------------|------------------------|--|--|
| 3-1738 | 8/20/80 | HARTFORD,CT | PIPER PA-23 N62656 | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | COMMERCIAL, AGE 36, 5803 TOTAL HOURS, 267 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - HARTFORD-BRAINARD | | | | | | |
| DEPARTURE POINT | | | INTENDED DESTINATION | | | |
| PROVIDENCE,RI | | | HARTFORD,CT | | | |
| 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 | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER - FOG | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND | | | | | | |
| AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| BROKEN | | | 1000 | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 3 MILES OR LESS | | | RAIN | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | | |
| FOG | | | 71 | | | |
| WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | | | |
| 30 | | | 8 | | | |
| TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | | |
| VFR | | | IFR | | | |
| REMARKS- PLT LNDD DWNWND ON RWY 20 AFTER VOR MISSED APCH FM RWY 02. | | | | | | |
| 3-1584 | 1/18/80 | NR.KEY WEST,FL | CESSNA 172 N92453 | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 31, 517 TOTAL HOURS, 397 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT | | | LAST ENROUTE STOP | | | |
| TAMiami,FL | | | ORANGE CAY,FL | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| ENGINE FAILURE OR MALFUNCTION | | | IN FLIGHT NORMAL CRUISE | | | |
| DITCHING | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - BECAME LOST/DISORIENTED | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER | | | | | | |
| REMARKS- DITCHED 65MI SW OF KEY WEST IN INTL WATERS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------------|---|------------------------|---|---|
| 3-1756 | 3/21/80 TIME - 1750 | KEY LARGO, FL | PIPER PA-28 N2164T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 37, 168 TOTAL HOURS, 33 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PORT LARGO DEPARTURE POINT INTENDED DESTINATION OKEECHOBEE, FL KEY LARGO, FL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH DITCHES LANDING ROLL PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY | | | | | | |
| 3-1757 | 4/14/80 TIME - 1110 | NR. GARDNER, FL | PIPER PA-36 N3672E DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 36, 12486 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - DUSTER STRIP DEPARTURE POINT INTENDED DESTINATION GARDNER, FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH DITCHES LANDING ROLL PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - EXCESSIVE-WEAR/PLAY MISCELLANEOUS ACTS, CONDITIONS - LEAK/LEAKAGE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - FRUIT ORCHARDS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- O-RING SEAL IN R BRAKE, MASTER CYL BCM FLATTENED/HARD & ALLOW FLUID TO BY-PASS. KIND OF OPERATION - DUSTING CROPS TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED | | | | | | |
| 3-1752 | 4/21/80 TIME - 1100 | LAKELAND, FL | PIPER PA-24 N5949P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 20, 402 TOTAL HOURS, 3 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - LAKELAND MUNI DEPARTURE POINT INTENDED DESTINATION LAKELAND, FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY REMARKS- UN FULLY EXTEND GR. REASON NOT DETERMINED DUE ACFT DMG. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|--|---|---|---|---|---|
| 3-1583 | 6/7/80 TIME - 1130 | MERRITT ISLAND, FL | MOONEY M20E N9234M DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 28, 294 TOTAL HOURS, 70 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MERRITT ISLAND DEPARTURE POINT INTENDED DESTINATION MERRITT ISLAND, FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT CLIMB TO CRUISE COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- HIT PWR LNS DRG FORCED LNDG ON ROAD. | | | | | | |
| 3-1685 | 6/15/80 NR. MIAMI BEACH, FL TIME - 1645 | HILLER UH-12D N9299Z DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 2 | COMMERCIAL OTHER | COMMERCIAL, AGE 32, 6300 TOTAL HOURS, 56 IN TYPE, INSTRUMENT RATED. | |
| NAME OF AIRPORT - CITY OF MIAMI HEL DEPARTURE POINT INTENDED DESTINATION MIAMI, FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM MAIN ROTOR GEAR BOX MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- SUN GEAR, P/N 23530-3, TOOTH HARDNESS MEASURED 35RC, MANUF SPECS REQUIRE 60RC. | | | | | | |
| 3-1758 | 6/22/80 NR. DUNEDIN, FL TIME - 1330 | PIPER J3C N665WC DAMAGE-DESTROYED | CR- 0 1 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 24, 174 TOTAL HOURS, 46 IN TYPE, NOT INSTRUMENT RATED. | |
| DEPARTURE POINT INTENDED DESTINATION CLEARWATER, FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL IN FLIGHT BUZZING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - EXERCISED POOR JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--|--|---|---------------------------------------|---|
| 3-1686 | 6/26/80 | NR.INGLIS,FL | HUGHES 269C N58225 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 20, 1900 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT TAMPA,FL | INTENDED DESTINATION TALLAHASSEE,FL | | | |
| | | TYPE OF ACCIDENT FIRE OR EXPLOSION | IN FLIGHT | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - FIRE IN CABIN,COCKPIT,BAGGAGE COMPARTMENT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT | | | | | | |
| REMARKS- PLASTIC-WRAPPED DUFFEL BAG PLACED NEAR EXH/MANFS.TESTS SHOWED WRAPPER IGNITED INSTANTLY FRM MATCH. | | | | | | |
| 3-1687 | 7/7/80 | POMPANO BEACH,FL | CESSNA 411 N3CC DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 1 1 | MISCELLANEOUS UNKNOWN/NOT REPORTED | PRIVATE, AGE 31, 1500 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - POMPANO DEPARTURE POINT POMPANO BEACH,FL | INTENDED DESTINATION UNKNOWN/NOT REPORTED | | | |
| | | 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 - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT 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 EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER | | | | | | |
| REMARKS- PLT NOT MULTI-ENG RATED.STALL WARN HORN ON DRG ATMT TO STAB SURGING R ENG.STAYED ON UNTIL IMPACT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------|---|------------------------|------------------------------|--|
| 3-1582 | 7/9/80 TIME - 0910 | DELAND, FL | CESSNA 180C N9235T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS TEST | PRIVATE, AGE 75, 1200 TOTAL HOURS, 525 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - DELAND MUNI DEPARTURE POINT INTENDED DESTINATION DELAND, FL LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WHEELS-DOWN LANDING IN WATER PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- 1ST FLT AFTER EXTDD STORAGE. RET GEAR IN FLOATS FXD IN DOWN PSN. LANDED ON LAKE. | | | | | | |
| 3-1760 | 7/14/80 TIME - 1100 | MIAMI, FL | BELL 47G-2 N2485B DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 29, 1400 TOTAL HOURS, 175 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HAULOVER HELIPORT DEPARTURE POINT INTENDED DESTINATION MIAMI, FL LOCAL TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE TAIL ROTOR DITCHING PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM TAIL ROTOR GEAR BOX MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER DIRECTIONAL CONTROL PROBLEM SUSPECTED MECHANICAL DISCREPANCY REMARKS- BEARING IN TAIL ROTOR GEARBOX FAILED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|----------------------|---|------------------------|---|---|
| 3-1755 | 7/30/80 | NR.MERRITT ISLAND,FL | CESSNA 150M N8144V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 49, 706 TOTAL HOURS, 91 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MERRITT ISLAND DEPARTURE POINT INTENDED DESTINATION MERRITT ISLAND,FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE DITCHING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - WATER IN FUEL FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER | | | | | | |
| 3-1759 | 8/1/80 | NEW SMYRNA BCH,FL | DOUGLAS C-47A N45864 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 2 | MISCELLANEOUS FERRY | AIRLINE TRANSPORT, AGE 61, 3500 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| NAME OF AIRPORT - NEW SMYRNA BEACH DEPARTURE POINT INTENDED DESTINATION NEW SMYRNA BCH,FL ARUBA,N.A. TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN COLLIDED WITH TREES TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - FAILED TO ABORT TAKEOFF PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT FIRE AFTER IMPACT REMARKS- PLT'S BLOOD ALCOHOL LVL 0.15%.PLT DID NOT HAVE A TYPE CERT & ATMTD FLT WO CO-PLT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|------------------|---|------------------------|---|---|
| 3-1754 | 8/5/80 TIME - 1957 | NR.OKEECHOBEE,FL | PIPER PA-24 N5412P DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 37, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - RIVER ACRES DEPARTURE POINT INTENDED DESTINATION LANTANA,FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT BUZZING PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING REMARKS- BLOOD ALCOHOL LEVEL .243MG% | | | | | | |
| 3-1753 | 8/9/80 TIME - 1630 | NR.BALDWIN,FL | CESSNA 172N N733RU DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | PRIVATE, AGE 19, 92 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION DAVIS,FL DAYTONA BEACH,FL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH FENCE,FENCEPOSTS LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) WEATHER - RAIN WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 2500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND VELOCITY-KNOTS UNKNOWN/NOT REPORTED 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN UNKNOWN/NOT REPORTED VFR REMARKS- LNDD IN COW PASTURE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|----------------------|------------------|--------------------------------|--------------------------|--------------------------|
| 3-1751 | 8/18/80 | NR. CAPE CORAL, FL | CESSNA 411A | CR- 2 0 0 | MISCELLANEOUS | COMMERCIAL, AGE 48, 7250 |
| | TIME - 0515 | | N1411M | PX- 0 0 0 | OTHER | TOTAL HOURS, 48 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | LAST ENROUTE STOP | | |
| | COLOMBIA, SO AMERICA | CAPE CORAL, FL | | UNKNOWN/NOT REPORTED | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | |
| | COLLIDED WITH TREES | | | LANDING FINAL APPROACH | | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE | | | | | |
| | PILOT IN COMMAND - EXERCISED POOR JUDGMENT | | | | | |
| | FACTOR(S) | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE | | | | | |
| | FIRE AFTER IMPACT | | | | | |
| | REMARKS- CRASHED NR END OF UNLGTD, ISOLATED ROAD ON MOONLGT NGT. FND APRX 1000LBS MARIJUANA/PILLS. FLEW 14HRS. | | | | | |
| 3-1573 | 2/24/80 | NR. VALDOSTA, GA | BEECH V35 | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 54, 1288 |
| | TIME - 1157 | | N5620S | PX- 2 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, UNK/NR IN |
| | | | DAMAGE-DESTROYED | | | TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | PHASE OF OPERATION | | |
| | SARASOTA, FL | CHATTANOOGA, TN | | IN FLIGHT NORMAL CRUISE | | |
| | TYPE OF ACCIDENT | | | | | |
| | AIRFRAME FAILURE IN FLIGHT | | | | | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | |
| | FACTOR(S) | | | | | |
| | AIRFRAME - WINGS SPARS | | | | | |
| | AIRFRAME - FLIGHT CONTROL SURFACES HORIZONTAL STABILIZER, ATTACHMENTS | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | |
| | PERSONNEL - TRAFFIC CONTROL PERSONNEL FAILURE TO ADVISE OF UNSAFE WEATHER CONDITIONS | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - RAIN | | | | | |
| | WEATHER - THUNDERSTORM ACTIVITY | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | |
| | WEATHER FORECAST - WEATHER CONSIDERABLY WORSE THAN FORECAST | | | | | |
| | SKY CONDITION | | | CEILING AT ACCIDENT SITE | | |
| | OVERCAST | | | 400 | | |
| | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | |
| | 1 MILE OR LESS | | | THUNDERSTORM, RAIN | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | |
| | FOG | | | 67 | | |
| | WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | | |
| | 240 | | | 12 | | |
| | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | |
| | IFR | | | IFR | | |
| | REMARKS- ACFT FLEW INTO SEVERE-EXTREME THUNDERSTORM | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|-------------|--|------------------------|---|---|
| 3-1502 | 5/4/80 TIME - 1544 | MOLOKAI, HI | BELLANCA 7KCAB N88191 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 39, 100 TOTAL HOURS, 91 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MOLOKAI DEPARTURE POINT MOLOKAI, HI TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH FENCE, FENCEPOSTS PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 80 WIND VELOCITY-KNOTS 18 TYPE OF FLIGHT PLAN NONE REMARKS- PEAK WIND GUSTS TO 24KTS. | | | | | | |
| CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND RIGHT QUARTERING HEAD WIND 023-067 DEGREES WIND DIRECTION-DEGREES 60 TYPE OF WEATHER CONDITIONS VFR | | | | | | |
| 3-1501 | 6/1/80 TIME - 1557 | KAMUELA, HI | PIPER PA-24 N7084P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 62, 1530 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WAIMEA-KOHALA DEPARTURE POINT KONA, HI TYPE OF ACCIDENT OVERSHOOT GROUND-WATER LOOP-SWERVE PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY | | | | | | |
| PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---|----------------------|---------------------|--------------------|-------------------------|
| 3-1662 | 7/28/80 | LIHUE, HI | MYNA BIRD 1 | CR- 0 0 1 | MISCELLANEOUS | PRIVATE, AGE 57, 575 |
| | TIME - 1434 | | N5574K | PX- 0 0 0 | EXPERIMENTATION | TOTAL HOURS, 0 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - LIHUE | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | LIHUE, HI | LOCAL | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | STALL MUSH | | | TAKEOFF ABORTED | |
| | | COLLIDED WITH PARKED AIRCRAFT | | | TAKEOFF ABORTED | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | |
| | | PILOT IN COMMAND - PREMATURE LIFT-OFF | | | | |
| | | PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | |
| | | REMARKS- COLLIDED WITH B-18, N99799, MINOR DMG. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|--|------------------------|---------------------------------------|--|
| 3-1514 | 6/19/80 TIME - 0930 | FAIRFIELD, ID | CESSNA T188C N2903J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, FL. INSTR., AGE 24, 1538 TOTAL HOURS, 36 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT FAIRFIELD, ID | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | PHASE OF OPERATION IN FLIGHT EN ROUTE TO TREAT CROP LANDING ROLL | | | |
| PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | |
| FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. WEATHER - HIGH DENSITY ALTITUDE MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE TERRAIN - ROUGH/UNEVEN PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| | | SKY CONDITION CLEAR | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TEMPERATURE-F 68 | | | |
| | | WIND DIRECTION-DEGREES 270 | WIND VELOCITY-KNOTS 4 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN NONE | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 553 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 5060 REMARKS- NO ENG MALFUNCTION FOUND. G/W 212LBS OVR DEMO G/W.C/G 7IN AFT OF LIMITS.D/A APPROX 5600FT. | | | | | | |
| | | KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------|---|------------------------|---|--|
| 3-1674 | 6/26/80 TIME - 1145 | MULLEN, ID | CESSNA R172K N758KG DAMAGE-DESTROYED | CR- 0 0 2 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 40, 95 TOTAL HOURS, 17 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT COEUR D'ALENE, ID | | | INTENDED DESTINATION ANACONDA, MT | | | |
| 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 PILOT IN COMMAND - MISJUDGED ALTITUDE | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - LOW CEILING WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE 2000 | | | |
| VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS | | | PRECIPITATION AT ACCIDENT SITE DRIZZLE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TEMPERATURE-F 50 | | | |
| WIND DIRECTION-DEGREES 260 | | | WIND VELOCITY-KNOTS 4 | | | |
| TYPE OF WEATHER CONDITIONS IFR | | | TYPE OF FLIGHT PLAN VFR | | | |
| REMARKS- ATTEMPTD TURN AROUND IN MTN PASS DUE FOG. | | | | | | |
| 3-1515 | 7/6/80 TIME - 2245 | HOMEDALE, ID | CALLAIR A-9 N8270H DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 24, 1250 TOTAL HOURS, 450 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HOMEDALE MUNI | | | INTENDED DESTINATION LOCAL | | | |
| DEPARTURE POINT HOMEDALE, ID | | | | | | |
| TYPE OF ACCIDENT COLLIDED WITH TREES | | | PHASE OF OPERATION IN FLIGHT PULLUP FROM SWATH RUN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 455 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - FAILED ON IMPACT GOGGLES - NOT USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM | | | | | | |
| | | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 2290 | | | |
| REMARKS- SOLE TREE KNOWN BY PLT. FOUND 20PPB METHYL-PARATHION IN PLT'S BLOOD, EXPOSURE TIME AFTER ACDNT UNKN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|-----------------|--|------------------------|---|--|
| 3-1675 | 8/1/80 TIME - 1600 | NR.ELK CITY,ID | CESSNA 182 N8466M DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 52, 245 TOTAL HOURS, 214 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SHEARER USFS | | | | | | |
| DEPARTURE POINT | | | INTENDED DESTINATION | | | |
| COEUR D'ALENE,ID | | | ELK CITY,ID | | | |
| 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) | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| TERRAIN - OTHER | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| CLEAR | | | UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 5 OR OVER(UNLIMITED) | | | NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | RELATIVE BEARING OF WIND | | | |
| NONE | | | LEFT CROSS WIND 248-292 DEGREES | | | |
| TEMPERATURE-F | | | WIND DIRECTION-DEGREES | | | |
| 80 | | | 270 | | | |
| WIND VELOCITY-KNOTS | | | TYPE OF WEATHER CONDITIONS | | | |
| 10 | | | VFR | | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| NONE | | | | | | |
| REMARKS- GUSTING TO 20K.RWY HAS 8-12% DOWNGRADE SLOPE LNDG TO NORTH. | | | | | | |
| 3-1726 | 8/2/80 TIME - 1630 | NR.BLACKFOOT,ID | PIPER J3C-65 N98484 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 58, 3300 TOTAL HOURS, 124 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PRIVATE | | | | | | |
| DEPARTURE POINT | | | INTENDED DESTINATION | | | |
| BLACKFOOT,ID | | | LOCAL | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| UNDERSHOOT | | | LANDING FINAL APPROACH | | | |
| NOSE OVER/DOWN | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE | | | | | | |
| REMARKS- LND IN WHEAT SHORT OF RWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|--|--|--|---|--|
| 3-1728 | 8/5/80 TIME - 1530 | NR. SALMON, ID | AERO COMDR 500B N184Z DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 1 0 | MISCELLANEOUS OTHER PUBLIC | COMMERCIAL, FL. INSTR., AGE 43, 8124 TOTAL HOURS, 65 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT SALMON, ID | INTENDED DESTINATION MCCALL, ID | PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FLEW INTO BLIND CANYON | | | | | | |
| FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS WEATHER - HIGH DENSITY ALTITUDE TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| | | 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 77 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- PLT NOT EXPERIENCED IN FIXED-WING MOUNTAIN FLYING. RECOVERY DATE 8/6/80. | | | | | | |
| 3-1673 | 8/9/80 TIME - 1705 | HORSESHOE BEND, ID | CESSNA 150 N11617 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 22, 771 TOTAL HOURS, 31 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT BAKER, OR | INTENDED DESTINATION HORSESHOE BEND, ID | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| REMARKS- LND ON ABANDONED ROAD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|---|---|---|---|---|
| 3-1727 | 8/11/80 | NR.MOUNTAIN HOME,ID | PIPER J4E N37989 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 24, 595 TOTAL HOURS, 124 IN TYPE, NOT INSTRUMENT RATED. |
| | TIME - UNK/NR | | | | | |
| | DEPARTURE POINT MOUNTAIN HOME,ID | INTENDED DESTINATION LOCAL | | | | |
| | TYPE OF ACCIDENT STALL SPIN | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | |
| | FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE | | | | | |
| | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | |
| | 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 UNKNOWN/NOT REPORTED | | | TEMPERATURE-F 90 | | |
| | TYPE OF WEATHER CONDITIONS VFR | | | TYPE OF FLIGHT PLAN NONE | | |
| | REMARKS- D/A APPROX 6200FT. | | | | | |
| 3-1729 | 8/11/80 | NR.SALMON,ID | CESSNA T207 N91115 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL.INSTR., AGE 20, 1187 TOTAL HOURS, 70 IN TYPE, INSTRUMENT RATED. |
| | TIME - 1945 | | | | | |
| | DEPARTURE POINT SALMON,ID | INTENDED DESTINATION INDIAN CREEK,ID | | | | |
| | TYPE OF ACCIDENT STALL | | | PHASE OF OPERATION IN FLIGHT OTHER | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | |
| | FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING | | | | | |
| | WEATHER - HIGH DENSITY ALTITUDE | | | | | |
| | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | |
| | 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 | | | TEMPERATURE-F 80 | | |
| | TYPE OF WEATHER CONDITIONS VFR | | | TYPE OF FLIGHT PLAN NONE | | |
| | FIRE AFTER IMPACT | | | | | |
| | REMARKS- LARGE GAME PREVIOUSLY SEEN NR ACDNT SITE.PAX AVID HUNTER.SITE NOT ON PLANNED ROUTE.D/A APRX 9000FT | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--------------------|-----------------------|------------------------|---|---|
| 3-1690 | 6/18/80 | NR.WEST CHICAGO,IL | PIPER PA-28 N81351 | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 37, 99 TOTAL HOURS, 30 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - DU PAGE COUNTY DEPARTURE POINT INTENDED DESTINATION LAKE GENEVA,WI SCHAUMBURG,IL TYPE OF ACCIDENT COLLIDED WITH RUNWAY OR APPROACH LIGHTS COLLIDED WITH TREES PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED MISCELLANEOUS ACTS,CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) PILOT IN COMMAND - OPERATED CARELESSLY REMARKS- MADE GO-AROUND AFT COL W 2 RWY LIGHTS AT UNK ARPT.COL W 2 FUEL PUMPS DURING PKG AT GD VEHICLE LOT. | | | | | | |
| 3-1691 | 6/22/80 | BELVIDERE,IL | CESSNA 172N N4770J | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 32, 24 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BELVIDERE DEPARTURE POINT INTENDED DESTINATION BELVIDERE,IL LOCAL TYPE OF ACCIDENT NOSE OVER/DOWN PHASE OF OPERATION TAKEOFF ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF FACTOR(S) TERRAIN - WET,SOFT GROUND MISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING REMARKS- DURING INITIAL CLIMB ABORTED TAKEOFF.WIND GUSTS TO 9KTS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|---|------------------------|---|--|
| 3-1588 | 6/23/80 TIME - 2024 | NR.GLENVIEW,IL | CESSNA 182F N3416U DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL.INSTR., AGE 39, 554 TOTAL HOURS, 35 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GLENVIEW NAVAL DEPARTURE POINT INTENDED DESTINATION AMES,IA GLENVIEW,IL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT DESCENDING NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - MISCALCULATED FUEL CONSUMPTION MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| 3-1587 | 7/10/80 TIME - 1515 | PEORIA,IL | CESSNA 172 N9356E DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 22, 229 TOTAL HOURS, 99 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GREATER PEORIA DEPARTURE POINT INTENDED DESTINATION PEORIA,IL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH OBJECT LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS REMARKS- STRUCK TAXI WAY SIGN. | | | | | | |
| 3-1765 | 7/11/80 TIME - 2050 | KANKAKEE,IL | CESSNA 172 N75633 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 24, 105 TOTAL HOURS, 14 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - GREATER KANKAKEE DEPARTURE POINT INTENDED DESTINATION KANKAKEE,IL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH STALL MUSH LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE 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 |
|---|------------------------|--------------|---|------------------------|---|---|
| 3-1586 | 7/15/80 TIME - 1219 | GALESBURG,IL | CESSNA 310R N87497 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | ATP, FLIGHT INSTR., AGE 57, 10000 TOTAL HOURS, 250 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GALESBURG MUNI DEPARTURE POINT INTENDED DESTINATION GALESBURG,IL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING | | | | | | |
| 3-1689 | 7/28/80 TIME - 1615 | RANTOUL,IL | BELL 47D-1 N8271E DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 32, 1350 TOTAL HOURS, 400 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION RANTOUL,IL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT EN ROUTE TO TREAT CROP COLLIDED WITH CROP LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 5 KIND OF CROP - BEANS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED KIND OF OPERATION - FERRY TYPE OF CHEMICAL USED - UNKNOWN/NOT REPORTED GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED ELEVATION-AREA BEING TREATED- FEET - 720 | | | | | | |
| 3-1763 | 7/29/80 TIME - 1730 | PONTIAC,IL | PIPER PA-22 N8714C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 40, 148 TOTAL HOURS, 85 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PULLIAM RLA DEPARTURE POINT INTENDED DESTINATION UNKNOWN/NOT REPORTED PONTIAC,IL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH FENCE, FENCEPOSTS LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------|--|------------------------|---------------------------------------|---|
| 3-1766 | 8/18/80 TIME - 1845 | COLUSA,IL | WEATHERLY 201C N9040W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 31, 2517 TOTAL HOURS, 27 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - OWINGS DEPARTURE POINT COLUSA,IL INTENDED DESTINATION LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION PHASE OF OPERATION COLLIDED WITH CROP TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) TERRAIN - HIGH VEGETATION MISCELLANEOUS ACTS,CONDITIONS - JETTISONED LOAD PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF OPERATION - FERTILIZING (LIQUID) KIND OF CROP - BEANS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | | | | |
| 3-1764 | 8/24/80 TIME - 1000 | COLUMBIA,IL | PIPER PA-28 N5135W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 29. 33 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - COLUMBIA MUNI DEPARTURE POINT COLUMBIA,IL INTENDED DESTINATION LOCAL TYPE OF ACCIDENT HARD LANDING PHASE OF OPERATION GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- PORPOISED AFTER INITIAL TCHDOWN DRG 1ST SOLO FLT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|-------------|---|------------------------|---|---|
| 3-1768 | 2/22/80 | FT WAYNE,IN | PIPER PA-32 N200BF DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 46, 455 TOTAL HOURS, 32 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - FORT WAYNE MUNI DEPARTURE POINT INTENDED DESTINATION ATHENS,GA FT WAYNE,IN TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION 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 OBSCURATION 0 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS DRIZZLE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES FOG 270 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 5 BELOW MINIMUMS TYPE OF FLIGHT PLAN IFR REMARKS- ILS RWY 4.CRASHED ABEAM & ABT 1/5MI R OF THRESHOLD. | | | | | | |
| 3-1767 | 4/11/80 | COLUMBUS,IN | BEECH J50 N95A DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 1 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 43, 3300 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BAKALAR DEPARTURE POINT INTENDED DESTINATION COLUMBUS,IN CHARLOTTE,NC TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB STALL SPIN LANDING FINAL APPROACH PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - FUEL SYSTEM FUEL INJECTION SYSTEM MISCELLANEOUS ACTS,CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- R ENG FUEL FLOW INJ ADJUSTED TOO LEAN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|---|------------------------------------|---|--|
| 3-1692 | 5/10/80 TIME - 1815 | NAPPANEE, IN | CESSNA 172 N3912F DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | STUDENT, AGE 55, 54 TOTAL HOURS, 44 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - NAPPANEE MUNI | | | | |
| | | DEPARTURE POINT DOWAGIAC, MI | INTENDED DESTINATION PERU, IN | | | |
| | | TYPE OF ACCIDENT STALL SPIN | PHASE OF OPERATION LANDING GO-AROUND | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) | | | | | | |
| PERSONNEL - WEATHER PERSONNEL INADEQUATE/INCORRECT WEATHER BRIEFING | | | | | | |
| PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| WEATHER - THUNDERSTORM ACTIVITY | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| EMERGENCY CIRCUMSTANCES - ADVERSE/UNFAVORABLE WEATHER | | | | | | |
| | | 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 QUARTERING TAIL WIND 203-247 DEGREES | | | |
| | | TEMPERATURE-F | WIND DIRECTION-DEGREES | | | |
| | | 61 | 200 | | | |
| | | WIND VELOCITY-KNOTS | TYPE OF WEATHER CONDITIONS | | | |
| | | 25 | VFR | | | |
| | | TYPE OF FLIGHT PLAN | | | | |
| | | NONE | | | | |
| REMARKS- WIND GUSTING TO 40KTS. FSS WX BRIEFING. X-COUNTRY ENDORSEMENT SIGNED 11/4/79. | | | | | | |
| 3-1770 | 7/7/80 TIME - 1300 | E ENTERPRISE, IN | CESSNA 140A N3547V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 35, 95 TOTAL HOURS, 43 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT INDEPENDENCE, MO | INTENDED DESTINATION ABERDEEN, OH | LAST ENROUTE STOP EFFINGHAM, IL | | |
| | | TYPE OF ACCIDENT NOSE OVER/DOWN | PHASE OF OPERATION TAKEOFF RUN | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | |
| FACTOR(S) | | | | | | |
| TERRAIN - WET, SOFT GROUND | | | | | | |
| TERRAIN - ROUGH/UNEVEN | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|--|------------------------|---|---|
| 3-1589 | 7/13/80 TIME - 1530 | MORRISTOWN, IN | AERONCA 7AC N3687E DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | NO CERTIFICATE, AGE 43, 1000 TOTAL HOURS, 250 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FARMER'S FIELD DEPARTURE POINT INTENDED DESTINATION MORRISTOWN, IN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS HIGH VEGETATION REMARKS- PLT & ARPT NOT CERTIFICATED. | | | | | | |
| 3-1769 | 7/17/80 TIME - 1330 | LAFAYETTE, IN | SCHWEIZER SGS126 N10356 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 21, 430 TOTAL HOURS, 8 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HALSMER DEPARTURE POINT INTENDED DESTINATION LAFAYETTE, IN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS 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 HAZE LEFT CROSS WIND 248-292 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 89 300 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 10 VFR TYPE OF FLIGHT PLAN NONE REMARKS- WND GSTG 17KTS. L WING HIT GND DRG LNDG. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|--|------------------------|---------------------------------------|---|
| 3-1693 | 8/15/80 TIME - 1015 | HOWE, IN | GRUMMAN G-164 N48348 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 27, 3326 TOTAL HOURS, 1100 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT HOWE, IN | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | PHASE OF OPERATION IN FLIGHT EN ROUTE TO TREAT CROP | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, ALTITUDE OR CLEARANCE | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 2068 | | | KIND OF OPERATION - SEEDING CROPS | | | |
| 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 | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|--|----------------------|---------------------|--------------------------------|---------------------------|
| 3-1612 | 7/22/80 | NR.CENTERVILLE,IA | PITTS S1 | CR- 1 0 0 | MISCELLANEOUS | PRIVATE, AGE 62, 3901 |
| | TIME - 1122 | | N1012S | PX- 0 0 0 | AIR SHOW/RACING | TOTAL HOURS, 269 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | INSTRUMENT RATED. |
| | | NAME OF AIRPORT - CENTERVILLE MUNI | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | CENTERVILLE,IA | LOCAL | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | ENGINE FAILURE OR MALFUNCTION | | | IN FLIGHT ACROBATICS | |
| | | STALL | | | IN FLIGHT ACROBATICS | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT | | | | |
| | | PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION | | | | |
| | | POWERPLANT - ENGINE STRUCTURE PISTON, PISTON RINGS | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - LOW COMPRESSION | | | | |
| | | POWERPLANT - FUEL SYSTEM CARBURETOR | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - WRONG PART | | | | |
| | | PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - HIGH DENSITY ALTITUDE | | | | |
| | | PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE | | | | |
| | | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | |
| | | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. | | | | |
| | | 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 | | | 91 | |
| | | WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | |
| | | 230 | | | 14 | |
| | | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | |
| | | VFR | | | NONE | |
| | | REMARKS- RINGS WORN BEYOND SVCRL LMTS. CARB FOR 180HP ENG. 33HRS SINCE ANNUAL. DA APRX 3600FT. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|---|------------------------|---------------------------------------|--|
| 3-1790 | 8/9/80 TIME - 1400 | NR.DELPHUS,IA | BELLANCA 14-13 N744F DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | MISCELLANEOUS FERRY | PRIVATE, AGE 56, 2500 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP OSHKOSH,WI ST JOSEPH,MO CEDAR RAPIDS,IA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - FUEL SYSTEM OTHER MISCELLANEOUS ACTS,CONDITIONS - OBSTRUCTED 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- SPL FERRY PMT,3YRS SINCE ANNUAL INSP.AFTER AUX TNK EMPTY,NO FUEL PRES FM WOBBLE PUMP.DIRT,RUST,OTR | | | | | | |
| 3-1788 | 8/14/80 TIME - 0915 | ELLSWORTH,IA | HUGHES 269C N7480F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 29, 4481 TOTAL HOURS, 776 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PORTABLE HELIPAD DEPARTURE POINT INTENDED DESTINATION WEBSTER CITY,IA ELLSWORTH,IA TYPE OF ACCIDENT PHASE OF OPERATION ROLL OVER LANDING POWER-ON LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) PERSONNEL - MISCELLANEOUS-PERSONNEL GROUND CREWMAN SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - BEANS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES REMARKS- DRIVER PARKED MOBILE HELIPAD ON INCLINE.HELICOPTER SLID OFF PAD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|--|------------------------|---|---|
| 3-1789 | 8/30/80 TIME - 1910 | NR.HAMPTON,IA | GRUMMAN G-164 N13MZ DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | ATP, FLIGHT INSTR., AGE 32, 2421 TOTAL HOURS, 155 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - HAMPTON MUNICIPAL DEPARTURE POINT INTENDED DESTINATION HAMPTON,IA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT CLEANUP SWATH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 200 KIND OF CROP - CORN PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 1175 KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM | | | | | | |
| 3-1787 | 8/30/80 TIME - 1320 | LEON,IA | CESSNA 182L N3182R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 60, 4377 TOTAL HOURS, 297 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - HULLINGER DEPARTURE POINT INTENDED DESTINATION SHUMBURG,IL LEON,IA TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION REMARKS- ENCTR'D SOFT TRRN WHEN ACFT TURNED TO AVOID BLDGS AND MACHINERY OFF END OF RWY. | | | | | | |
| 3-1571 | 7/18/80 TIME - 1615 | KANSAS CITY,KS | BEECH 58 N4494A DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 51, 4065 TOTAL HOURS, 350 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - FAIRFAX DEPARTURE POINT INTENDED DESTINATION KANSAS CITY,KS TULSA,OK TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - RETRACTED GEAR PREMATURELY | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|--|---|----------------------------------|--|
| 3-1792 | 7/29/80 TIME - 1000 | GARDEN CITY,KS | PIPER PA-25 N8759L DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 35, 3545 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT GARDEN CITY,KS | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | | PHASE OF OPERATION IN FLIGHT CLEANUP SWATH | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| SPECIAL DATA | | | | | | |
| TOTAL HOURS IN CROP CONTROL - 600 | | | | KIND OF OPERATION - DEFOLIATION (LIQUID) | | |
| KIND OF CROP - CORN | | | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | | |
| PILOT'S SEAT BELT - FASTENED-PROPERLY | | | | GLOVES - USED | | |
| GOGGLES - NOT USED | | | | CRASH HELMET - AVAILABLE USED | | |
| COCKPIT CRASHPAD - INSTALLED | | | | CRASH BAR - INSTALLED | | |
| TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | | TERRAIN-TYPE - LEVEL,FLAT | | |
| ELEVATION-AREA BEING TREATED-FEET - 2850 | | | | SWATH RUN-HOW FLOWN - CROSSWIND | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- COLLIDED W/RADIO ANT GUY WIRE. | | | | | | |
| 3-1796 | 8/3/80 TIME - 0655 | EL DORADO,KS | CESSNA 140 N76448 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | PRIVATE, AGE 69, 783 TOTAL HOURS, 621 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - PATTY FIELD | INTENDED DESTINATION EL DORADO,KS | | | |
| | | DEPARTURE POINT EMPORIA,KS | | | | |
| | | TYPE OF ACCIDENT UNDERSHOOT | | PHASE OF OPERATION LANDING FINAL APPROACH | | |
| | | COLLIDED WITH FENCE,FENCEPOSTS | | LANDING FINAL APPROACH | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | | |
| REMARKS- FERRY FLIGHT FOR ANNUAL INSPECTION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|---------------------------------------|--|------------------------|--|--|
| 3-1793 | 8/7/80 TIME - 1600 | DODGE CITY,KS | VARIEZE 01 N124G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 45, 190 TOTAL HOURS, 104 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT WATERTOWN,WI | INTENDED DESTINATION DODGE CITY,KS | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION | | | | | |
| | FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- WIND GUSTS 35 KTS. | | | | | |
| 3-1701 | 8/8/80 TIME - 0900 | HOXIE,KS | CESSNA 172 N736FX DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 20, 92 TOTAL HOURS, 27 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - HOXIE MUNI DEPARTURE POINT HOXIE,KS | INTENDED DESTINATION LOCAL | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | |
| | TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH TREES | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | |
| | FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|---|------------------------|---|---|
| 3-1702 | 8/10/80 TIME - 1450 | HORTON,KS | CESSNA 150J N61024 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 41, 1262 TOTAL HOURS, 99 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - HORTON MUNI DEPARTURE POINT INTENDED DESTINATION ATCHISON,KS HORTON,KS TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) WEATHER - SUDDEN WINDSHIFT WEATHER - THUNDERSTORM ACTIVITY MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE TAIL WIND 158-202 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 101 330 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 12 VFR TYPE OF FLIGHT PLAN NONE | | | | | | |
| 3-1794 | 8/21/80 TIME - 1055 | FT LEAVENWORTH,KS | CESSNA 182G N2483R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 51, 62 TOTAL HOURS, 28 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SHERMAN AAF DEPARTURE POINT INTENDED DESTINATION KANSAS CITY,KS RETURN TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|------------|--|------------------------|---|---|
| 3-1791 | 9/1/80 TIME - 1245 | WICHITA,KS | CESSNA 172 N6592D DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 40, 104 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WICHITA MID-CNTL DEPARTURE POINT INTENDED DESTINATION WICHITA,KS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING LEVEL OFF/TOUCHDOWN HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE RIGHT QUARTERING HEAD WIND 023-067 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 84 240 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 9 VFR TYPE OF FLIGHT PLAN NONE REMARKS- WIND GUSTS TO 12KTS. | | | | | | |
| 3-1795 | 9/5/80 TIME - 1532 | OLATHE,KS | BEECH 95-B55 N4267S DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | COMMERCIAL, AGE 49, 2150 TOTAL HOURS, 40 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - JOHNSON CITY IND DEPARTURE POINT INTENDED DESTINATION OLATHE,KS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED TAKEOFF RUN PROBABLE CAUSE(S) COPLOT - INADVERTENTLY RETRACTED GEAR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------------|---|------------------------|---|---|
| 3-1745 | 6/10/80 TIME - 1330 | LOUISVILLE, KY | PIPER PA-32 N2032M DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 5 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 42, 10200 TOTAL HOURS, 6 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BOWMAN DEPARTURE POINT CHICAGO, IL 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 | | | | | | |
| 3-1617 | 2/21/80 TIME - 0850 | NR. LEEVILLE, LA | SIKORSKY S-62A N442Y DAMAGE-DESTROYED | CR- 0 1 0 PX- 6 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 45, 9994 TOTAL HOURS, 1841 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PUMPING PLATFORM DEPARTURE POINT LEEVILLE, LA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH OBJECT PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS OTHER MISCELLANEOUS ACTS, CONDITIONS - RPM-UNCONTROLLABLE-OVERSPEED PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. . FIRE AFTER IMPACT REMARKS- PLT INCRD COLLECTIVE TO CTL OVRSPD, BCM AIRBORNE, LOST PWR, HIT EDGE HELI. ENG EQUIP W OVRSPD CUT-OUT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------------|--|------------------------|-----------------------------|--|
| 3-1616 | 7/7/80 TIME - 1655 | DULAC, LA | CESSNA 180 N66618 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL FISH SPOTTING | COMMERCIAL, AGE 56, 20000 TOTAL HOURS, 10000 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ZAPATA DEPARTURE POINT INTENDED DESTINATION HOUMA, LA UNKNOWN/NOT REPORTED 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 - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FUEL SIPHONING MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR(S) TERRAIN - OTHER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- ATMTD FORCED LNDG IN MARSHY AREA. R WING FUEL CAP FOUND LOOSE. | | | | | | |
| 3-1615 | 7/13/80 TIME - 1045 | NEW ORLEANS, LA | CESSNA P210N N7345K DAMAGE-DESTROYED | CR- 0 0 2 PX- 0 0 1 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 29, 4512 TOTAL HOURS, 26 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - LAKEFRONT DEPARTURE POINT INTENDED DESTINATION LONGVIEW, TX NEW ORLEANS, LA TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) DUAL STUDENT - IMPROPER LEVEL OFF PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-1709 | 7/31/80 TIME - 1030 | HOUMA, LA | BEECH E55 N9047V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 39, 636 TOTAL HOURS, 72 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HOUMA-TERRERBONNE DEPARTURE POINT INTENDED DESTINATION PINE BLUFF, AR HOUMA, LA TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR WHEELS, TIRES, AXLES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - VIBRATION, EXCESSIVE REMARKS- PLT RPRTD LNDG W L MAIN TIRE FLAT, SVR VIB APRX 1000FT BFR L MAIN GEAR COLLAPSED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|--|------------------------|------------------------------|--|
| 3-1708 | 8/6/80 TIME - 1500 | EMPIRE, LA | CESSNA 180 N9945V DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL FISH SPOTTING | COMMERCIAL, AGE 42, 15625 TOTAL HOURS, 5500 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT EMPIRE, LA | INTENDED DESTINATION HOUMA, LA | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION FIRE OR EXPLOSION ON GROUND | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING OTHER | | | |
| PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - FIRE OF UNDETERMINED ORIGIN MISCELLANEOUS ACTS, CONDITIONS - FIRE IN ENGINE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER FIRE AFTER IMPACT REMARKS- FLOAT EQPD. FIRE OCCURRED NEAR END OF WATER LDG. | | | | | | |
| 3-1575 | 6/25/80 TIME - 1410 | PATTEN, ME | PIPER PA-18 N1933A DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 1 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 49, 2600 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - BIG CARIBOU POND DEPARTURE POINT PATTEN, ME | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT STALL MUSH | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS FIRE AFTER IMPACT REMARKS- FLOAT EQUIPPED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|---|------------------------|---|---|
| 3-1739 | 5/26/80 TIME - 0830 | MARLBORO,MA | VARGA 2150A N8419J DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 23, 2783 TOTAL HOURS, 45 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MARLBORO DEPARTURE POINT MARLBORO,MA INTENDED DESTINATION LOCAL TYPE OF ACCIDENT HARD LANDING PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) DUAL STUDENT - IMPROPER LEVEL OFF PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- STRUT BROKE ABV AXLE. | | | | | | |
| 3-1762 | 6/14/80 TIME - 1454 | PROVINCETOWN,MA | CESSNA 210E N4919J DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 54, 291 TOTAL HOURS, 176 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PROVINCETOWN DEPARTURE POINT PROVINCETOWN,MA INTENDED DESTINATION UNKNOWN/NOT REPORTED TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION BROKEN CEILING AT ACCIDENT SITE 400 VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS PRECIPITATION AT ACCIDENT SITE DRIZZLE OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 60 WIND VELOCITY-KNOTS 6 TYPE OF WEATHER CONDITIONS IFR TYPE OF FLIGHT PLAN NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|---|------------------------|---|--|
| 3-1576 | 7/31/80 TIME - 1800 | NR.TEWKSBURY,MA | BEECH R19 N6650R DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 55, 1403 TOTAL HOURS, 493 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - TEW-MAC DEPARTURE POINT BEVERLY,MA TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED PROBABLE CAUSE(S) DUAL STUDENT - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE INTENDED DESTINATION RETURN LAST ENROUTE STOP TEWKSBURY,MA PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | | | |
| 3-1740 | 8/27/80 TIME - 1500 | NEWBURYPORT,MA | CESSNA 305 N5168G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL ADVERTISING | COMMERCIAL, AGE 19, 519 TOTAL HOURS, 187 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PLUM ISLAND DEPARTURE POINT NEWBURYPORT,MA TYPE OF ACCIDENT NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE AIRFRAME - FLIGHT CONTROL SURFACES ELEVATOR ASSEMBLY,ATTACHMENTS MISCELLANEOUS ACTS,CONDITIONS - JAMMED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT PITCH CONTROL PROBLEM REMARKS- DRG BANNER PICKUP,GRAPPLING HOOK/ROPE JAMMED ELEVATOR. INTENDED DESTINATION LOCAL PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| 3-1595 | 1/9/80 TIME - 1925 | LANSING,MI | PIPER PA-30 N7166Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 55, 6870 TOTAL HOURS, 520 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CAPITAL CITY DEPARTURE POINT LANSING,MI TYPE OF ACCIDENT WHEELS-UP PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES FACTOR(S) AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- LNDG GEAR FAILED TO EXTD FOR UNKN RSN. INTENDED DESTINATION GRAND HAVEN,MI PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|------------------------------------|--------------------------|--|---|--|
| 3-1777 | 5/4/80 | HADLEY, MI | PIPER PA-22 N8138D | CR- 0 0 1 PX- 0 0 2 QT- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 29, 128 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | TIME - 1755 | | DAMAGE-SUBSTANTIAL | | | |
| | DEPARTURE POINT FLINT, MI | INTENDED DESTINATION HADLEY, MI | | | | |
| | TYPE OF ACCIDENT COLLIDED WITH TREES | | | PHASE OF OPERATION TAKEOFF ABORTED | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF | | | | | |
| | FACTOR(S) TERRAIN - HIGH VEGETATION TERRAIN - WET, SOFT GROUND | | | | | |
| | REMARKS- 8IN HIGH WHEAT FIELD. BOY STRUCK BY DEBRIS. | | | | | |
| 3-1773 | 5/19/80 | GRANT, MI | CHAMPION 7KCAB N1635G | CR- 1 0 0 PX- 0 0 0 | MISCELLANEOUS DEMONSTRATION | PRIVATE, AGE 27, 760 TOTAL HOURS, 135 IN TYPE, NOT INSTRUMENT RATED. |
| | TIME - 1020 | | DAMAGE-DESTROYED | | | |
| | NAME OF AIRPORT - GRANT | | | | | |
| | DEPARTURE POINT GRANT, MI | INTENDED DESTINATION LOCAL | | | | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | PHASE OF OPERATION IN FLIGHT ACROBATICS | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE | | | | | |
| | REMARKS- DEMONSTRATION FLT FOR STATEMENT OF ACRO COMPETENCY. WITNESSES ESTIMATE SPIN ENTRY AT OR BLO 500FT. | | | | | |
| 3-1596 | 5/26/80 | PIGEON, MI | PIPER PA-28R N4581J | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 30, 842 TOTAL HOURS, 665 IN TYPE, NOT INSTRUMENT RATED. |
| | TIME - 0800 | | DAMAGE-SUBSTANTIAL | | | |
| | NAME OF AIRPORT - FARM STRIP | | | | | |
| | DEPARTURE POINT PIGEON, MI | INTENDED DESTINATION LOCAL | | | | |
| | TYPE OF ACCIDENT COLLIDED WITH OBJECT | | | PHASE OF OPERATION TAKEOFF RUN | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | |
| | FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT RUNWAY MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY | | | | | |
| | REMARKS- HIT RAISED ROAD AT END OF 1500FT. SOFT, FARM STRIP. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|--|----------------------|--|--------------------------|--------------------------|
| 3-1594 | 6/29/80 | TROY,MI | CESSNA 172N | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 56, 119 |
| | TIME - 2036 | | N5136D | PX- 0 0 3 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 12 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - TROY EXEC | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | FLINT,MI | TROY,MI | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | GROUND-WATER LOOP-SWERVE | | LANDING ROLL | | |
| | | NOSE OVER/DOWN | | LANDING ROLL | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - UNFAVORABLE WIND CONDITIONS | | | | |
| | | AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER | | | | |
| | | WEATHER BRIEFING - UNKNOWN/NOT REPORTED | | | | |
| | | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | |
| | | SKY CONDITION | | CEILING AT ACCIDENT SITE | | |
| | | CLEAR | | UNLIMITED | | |
| | | VISIBILITY AT ACCIDENT SITE | | PRECIPITATION AT ACCIDENT SITE | | |
| | | 5 OR OVER(UNLIMITED) | | NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | RELATIVE BEARING OF WIND | | |
| | | HAZE | | RIGHT QUARTERING HEAD WIND 023-067 DEGREES | | |
| | | TEMPERATURE-F | | WIND DIRECTION-DEGREES | | |
| | | 82 | | 300 | | |
| | | WIND VELOCITY-KNOTS | | TYPE OF WEATHER CONDITIONS | | |
| | | 20 | | VFR | | |
| | | TYPE OF FLIGHT PLAN | | | | |
| | | NONE | | | | |
| | | REMARKS- WIND GSTG 35KTS. ENTERED MARSH AREA NR RWY. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|--|------------------------|---------------------------|---|
| 3-1779 | 7/4/80 TIME - 1717 | NR.ORLEANS,MI | PIPER PA-11S N5065H DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 1 0 0 | MISCELLANEOUS TEST | COMMERCIAL, FL.INSTR., AGE 34, 2452 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| | | DEPARTURE POINT ORLEANS,MI | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT STALL SPIN | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ABORT TAKEOFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION SCATTERED | CEILING AT ACCIDENT SITE 700 | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TEMPERATURE-F 80 | | | |
| | | WIND DIRECTION-DEGREES 135 | WIND VELOCITY-KNOTS 10 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- FLOAT EQPD.TKOF FRM LAKE,HEAVY BOAT TRAFFIC.HIT BOAT WAKE DRG RUN.DA APRX 2400FT. | | | | | | |
| 3-1592 | 7/10/80 TIME - 1525 | TROY,MI | PIPER PA-32R N7113F DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 2 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 33, 184 TOTAL HOURS, 39 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - BIG BEAVER | | | | |
| | | DEPARTURE POINT TROY,MI | INTENDED DESTINATION MINNEAPOLIS,MN | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND MISCELLANEOUS ACTS,CONDITIONS - FAILED TO USE ALL AVAILABLE RUNWAY | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND FIRE AFTER IMPACT REMARKS- INT TKOF. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------|--|------------------------|---|--|
| 3-1694 | 7/17/80 TIME - 0915 | GRATTAN,MI | STINSON 108-3 N4110C DAMAGE-DESTROYED | CR- 0 1 0 PX- 2 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 58, 520 TOTAL HOURS, 320 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WABASIS LAKE DEPARTURE POINT INTENDED DESTINATION GRATTAN,MI CARO,MI TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLIDED WITH TREES TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION FACTOR(S) POWERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - LOW COMPRESSION POWERPLANT - ENGINE STRUCTURE PISTON,PISTON RINGS MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE POWERPLANT - IGNITION SYSTEM SPARK PLUG MISCELLANEOUS ACTS,CONDITIONS - CARBON DEPOSITS POWERPLANT - ENGINE STRUCTURE VALVE ASSEMBLIES MISCELLANEOUS ACTS,CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- TOP COMPRESSION RING BRKN ON #3CYL.ALL SPARK PLUGS BYND SVCBLE COND.EXH VLVS NOT PROPERLY SEATING. | | | | | | |
| 3-1771 | 7/17/80 TIME - 1210 | MIDLAND,MI | GRUM-AMER AA-1 N5621L DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 1 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 31, 361 TOTAL HOURS, 2 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - JACK BARSTOW DEPARTURE POINT INTENDED DESTINATION MIDLAND,MI TRAVERSE CITY,MI TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB STALL SPIN LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS 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- PARTIAL LOSS OF ENG PWR. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|--|---|------------------------|---|--|
| 3-1590 | 7/20/80 | FLUSHING,MI | PIPER J-3 N42726 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 47, 419 TOTAL HOURS, 27 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - DALTON | | | | |
| | | DEPARTURE POINT FLUSHING,MI | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT STALL | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FIRE AFTER IMPACT | | | | | | |
| 3-1591 | 7/26/80 | NR.LAKE CITY,MI | PIPER PA-28 N15336 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 44, 181 TOTAL HOURS, 120 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - HOME ACRES | | | | |
| | | DEPARTURE POINT BLUFFTON,OH | INTENDED DESTINATION TRAVERSE CITY,MI | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | PHASE OF OPERATION IN FLIGHT OTHER | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION UNKNOWN/NOT REPORTED | CEILING AT ACCIDENT SITE 400 | | | |
| | | VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TEMPERATURE-F 69 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN VFR | | | |
| REMARKS- PLT DID NOT UPDATE 0818 WX BRFG FOR 1325 TKOF. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------------|--|------------------------|---|--|
| 3-1775 | 8/10/80 TIME - 1600 | HESSEL, MI | CORBIN E N74702 DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 42, 569 TOTAL HOURS, 58 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HESSEL DEPARTURE POINT HESSEL, MI TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES 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 INTENDED DESTINATION LOCAL PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING LANDING FINAL APPROACH | | | | | | |
| 3-1778 | 8/10/80 TIME - 1910 | BOIS BLANC IS, MI | CESSNA 172 N739PP DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 32, 3900 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| NAME OF AIRPORT - BOIS BLANC DEPARTURE POINT BOIS BLANC IS, MI TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - INCAPACITATION MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FIRE AFTER IMPACT REMARKS- PLT'S BLOOD/ALCOHOL LVL-318MG%. CRASHED AFTER PERFORMING LOOP. INTENDED DESTINATION LOCAL PHASE OF OPERATION IN FLIGHT ACROBATICS | | | | | | |
| 3-1593 | 8/14/80 TIME - 1330 | FENNVILLE, MI | CESSNA 172 N7660T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | STUDENT, AGE 31, 49 TOTAL HOURS, 33 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - DALTON DEPARTURE POINT HOLLAND, MI TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH TREES PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY INTENDED DESTINATION FENNVILLE, MI PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------|---|------------------------|---|--|
| 3-1772 | 8/16/80 TIME - 1522 | NEGAUNEE,MI | CESSNA 152 N4898H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 58, 62 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MARQUETTE COUNTY DEPARTURE POINT INTENDED DESTINATION NEGAUNEE,MI RETURN TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED LAST ENROUTE STOP RUINELANDER,WI PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING REMARKS- NOSE WHL FAIRING FND WHERE STUDENT MADE TOUCH & GO AT ENROUTE ARPT,COLLAPSED AT DESTN. | | | | | | |
| 3-1774 | 8/19/80 TIME - 1208 | HARRISON,MI | PIPER PA-28 N6839W DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 231 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CLARE COUNTY DEPARTURE POINT INTENDED DESTINATION HARRISON,MI SAGINAW,MI TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY SECURED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PRIMER FND UNLOCK,APRX 1 IN OUT. | | | | | | |
| 3-1780 | 9/6/80 TIME - 1330 | CHESANING,MI | CESSNA 172L N300AW DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 33, 451 TOTAL HOURS, 182 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CHESANING DEPARTURE POINT INTENDED DESTINATION PONTIAC,MI BELLAIRE,MI TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GROUND-WATER LOOP-SWERVE PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED MISCELLANEOUS ACTS,CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE 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 |
|--|---------|---|---|------------------------|--|---|
| 3-1601 | 5/23/80 | NR.BIG FORK,MN | CESSNA 172K N64368 DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | ATP,FLIGHT INSTR., AGE 42, 7000 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| | | DEPARTURE POINT GRAND RAPIDS,MN | INTENDED DESTINATION BIG FORK,MN | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | | PHASE OF OPERATION IN FLIGHT BUZZING | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE | | | | | | |
| PILOT IN COMMAND - EXERCISED POOR JUDGMENT | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| 3-1695 | 6/1/80 | WILLMAR,MN | HUGHES 269C N7448F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 29, 415 TOTAL HOURS, 109 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - CRLTN-LARSON HELI | | | | |
| | | DEPARTURE POINT SPRINGFIELD,MN | INTENDED DESTINATION WILLMAR,MN | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | | PHASE OF OPERATION LANDING FINAL APPROACH | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | | | | | | |
| PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND | | | | | | |
| SPECIAL DATA | | | | | | |
| | | TOTAL HOURS IN CROP CONTROL - | KIND OF OPERATION - FERRY | | | |
| | | PILOT'S SEAT BELT - FASTENED-PROPERLY | GLOVES - NOT USED | | | |
| | | GOOGLES - NOT USED | CRASH HELMET - AVAILABLE-NOT USED | | | |
| | | COCKPIT CRASHPAD - NOT INSTALLED | CRASH BAR - NOT INSTALLED | | | |
| | | TANK/HOPPER-LOCATION - SIDES | | | | |
| REMARKS- WIND GUSTS TO 20K. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|---|--|----------------------------------|--|
| 3-1599 | 6/3/80 TIME - 1500 | DEXTER,MN | HUGHES 269C N7482F DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 28, 1784 TOTAL HOURS, 350 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT DEXTER,MN | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| SPECIAL DATA | | | | | | |
| | | TOTAL HOURS IN CROP CONTROL - 300 | KIND OF OPERATION - SPRAYING CROPS | | | |
| | | KIND OF CROP - GRAIN FIELDS | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC | | | |
| | | PILOT'S SEAT BELT - FASTENED-PROPERLY | GLOVES - USED | | | |
| | | CRASH HELMET - AVAILABLE USED | COCKPIT CRASHPAD - NOT INSTALLED | | | |
| | | CRASH BAR - NOT INSTALLED | TANK/HOPPER-LOCATION - SIDES | | | |
| | | TERRAIN-TYPE - 'LEVEL,FLAT | ELEVATION-AREA BEING TREATED-FEET - 1237 | | | |
| | | SWATH RUN-HOW FLOWN - CROSSWIND | PROCEDURE TURNAROUND - THIRD 1/3 TURN | | | |
| REMARKS- PLT RPRTD HI SINK RATE DRG LAST PART OF PROCEDURE TURN. | | | | | | |
| 3-1597 | 6/18/80 TIME - 1200 | ELY,MN | CESSNA A185F N7611Q DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 28, 556 TOTAL HOURS, 84 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SANDY PT SEAPLANE | | | | |
| | | DEPARTURE POINT ELY,MN | INTENDED DESTINATION DMPLE LK,ONTARIO,CAN | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL | PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) POWERPLANT - FUEL SYSTEM SELECTOR VALVES MISCELLANEOUS ACTS,CONDITIONS - BINDING MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. | | | | | | |
| REMARKS- FUEL SELECTOR VLV FOUND IN PARTIALLY OPEN PSN,VLV HANDLE BINDING,COMPANY FLT PLAN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|---|------------------------|---|---|
| 3-1600 | 6/20/80 TIME - 1745 | ANGLE INLET,MN | BEECH A35 N188Q DAMAGE-DESTROYED. | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 32, 400 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ANGLE INLET DEPARTURE POINT INTENDED DESTINATION BEMIDJI,MN ANGLE INLET,MN TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIN LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 70 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- WITNESSES RPRTD 25G35 TAILWIND FRM SOUTH ON L BASE.NO FLAPS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------|--|------------------------|---|--|
| 3-1598 | 7/2/80 TIME - 2320 | FOSSTON,MN | CESSNA 172 N12565 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 59, 157 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FOSSTON MUNI DEPARTURE POINT CROOKSTON,MN INTENDED DESTINATION FOSSTON,MN TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH DITCHES PHASE OF OPERATION LANDING ROLL LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER - THUNDERSTORM ACTIVITY MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 230 TYPE OF WEATHER CONDITIONS VFR REMARKS- NGT LNDG W SLIGHT QTRG TAIL WND,GSTG 18KTS. CEILING AT ACCIDENT SITE 7000 PRECIPITATION AT ACCIDENT SITE THUNDERSTORM RELATIVE BEARING OF WIND LIGHT AND VARIABLE WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN NONE | | | | | | |
| 3-1776 | 8/10/80 TIME - 1430 | OGEMA,MN | CESSNA 150 N8215F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, 98 TOTAL HOURS, 58 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT MAHNOMEN,MN INTENDED DESTINATION OGEMA,MN TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH FENCE,FENCEPOSTS PHASE OF OPERATION LANDING FINAL APPROACH LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE REMARKS- ATMTD LNDG IN ALFALFA FLD NR PLT'S HOME. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------|---|------------------------|---|--|
| 3-1581 | 4/2/80 TIME - 1846 | GULFPORT,MS | CESSNA 414 N1659T DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 1 3 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 32, 2670 TOTAL HOURS, 59 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GULFPORT-RILOXI DEPARTURE POINT INTENDED DESTINATION GULFPORT,MS GREENVILLE,MS TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATION TAKEOFF INITIAL CLIMB TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- R ENG LOST PWR,R PROP NOT FEATHERED.APRX 50LBS OVR MAX GROSS WT. | | | | | | |
| 3-1684 | 6/14/80 TIME - 1648 | DELISSLE,MS | GRUMMAN AA-1C N9754U DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 42, 689 TOTAL HOURS, 138 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION GULFPORT,MS NEW ORLFANS,LA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATION IN FLIGHT BUZZING PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE PILOT IN COMMAND - EXERCISED POOR JUDGMENT MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING REMARKS- DRNG FOURTH PASS ACFT OBSVD DOING INSIDE LOOP NEAR PAX RELATIVES HOUSE. | | | | | | |
| 3-1746 | 6/27/80 TIME - 1845 | NR.LELAND,MS | AERONCA 7AC N2942E DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 52, 178 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - UNDERHILL STRIP DEPARTURE POINT INTENDED DESTINATION CLEVELAND,MS LELAND,MS TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH WIRES/POLES PHASE OF OPERATION LANDING ROLL LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------------|--|--|---|---|
| 3-1798 | 6/24/80 TIME - 0237 | CHESTERFIELD,MO | BEECH 95-C55 N7863L DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, FL.INSTR., AGE 22, 1172 TOTAL HOURS, 22 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SPIRIT OF ST LOUI DEPARTURE POINT INTENDED DESTINATION OKLAHOMA CITY,OK CHESTERFIELD,MO TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION MISCELLANEOUS ACTS,CONDITIONS - ALTIMETER SETTING-INCORRECT FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER CONSIDERABLY WORSE THAN FORECAST SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF WEATHER CONDITIONS IFR REMARKS- LCL ALTM SETTING 29.86.FND ALTM SET AT 30.18. | | | | | | |
| | | | | PHASE OF OPERATION LANDING FINAL APPROACH. | | |
| | | | | CEILING AT ACCIDENT SITE 200 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 71 TYPE OF FLIGHT PLAN IFR | | |
| 3-1799 | 6/26/80 TIME - 2020 | CARDWELL,MO | CESSNA 172M N20495 DAMAGE-DESTROYED | CR- 0 1 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 32, 221 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - GUM ISLAND FARM S DEPARTURE POINT INTENDED DESTINATION CARDWELL,MO LOCAL TYPE OF ACCIDENT STALL SPIN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FIRE AFTER IMPACT | | | | | | |
| | | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB. | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------------|---|------------------------|---|---|
| 3-1569 | 7/6/80 TIME - 1930 | GRAIN VALLEY, MO | PIPER PA-28 N5780F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 50, 59 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FARM STRIP DEPARTURE POINT INTENDED DESTINATION GRAIN VALLEY, MO LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-1704 | 7/11/80 TIME - 1815 | ST CHARLES, MO | BEECH C23 N936BS DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 35, 60 TOTAL HOURS, 31 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ST CHARLES MUNI DEPARTURE POINT INTENDED DESTINATION FORT MADISON, IA MOLINE, IL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GROUND-WATER LOOP-SWERVE LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT REMARKS- BCM LOST DRG SOLO X-COUNTRY, ATMTD LNDG ON STRANGE ARPT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--|---|--|---|---|
| 3-1705 | 7/11/80 | NR.ADVANCE,MO | CESSNA 188B N84354 | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 40, 9113 TOTAL HOURS, 87 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT PAINTON,MO | DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND LANDING ROLL | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION | | | | | | |
| FACTOR(S) TERRAIN - OTHER PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 8000 KIND OF CROP - BEANS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 330 PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN REMARKS- NOSED OVR DRG HVY BRAKING TO AVOID DITCH. | | | | | | |
| 3-1613 | 7/19/80 | MONTGOMERY CY,MO | BENSEN 88M N9981 | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 49, 333 TOTAL HOURS, 234 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - MONTGOMERY WEHRMA DEPARTURE POINT MONTGOMERY CY,MO | DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| | | TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| REMARKS- MCCULLOCH 4318A ENG.IN GYROCOPTER.HIT PWR LN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------------|--|------------------------|---|--|
| 3-1703 | 8/7/80 TIME - 2013 | NR.LAKE WINNEBAGO,MO | CESSNA 170 N4137V DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 40, 4570 TOTAL HOURS, 750 IN TYPE. NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LAKE WINNEBAGO DEPARTURE POINT INTENDED DESTINATION LAKE WINNEBAGO,MO LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - WATER IN FUEL FACTOR(S) POWERPLANT - FUEL SYSTEM VENTS,DRAINS,TANK CAPS MISCELLANEOUS ACTS,CONDITIONS - DETERIORATED MISCELLANEOUS ACTS,CONDITIONS - LEAK/LEAKAGE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- CORN FIELD.FUEL TANK CAP O RING SEALS,AN-6227-10,HARDENED. | | | | | | |
| 3-1797 | 8/16/80 TIME - 1210 | CHESTERFIELD,MO | CESSNA 152 N757YE DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, 56 TOTAL HOURS, 54 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ARROWHEAD DEPARTURE POINT INTENDED DESTINATION CHESTERFIELD,MO LOCAL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN PHASE OF OPERATION LANDING ROLL LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|---|------------------------|---|---|
| 3-1706 | 8/21/80 TIME - 1605 | CASSVILLE,MO | PIPER PA-22 N1212H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 55, 250 TOTAL HOURS, 95 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - TIMBER LINE DEPARTURE POINT INTENDED DESTINATION CASSVILLE,MO LOCAL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH FENCE,FENCEPOSTS LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) WEATHER - DOWNDRAFT,UPDRAFTS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE TAIL WIND 158-202 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 95 360 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 5 VFR TYPE OF FLIGHT PLAN NONE | | | | | | |
| 3-1800 | 9/10/80 TIME - 1045 | OSAGE BEACH,MO | BEECH C23 N823BA DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 25, 190 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LINN CREEK DEPARTURE POINT INTENDED DESTINATION WICHITA,KS OSAGE BEACH,MO TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FIRE AFTER IMPACT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------|---|------------------------|---|---|
| 3-1570 | 7/18/80 TIME - 1200 | MINDEN.NE | STINSON 108-3 N6400M DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 66, 430 TOTAL HOURS, 319 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PIONEER VILLAGE DEPARTURE POINT INTENDED DESTINATION NORTH PLATTE.NE MINDEN.NE TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | | | |
| 3-1707 | 8/7/80 TIME - 0900 | AXTELL.NE | CESSNA A188B N53150 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 26, 1231 TOTAL HOURS, 566 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT HOLDREDGE.NE TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - CORN PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - WIND CALM REMARKS- HIT PWR LNS. KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 2205 PHASE OF OPERATION IN FLIGHT SWATH RUN | | | | | | |
| 3-1509 | 1/3/80 TIME - 1815 | BEATTY.NV | PIPER PA-28 N6531C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 45, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BEATTY DEPARTURE POINT INTENDED DESTINATION SANTA CRUZ.CA LAS VEGAS,NV TYPE OF ACCIDENT COLLIDED WITH RUNWAY OR APPROACH LIGHTS PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PHASE OF OPERATION TAXI FROM LANDING | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|---|------------------------|---|---|
| 3-1504 | 1/30/80 TIME - 1400 | ALPINE VALLEY,NV | PIPER PA-18 N2470H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 36, 3200 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT FALLON,NV | INTENDED DESTINATION ALPINE VALLEY,NV | | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH OBJECT | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| FACTOR(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND | | | | | | |
| REMARKS- ROCK PILE, | | | | | | |
| 3-1510 | 2/7/80 TIME - 0830 | HENDSON,NV | PIPER PA-38 N4326E DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 41, 31 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SKY HARBOR DEPARTURE POINT HENDSON,NV | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | PHASE OF OPERATION TAKEOFF RUN TAKEOFF RUN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 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 | RELATIVE BEARING OF WIND LEFT QUARTERING HEAD WIND 293-337 DEGREES | | | |
| | | TEMPERATURE-F 53 | WIND DIRECTION-DEGREES 320 | | | |
| | | WIND VELOCITY-KNOTS 15 | TYPE OF WEATHER CONDITIONS VFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- WIND GUSTS TO 25KTS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|-----------------|--|------------------------|---|--|
| 3-1513 | 2/8/80 TIME - 1030 | CARSON CITY, NV | BELLANCA 8GCBC N88127 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 27, 1150 TOTAL HOURS, 80 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CARSON CITY DEPARTURE POINT INTENDED DESTINATION CARSON CITY, NV UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH BUILDING(S) TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 3000 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 15 VFR TYPE OF FLIGHT PLAN NONE REMARKS- WIND GUSTS TO 22 KNOTS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|--|------------------------|---|--|
| 3-1503 | 2/17/80 TIME - 1845 | SEARCHLIGHT, NV | CESSNA 175A N7054E DAMAGE-DESTROYED | CR- 0 1 0 PX- 1 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 33, 141 TOTAL HOURS, 13 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SEARCHLIGHT DEPARTURE POINT INTENDED DESTINATION CALEXICO, CA LAS VEGAS, NV TYPE OF ACCIDENT OVERSHOOT COLLISION WITH GROUND/WATER CONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT ADVERSE/UNFAVORABLE WEATHER SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF FLIGHT PLAN VFR REMARKS- PAX STATED CEILING SUDDENLY DROPPED IN AREA & VIS OBS W CLOUDS. | | | | | | |
| 3-1506 | 3/8/80 TIME - 1235 | LATHROP WELLS, NV | BELLANCA 17-30 N4731V DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS UNKNOWN/NOT REPORTED | CERTIFICATE UNKNOWN, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE REMARKS- PLT ABANDONED ACFT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------|---|------------------------|---|---|
| 3-1663 | 3/13/80 TIME - 1430 | LAS VEGAS,NV | CESSNA 411A N3268R DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | MISCELLANEOUS FERRY | AIRLINE TRANSPORT, AGE 28, 3440 TOTAL HOURS, 10 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MCCARRAN INTL DEPARTURE POINT INTENDED DESTINATION LAS VEGAS,NV TORRANCE,CA TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED TAKEOFF RUN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART,NOT SYSTEM MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- BELLCRANK & PIVOT BOLT P/N NAS464P4-26,FROZEN IN BUSHING. | | | | | | |
| 3-1505 | 5/18/80 TIME - 0845 | LAS VEGAS,NV | CUTTER 2 N73WB DAMAGE-NONE | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 46, 15700 TOTAL HOURS, 1695 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION LAS VEGAS,NV LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - POORLY PLANNED APPROACH REMARKS- GONDOLA ENTANGLED TARGET BALLOON AFT PLT PULLED DEFLATION PLUG,FELL FM 35FT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|---|---|--|---|--|
| 3-1511 | 6/8/80 TIME - 1445 | IMLAY,NV | FLEET 2 N748V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 35, 343 TOTAL HOURS, 139 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT WINNEMUCCA,NV | INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT OTHER | | |
| | | TYPE OF ACCIDENT STALL MUSH | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | | | |
| FACTOR(S) WEATHER - DOWNDRAFT,UPDRAFTS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED 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 | | WIND DIRECTION-DEGREES 270 | | |
| | | WIND VELOCITY-KNOTS 5 | | TYPE OF WEATHER CONDITIONS VFR | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- WIND GUSTS TO 25KTS.CIRCLING REMOTE MINING AREA LOOKING FOR FAULT ZONE. | | | | | | |
| 3-1508 | 7/3/80 TIME - 1630 | LAS VEGAS,NV | CESSNA 172M N5235R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 23, 97 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - NORTH LAS VEGAS | INTENDED DESTINATION LAS VEGAS,NV | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | | |
| | | DEPARTURE POINT ORANGE COUNTY,CA | | | | |
| | | TYPE OF ACCIDENT OVERSHOOT NOSE OVER/DOWN | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|--------------|---|------------------------|---|--|
| 3-1512 | 7/6/80 | LAS VEGAS,NV | CESSNA 150M N6437K DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, AGE 41, 1410 TOTAL HOURS, 45 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - NORTH LAS VEGAS DEPARTURE POINT INTENDED DESTINATION LAS VEGAS,NV LOCAL TYPE OF ACCIDENT HARD LANDING STALL MUSH PROBABLE CAUSE(S) DUAL STUDENT - IMPROPER LEVEL OFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| 3-1725 | 7/11/80 | NR.ELY,NV | CESSNA U206C N29089 DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | COMMERCIAL ASSOC FIRE CTL ACTIVITY | COMMERCIAL, AGE 43, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION ELY,NV LOCAL TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER FACTOR(S) PERSONNEL - MISCELLANEOUS-PERSONNEL GROUND CREWMAN REMARKS- CHUTE FASTENED TO ACFT & EQPT IN REVERSE.EQPT FELL FREE.CHUTE FOUND DRAPEID OVER EMPENNAGE. | | | | | | |
| 3-1507 | 7/17/80 | ELKO,NV | CESSNA 206 N7346C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | CUMMERCIAL, AGE 45, 300 TOTAL HOURS, 71 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION PRIEST LAKE,ID ELKO,NV TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER CONTROLLED 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 - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT POWERPLANT - FUEL SYSTEM VENTS,DRAINS,TANK CAPS MISCELLANEOUS ACTS,CONDITIONS - FUEL SIPHONING COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMENOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- UN TO PROPERLY SECURE FUEL CAP.NEW CAP ON ORDER. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------|--|------------------------|---|--|
| 3-1664 | 8/11/80 TIME - 0747 | LAS VEGAS,NV | BREEZY RLU-1A N3184 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 57, 157 TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NORTH LAS VEGAS DEPARTURE POINT INTENDED DESTINATION LAS VEGAS,NV LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH DITCHES TAKEOFF ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) PILOT IN COMMAND - MISUNDERSTANDING OF ORDERS OR INSTRUCTIONS MISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING REMARKS- PILOT MISUNDERSTOOD TOWER INSTRUCTIONS. | | | | | | |
| 3-1579 | 1/19/80 TIME - 1330 | BOGOTA,NJ | BEECH B19 N1946W DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 31, 96 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - TETERBORN DEPARTURE POINT INTENDED DESTINATION TETERBORN,NJ MONTAUK,NY TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB STALL SPIN TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) WEATHER - TURBULENCE IN FLIGHT,CLEAR AIR TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 3500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 46 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 330 20 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE FIRE AFTER IMPACT REMARKS- MIX CONTROL FOUND IN CLOSED POSITION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|---|------------------------|----------------------------------|---|
| 3-1578 | 7/8/80 TIME - 1745 | PRINCETOWN,NJ | CESSNA 150 N7572U DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 27, 640 TOTAL HOURS, 205 IN TYPE, NOT INSTRU- MENT RATED. |
| NAME OF AIRPORT - ROCKYHILL DEPARTURE POINT INTENDED DESTINATION MANVILLE,NJ RETURN TYPE OF ACCIDENT HARD LANDING LAST ENROUTE STOP PRINCETOWN,NJ PHASE OF OPERATION LANDING GO-AROUND PROBABLE CAUSE(S) DUAL STUDENT - IMPROPER LEVEL OFF PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| 3-1710 | 7/29/80 TIME - 1030 | NR.DEMING,NM | CALLAIR 81A N7221V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 46, 13950 TOTAL HOURS, 75 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION DEMING,NM LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING PHASE OF OPERATION IN FLIGHT PULLUP FROM SWATH RUN LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM FUEL INJECTION SYSTEM POWERPLANT - FUEL SYSTEM PUMPS MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 42 KIND OF CROP - CORN PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 4300 PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN REMARKS- FUEL PUMP & INJECTION CONTROLLER FAILED. KIND OF OPERATION - DUSTING CROPS TYPE OF CHEMICAL USED - DRY CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - CROSSWIND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------|---|------------------------|---|--|
| 3-1618 | 8/15/80 TIME - 1140 | RUIDOSO,NM | BEECH 65-90 N516WB DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 43, 5925 TOTAL HOURS, 39 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - RUIDOSO MUNI DEPARTURE POINT INTENDED DESTINATION WICHITA,KS RUIDOSO,NM TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH PARKED AIRCRAFT LANDING ROLL PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE REMARKS- R BRAKE MASTER CYL,GOODRICH PN 0-000010-8S,FAILED,COLLIDED W LEAR JET 25D,N45DM. | | | | | | |
| 3-1577 | 4/4/80 TIME - 1350 | MARLBORO,NY | CESSNA 310Q N69777 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | NO CERTIFICATE, AGE 38, 2000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION POUGHKEEPSIE,NY WALLKILL,NY TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES FOG 140 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 3 VFR TYPE OF FLIGHT PLAN NONE REMARKS- BRUSHED TREE TOPS ON HILL.THREE RADIO CALLS RECD & ACKNOWLEDGED BY SWF TWR,UNABLE TO EST CONTACT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|---|------------------------|--|---|
| 3-1742 | 7/11/80 TIME - 2248 | ROCHESTER, NY | BEECH TC-45J N9231 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | ATP, FLIGHT INSTR., AGE 26, 5200 TOTAL HOURS, 220 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ROCHESTER-MONROE DEPARTURE POINT INTENDED DESTINATION BUFFALO, NY ROCHESTER, NY TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED TAXI FROM LANDING PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC. MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FIRE AFTER IMPACT | | | | | | |
| 3-1683 | 7/19/80 TIME - 1600 | NR. PERRY, NY | CESSNA 152 N69193 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 26, 76 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION ALBION, NY RETURN TYPE OF ACCIDENT LAST ENROUTE STOP NOSE OVER/DOWN PERRY, NY PHASE OF OPERATION TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - HIGH VEGETATION REMARKS- X-COUNTRY FLT NOT ENDORSED. LNDD IN HAY FLD. HAY 12-18 IN HIGH. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|--|------------------------|---------------------------------|--|
| 3-1747 | 6/8/80 TIME - 1630 | SALISBURY, NC | CESSNA 172 N8866B DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 1 0 | MISCELLANEOUS PARAJUMP-SPORT | PRIVATE, AGE 21, 150 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - THOMPSON FARM DEPARTURE POINT INTENDED DESTINATION SALISBURY, NC LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB STALL TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO ABORT TAKEOFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) POWERPLANT - ENGINE STRUCTURE PISTON, PISTON RINGS MISCELLANEOUS ACTS, CONDITIONS - EXCESSIVE-WEAR/PLAY POWERPLANT - ENGINE STRUCTURE VALVE ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - STICKING MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ANNUAL INSP OVRDUE. WATER/DIRT IN GASCOLATOR. DIRT/SLUDGE IN ENG. NO 6 EXH VALVE STICKING. | | | | | | |
| 3-1749 | 6/23/80 TIME - 1750 | KINSTON, NC | BEECH 819 N60BW DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS TEST | PRIVATE, AGE 40, 591 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - EASTERN REGIONAL DEPARTURE POINT INTENDED DESTINATION KINSTON, NC LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED TAKEOFF ABORTED PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION SYSTEMS - FLIGHT CONTROL SYSTEMS AILERON AND AILERON TAB CONTROL SYSTEM MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM REMARKS- UN MAINTAIN LATERAL CTL. L AIL PUSH-PULL ROD END FAILED-ROD END SEIZED IN BELL CRANK. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|--|------------------------|---|---|
| 3-1748 | 8/10/80 TIME - 1715 | LAKE NORMAN, NC | BELLANCA 7KCAB N1644G DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 23, 142 TOTAL HOURS, 72 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LAKE NORMAN DEPARTURE POINT INTENDED DESTINATION LAKE NORMAN, NC LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE PILOT IN COMMAND - EXERCISED POOR JUDGMENT REMARKS- WITNESS OBSD ACFT IN VER MANEUVER AFTER TKOF, THEN CRASH DRG RECOVERY. | | | | | | |
| 3-1782 | 5/6/80 TIME - 1830 | SEBRING, OH | PINE AIR 63P N457B DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 5 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 26, 934 TOTAL HOURS, 42 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - TRI-CITY DEPARTURE POINT INTENDED DESTINATION NORWALK, OH SEBRING, OH TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH WIRES/POLES LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE TERRAIN - HIGH OBSTRUCTIONS REMARKS- L BRAKE FAILED DRG HVY BRAKING. HIT TELEPHONE LNS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|--|--|---|----------------------------------|--|
| 3-1603 | 7/2/80 TIME - 1330 | RUSHVILLE, OH | SIKORSKY S-55B N16861 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 34, 3159 TOTAL HOURS, 980 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT CIRCLEVILLE, OH | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES | | PHASE OF OPERATION IN FLIGHT SWATH RUN LANDING ROLL-ON/RUN-ON | | |
| PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPERLY SERVICED AIRCRAFT (OWNER-PILOT) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL CONTAMINATION-EXCLUSIVE OF 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 | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 3000 KIND OF CROP - CORN PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - AFT OF PILOT ELEVATION-AREA BEING TREATED- FEET - 1050 REMARKS- WTR, RUST & FOREIGN MATTER FOUND IN FUEL SYS. | | | | | | |
| KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - NOT AVAILABLE CRASH BAR - NOT INSTALLED TERRAIN-TYPE - ROLLING SWATH RUN-HOW FLOWN - CROSSWIND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|--|------------------------|--------------------------------|---|
| 3-1609 | 7/4/80 TIME - 1500 | CIRCLEVILLE, OH | ENSTRON F-28A N193E DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL AERIAL SURVEY | COMMERCIAL, AGE 47, 885 TOTAL HOURS, 4 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - FARM STRIP DEPARTURE POINT INTENDED DESTINATION CIRCLEVILLE, OH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF VERTICAL ROLL OVER LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - FUEL SYSTEM LINES AND FITTINGS MISCELLANEOUS ACTS, CONDITIONS - LOOSE, PART/FITTING MISCELLANEOUS ACTS, CONDITIONS - LEAK/LEAKAGE MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION FACTOR(S) MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION WEATHER - UNFAVORABLE WIND CONDITIONS TERRAIN - HIGH OBSTRUCTIONS 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 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 83 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 180 12 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- B-NUT TOP OF SERVO FUEL INJ LOOSE. LNDG X-WIND AVOIDING PWR LINES. | | | | | | |
| 3-1605 | 7/11/80 TIME - 1045 | NORTH JACKSON, OH | SCORPION H1754R N40WM DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | PRIVATE, AGE 40, 200 TOTAL HOURS, 14 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION CANFIELD, OH LAKE MILTON, OH TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING POWER-ON LANDING HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) TERRAIN - HIGH VEGETATION PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PLT RPTD PWR LOSS APRX 15FT AGL DRY PRCTNRY LDG DUE TO RISING OIL TEMP. OIL TEMP/QUANTITY WI LMT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------------|--|------------------------|---------------------------------------|---|
| 3-1604 | 7/14/80 TIME - 1155 | NEW KNOXVILLE, OH | BELL 47G-2 N54522 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 38, 834 TOTAL HOURS, 105 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - NEIL ARMSTRONG DEPARTURE POINT INTENDED DESTINATION NEW KNOXVILLE, OH LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DIRT BANK PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION FACTOR(S) TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 70 KIND OF CROP - REANS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES REMARKS- TKOF W 4.5GAL FUEL IN SELECTED FUEL TNK, OTR TNK EMPTY. ENG LOST PWR WHEN NOSE WAS LWRD. | | | | | | |
| KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED | | | | | | |
| 3-1698 | 8/3/80 TIME - 1205 | WILLOUGHBY, OH | CESSNA 172H N3936R DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 37, 13 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LOST NATION DEPARTURE POINT INTENDED DESTINATION WILLOUGHBY, OH LOCAL TYPE OF ACCIDENT STALL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING | | | | | | |
| PHASE OF OPERATION LANDING GO-AROUND | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--------------------------------------|---|------------------------|---|---|
| 3-1783 | 8/3/80 TIME - 1940 | MARIETTA, OH | PIPER PA-32 N23MM DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 5 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 50, 318 TOTAL HOURS, 38 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT MAWATAN, NJ | INTENDED DESTINATION ROCKFORD, IL | | | LAST ENROUTE STOP COLUMBUS, OH | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH CROP | | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | |
| | FACTOR(S) TERRAIN - HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- CORN FLD. | | | | | |
| 3-1602 | 8/8/80 TIME - 1215 | PAINESVILLE, OH | PIPER PA-22 N55457 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 50, 2300 TOTAL HOURS, 376 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - CASEMENT DEPARTURE POINT PAINESVILLE, OH | INTENDED DESTINATION LOCAL | | | PHASE OF OPERATION LANDING OTHER | |
| | TYPE OF ACCIDENT STALL | | | | | |
| | PROBABLE CAUSE(S) DUAL STUDENT - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT REMARKS- LOW APPROACH. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------------|---|------------------------|---|---|
| 3-1781 | 8/10/80 TIME - 1030 | STRONGSVILLE, OH | CESSNA 172 N80686 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 37, 83 TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - STRONGSVILLE DEPARTURE POINT STRONGSVILLE, OH INTENDED DESTINATION DETRIOT, MI TYPE OF ACCIDENT HARD LANDING PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND WEATHER - LOW CEILING WEATHER - SUDDEN WINDSHIFT WEATHER - THUNDERSTORM ACTIVITY MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION UNKNOWN/NOT REPORTED CEILING AT ACCIDENT SITE 1000 VISIBILITY AT ACCIDENT SITE 3/4 MILE OR LESS PRECIPITATION AT ACCIDENT SITE RAIN, THUNDERSTORM OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED RELATIVE BEARING OF WIND LEFT QUARTERING TAIL WIND 203-247 DEGREES WIND DIRECTION-DEGREES 315 WIND VELOCITY-KNOTS 30 TYPE OF WEATHER CONDITIONS IFR TYPE OF FLIGHT PLAN NONE | | | | | | |
| 3-1606 | 8/10/80 TIME - 1430 | MARION, OH | SCHWEIZER 2-33A N7701S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 30, 16 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MARION MUNI DEPARTURE POINT MARION, OH INTENDED DESTINATION LOCAL TYPE OF ACCIDENT HARD LANDING PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING REMARKS- DRG LNDG ON RWY BERM, TCHDOWN FAST, PORPOISED, TCHDOWN L WING LOW, EQUIPPED W FXD CTRLN WHL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|---|------------------------|---|---|
| 3-1607 | 8/13/80 TIME - 1120 | BELLEFONTAINE, OH | PIPER PA-28 N8766W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 47, 950 TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BELLEFONTAINE DEPARTURE POINT INTENDED DESTINATION BELLEFONTAINE, OH DUNKIRK, OH TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL 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 REMARKS- WTR FOUND IN CARB & FUEL INLET LN TO CARB. | | | | | | |
| 3-1696 | 8/19/80 TIME - 1710 | NR. CHARDON, OH | SCHWEIZER I-26E N2557H DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | COMMERCIAL, FL. INSTR., AGE 55, 500 TOTAL HOURS, 49 IN TYPE, NOT INSTRU- MENT RATED. |
| NAME OF AIRPORT - CHARDON DEPARTURE POINT INTENDED DESTINATION CHARDON, OH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE IN FLIGHT IN FLIGHT ACROBATICS PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT REMARKS- ONE MAIN GEAR-FUSELAGE, L WING SEP IN FLT. | | | | | | |
| 3-1697 | 8/25/80 TIME - 1100 | SHELBY, OH | PIPER PA-22 N2825P DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 33, 14 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SHELBY DEPARTURE POINT INTENDED DESTINATION SHELBY, OH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING TERRAIN - HIGH OBSTRUCTIONS | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|---|------------------------|---|---|
| 3-1623 | 6/8/80 TIME - 1715 | OKMULGEE,OK | PIPER PA-28 N44752 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 22, 66 TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT OKMULGEE,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) WEATHER - HIGH DENSITY ALTITUDE TERRAIN - HIGH VEGETATION WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED 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 | TEMPERATURE-F 95 | | | |
| | | WIND DIRECTION-DEGREES 280 | WIND VELOCITY-KNOTS 5 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- ATMTD TKOF FM FLD W TALL GRASS, ELV 680FT MSL,TEMP 95DEG F. | | | | | | |
| 3-1718 | 6/20/80 TIME - 1430 | FREDERICK,OK | BENSON B8M N4355 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | NO CERTIFICATE, AGE 24, 130 TOTAL HOURS, ALL IN TYPE, UNK/NR INSTRUMENT RATED. |
| | | NAME OF AIRPORT - FREDERICK MUNI DEPARTURE POINT FREDERICK,OK | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | PHASE OF OPERATION IN FLIGHT OTHER | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| FACTOR(S) ROTORCRAFT - ROTOR ASSEMBLIES MAIN ROTOR BLADES MISCELLANEOUS ACTS.CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS.CONDITIONS - SEPARATION IN FLIGHT | | | | | | |
| REMARKS- OBSD IN STEEP TURNS/DIVES.MAIN ROTOR SEPD,BLADES BENT UPWARD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---|---|---|---|---|
| 3-1717 | 6/27/80 | NR.GAGE,OK | CESSNA 152 N48976 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 40, 150 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT PITTSBURG,KS | INTENDED DESTINATION ALBUQUERQUE,NM | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | | | | |
| PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | |
| FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT TERRAIN - WET,SOFT GROUND TERRAIN - ROUGH/UNEVEN | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- ENG LOST PWR AFTER 3HR,54MIN.APRX 4HR,18MIN FUEL ON BOARD.WND GSTG 30KTS. | | | | | | |
| 3-1716 | 7/18/80 | HOBART,OK | CESSNA 172M N80117 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 52, 8637 TOTAL HOURS, 1232 IN TYPE, NOT INSTRU- MENT RATED. |
| | | NAME OF AIRPORT - HOBART MUNI | INTENDED DESTINATION HOBART,OK | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | |
| | | DEPARTURE POINT ELK CITY,OK | | | | |
| | | TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH DITCHES | | | | |
| PROBABLE CAUSE(S) DUAL STUDENT - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | |
| 3-1719 | 8/16/80 | CADDO,OK | CESSNA 172M N12906 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 38, 240 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT CADDO,OK | INTENDED DESTINATION LOCAL | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO ABORT TAKEOFF | | | | | | |
| FACTOR(S) TERRAIN - ROUGH/UNEVEN TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| REMARKS- ATMTD TKOF FM ROUGH PASTURE.FND TIRE MARKS,APRX 560FT,CURVED TWD OPENING IN TREELINE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------|--|------------------------|-----------------------|--|
| 3-1730 | 4/23/80 TIME - 1130 | SCAPPOOSE,OR | HILLER ACFT UH-12D N55890 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | MISCELLANEOUS TEST | COMMERCIAL, FL.INSTR., AGE 35, 2440 TOTAL HOURS, 246 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SCAPPOOSE DEPARTURE POINT SCAPPOOSE,OR TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- LND NOSE HIGH,NO MALFUNCTION FOUND. | | | | | | |
| 3-1669 | 6/4/80 TIME - 1209 | ALBANY,OR | HILLER ACFT FH1100 N92484 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 35, 2483 TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT ALBANY,OR TYPE OF ACCIDENT HARD LANDING ROLL OVER PROBABLE CAUSE(S) PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- EXT LOAD TRNG,LOUD POP HEARD DRNG HOVER,L PEDAL FD IN MOST FWD POS,R IN 2ND FM LAST POS.NO MALF FD | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|--|------------------------|---|---|
| 3-1670 | 6/20/80 TIME - 1730 | GALES CREEK,OR | HILLER ACFT UH-12E N48220 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 43, 12815 TOTAL HOURS, 800 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION GALES CREEK,OR LOCAL TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE MAIN ROTOR IN FLIGHT CLEANUP SWATH COLLIDED WITH TREES LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION ROTORCRAFT - ROTOR ASSEMBLIES BEARINGS MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY SECURED FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF OPERATION - OTHER KIND OF CROP - FRUIT ORCHARDS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL,FLAT ELEVATION-AREA BEING TREATED-FEET - 300 SWATH RUN-HOW FLOWN - UPWIND REMARKS- DUPLEX BEARING RETAINING NUT CAME LOOSE. BLOWING VOLCANIC ASH FROM ORCHARD. | | | | | | |
| 3-1517 | 7/7/80 TIME - 1300 | HOOD RIVER,OR | PIPER J3C-85 N7116H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 42, 621 TOTAL HOURS, 41 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - HOOD RIVER DEPARTURE POINT INTENDED DESTINATION EVERETT,WA SUN VALLEY,ID TYPE OF ACCIDENT LAST ENROUTE STOP ENGINE FAILURE OR MALFUNCTION HOOD RIVER,OR COLLIDED WITH FENCE,FENCEPOSTS PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - MISCALCULATED FUEL CONSUMPTION MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION 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 |
|--|------------------------|-----------|---|-------------------------------------|---|--|
| 3-1731 | 7/13/80 TIME - 0945 | BROOKS,OR | PIPER PA-28 N2159C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 31, 20 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HARCHENKO DEPARTURE POINT INTENDED DESTINATION AURORA,OR RETURN TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH BUILDING(S) LAST ENROUTE STOP BROOKS,OR PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - POORLY PLANNED APPROACH AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER REMARKS- ARPT NOT AUTHORIZED BY IP.LNDD PAVED PORTION 2300FT RWY,BEGINNING MID-FLD.HIT HANGAR 30FT L OF RWY | | | | | | |
| 3-1672 | 7/17/80 TIME - 2110 | DALLAS,OR | PIPER PA-22 N8841C DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 OT- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 412 TOTAL HOURS, 305 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CARD'S DEPARTURE POINT INTENDED DESTINATION DALLAS,OR ALBANY,OR TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH RESIDENCE(S) PHASE OF OPERATION TAKEOFF INITIAL CLIMB 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 STARVATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- SELECTOR ON EMPTY TANK. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|----------------|---|------------------------|---------------------------|---|
| 3-1671 | 8/3/80 TIME - 1700 | CRESWELL,OR | CESSNA 140 N3691V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 28, 47 TOTAL HOURS, 45 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HOBBY DEPARTURE POINT COTTAGE GROVE,OR TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 78 WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN NONE REMARKS- GUSTING TO 20K. | | | | | | |
| CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND LEFT QUARTERING HEAD WIND 293-337 DEGREES WIND DIRECTION-DEGREES 290 TYPE OF WEATHER CONDITIONS VFR | | | | | | |
| 3-1516 | 8/5/80 TIME - 1205 | NR.ROSEBURG,OR | CESSNA 182A N3903D DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 2 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 61, 855 TOTAL HOURS, 458 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT MEDFORD,OR TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE VALVE ASSEMBLIES MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NR 2 CYL EXHAUST ROCKER ARM FAILED. | | | | | | |
| PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|---|---|------------------------------|--|
| 3-1682 | 3/17/80 TIME - 1430 | EAST FREEDOM, PA | PIPER PA-24 N9226P DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 45, 17000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT FLUSHING, NY | INTENDED DESTINATION JOHNSTOWN, PA | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| TYPE OF ACCIDENT COLLIDED WITH TREES | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER BRIEFING - PARTIAL BRIEFING BY FLIGHT SERVICE PERSONNEL, BY PHONE/RADIO, LIMITED BY PILOT ACTION WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION BROKEN | CEILING AT ACCIDENT SITE 1200 | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TEMPERATURE-F 46 | | | |
| | | WIND DIRECTION-DEGREES 180 | WIND VELOCITY-KNOTS 12 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- WINDS GUSTING 25KTS. | | | | | | |
| 3-1681 | 5/2/80 TIME - 1600 | PAWTUCKET, RI | PIPER PA-38 N9866T DAMAGE-DESTROYED | CR- 0 2 0 PX- 0 0 0 OT- 0 0 1 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 26, 1763 TOTAL HOURS, 1205 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - NORTH CENTRAL ST | | | | |
| | | DEPARTURE POINT PAWTUCKET, RI | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT | | | | | | |
| FACTOR(S) PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC. EQUIPMENT | | | | | | |
| SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV.-SMALL US GEN. AV. CONTROLLING AGENCY - UNICOM TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - NO | | | | | | |
| REMARKS- N9866T DID NOT CONTAIN A MICROPHONE, WITNESS STATED RADIO IN OFF POSITION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---------------|-----------------------|-------------------------------------|---|--|
| 3-1681 | 5/2/80 | PAWTUCKET, RI | PIPER PA-38 N4447E | CR- 0 0 1 PX- 0 0 0 OT- 0 2 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 58, 103 TOTAL HOURS, 84 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NORTH CENTRAL ST DEPARTURE POINT INTENDED DESTINATION PAWTUCKET, RI LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV. - SMALL US GEN. AV. CONTROLLING AGENCY - UNICOM RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - NO REMARKS- N4447E ON LONG LOW FINAL, N9866T OBS TO DESCEND IN FRONT OF ACFT. 47E THEN OVERTOOK 66T DRNG GO-ARND | | | | | | |
| 3-1743 | 8/22/80 | EXETER, RI | PIPER PA-18 N9863D | CR- 1 0 0 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 49, 600 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION QUONSET POINT, RI LAKESIDE, CT TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE STALL LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - ENGINE STRUCTURE VALVE ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - OVERHEATED MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ANNUAL INSPECTION OVRDUE. NO 3 EXHAUST VLV, PN 3921, FAILED. FND 3 OZ WTR/BR SEDIMENT IN CARB BOWL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---------------|--|------------------------|---|--|
| 3-1715 | 6/26/80 | ASPERMONT, TX | ROCKWELL CO 112TCA N4684W DAMAGE-DESTROYED | CR- 0 1 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 28, 548 TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - DOUGLASS FLYING S DEPARTURE POINT INTENDED DESTINATION ASPERMONT, TX ABILENE, TX TYPE OF ACCIDENT PHASE OF OPERATION STALL TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - HIGH TEMPERATURE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT 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 100 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 180 12 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- STEEP PULL-UP AT END OF 2300FT RWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|---|------------------------|---|---|
| 3-1714 | 7/2/80 TIME - 1555 | NR. PLANO, TX | FAIRCHILD M-62C N2300M DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 37, 3075 TOTAL HOURS, 75 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - DALLAS NORTH DEPARTURE POINT INTENDED DESTINATION PLANO, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIN TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 107 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 190 9 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- PLT HAD NOT FLOWN THIS MODEL ACFT IN PREV 12 MONTHS.D/A APRX 4600FT | | | | | | |
| 3-1620 | 7/19/80 TIME - 1543 | TOMBALL, TX | LAKE LA-4 N8001A DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 44, 95 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - DAVID W HOOKS MEM DEPARTURE POINT INTENDED DESTINATION NORMANGEE, TX TOMBALL, TX TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH TREES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL 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 UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 70 12 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 |
|--|------------------------|---|--|--|----------------------------------|---|
| 3-1619 | 7/25/80 TIME - 1310 | IOLA, TX | AERO CMDR 680FLP N6515V DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | MISCELLANEOUS OTHER | PRIVATE, AGE 40, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT UNKNOWN/NOT REPORTED | INTENDED DESTINATION UNKNOWN/NOT REPORTED | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER UNCONTROLLED | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. PARTIAL POWER LOSS - UNKNOWN/NOT REPORTED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- OWNER RPRTD ACFT STOLEN. 935LBS MARIJUANA FOUND IN ACFT. CG APRX 5 IN BHND AFT LMT. | | | | | | |
| 3-1622 | 8/1/80 TIME - 0900 | FRIONA, TX | AERO CMDR S-2R N4190X DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 60, 42000 TOTAL HOURS, 875 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT FRIONA, TX | INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT SWATH RUN LANDING ROLL | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | | | |
| PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE MASTER AND CONNECTING RODS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | |
| FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 8000 KIND OF CROP - UNKNOWN/NOT REPORTED PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 4000 PROCEDURE TURNAROUND - THIRD 1/3 TURN REMARKS- VALVE PUSH ROD SEPARATED. | | | | | | |
| | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|----------------------------------|--|------------------------|----------------------------|---|
| 3-1621 | 8/5/80 TIME - 1733 | WICHITA FALLS, TX | CESSNA 150L N17294 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING. | STUDENT, AGE UNK/NR, 36 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - KICKAPOO | | | | | | |
| DEPARTURE POINT | | INTENDED DESTINATION | | LAST ENROUTE STOP | | |
| WICHITA FALLS, TX | | RETURN | | WACO, TX | | |
| TYPE OF ACCIDENT | | PHASE OF OPERATION | | | | |
| ENGINE FAILURE OR MALFUNCTION | | LANDING TRAFFIC PATTERN-CIRCLING | | | | |
| COLLISION WITH GROUND/WATER CONTROLLED | | LANDING LEVEL OFF/TOUCHDOWN | | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- PLT UN TO BUY FUEL W CREDIT CARDS, LMTD CASH ON HAND, RTRND W RMNG FUEL. WING HIT GND. | | | | | | |
| 3-1713 | 8/7/80 TIME - 1500 | UVALDE, TX | CESSNA A188B N5708G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 33, 2580 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - UVALDE | | INTENDED DESTINATION | | PHASE OF OPERATION | | |
| DEPARTURE POINT | | UVALDE, TX | | LANDING ROLL | | |
| HARLINGEN, TX | | LANDING ROLL | | | | |
| TYPE OF ACCIDENT | | | | | | |
| GROUND-WATER LOOP-SWERVE | | | | | | |
| GEAR COLLAPSED | | | | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | |
| FACTOR(S) | | | | | | |
| PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| CLEAR | | | UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 5 OR OVER (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 | | | |
| 95 | | | 90 | | | |
| WIND VELOCITY-KNOTS | | | TYPE OF WEATHER CONDITIONS | | | |
| 15 | | | VFR | | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|--|------------------------|---|--|
| 3-1712 | 8/22/80 TIME - 1500 | FORT WORTH, TX | CESSNA 172 N101E DAMAGE-DESTROYED | CR- 0 2 0 PX- 0 1 1 | INSTRUCTIONAL DUAL | COMMERCIAL, FL INSTR., AGE 61, 10025 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SYCAMORE DEPARTURE POINT FORT WORTH, TX TYPE OF ACCIDENT STALL MUSH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 110 TYPE OF WEATHER CONDITIONS VFR FIRE AFTER IMPACT REMARKS- D/A APRX 4000FT. | | | | | | |
| INTENDED DESTINATION LOCAL PHASE OF OPERATION TAKEOFF INITIAL CLIMB CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 106 WIND VELOCITY-KNOTS 5 TYPE OF FLIGHT PLAN NONE | | | | | | |
| 3-1711 | 8/24/80 TIME - 0830 | EL PASO, TX | CESSNA 210 N7483E DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 38, 165 TOTAL HOURS, 91 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WEST TEXAS DEPARTURE POINT EL PASO, TX TYPE OF ACCIDENT WHEELS-UP PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR | | | | | | |
| INTENDED DESTINATION LOCAL PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|---|---|--|---|--|
| 3-1627 | 6/7/80 TIME - 1400 | NR.SPANISH FORK,UT | GLOBE GC-1B N211M DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL.INSTR., AGE 32, 1309 TOTAL HOURS. 200 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT SPANISH FORK,UT | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INCAPACITATION | | | | | | |
| REMARKS- 50% OCCLUSION OF A MAJOR CORONARY ARTERY. | | | | | | |
| 3-1750 | 7/2/80 TIME - 2245 | STAR TANNERY,VA | PIPER PA-28 N5908V DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 47, 62 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT MASIE,VA | INTENDED DESTINATION MANASSAS,VA | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED PILOT IN COMMAND - EXERCISED POOR JUDGMENT | | | | | | |
| FACTOR(S) WEATHER - OBSTRUCTIONS TO VISION WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | |
| | | VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE | | TEMPERATURE-F 76 | | |
| | | TYPE OF WEATHER CONDITIONS VFR | | TYPE OF FLIGHT PLAN NONE | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- ACFT OBSERVED LOW OVER MOUNTAINOUS TERRAIN,TAXI LIGT ON.CRASH SITE 23MI NE OF DEPARTURE POINT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---|--|--|-----------------------|---|
| 3-1520 | 4/26/80 | NR.PROSSER,WA | PAGE RV-3 N8385 DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 0 0 | MISCELLANEOUS TEST | COMMERCIAL, FL.INSTR., AGE 36, 780 TOTAL HOURS, 1 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT YAKIMA,WA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | PHASE OF OPERATION IN FLIGHT ACROBATICS | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | |
| FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | |
| 3-1519 | 5/17/80 | BUENA,WA | CESSNA 152 N757SC DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 41, 2147 TOTAL HOURS, 23 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - MUFFET & SONS DEPARTURE POINT YAKIMA,WA | INTENDED DESTINATION PASCO,WA | LAST ENROUTE STOP BUENA,WA | | |
| | | TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH WIRES/POLES | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING GO-AROUND | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT DUAL STUDENT - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND PERSONNEL - MISCELLANEOUS-PERSONNEL OTHER | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| REMARKS- LND HALFWAY DOWN RWY.SAW CHILDREN AT END. IP TOOK OVER CTLS,HIT POST NR END OF RWY DRG GO-ARND. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------|--|------------------------|---|---|
| 3-1667 | 6/11/80 TIME - 1648 | WENATCHEE,WA | CESSNA 150 N5469Q DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL.INSTR., AGE 49, 5237 TOTAL HOURS, 1520 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PANGBORN DEPARTURE POINT INTENDED DESTINATION INTERCITY,WA WENATCHEE,WA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DIRT BANK PHASE OF OPERATION IN FLIGHT DESCENDING LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS.CONDITIONS - FUEL EXHAUSTION FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS.CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| 3-1521 | 7/1/80 TIME - 1815 | ARLINGTON,WA | VARIEZE 1 N752E7 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 39, 338 TOTAL HOURS, 165 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ARLINGTON DEPARTURE POINT INTENDED DESTINATION ARLINGTON,WA LOCAL TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED PHASE OF OPERATION LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS REMARKS- ACFT ORSD TO SNAP INVERTED,TUCK UNDER & CRASH DRG SLIP TO RGT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|---|--|---|---|--|
| 3-1666 | 7/5/80 | NR.MATTAWA,WA | BELL 47G-4 N6786D DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 35, 4409 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT MATTAWA,WA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE | MAIN ROTOR | PHASE OF OPERATION IN FLIGHT SWATH RUN | | |
| PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION ROTORCRAFT - FLIGHT CONTROL SYSTEMS CYCLIC PITCH CONTROL SYSTEM MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED MISCELLANEOUS ACTS, CONDITIONS - MISSING | | | | | | |
| SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - OTHER PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES ELEVATION-ARFA BEING TREATED- FEET - 900 REMARKS- BOLT, P/N MAS1304-27DW, ATTACHING CYCLIC CTL ROD TO GIMBLE RING MISSING. INSTALLED 198HRS PRIOR. | | | | | | |
| 3-1518 | 7/17/80 | NR.CLINTON,WA | PIPER PA-28 N9126J DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 OT- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 54, 1246 TOTAL HOURS, ALL IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT EVERETT,WA | INTENDED DESTINATION WHIDBEY ISLAND,WA | | | |
| | | TYPE OF ACCIDENT COLLISION WITH AIRCRAFT | BOTH IN FLIGHT | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT | | | | | | |
| FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE | | | | | | |
| SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONVERGENCE ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED FIRE AFTER IMPACT REMARKS- PLT BLOOD ALCOHOL LVL 84MG%. | | | | | | |
| RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROL ZONE/AREA - NO HORIZONTAL COLLISION ANGLE-DEGREES - 180 ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|--|---|-------------------------------------|---|---|
| 3-1518 | 7/17/80 | NR.CLINTON,WA | CESSNA 170A N1713D DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 OT- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 49, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT LANGLEY,WA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT | | | | | | |
| SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONVERGENCE ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED REMARKS- PLT TISSUE FLUID ALCOHOL LVL 36MG%. | | | | | | |
| 3-1668 | 7/20/80 | SUNNYSIDE,WA | CESSNA TU206F N7470Q DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 27, 600 TOTAL HOURS, 115 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT SUNNYSIDE,WA | INTENDED DESTINATION PASCO,WA | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES | PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE(S) POWERPLANT - IGNITION SYSTEM MAGNETOS MISCELLANEOUS ACTS.CONDITIONS - MATERIAL FAILURE FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- SLICK MAGS,MODEL 662,S/N 3050573 & 3050574,CAPACITORS FAILED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------------|--|------------------------|---|---|
| 3-1522 | 7/20/80 TIME - 2100 | GARDNER, WA | PIPER PA-28 N3576B DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 4 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 43, 80 TOTAL HOURS, 20 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - DIAMOND POINT DEPARTURE POINT INTENDED DESTINATION PORT ANGELES, WA GARDNER, WA TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE TERRAIN - HIGH OBSTRUCTIONS REMARKS- APCH INTO SUN. | | | | | | |
| 3-1732 | 7/31/80 TIME - 1930 | ROCHE HARBOR, WA | BEECH C24R N23843 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 43, 9855 TOTAL HOURS, 13 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ROCHE HARBOR DEPARTURE POINT INTENDED DESTINATION SPANAWAY, WA ROCHE HARBOR, WA TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED FACTOR(S) SYSTEMS - ELECTRICAL SYSTEM GENERATORS/ALTERNATORS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - ELECTRICAL FAILURE REMARKS- BATTERY DEPLETED, WARNING HORN & LGTS BCM INOP. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|--|---|---|--|
| 3-1610 | 2/3/80 TIME - 1615 | NR.DARLINGTON,WI | BELLANCA 17-30 N7369V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 44, 238 TOTAL HOURS, 137 IN TYPE. NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT DAVENPORT,IA | INTENDED DESTINATION RETURN | LAST ENROUTE STOP MADISON,WI | | |
| | | 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 - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL SEL FOUND PSND TO EMPTY TNK,HIT PWR LN,THEN FENCE,WHILE ATMTG FORCED LNDG FLARE UNDER PWR LN. | | | | | | |
| 3-1785 | 4/22/80 TIME - 1730 | STONE LAKE,WI | CESSNA 172F N5583R DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 24, 100 TOTAL HOURS, ALL IN TYPE. NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT STONE LAKE,WI | INTENDED DESTINATION LOCAL | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | |
| | | TYPE OF ACCIDENT STALL | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) WEATHER - DOWNDRAFT,UPDRAFTS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| | | SKY CONDITION CLEAR | | CEILING AT ACCIDENT SITE UNLIMITED | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | TEMPERATURE-F 60 | | |
| | | WIND DIRECTION-DEGREES 270 | | WIND VELOCITY-KNOTS 10 | | |
| | | TYPE OF WEATHER CONDITIONS VFR | | TYPE OF FLIGHT PLAN NONE | | |
| REMARKS- PLT RPRTD ENCTRG DWNDFT AT TREE TOP LVL.WND GSTG 15KTS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|---|------------------------|---|---|
| 3-1700 | 5/12/80 TIME - 1130 | PLATTEVILLE,WI | CESSNA 152 N25990 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 36, 81 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PLATTEVILLE DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP LONE ROCK,WI PLATTEVILLE,WI DUBUQUE,IA TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- STU PLT STATED NERVOUS DUE TO IMPENDING FLT TEST | | | | | | |
| 3-1611 | 5/23/80 TIME - 1622 | PORTAGE,WI | GRUM-AMER AA-1C N9524J DAMAGE-DESTROYED | CR- 0 1 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 26, 793 TOTAL HOURS, 22 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PORTAGE MUNI DEPARTURE POINT INTENDED DESTINATION PORTAGE,WI LANSING,IL TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIN TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| 3-1784 | 6/2/80 TIME - 2000 | DEERPARK,WI | BEECH 23 N8738M DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 278 TOTAL HOURS, 17 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION LAKE ELMO,MN DEERPARK,WI TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION TERRAIN - HIGH VEGETATION REMARKS- ATMTD LNDG ON GRAVEL ROAD,L WING HIT UNDERGROWTH WHEN PLT STEERED L TO AVOID METAL SIGN ON RGT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|---------------|---|------------------------|---|---|
| 3-1786 | 8/3/80 TIME - 1700 | PLOVER, WI | SIKORSKY CH-19E N94475 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 36, 3988 TOTAL HOURS, 467 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - AG HELIPAD DEPARTURE POINT INTENDED DESTINATION PLOVER, WI LOCAL TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE MAIN ROTOR 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 EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 40 KIND OF CROP - BEANS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - BFLY REMARKS- HYDO-MECHANICAL CLUTCH, PN S1435-2501-1, FAILED. | | | | | | |
| 3-1699 | 8/7/80 TIME - 1200 | GREEN BAY, WI | PIPER PA-28R N7695J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | CUMMERCIAL, FL. INSTR., AGE 20, 252 TOTAL HOURS, 39 IN TYPE, NOT INSTRU- MENT RATED. |
| NAME OF AIRPORT - AUSTIN STRAUDEL DEPARTURE POINT INTENDED DESTINATION KANKAKEE, IL GREEN BAY, WI TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH DITCHES LANDING ROLL PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR NOSEWHEEL STEERING MISCELLANEOUS ACTS, CONDITIONS - SHEARED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- 3 CAP BOLTS, AN-3-H7A, SECURING N/G ALIGNER BRACKET & N/W STEERING ARM ASSY, SHEARED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------------|--|-------------------------|--|--|
| 3-1608 | 8/12/80 TIME - 2145 | WINNECONNE,WI | BEECH A23-19 N4737J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 20, 62 TOTAL HOURS, 46 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - COURTNEY PLUMMER DEPARTURE POINT INTENDED DESTINATION OSHKOSH,WI WINNECONNE,WI TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH TREES LAST ENROUTE STOP WAUPACA,WI PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND | | | | | | |
| 3-1585 | 6/28/80 TIME - 2006 | MISSING AIRCRAFT | ERCO 415-D N3808H DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 31, 200 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION SANTO DOMINGO,DR SAN JUAN,PR TYPE OF ACCIDENT MISSING AIRCRAFT,NOT RECOVERED PHASE OF OPERATION UNKNOWN/NOT REPORTED PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED REMARKS- ACFT DMG & INJURY INDEX PRESUMED. | | | | | | |
| 3-1688 | 4/7/80 TIME - 1008 | ST CROIX,VI | GRUMMAN G-73 N26DF DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 13 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 36, 9661 TOTAL HOURS, 115 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CHRISTIANSTED DEPARTURE POINT INTENDED DESTINATION ST THOMAS,VI ST CROIX,VI TYPE OF ACCIDENT FIRE OR EXPLOSION ON GROUND PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION SYSTEMS - ELECTRICAL SYSTEM RELAYS AND WIRING MISCELLANEOUS ACTS,CONDITIONS - ARCING FACTOR(S) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL FAILURE TO PROVIDE ADEQ.DIRECTIVES,MANUAL,EQUIPMENT MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES MISCELLANEOUS ACTS,CONDITIONS - FIRE IN ENGINE FIRE AFTER IMPACT REMARKS- HI-PRESS FUEL LINE 3IN FRM HOT ELECT CBL.ARCED AREA APRX WIDTH OF CBL FD CARB HEATH LINKAGE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---|--|--|----------------------------|---|
| 3-1665 | 7/18/80 | NR.YAP-W.CAROLINE IS | BEECH D18S N1824D DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 6 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, AGE 45, 3214 TOTAL HOURS, 193 IN TYPE, INSTRUMENT RATED). |
| | | DEPARTURE POINT YAP-W.CAROLINE IS | INTENDED DESTINATION RETURN | LAST ENROUTE STOP WOLEAI ATOLL,PAC OCN | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION DITCHING | | 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) WEATHER - ADVERSE WINDS ALOFT MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONNEL, IN PERSON WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 250 TYPE OF WEATHER CONDITIONS VFR REMARKS- WIND GUSTS TO 30KTS. | | | | | | |
| | | | | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 80 WIND VELOCITY-KNOTS 25 TYPE OF FLIGHT PLAN NONE | | |
| 3-1761 | 8/25/80 | NR.PT.MARIA,JAMAICA | BEECH 65-80 N218K DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | MISCELLANEOUS OTHER | AIRLINE TRANSPORT, AGE 57, 32000 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED). |
| | | DEPARTURE POINT BOSCOREL,JAMAICA | INTENDED DESTINATION UNKNOWN/NOT REPORTED | PHASE OF OPERATION UNKNOWN/NOT REPORTED | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | | |
| PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- MARIJUANA LADEN ACFT CRASHED IN CARIBBEAN SEA NORTH OF JAMAICA.ACFT NOT RECOVERED. | | | | | | |

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



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