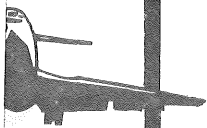
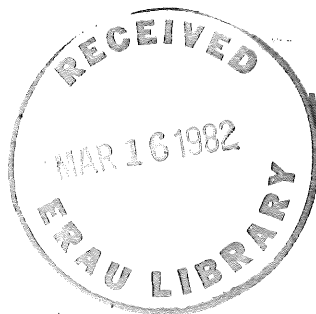
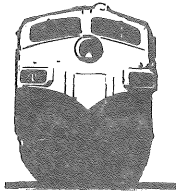


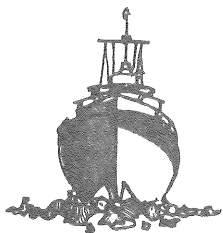
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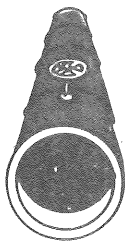


WASHINGTON, D.C. 20594



BRIEFS OF FATAL ACCIDENTS INVOLVING FIXED-WING MULTI-ENGINE AIRCRAFT

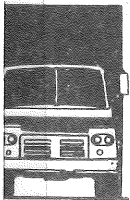
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16. Abstract This publication contains reports of fixed-wing multi-engine general aviation aircraft accidents that occurred in 1979. Included are 15 turbojet, 51 turboprop and 444 reciprocating engine aircraft accidents. However, briefs of only the fatal accidents in the three categories are presented. The brief format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by injuries and cause(s) and related factor(s). This publication will be published annually.			
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FOREWORD

This publication contains fatal accident reports of U.S. general aviation fixed-wing multi-engine aircraft in brief format. It is divided into three parts, based on type of power, as follows:

- Part 1 - Turbojet aircraft operations
- Part 2 - Turboprop aircraft operations
- Part 3 - Reciprocating aircraft operations

Each part contains several statistical tables which tabulate and summarize selected accident information, such as injuries, a 10-year tabulation of U.S. general aviation accidents involving fixed-wing multi-engine aircraft accidents, and causes and related factors. In addition, each section contains a list of all accidents arranged in make/model sequence.

In 1979, there were 510 multi-engine aircraft accidents, 149 of which were fatal. In comparison, the entire General Aviation fleet incurred 4,023 total accidents and 678 fatal accidents. The following table provides accident and rate information for each category of multi-engine aircraft.

	<u>Accidents</u>		<u>Hours Flown</u> 1/	<u>Accident Rates Per 100,000 Hours Flown</u>	
	<u>Total</u>	<u>Fatal</u>		<u>Total</u>	<u>Fatal</u>
Turbojet aircraft operations	15	3	1,250,980	1.20	0.24
Turboprop aircraft operations	51	16	1,842,458	2.77	0.87
Reciprocating aircraft operations	444	130	7,013,023	6.33	1.85
All Multi-Engine aircraft operations	510	149	10,106,461	5.05	1.47
All U.S. General Aviation operations	4,023	678	43,340,081	9.28	1.56

1/ Source: Federal Aviation Administration

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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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.

EXPLANATORY NOTES

KIND OF FLYING

2. Noncommercial Flying

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

Pleasure

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

Business

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

Corporate/Executive Operations

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

3. Commercial Flying

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

4. Miscellaneous Flying

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

COLLISION BETWEEN AIRCRAFT

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

EXPLANATORY NOTES

CAUSES AND RELATED FACTORS

In determining probable cause(s) of an accident, all facts, conditions, and circumstances are considered. The object is to ascertain those cause-effect relationships in the accident sequence about which something can be done to prevent recurrence of the type of accident under consideration. Accordingly, for statistical purposes where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. Therefore, in the Cause and Related Factor Table, the figures shown in the columns dealing with Cause will exceed the total number of accidents. The term Factor is used, in general, to denote those elements of an accident which further explain or supplement the probable cause(s). This provision was incorporated in the coding system to increase its flexibility and to provide a means for collecting essential items of information which could not be categorized elsewhere in the system.

AIRCRAFT WEIGHT CATEGORIES

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

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

SMALL FIXED-WING AIRCRAFT

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

LARGE FIXED-WING AIRCRAFT

Fixed-Wing aircraft which have a maximum takeoff weight greater than 5,700 kilograms (12,565 pounds).

ROTORCRAFT

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

TYPES OF WEATHER CONDITIONS

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

LIST OF ABBREVIATIONS USED IN BRIEFS

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

PART 1
FIXED-WING MULTI-ENGINE
AIRCRAFT
(TURBOJET)

Accidents, Rates
 Fixed-Wing Multi-Engine Aircraft
 (Turbojet)
 U.S. General Aviation
 1970-1979

Years	Population Size	Hours Flown	Total Accidents	Total Accident Rate	Fatal Accidents	Fatal Accident Rate	Fatalities
1970	937	473,000	14	2.96	3	0.63	10
1971	974	480,000	11	2.29	4	0.83	61
1972	1,148	526,045	14	2.66	3	0.57	15
1973	1,364	702,000	15	2.14	6	0.85	19
1974	1,540	804,000	17	2.11	7	0.87	18
1975	1,743	826,000	11	1.33	1	0.12	1
1976	1,908	999,000	13	1.30	7	0.70	32
1977	2,319	1,165,302	13	1.12	6	0.51	22
1978	2,630	1,192,465	22	1.84	4	0.34	16
1979	2,757	1,250,980	15	1.20	3	0.24	10

ACCIDENTS, INJURIES

FIXED-WING MULTI-ENGINE AIRCRAFT
TURBOJET ENGINE-POWERED

U.S. GENERAL AVIATION
1979

INJURIES

	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	TOTAL
PILOT	3	1	1	10		15
COPILOT	2	2	1	9		14
DUAL STUDENT						
CHECK PILOT		1				1
FLIGHT ENGINEER				1		1
NAVIGATOR						
CABIN ATTENDANT						
EXTRA CREW						
PASSENGERS	5	1	5	33		44
TOTAL	10	5	7	53	ABOARD	75
OTHER AIRCRAFT						
OTHER GROUND						
GRAND TOTAL	10	5	7	53		75

PAGE 2

INVOLVES 15 TOTAL ACCIDENTS
INVOLVES 3 FATAL ACCIDENTS

CAUSE/FACTOR TABLE

FIXED-WING MULTI-ENGINE AIRCRAFT
TURBOJET ENGINE-POWERED

U.S. GENERAL AVIATION
1979

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 15 TOTAL ACCIDENTS

INVOLVES 3 FATAL ACCIDENTS

BROAD CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*
PILOT	2 66.67	1 33.33	2 66.67	9 75.00	.00	9 75.00	11 73.33	1 6.67	11 73.33
PERSONNEL	.00	1 33.33	1 33.33	1 8.33	1 8.33	2 16.67	1 6.67	2 13.33	3 20.00
AIRFRAME	.00	.00	.00	1 8.33	.00	1 8.33	1 6.67	.00	1 6.67
LANDING GEAR	.00	.00	.00	2 16.67	.00	2 16.67	2 13.33	.00	2 13.33
POWERPLANT	.00	.00	.00	.00	.00	.00	.00	.00	.00
SYSTEMS	.00	.00	.00	.00	.00	.00	.00	.00	.00
INSTRUMENTS/EQUIPMENT & ACCESSORIES	.00	.00	.00	.00	.00	.00	.00	.00	.00
ROTORCRAFT	.00	.00	.00	.00	.00	.00	.00	.00	.00
AIRPORT/AIRWAYS/FACILITIES	.00	.00	.00	1 8.33	4 33.33	5 41.67	1 6.67	4 26.67	5 33.33
WEATHER	.00	1 33.33	1 33.33	.00	2 16.67	2 16.67	.00	3 20.00	3 20.00
TERRAIN	.00	.00	.00	.00	.00	.00	.00	.00	.00
MISCELLANEOUS	.00	.00	.00	.00	.00	.00	.00	.00	.00
UNDETERMINED	1 33.33	.00	1 33.33	.00	.00	.00	1 6.67	.00	1 6.67

PAGE 3

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

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

CAUSE/FACTOR TABLE
FIXED-WING MULTI-ENGINE AIRCRAFT
TURBOJET ENGINE-POWERED

U.S. GENERAL AVIATION
 1979

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 15 TOTAL ACCIDENTS

INVOLVES 3 FATAL ACCIDENTS

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** PILOT **									
PILOT IN COMMAND									
DELAYED ACTION IN ABORTING TAKEOFF				1		1	1		1
MISJUDGED, SPEED, ALTITUDE OR CLEARANCE				1		1	1		1
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC				1		1	1		1
IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS				1		1	1		1
IMPROPER LEVEL OFF				1		1	1		1
IMPROPER IFR OPERATION	1		1	1		1	2		2
IMPROPER IN-FLIGHT DECISIONS OR PLANNING				1		1	1		1
SELECTED UNSUITABLE TERRAIN				1		1	1		1
CONTROL INTERFERENCE	1		1				1		1
SPONTANEOUS-IMPROPER ACTION		1	1					1	1
MISJUDGED DISTANCE AND SPEED				1		1	1		1
FAILED TO MAINTAIN DIRECTIONAL CONTRL				3		3	3		3
SUBTOTAL	2	1	3	12		12	14	1	15
DUAL STUDENT									
MISJUDGED CLEARANCE				1		1	1		1
SUBTOTAL				1		1	1		1
** PERSONNEL **									
RULES, REGULATIONS, STANDARDS PERSONNEL									
FLIGHT INSTRUCTOR									
MAINTENANCE, SERVICING, INSPECTION									
INADEQUATE MAINTENANCE AND INSPECTION				1		1	1		1
OPERATIONAL SUPERVISORY PERSONNEL									
WEATHER PERSONNEL									
TRAFFIC CONTROL PERSONNEL									
AIRPORT SUPERVISORY PERSONNEL									
IMPROPER/INADEQUATE SNOW REMOVAL					1	1		1	1
AIRWAYS FACILITIES PERSONNEL									
PRODUCTION-DESIGN-PERSONNEL									
POOR/INADEQUATE DESIGN		1	1					1	1
MISCELLANEOUS-PERSONNEL									
-THIRD PILOT									
FLIGHT ENGINEER									
FLIGHT PERSONNEL									
DISPATCHING (AIR CARRIER ONLY)									
SUBTOTAL		1	1	1	1	2	1	2	3
** AIRFRAME **									
WINGS									
FUSELAGE									
WINDSHIELDS, WINDOWS, CANOPIES				1		1	1		1
LANDING GEAR									
MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC				1		1	1		1
NORMAL RETRACTION/EXTENSION ASSEMBLY				1		1	1		1
FLIGHT CONTROL SURFACES									
SUBTOTAL				3		3	3		3
** AIRPORTS/AIRWAYS/FACILITIES **									
AIRPORT FACILITIES									
AIRPORT CONDITIONS									
WET RUNWAY				1	1	2	1	1	2

CAUSE/FACTOR TABLE

AIRPORTS/AIRWAYS/FACILITIES (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
ICE/SLUSH ON RUNWAY					3	3		3	3
SNOW WINDROWS					1	1		1	1
POORLY MAINTAINED RUNWAY SURFACE					1	1		1	1
SOFT RUNWAY					1	1		1	1
OTHER					1	1		1	1
AIRWAYS FACILITIES									
SUBTOTAL				1	8	9	1	8	9
** WEATHER **									
LOW CEILING		1	1		2	2		3	3
FOG					1	1		1	1
SNOW		1	1		1	1		2	2
ICING CONDITIONS—INCLUDES SLEET, FREEZING RAIN, ETC		1	1					1	1
SUBTOTAL		3	3		4	4		7	7
** MISCELLANEOUS **									
UNDETERMINED	1		1				1		1
SUBTOTAL	1		1				1		1
GRAND TOTAL	3	5	8	18	13	31	21	18	39
** MISCELLANEOUS ACTS, CONDITIONS **									
NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA				2		2	2		2
LANDED ON FOAMED RUNWAY					1	1		1	1
EXPLOSIVE DECOMPRESSION					1	1		1	1
IMPROPER ALIGNMENT/ADJUSTMENT				1		1	1		1
LACK OF LUBRICATION—SPECIFIC PART, NOT SYSTEM				1		1	1		1
HYDROPLANING ON WET RUNWAY					1	1		1	1
OVERLOAD FAILURE					1	1		1	1
MATERIAL FAILURE				1		1	1		1

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

LIST OF AIRCRAFT ACCIDENTS

FIXED-WING MULTI-ENGINE AIRCRAFT
TURBOJET ENGINE-POWERED

U.S. GENERAL AVIATION
1979

(SORTED BY AIRCRAFT MAKE AND MODEL)

<u>FILE</u> <u>NUMBER</u>	<u>AIRCRAFT</u> <u>REGIST.</u>	<u>DATE</u>	<u>LOCATION</u>	<u>AIRCRAFT</u> <u>MAKE</u>	<u>MODEL</u>	<u>INJURY</u> <u>INDEX</u>
3 0853	N216SC	030379	ASPEN, CO	WESTWIND	1124	NONE
3 2431	N13BT	101679	HAWTHORN, CA	CESSNA	501	NONE
3 0162	N186MW	020779	BOSTON, MA	CESSNA	500	NONE
3 4010	N555AJ	111979	CASTLE ROCK, CO	CESSNA	500	FATAL
3 0113	N500DD	010579	BURBANK, CA	CESSNA	500	NONE
3 0628	N3MF	012679	TAOS, NM	HAWKER-SDLY	125	NONE
3 3573	N55G	051879	ROME, NY	HAWKER	DH-125	NONE
3 0629	N5541L	012279	CONCORD, NH	LOCKHEED	L-1329	MINOR
3 2673	N6GJ	082979	OTHELLO, WA	LEAR JET	23	NONE
3 4022	N137GL	011979	DETROIT, MI	LEAR JET	25D	FATAL
3 4015	N300JA	120279	DUTCH HARBOR, AK	LEAR JET	24	SERIOUS
3 1743	N744JC	012479	YOUNGSTOWN, OH	LEAR JET	24D	NONE
3 4005	N40BC	070679	PUEBLO, CO	LEAR JET	25B	FATAL
3 2595	N7735A	042179	ROGERS, AR	LEAR JET	35A	NONE
3 2707	N111DC	091879	NTAMPA, FL	HAM-FLUGZEU	HFB320	MINOR

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF FATAL AIRCRAFT ACCIDENTS

FIXED-WING MULTI-ENGINE AIRCRAFT

TURBOJET ENGINE-POWERED

U.S. GENERAL AVIATION

1979

(SORTED BY AIRCRAFT MAKE AND MODEL)

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4010	11/19/79 TIME - 2015	CASTLE ROCK,CO	CESSNA 500 N555AJ DAMAGE-DESTROYED	CR- 1 1 0 PX- 1 0 0	COMMERCIAL AIR TAXI-CARGO	AIRLINE TRANSPORT, AGE 29, 1751 TOTAL HOURS, 61 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT ALBUQUERQUE,NM	INTENDED DESTINATION CASTLE ROCK,CO		PHASE OF OPERATION LANDING INITIAL APPROACH	
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED			
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION				
		FACTOR(S) WEATHER - LOW CEILING WEATHER - SNOW WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT				
		SKY CONDITION OBSCURATION			CEILING AT ACCIDENT SITE 500	
		VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS			PRECIPITATION AT ACCIDENT SITE SNOW	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW			TEMPERATURE-F 34	
		WIND DIRECTION-DEGREES 30			WIND VELOCITY-KNOTS 6	
		TYPE OF WEATHER CONDITIONS IFR			TYPE OF FLIGHT PLAN IFR	
		FIRE AFTER IMPACT				
		REMARKS- PLT UPGRADED TO L SEAT 6DAYS PRIOR.CO-PLT CERTIFIED 2DAYS PRIOR.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-4022	1/19/79 TIME - 1934	DETROIT,MI	LEAR JET 25D N137GL DAMAGE-DESTROYED	CR- PX-	2 4	0 0	0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 36, 7171 TOTAL HOURS, 550 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - WAYNE COUNTY			INTENDED DESTINATION			LAST ENROUTE STOP			
DEPARTURE POINT			TORONTO,CANADA			DETROIT,MI			
DES MOINES,IA						PHASE OF OPERATION			
TYPE OF ACCIDENT			UNCONTROLLED			LANDING GO-AROUND			
COLLISION WITH GROUND/WATER									
PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED									
FIRE AFTER IMPACT									
REMARKS- PLT'S LOSS OF CTL MAY HAVE BEEN CAUSED BY ANY COMB OF WAKE TURBC,PREMATURE STALL,OR DELAYED PWR.									
3-4005	7/6/79 TIME - 1102	PUEBLO,CO	LEAR JET 25B N40BC DAMAGE-DESTROYED	CR- PX-	2 0	1 0	0 0	INSTRUCTIONAL CHECK	ATP, FLIGHT INSTR., AGE 38, 9576 TOTAL HOURS, 5456 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PUEBLO MEMORIAL			INTENDED DESTINATION			LAST ENROUTE STOP			
DEPARTURE POINT			RETURN			PUEBLO,CO			
DENVER,CO						PHASE OF OPERATION			
TYPE OF ACCIDENT			UNCONTROLLED			LANDING GO-AROUND			
GROUND-WATER LOOP-SWERVE						LANDING LEVEL OFF/TOUCHDOWN			
COLLISION WITH GROUND/WATER									
PROBABLE CAUSE(S) PILOT IN COMMAND - CONTROL INTERFERENCE									
FACTOR(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL POOR/INADEQUATE DESIGN									
PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION									
REMARKS- PIC'S BOOT FND JAMMED IN RUDDER PEDALS,L PEDAL BENT,AD ISSUED TO RPLC HEEL SCUFF PLATES AFT ACNT.									

PART 2
FIXED-WING MULTI-ENGINE
AIRCRAFT
(TURBOPROP)

Accidents, Rates
Fixed-Wing Multi-Engine Aircraft
(Turboprop)
U.S. General Aviation
1970-1979

Years	Population Size	Hours Flown	Total Accidents	Total Accident Rate	Fatal Accidents	Fatal Accident Rate	Fatalities
1970	1,320	871,000	47	5.40	9	1.03	26
1971	1,352	878,000	34	3.87	6	0.68	43
1972	1,557	919,826	28	3.04	10	1.09	35
1973	1,828	1,120,000	29	2.59	9	0.80	20
1974	2,091	1,242,000	29	2.33	8	0.64	32
1975	2,504	1,307,000	23	1.76	12	0.92	58
1976	2,456	1,322,000	29	2.19	9	0.68	22
1977	2,948	1,544,981	35	2.27	16	1.04	72
1978	3,251	1,598,530	42	2.63	15	0.94	60
1979	3,629	1,842,458	51	2.77	16	0.87	55

ACCIDENTS, INJURIES

FIXED-WING MULTI-ENGINE AIRCRAFT
TURBOPROP ENGINE-POWERED

U.S. GENERAL AVIATION
1979

INJURIES

	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	TOTAL
PILOT	12	3	6	30		51
COPILOT	8		1	13		22
DUAL STUDENT				1		1
CHECK PILOT						
FLIGHT ENGINEER			1	1		2
NAVIGATOR						
CABIN ATTENDANT				2		2
EXTRA CREW		1				1
PASSENGERS	35	4	23	64		126
TOTAL	55	8	31	111	ABOARD	205
* OTHER AIRCRAFT				3		3
OTHER GROUND						
GRAND TOTAL	55	8	31	114		208

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INVOLVES 51 TOTAL ACCIDENTS
INVOLVES 16 FATAL ACCIDENTS

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

CAUSE/FACTOR TABLE

FIXED-WING MULTI-ENGINE AIRCRAFT
TURBOPROP ENGINE-POWERED

U.S. GENERAL AVIATION
1979

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 51 TOTAL ACCIDENTS

INVOLVES 16 FATAL ACCIDENTS

BROAD CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*
PILOT	15 93.75	3 18.75	15 93.75	24 68.57	7 20.00	26 74.29	39 76.47	10 19.61	41 80.39
PERSONNEL	1 6.25	4 25.00	5 31.25	5 14.29	1 2.86	6 17.14	6 11.76	5 9.80	11 21.57
AIRFRAME	.00	1 6.25	1 6.25	.00	.00	.00	.00	1 1.96	1 1.96
LANDING GEAR	.00	.00	.00	5 14.29	.00	5 14.29	5 9.80	.00	5 9.80
POWERPLANT	3 18.75	1 6.25	4 25.00	3 8.57	1 2.86	3 8.57	6 11.76	2 3.92	7 13.73
SYSTEMS	.00	.00	.00	.00	.00	.00	.00	.00	.00
INSTRUMENTS/EQUIPMENT & ACCESSORIES	.00	.00	.00	.00	.00	.00	.00	.00	.00
ROTORCRAFT	.00	.00	.00	.00	.00	.00	.00	.00	.00
AIRPORT/AIRWAYS/FACILITIES	.00	1 6.25	1 6.25	1 2.86	6 17.14	7 20.00	1 1.96	7 13.73	8 15.69
WEATHER	.00	8 50.00	8 50.00	.00	6 17.14	6 17.14	.00	14 27.45	14 27.45
TERRAIN	.00	1 6.25	1 6.25	.00	1 2.86	1 2.86	.00	2 3.92	2 3.92
MISCELLANEOUS	2 12.50	.00	2 12.50	.00	1 2.86	1 2.86	2 3.92	1 1.96	3 5.88
UNDETERMINED	.00	.00	.00	1 2.86	.00	1 2.86	1 1.96	.00	1 1.96

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

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

CAUSE/FACTOR TABLE

FIXED-WING MULTI-ENGINE AIRCRAFT
TURBOPROP ENGINE-POWERED

U.S. GENERAL AVIATION
1979

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 51 TOTAL ACCIDENTS

INVOLVES 16 FATAL ACCIDENTS

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** PILOT **									
PILOT IN COMMAND									
CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS	1		1	1		1	2		2
DELAYED ACTION IN ABORTING TAKEOFF				1		1	1		1
DELAYED IN INITIATING GO-AROUND				1		1	1		1
DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT				1		1	1		1
EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT	1		1				1		1
FAILED TO EXTEND LANDING GEAR				2		2	2		2
FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS				1		1	1		1
FAILED TO OBTAIN/MAINTAIN FLYING SPEED	2		2	2		2	4		4
FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT					1	1		1	1
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC	1		1	2		2	3	1	3
IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS				1		1	1		1
IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS				2		2	2		2
PREMATURE LIFT OFF				1		1	1		1
IMPROPER LEVEL OFF				3		3	3		3
IMPROPER IFR OPERATION	3		3	1		1	4		4
IMPROPER IN-FLIGHT DECISIONS OR PLANNING	2		2				2		2
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING	2		2	3	1	4	5	1	6
INADEQUATE SUPERVISION OF FLIGHT	2		3	2		2	4	1	5
LACK OF FAMILIARITY WITH AIRCRAFT	1	1	2				1	1	2
MISHANDLING OF FUEL	1		1	2		2	3		3
EXERCISED POOR JUDGMENT	1		1				1		1
SELECTED UNSUITABLE TERRAIN				2		2	2		2
INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS	1		1				1		1
SPONTANEOUS-IMPROPER ACTION	1		1				1		1
MISJUDGED DISTANCE AND SPEED					1	1		1	1
MISJUDGED ALTITUDE	1		1				1		1
IMPROPER RECOVERY FROM BOUNCED LANDING	1		1	1		1	2		2
PHYSICAL IMPAIRMENT	1	2	3				1	2	3
SPATIAL DISORIENTATION	2		2				2		2
FAILED TO MAINTAIN DIRECTIONAL CONTROL	1		1	3		3	4		4
SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND					1	1		1	1
FAILED TO ABORT TAKEOFF	1		1				1		1
FAILED TO INITIATE GO-AROUND				2	1	3	2	1	3
SUBTOTAL	26	4	30	34	5	39	60	9	69
CORPILOT									
BECAME LOST/DISORIENTED					1	1		1	1
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC					1	1		1	1
IMPROPER OPERATION OF FLIGHT CONTROLS	1		1				1		1
MISJUDGED DISTANCE AND ALTITUDE	1		1				1		1
MISUSED OR FAILED TO USE FLAPS	1		1				1		1
FAILED TO MAINTAIN DIRECTIONAL CONTROL				1		1	1		1
SUBTOTAL	3		3	1	2	3	4	2	6
DUAL STUDENT									
INADVERTENTLY RETRACTED GEAR				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
INADEQUATE MAINTENANCE AND INSPECTION				1		1	1		1
OTHER				1		1	1		1

CAUSE/FACTOR TABLE

PERSONNEL (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
OPERATIONAL SUPERVISORY PERSONNEL									
INADEQUATE FLIGHT TRAINING-PROCEDURES		1	1					1	1
DEFICIENCY, COMPANY MAINTAINED EQMT, SERV, REGULATIONS		2	2					2	2
WEATHER PERSONNEL									
INADEQUATE/INCORRECT WEATHER BRIEFING		1	1					1	1
TRAFFIC CONTROL PERSONNEL									
ISSUED IMPROPER OR CONFLICTING INSTRUCTIONS				1		1	1		1
AIRPORT SUPERVISORY PERSONNEL									
FAILURE TO NOTIFY OF UNSAFE COND/AND OR FAILURE TO MARK					1	1		1	1
IMPROPER/INADEQUATE SNOW REMOVAL					1	1		1	1
AIRWAYS FACILITIES PERSONNEL									
FAILURE TO ISSUE NOTAM					1	1		1	1
PRODUCTION-DESIGN-PERSONNEL									
OTHER		1	1					1	1
MISCELLANEOUS-PERSONNEL									
PASSENGER	1		1				1		1
THIRD PILOT									
FLIGHT ENGINEER									
FLIGHT PERSONNEL									
DISPATCHING (AIR CARRIER ONLY)									
SUBTOTAL	1	5	6	5	3	8	6	8	14
** AIRFRAME **									
WINGS									
SPARS		1	1					1	1
FUSELAGE									
LANDING GEAR									
NORMAL RETRACTION/EXTENSION ASSEMBLY				4		4	4		4
EMERGENCY/EXTENSION ASSEMBLY				1		1	1		1
WHEELS, TIRES, AXLES				1		1	1		1
FLIGHT CONTROL SURFACES									
HORIZONTAL STABILIZER, ATTACHMENTS		1	1					1	1
SUBTOTAL		2	2	6		6	6	2	8
** POWERPLANT **									
ENGINE STRUCTURE									
IGNITION SYSTEM									
FUEL SYSTEM									
PUMPS				1		1	1		1
LUBRICATING SYSTEM									
COOLING SYSTEM									
PROPELLER AND ACCESSORIES									
EXHAUST SYSTEM									
ENGINE ACCESSORIES									
ENGINE CONTROLS									
POWERPLANT-INSTRUMENTS									
FUEL QUANTITY GAUGE		1	1					1	1
MISCELLANEOUS									
POWERPLANT FAILURE FOR UNDETERMINED REASONS	1		1	1		1	2		2
REDUCTION GEAR ASSEMBLY									
COMPRESSOR ASSEMBLY									
BEARING, ROTOR SHAFT	1		1				1		1
COMBUSTION ASSEMBLY									
TURBINE ASSEMBLY									
BLADE, TURBINE WHEEL				1		1	1		1
ACCESSORY DRIVE ASSEMBLY									
LUBRICATING SYSTEM									
FUEL SYSTEM									
SAFETY SYSTEM									
IGNITION SYSTEM									
TORQUEMETER									
AIR BLEED									
EXHAUST SYSTEM									
THRUST REVERSER									
PROPELLER SYSTEM									
CONTROL UNIT, PCV									
OTHER	1		1			1	1	1	1
CONSTANT SPEED DRIVE									
POWER LEVER									
PROPELLER LEVER									
REVERSE THRUST LEVER									
ENGINE INDICATING EQUIPMENT									

CAUSE/FACTOR TABLE

POWERPLANT (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
ENGINE INSTALLATION									
SUBTOTAL	3	1	4	3	1	4	6	2	8
** AIRPORTS/AIRWAYS/FACILITIES **									
AIRPORT FACILITIES									
RUNWAY LIGHTING					1	1		1	1
AIRPORT CONDITIONS									
ICE/SLUSH ON RUNWAY		1	1					1	1
SNOW ON RUNWAY		1	1		4	4		5	5
SNOW WINDROWS					2	2		2	2
POORLY MAINTAINED RUNWAY SURFACE					1	1		1	1
SNOW ON RAMP/TAXIWAY					1	1		1	1
POORLY MAINTAINED RAMP/TAXIWAY SURFACE				1	1	1	1	1	1
OTHER				1	1	2	1	1	2
AIRWAYS FACILITIES									
SUBTOTAL		2	2	2	10	12	2	12	14
** WEATHER **									
LOW CEILING		4	4		1	1		5	5
RAIN		1	1		1	1		2	2
FOG		3	3		2	2		5	5
SNOW		2	2		1	1		3	3
ICING CONDITIONS—INCLUDES SLEET, FREEZING RAIN, ETC		1	1					1	1
UNFAVORABLE WIND CONDITIONS		1	1		1	1		2	2
WIND SHEAR					1	1		1	1
SUBTOTAL		12	12		7	7		19	19
** TERRAIN **									
SNOW-COVERED		1	1		1	1		2	2
HIGH OBSTRUCTIONS		1	1					1	1
SUBTOTAL		2	2		1	1		3	3
** MISCELLANEOUS **									
SMOKE IN COCKPIT					1	1		1	1
FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS	2		2				2		2
UNDETERMINED				1		1	1		1
SUBTOTAL	2		2	1	1	2	3	1	4
GRAND TOTAL	35	28	63	53	30	83	88	58	146
** MISCELLANEOUS ACTS, CONDITIONS **									
FIRE OF UNDETERMINED ORIGIN					1	1		1	1
PREVIOUS DAMAGE				1	1	2	1	1	2
DOWNWIND					1	1		1	1
CHAFFED				1		1	1		1
DISCONNECTED				2		2	2		2
ERRATIC		1	1					1	1
IMPROPERLY INSTALLED				1		1	1		1
OVERHEATED				1		1	1		1
INTENTIONAL WHEELS UP				2		2	2		2
CHECKLIST—FAILED TO USE		1	1		1	1		2	2
IMPROPER EMERGENCY PROCEDURES							2		2
NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA	1		1	1		1		1	1
LANDED ON FOAMED RUNWAY					1	1		1	1
ELECTRICAL FAILURE					1	1		1	1
FATIGUE FRACTURE					1	1		1	1
SEPARATION IN FLIGHT		1	1		1	1		2	2
FIRE IN CABIN/ COCKPIT/ BAGGAGE COMPARTMENT					1	1		1	1
PILOT FATIGUE		3	3		1	1		4	4
FUEL EXHAUSTION	1		1	1		1	2		2
ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT	2	1	3				2	1	3
AIRFRAME ICE		1	1					1	1
IMPROPERLY LOADED AIRCRAFT—WEIGHT—AND/OR CG				1		1	1		1
WHITEOUT					3	3		3	3
SIMULATED CONDITIONS		1	1					1	1

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
WATER IN FUEL				1		1	1		1
AIRCRAFT CAME TO REST IN WATER		3	3		1	1		4	4
HYDROPLANING ON WET RUNWAY				1		1	1		1
OVERLOAD FAILURE		1	1		6	6		7	7
MATERIAL FAILURE	1		1	4		4	5		5
FUEL STARVATION				2		2	2		2

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

LIST OF AIRCRAFT ACCIDENTS

FIXED-WING MULTI-ENGINE AIRCRAFT
TURBOPROP ENGINE-POWEREDU.S. GENERAL AVIATION
1979

(SORTED BY AIRCRAFT MAKE AND MODEL)

<u>FILE</u> <u>NUMBER</u>	<u>AIRCRAFT</u> <u>REGIST.</u>	<u>DATE</u>	<u>LOCATION</u>	<u>AIRCRAFT</u> <u>MAKE</u>	<u>MODEL</u>	<u>INJURY</u> <u>INDEX</u>
3 2019	N24BT	081379	CASTLE AFB, CA	ROCKWELL	IN 690A	NONE
3 3886	N57233	100179	COLUMBUS, OH	AERO	COMDR 690	NONE
3 2512	N713SP	100479	NALEXANDRIA, LA	AERO	COMDR 680W	MINOR
3 0964	N346V	013179	READING, PA	BEECH	C45	SERIOUS
3 0522	N521GP	012779	SPRINGFIELD, IL	BEECH	E18-S	NONE
3 0516	N9231	022179	PLAIN CITY, OH	BEECH	TC-45J	MINOR
3 0609	N8SL	021779	TULSA, OK	BEECH	C-45H	NONE
1 0003	N12VT	022479	MEMPHIS, TN	BEECH	3NM	MINOR
3 1081	N201GW	032379	CEDAR RAPIDS, IA	BEECH	E18S	FATAL
3 1028	N926T	071079	OMILIK, AK	BEECH	H18	NONE
3 0588	N88CR	011679	HOUSTON, TX	BEECH	C90	FATAL
3 0462	N724N	122279	NLEEVILLE, LA	BEECH	65-90	FATAL
3 2541	N332K	090379	LAREDO, TX	BEECH	65-90	NONE
3 2390	N5JR	042779	CHICAGO, IL	BEECH	65-A90	MINOR
3 1770	N8120	072879	NFRESNO, CA	BEECH	65-90	NONE
3 3041	N700S	122379	MONTEREY, CA	BEECH	65-90	NONE
3 3906	N6040M	080579	INDIANAPOLIS, IN	BEECH	C-90	FATAL
3 3532	N454SA	060979	CHICAGO, IL	BEECH	99	FATAL
3 3964	N983MA	111879	BANGOR, ME	BEECH	99	MINOR
3 3751	N26226	121279	LOS ANGELES, CA	CESSNA	441	NONE

LIST OF AIRCRAFT ACCIDENTS

FIXED-WING MULTI-ENGINE AIRCRAFT
TURBOPROP ENGINE-POWEREDU.S. GENERAL AVIATION
1979

(SORTED BY AIRCRAFT MAKE AND MODEL)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
3 1045	N906MW	061179	ST LOUIS,MO	DEHAVILLAND	DH 104	NONE
3 2477	N24RM	022779	CHEYENNE,WY	DEHAVILLAND	DHC-6	MINOR
3 2111	N851TB	012879	NANAKTUVUK PASS,AK	DEHAVILLAND	DHC-6	NONE
3 3088	N23BC	110579	TAU,AMER SAMOA	DEHAVILLAND	DHC-6	SERIOUS
3 3898	N8061V	120379	NNOME,AK	DEHAVND CAN	DHC-6	FATAL
3 3951	N68DE	053079	ROCKLAND,ME	DEHAVILLAND	DHC-6	FATAL
3 0894	N82298	042779	LODI,CA	PIPER	PA-31T	NONE
3 2487	N82282	042779	ELYRIA,OH	PIPER	PA-31T	FATAL
3 2872	N6123A	022379	BALTIMORE, MD	PIPER	PA-31T	FATAL
3 2718	N6192A	071279	EVELETH,MN	PIPER	PA-31T	NONE
3 3869	N444JW	120279	SAN ANGELO,TX	PIPER	PA-31T	NONE
3 0172	N14RJ	011579	MISSOULA,MT	HANDLY-PAGE	HP-137	NONE
3 0122	N5NW	012379	SEARCY,AR	MITSUBISHI	MU-2B	MINOR
3 0912	N222LR	061879	NEW ORLEANS,LA	MITSUBISHI	MU-2B	FATAL
3 0947	N312MA	052579	SACRAMENTO,CA	MITSUBISHI	MU2	NONE
3 0388	N251M	040979	GARDNER,KS	MITSUBISHI	MU-2B	NONE
3 3693	N200BR	122179	PROVO,UT	MITSUBISHI	MU-2B	FATAL
3 3668	N8730	110179	NASHVILLE,TN	MITSUBISHI	MU-2F	FATAL
3 2769	N208MA	080379	HAYS,KS	MITSUBISHI	MU-2B	FATAL
3 2276	N8550	101779	PIQUA,OH	MITSUBISHI	MU-2B	NONE

LIST OF AIRCRAFT ACCIDENTS
FIXED-WING MULTI-ENGINE AIRCRAFT
TURBOPROP ENGINE-POWERED

U.S. GENERAL AVIATION
 1979
 (SORTED BY AIRCRAFT MAKE AND MODEL)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 3244	N234MA	112679	NPOST OAK, TX	MITSUBISHI	MU-2B	FATAL
3 2479	N418SA	031079	MARINA DEL REY, CA	NORD-AVION	262	FATAL
3 1297	N345T	022679	HOUSTON, TX	SWEARINGEN	SA26AT	NONE
3 1696	N939WB	080679	MIDLAND, TX	SWEARINGEN	SA26AT	NONE
3 0190	N52LF	021279	BUTLER, PA	SWEARINGEN	SA26AT	NONE
3 0515	N211CC	022479	WEST CHICAGO, IL	SWEARINGEN	SA26T	NONE
3 1003	N1198S	020179	CRAIG, CO	SWEARINGEN	SA26T	NONE
3 2817	N711SA	070179	MINOT, ND	SWEARINGEN	SA26AT	NONE
3 3962	N65103	101979	PALO ALTO, CA	SWEARINGEN	SA26AT	FATAL
3 1140	N5654M	053179	SAN MARCOS, TX	SWEARINGEN	SA226	MINOR
3 0052	N160MA	011579	WISCONSIN RPDS, WI	SWEARINGEN	SA-226	NONE

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF FATAL AIRCRAFT ACCIDENTS

FIXED-WING MULTI-ENGINE AIRCRAFT

TURBOPROP ENGINE-POWERED

U.S. GENERAL AVIATION

1979

(SORTED BY AIRCRAFT MAKE AND MODEL)

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
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BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-1081	3/23/79 TIME - 2053	CEDAR RAPIDS, IA	BEECH E18S N201GW DAMAGE-DESTROYED	CR- 2 PX- 0	0 0 0 0	0 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D	AIRLINE TRANSPORT, AGE 37, 7257 TOTAL HOURS, 170 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CEDAR RAPIDS MUNI		DEPARTURE POINT CEDAR RAPIDS, IA		INTENDED DESTINATION SPRINGFIELD, IL		PHASE OF OPERATION		
TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE STALL MUSH						TAKEOFF RUN TAKEOFF INITIAL CLIMB		
PROBABLE CAUSE(S)								
PILOT IN COMMAND - EXERCISED POOR JUDGMENT								
PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL								
PILOT IN COMMAND - FAILED TO ABORT TAKEOFF								
FACTOR(S)								
PILOT IN COMMAND - PHYSICAL IMPAIRMENT								
MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT								
AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY								
AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY								
WEATHER - SNOW								
WEATHER - UNFAVORABLE WIND CONDITIONS								
MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE								
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON								
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT								
SKY CONDITION				CEILING AT ACCIDENT SITE				
OBSCURATION				500				
VISIBILITY AT ACCIDENT SITE				PRECIPITATION AT ACCIDENT SITE				
2 MILES OR LESS				SNOW				
OBSTRUCTIONS TO VISION AT ACCIDENT SITE				RELATIVE BEARING OF WIND				
FOG				HEAD WIND 338-022 DEGREES				
TEMPERATURE-F				WIND DIRECTION-DEGREES				
34				330				
WIND VELOCITY-KNOTS				TYPE OF WEATHER CONDITIONS				
22				IFR				
TYPE OF FLIGHT PLAN								
IFR								
FIRE AFTER IMPACT								
REMARKS- 2IN SLUSH & SNOW ON RWY. PLT BLOOD ALCOHOL LEVEL .035%.								

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0588	1/16/79 TIME - 0800	HOUSTON, TX	BEECH C90 N88CR DAMAGE-DESTROYED	CR- 1 1 0 PX- 0 1 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 46, 7389 TOTAL HOURS, 1442 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - ANDRAU AIRPARK				
		DEPARTURE POINT	INTENDED DESTINATION			
		HOUSTON, TX	LOCAL			
		TYPE OF ACCIDENT			PHASE OF OPERATION	
		ENGINE FAILURE OR MALFUNCTION			LANDING GO-AROUND	
		COLLISION WITH GROUND/WATER UNCONTROLLED			LANDING GO-AROUND	
PROBABLE CAUSE(S)						
POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS						
PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S)						
WEATHER - LOW CEILING						
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION			CEILING AT ACCIDENT SITE	
		OVERCAST			400	
		VISIBILITY AT ACCIDENT SITE			PRECIPITATION AT ACCIDENT SITE	
		1 MILE OR LESS			NONE	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE			TEMPERATURE-F	
		FDG			49	
		WIND DIRECTION-DEGREES			WIND VELOCITY-KNOTS	
		100			9	
		TYPE OF WEATHER CONDITIONS			TYPE OF FLIGHT PLAN	
		IFR			IFR	
		FIRE AFTER IMPACT				
REMARKS- WX AT AIRPORTS NEAR ANDRAU A/P 400 TO 600FT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-0462	12/22/79	NR.LEEVILLE,LA TIME - 0135	BEECH 65-90 N724N DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0			MISCELLANEOUS UNKNOWN/NOT REPORTED	COMMERCIAL, FL.INSTR., AGE 43, 2404 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
		DEPARTURE POINT HOUSTON,TX	INTENDED DESTINATION TAMPA,FL				PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT	
		TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT						
		PROBABLE CAUSE(S) PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT						
		FACTOR(S) PERSONNEL - WEATHER PERSONNEL INADEQUATE/INCORRECT WEATHER BRIEFING WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. AIRFRAME - FLIGHT CONTROL SURFACES HORIZONTAL STABILIZER, ATTACHMENTS AIRFRAME - WINGS SPARS MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST						
		SKY CONDITION OVERCAST					CEILING AT ACCIDENT SITE 5000	
		VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED)					PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE					TEMPERATURE-F 63	
		WIND DIRECTION-DEGREES 110					WIND VELOCITY-KNOTS 8	
		TYPE OF WEATHER CONDITIONS IFR					TYPE OF FLIGHT PLAN IFR	
3-3906	8/5/79	INDIANAPOLIS,IN TIME - 1750	BEECH C-90 N6040M DAMAGE-DESTROYED	CR- 0 1 0 PX- 1 0 1			NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 61, 12463 TOTAL HOURS, 30 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT CONCORDIA,KS	INTENDED DESTINATION INDIANAPOLIS,IN				PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING LANDING FINAL APPROACH	
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES						
		PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION						
		FACTOR(S) POWERPLANT - POWERPLANT-INSTRUMENTS FUEL QUANTITY GAUGE MISCELLANEOUS ACTS,CONDITIONS - ERRATIC COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PWR SCHEDULE PLT USED EXCEEDED MAX STRUCTURAL CRUISING SPD.INCREASED FUEL CONSPIN RATE 100LBS/HR.						

BRIEFS OF ACCIDENTS

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

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3898	12/3/79	NR.NOME,AK	DEHAVND CAN DHC-6 N8061V DAMAGE-DESTROYED	CR- 2 0 0 PX- 2 0 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 29, 3453 TOTAL HOURS, 731 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT		INTENDED DESTINATION		LAST ENROUTE STOP		
NOME,AK		RETURN		SHISHMAREF,AK		
TYPE OF ACCIDENT				PHASE OF OPERATION		
COLLISION WITH GROUND/WATER		CONTROLLED		IN FLIGHT NORMAL CRUISE		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS						
FACTOR(S)						
TERRAIN - SNOW-COVERED						
TERRAIN - HIGH OBSTRUCTIONS						
WEATHER - LOW CEILING						
WEATHER - SNOW						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
MISSING AIRCRAFT - LATER RECOVERED						
SKY CONDITION		CEILING AT ACCIDENT SITE				
OBSCURATION		1000				
VISIBILITY AT ACCIDENT SITE		PRECIPITATION AT ACCIDENT SITE				
1/2 MILE OR LESS		SNOW SHOWERS				
OBSTRUCTIONS TO VISION AT ACCIDENT SITE		WIND DIRECTION-DEGREES				
FOG		130				
WIND VELOCITY-KNOTS		TYPE OF WEATHER CONDITIONS				
12		UNKNOWN/NOT REPORTED				
TYPE OF FLIGHT PLAN						
SPECIAL VFR						
REMARKS- RCVY DATE 2/10/80.TELEWRITER TRANS WX FM NWS TO FSS OTS.SPEC OBS TAKEN 0829,TRANS TO PLT AFT TKOF.						
3-3951	5/30/79	ROCKLAND,ME	DEHAVILLAND DHC-6 N68DE DAMAGE-DESTROYED	CR- 2 0 0 PX- 15 1 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	COMMERCIAL, AGE 35, 5050 TOTAL HOURS, 604 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - KN0X COUNTY RGNL						
DEPARTURE POINT		INTENDED DESTINATION				
BOSTON,MA		ROCKLAND,ME				
TYPE OF ACCIDENT				PHASE OF OPERATION		
COLLISION WITH GROUND/WATER		CONTROLLED		LANDING FINAL APPROACH		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - IMPROPER IFR OPERATION						
FACTOR(S)						
PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE FLIGHT TRAINING-PROCEDURES						
PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL DEFICIENCY,COMPANY MAINTAINED EQPMT,SERVICES,REGULATION						
PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT						
PILOT IN COMMAND - PHYSICAL IMPAIRMENT						
MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE						
REMARKS- DSCNDD BLO MDA.INORDINATE MGMT PRESSURES.1ST OFF MRGL INSTRUMENT PROFICIENCY.CHRONIC FATIGUE,PIC.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-2487	4/27/79 TIME - 1150	ELYRIA, OH	PIPER PA-31T N82282 DAMAGE-DESTROYED	CR-	2	0	0	NONCOMMERCIAL PRACTICE	ATP, FLIGHT INSTR., AGE 44, 3510 TOTAL HOURS, 8 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LORAIN COUNTY			INTENDED DESTINATION		LAST ENROUTE STOP				
DEPARTURE POINT ELYRIA, OH			ELYRIA, OH		AKRON CANTON, OH				
TYPE OF ACCIDENT COLLISION WITH GROUND/WATER			UNCONTROLLED		PHASE OF OPERATION LANDING GO-AROUND				
PROBABLE CAUSE(S)									
PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT									
COPILOT - IMPROPER OPERATION OF FLIGHT CONTROLS									
COPILOT - MISUSED OR FAILED TO USE FLAPS									
FACTOR(S)									
PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT									
MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS									
REMARKS- WITNESSES DESCRIBED SE GO-AROUND, FLAPS DOWN, ENG WINDMILLING.									
3-2872	2/23/79 TIME - 1958	BALTIMORE, MD	PIPER PA-31T N6123A DAMAGE-DESTROYED	CR-	2	0	0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL. INSTR., AGE 46, 6522 TOTAL HOURS, 136 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BLT-WASH INTL			INTENDED DESTINATION		PHASE OF OPERATION				
DEPARTURE POINT LYNCHBURG, VA			BALTIMORE, MD		LANDING FINAL APPROACH				
TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES COLLISION WITH GROUND/WATER			UNCONTROLLED		LANDING FINAL APPROACH				
PROBABLE CAUSE(S)									
PILOT IN COMMAND - IMPROPER IFR OPERATION									
MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS									
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			200						
VISIBILITY AT ACCIDENT SITE			PRECIPITATION AT ACCIDENT SITE						
1/4 MILE OR LESS			DRIZZLE						
OBSTRUCTIONS TO VISION AT ACCIDENT SITE			TEMPERATURE-F						
FOG			40						
WIND DIRECTION-DEGREES			WIND VELOCITY-KNOTS						
70			7						
TYPE OF WEATHER CONDITIONS			TYPE OF FLIGHT PLAN						
BELOW MINIMUMS			IFR						
FIRE AFTER IMPACT									
REMARKS- HIT WIRES DRG APCH TO MARTIN ARPT, DIVERTED TO BWI TRAILING 1500FT OF WIRE.									

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-0912	6/18/79	NEW ORLEANS, LA	MITSUBISHI MU-2B N222LR DAMAGE-SUBSTANTIAL	CR- 0 0 1			NONCOMMERCIAL BUSINESS	COMMERCIAL, AGE 51, 6450 TOTAL HOURS, 450 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - LAKEFRONT DEPARTURE POINT DECATUR, ALA	INTENDED DESTINATION NEW ORLEANS, LA					
		TYPE OF ACCIDENT PROPELLER/ROTOR ACCIDENT TO PERSON					PHASE OF OPERATION STATIC IDLING ENGINE(S)	
		PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- URINE ALCOHOL 235 M/G PERCENT						
3-3693	12/21/79	PROVO, UT	MITSUBISHI MU-2B N200BR DAMAGE-DESTROYED	CR- 1 0 0			NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 47, 12833 TOTAL HOURS, 1785 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - PROVO MUNI DEPARTURE POINT DENVER, CO.	INTENDED DESTINATION PROVO, UT.					
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED					PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING	
		PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - IMPROPER IFR OPERATION PILOT IN COMMAND - MISJUDGED ALTITUDE FACTOR(S) WEATHER - RAIN MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION OVERCAST					CEILING AT ACCIDENT SITE 1500	
		VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED)					PRECIPITATION AT ACCIDENT SITE RAIN	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED					TEMPERATURE-F 37	
		WIND DIRECTION-DEGREES 330					WIND VELOCITY-KNOTS 6	
		TYPE OF WEATHER CONDITIONS IFR					TYPE OF FLIGHT PLAN IFR	
		REMARKS- RWY LGTS NOT ACTIVATED BY PLT. PLT CRCD EAST WHEN RWY NOT SITED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N			FLIGHT PURPOSE	PILOT DATA
3-3668	11/1/79 TIME - 2141	NASHVILLE, TN	MITSUBISHI MU-2F N8730 DAMAGE-DESTROYED	CR- 2 0 0 PX- 3 0 0	NONCOMMERCIAL CORP/EXEC		COMMERCIAL, AGE 24, 1498 TOTAL HOURS, 661 IN TYPE, INSTRUMENT RATED.	
		NAME OF AIRPORT - NASHVILLE METRO						
		DEPARTURE POINT CHATTANOOGA, TN		INTENDED DESTINATION NASHVILLE, TN				
		TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH WIRES/POLES		PHASE OF OPERATION LANDING FINAL APPROACH LANDING FINAL APPROACH				
PROBABLE CAUSE(S) COPILOT - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT								
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL DEFICIENCY, COMPANY MAINTAINED EOPMT, SERVICES, REGULATION MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT								
		SKY CONDITION CLEAR		CEILING AT ACCIDENT SITE UNLIMITED				
		VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS		PRECIPITATION AT ACCIDENT SITE NONE				
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE GROUND FOG		TYPE OF WEATHER CONDITIONS VFR				
		TYPE OF FLIGHT PLAN IFR						
		FIRE AFTER IMPACT						
REMARKS- PLTS SCHEDULED FOR 18-20 HR CREW TIME ROUTINELY. AUTO PLT FOUND ON, TRIM 10DEG NOSE DOWN.								
3-2769	8/3/79 TIME - 2125	HAYS, KS	MITSUBISHI MU-2B N208MA DAMAGE-DESTROYED	CR- 1 0 0 PX- 6 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP		COMMERCIAL, AGE 34, 2168 TOTAL HOURS, 140 IN TYPE, INSTRUMENT RATED.	
		NAME OF AIRPORT - HAYS MUNICIPAL						
		DEPARTURE POINT SALINA, KS		INTENDED DESTINATION DENVER, CO				
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL MUSH		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING GO-AROUND				
PROBABLE CAUSE(S) POWERPLANT - COMPRESSOR ASSEMBLY BEARING, ROTOR SHAFT MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT FIRE AFTER IMPACT								
REMARKS- FORWARD MAIN SHAFT BEARING, SN P61208, FAILED.								

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-3244	11/26/79	NR.POST OAK,TX TIME - 0555	MITSUBISHI MU-2B N234MA DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0			NONCOMMERCIAL BUSINESS	AIRLINE TRANSPORT, AGE 39, 11274 TOTAL HOURS, 1045 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT JACKSON,MS	INTENDED DESTINATION ARDMORE,OK			PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED						
		PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
		FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE						
		REMARKS- BLOOD ALCOHOL LVL-170MG PERCENT.NO SLEEP IN 48HRS.CRASHED ON AUTO-PLT HDG.HYPERACTIVE DOG ABD.						
3-2479	3/10/79	MARINA DEL REY,CA TIME - 1752	NORD-AVION 262 N418SA DAMAGE-DESTROYED	CR- 2 0 1 PX- 1 0 3			COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 43, 8500 TOTAL HOURS, 879 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - LOS ANGELES INTL DEPARTURE POINT LOS ANGELES,CA	INTENDED DESTINATION SANTA MARIA,CA			PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION DITCHING						
		PROBABLE CAUSE(S) POWERPLANT - PROPELLER SYSTEM OTHER PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES						
		FACTOR(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL OTHER 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- LEAK OR BREAK IN R ENG PROP PRESS LINE,AUTOFEATHERED.L ENG SHUT DOWN.RESTART INFO NOT IN MANUAL.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-3962	10/19/79	PALO ALTO, CA	SWEARINGEN SA26AT N65103	GR- 0	1	0	NONCOMMERCIAL	ATP, FLIGHT INSTR., AGE
	TIME - 2316		DAMAGE-DESTROYED	PX- 2	0	0	BUSINESS	33, 3331 TOTAL HOURS, 197
								IN TYPE, INSTRUMENT
								RATED.
		NAME OF AIRPORT - PALO ALTO						
		DEPARTURE POINT	INTENDED DESTINATION					
		BAKERSFIELD, CA	PALO ALTO, CA					
		TYPE OF ACCIDENT					PHASE OF OPERATION	
		BIRD STRIKE					LANDING LEVEL OFF/TOUCHDOWN	
		HARD LANDING					LANDING LEVEL OFF/TOUCHDOWN	
		PROBABLE CAUSE(S)						
		MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS						
		PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING						
		PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION						
		REMARKS- IFR CANCELLED, VFR LDG HARD, ABORTED LDG ROLL LEFT CRASHED INVERTED. L ENG BIRD INJECTION. 7 ACFT DMGD						

PART 3
FIXED-WING MULTI-ENGINE
AIRCRAFT
(RECIPROCATING)

Accidents, Rates
 Fixed-Wing Multi-Engine Aircraft
 (Reciprocating)
 U.S. General Aviation
 1970-1979

Years	Population Size	Hours Flown	Total Accidents	Total Accident Rate	Fatal Accidents	Fatal Accident Rate	Fatalities
1970	16,034	4,389,000	485	11.05	100	2.28	272
1971	15,529	4,110,000	432	10.51	97	2.36	289
1972	17,299	4,444,266	448	10.08	117	2.63	326
1973	18,708	5,014,000	451	8.99	127	2.53	335
1974	19,787	5,358,000	478	8.92	127	2.37	360
1975	20,297	5,251,000	410	7.81	110	2.09	266
1976	21,320	5,610,000	398	7.09	118	2.10	286
1977	23,204	6,048,000	422	6.98	95	1.57	254
1978	26,039	6,185,890	495	8.00	147	2.38	423
1979	27,731	7,013,023	444	6.33	130	1.85	333

ACCIDENTS, INJURIES
FIXED-WING MULTI-ENGINE AIRCRAFT
RECIPROCATING ENGINE-POWERED

U.S. GENERAL AVIATION
 1979

	INJURIES					TOTAL
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	
PILOT	121	38	25	266		450
COPILOT	20	3	1	34		58
DUAL STUDENT	3	1	2	12		18
CHECK PILOT		1	1	2		4
FLIGHT ENGINEER						
NAVIGATOR						
CABIN ATTENDANT				1		1
EXTRA CREW	1		1	2		4
PASSENGERS	182	51	51	372		656
TOTAL	327	94	81	689	ABOARD	1191
* OTHER AIRCRAFT	6			9		15
OTHER GROUND		2	5	2		9
GRAND TOTAL	333	96	86	700		1215

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INVOLVES 444 TOTAL ACCIDENTS
 INVOLVES 130 FATAL ACCIDENTS

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

CAUSE/FACTOR TABLE

FIXED-WING MULTI-ENGINE AIRCRAFT
RECIPROCATING ENGINE-POWERED

U.S. GENERAL AVIATION
1979

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 444 TOTAL ACCIDENTS
INVOLVES 130 FATAL ACCIDENTS

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BROAD CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*
PILOT	105 80.77	19 14.62	108 83.08	230 73.25	24 7.64	233 74.20	335 75.45	43 9.68	341 76.80
PERSONNEL	14 10.77	12 9.23	25 19.23	36 11.46	8 2.55	43 13.69	50 11.26	20 4.50	68 15.32
AIRFRAME	.00	1 .77	1 .77	1 .32	2 .64	3 .96	1 .23	3 .68	4 .90
LANDING GEAR	.00	.00	.00	33 10.51	4 1.27	37 11.78	33 7.43	4 .90	37 8.33
POWERPLANT	21 16.15	2 1.54	22 16.92	38 12.10	5 1.59	41 13.06	59 13.29	7 1.58	63 14.19
SYSTEMS	3 2.31	2 1.54	5 3.85	6 1.91	3 .96	9 2.87	9 2.03	5 1.13	14 3.15
INSTRUMENTS/EQUIPMENT & ACCESSORIES	1 .77	1 .77	2 1.54	.00	.00	.00	1 .23	1 .23	2 .45
ROTORCRAFT	.00	.00	.00	.00	.00	.00	.00	.00	.00
AIRPORT/AIRWAYS/FACILITIES	.00	2 1.54	2 1.54	1 .32	48 15.29	49 15.61	1 .23	50 11.26	51 11.49
WEATHER	2 1.54	59 45.38	60 46.15	2 .64	55 17.52	57 18.15	4 .90	114 25.68	117 26.35
TERRAIN	.00	12 9.23	12 9.23	.00	36 11.46	36 11.46	.00	48 10.81	48 10.81
MISCELLANEOUS	1 .77	2 1.54	3 2.31	10 3.18	2 .64	12 3.82	11 2.48	4 .90	15 3.38
UNDETERMINED	13 10.00	.00	13 10.00	15 4.78	.00	15 4.78	28 6.31	.00	28 6.31

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

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

CAUSE/FACTOR TABLE

FIXED-WING MULTI-ENGINE AIRCRAFT
RECIPROCATING ENGINE-POWERED

U.S. GENERAL AVIATION
1979

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 444 TOTAL ACCIDENTS

INVOLVES 130 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	4	1	5		1	1	4	2	6
ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL	3		3				3		3
BECAME LOST/DISORIENTED	4		4	1		1	5		5
CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS	11		11	2		2	13		13
CONTINUED INTO KNOWN AREA OF SEVERE TURBULENCE	2		2				2		2
DELAYED ACTION IN ABORTING TAKEOFF				6		6	6		6
DELAYED IN INITIATING GO-AROUND				5		5	5		5
DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT	1	1	2	1	3	4	2	4	6
EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT	1		1	1		1	2		2
FAILED TO EXTEND LANDING GEAR				10		10	10		10
FAILED TO RETRACT LANDING GEAR	1		1				1		1
RETRACTED GEAR PREMATURELY				2		2	2		2
INADVERTENTLY RETRACTED GEAR				6		6	6		6
FAILED TO SEE AND AVOID OTHER AIRCRAFT	9		9	5		5	14		14
FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS	1		1	7		7	8		8
FAILED TO OBTAIN/MAINTAIN FLYING SPEED	21		21	4		4	25		25
MISJUDGED, SPEED, ALTITUDE OR CLEARANCE	2		2				2		2
FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT		1	1	2		2	2	1	3
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC	7	2	9	7		7	14	2	16
IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS	2		2	9		9	11		11
IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS				10		10	10		10
IMPROPER OPERATION OF FLIGHT CONTROLS				1		1	1		1
PREMATURE LIFT OFF	1		1	1	1	2	2	1	3
IMPROPER LEVEL OFF				18		18	18		18
IMPROPER IFR OPERATION	23	1	24	13	1	14	36	2	38
IMPROPER IN-FLIGHT DECISIONS OR PLANNING	10	1	11	14	1	15	24	2	26
IMPROPER COMPENSATION FOR WIND CONDITIONS				7		7	7		7
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING	14	7	21	30	5	35	44	12	56
INADEQUATE SUPERVISION OF FLIGHT	1		1	7		7	8		8
LACK OF FAMILIARITY WITH AIRCRAFT		2	2	1	5	6	1	7	8
MISMANAGEMENT OF FUEL	3		3	29		29	32		32
EXERCISED POOR JUDGMENT	2		2	4		4	6		6
OPERATED CARELESSLY					2	2		2	2
SELECTED UNSUITABLE TERRAIN	1		1	22		22	23		23
TAXIED/ RAMPED WITHOUT PROPER ASSISTANCE				1		1	1		1
FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED				7		7	7		7
INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS	6		6	1		1	7		7
MISJUDGED DISTANCE, SPEED, AND ALTITUDE	1		1	1		1	2		2
MISJUDGED DISTANCE AND SPEED				15		15	15		15
MISJUDGED DISTANCE				1		1	1		1
MISJUDGED DISTANCE AND ALTITUDE				12		12	12		12
MISJUDGED ALTITUDE AND CLEARANCE	2		2	2		2	4		4
MISJUDGED ALTITUDE	1		1	1		1	2		2
MISJUDGED CLEARANCE	1		1	4		4	5		5
IMPROPER RECOVERY FROM BOUNCED LANDING				9		9	9		9
INCAPACITATION	1		1				1		1
PHYSICAL IMPAIRMENT	1	3	4		1	1	1	4	5
SPATIAL DISORIENTATION	18		18	1		1	19		19
MISUSED OR FAILED TO USE FLAPS					2	2		2	2
FAILED TO MAINTAIN DIRECTIONAL CONTROL				13		13	13		13
SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND				4	3	7	4	3	7
FAILED TO ABORT TAKEOFF	3		3	8		8	11		11
FAILED TO INITIATE GO-AROUND				9		9	9		9
DIRECT ENTRIES				2		2	2		2
SUBTOTAL	158	19	177	316	25	341	474	44	518
COPILOT									
LACK OF FAMILIARITY WITH AIRCRAFT					1	1		1	1

CAUSE/FACTOR TABLE

MISJUDGED CLEARANCE (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
MISJUDGED CLEARANCE				1		1	1		1
SUBTOTAL				1	1	2	1	1	2
DUAL STUDENT									
FAILED TO EXTEND LANDING GEAR				1		1	1		1
INADVERTENTLY RETRACTED GEAR				1		1	1		1
FAILED TO OBTAIN/MAINTAIN FLYING SPEED	1		1				1		1
IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS				1		1	1		1
IMPROPER COMPENSATION FOR WIND CONDITIONS				1		1	1		1
SPONTANEOUS-IMPROPER ACTION				1		1	1		1
SUBTOTAL	1		1	5		5	6		6
CHECK PILOT									
FAILED TO SEE OTHER AIRCRAFT	1		1				1		1
EXERCISED POOR JUDGEMENT					1	1		1	1
SUBTOTAL	1		1		1	1	1	1	2
** PERSONNEL **									
RULES, REGULATIONS, STANDARDS PERSONNEL		3	3					3	3
FLIGHT INSTRUCTOR									
MAINTENANCE, SERVICING, INSPECTION									
IMPROPER MAINTENANCE(MAINTENANCE PERSONNEL)	3		3	5	1	6	8	1	9
IMPROPER MAINTENANCE(OWNER PERSONNEL)	2		2				2		2
INADEQUATE INSPECTION OF AIRCRAFT(MAINTENANCE PERSONNEL)	1	1	2	1	1	2	2	2	4
INADEQUATE MAINTENANCE AND INSPECTION	3	4	7	14	2	16	17	6	23
OPERATIONAL SUPERVISORY PERSONNEL									
INADEQUATE FLIGHT TRAINING-PROCEDURES		2	2		1	1		3	3
INADEQUATE GROUND TRAINING-PROCEDURES		2	2					2	2
INADEQUATE SUPERVISION OF FLIGHT CREW		1	1					1	1
INADEQUATE SUPERVISION/TRAINING OF RAMP CREWS	1		1				1		1
FAILURE TO PROVIDE ADEQ DIRECTIVES, MANUALS, EQUIPMENT					1	1		1	1
DEFICIENCY, COMPANY MAINTAINED EOMT, SERV, REGULATIONS		2	2	1		1	1	2	3
WEATHER PERSONNEL									
INCORRECT WEATHER FORECAST				1		1	1		1
TRAFFIC CONTROL PERSONNEL									
ISSUED IMPROPER OR CONFLICTING INSTRUCTIONS	1	1	2				1	1	2
FAILURE TO PROPERLY IDENTIFY AIRCRAFT ON RADAR		1	1					1	1
AIRPORT SUPERVISORY PERSONNEL									
FAILURE TO NOTIFY OF UNSAFE COND/AND OR FAILURE TO MARK				1		1	1		1
IMPROPER/INADEQUATE SNOW REMOVAL					1	1		1	1
AIRWAYS FACILITIES PERSONNEL									
OTHER		1	1					1	1
PRODUCTION-DESIGN-PERSONNEL									
MISCELLANEOUS-PERSONNEL									
PILOT OF OTHER AIRCRAFT	7		7	8		8	15		15
GROUND CREWMAN				1		1	1		1
PASSENGER					1	1		1	1
DRIVER OF VEHICLE				5		5	5		5
THIRD PILOT									
FLIGHT ENGINEER									
FLIGHT PERSONNEL									
DISPATCHING (AIR CARRIER ONLY)									
SUBTOTAL	18	18	36	37	8	45	55	26	81
** AIRFRAME **									
WINGS									
SPARS		1	1					1	1
RIBS, STRINGERS, CAP STRIPS				1		1	1		1
SKIN AND ATTACHMENTS					1	1		1	1
FUSELAGE									
DOORS, DOOR FRAMES					1	1		1	1
LANDING GEAR									
MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC				3		3	3		3
NORMAL RETRACTION/EXTENSION ASSEMBLY				15	1	16	15	1	16
EMERGENCY/EXTENSION ASSEMBLY				2		2	2		2
NOSEWHEEL ASSEMBLIES				2		2	2		2
BRAKING SYSTEM (NORMAL)				6		6	6		6
LANDING GEAR WARNING AND INDICATING COMPONENTS					3	3		3	3
GEAR LOCKING MECHANISM				5		5	5		5
SWITCHES, LEVERS, CRANKING MECHANISM, ETC				1		1	1		1

CAUSE/FACTOR TABLE

AIRFRAME (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
NOSEWHEEL STEERING				1		1	1		1
FLIGHT CONTROL SURFACES									
SUBTOTAL		1	1	36	6	42	36	7	43
** POWERPLANT **									
ENGINE STRUCTURE									
CRANKCASE	1		1				1		1
CRANKSHAFT				1		1	1		1
MASTER AND CONNECTING RODS	2		2				2		2
CYLINDER ASSEMBLY				1		1	1		1
PISTON, PISTON RINGS	2		2	1		1	3		3
VALVE ASSEMBLIES	1		1				1		1
IGNITION SYSTEM									
MAGNETOES					1	1		1	1
SPARK PLUG				1	1	2	1	1	2
FUEL SYSTEM									
LINES AND FITTINGS				4		4	4		4
CARBURETOR	1		1				1		1
PUMPS				1		1	1		1
FUEL INJECTION SYSTEM				2		2	2		2
RAM AIR ASSEMBLY	1		1	2		2	3		3
LUBRICATING SYSTEM									
LINES, HOSES, FITTINGS	1	1	2				1	1	2
OIL COOLERS				1		1	1		1
COOLING SYSTEM									
PROPELLER AND ACCESSORIES									
BLADES				1		1	1		1
GOVERNORS		1	1	1		1	1	1	2
OTHER	1		1				1		1
EXHAUST SYSTEM									
MANIFOLDS				2		2	2		2
STACKS	1		1	1		1	2		2
EXTERNAL SUPERCHARGER	1		1				1		1
OTHER				1		1	1		1
ENGINE ACCESSORIES									
ENGINE CONTROLS									
THROTTLE-POWER LEVER ASSEMBLIES				1		1	1		1
POWERPLANT-INSTRUMENTS									
FUEL QUANTITY GAUGE					3	3		3	3
MISCELLANEOUS									
POWERPLANT FAILURE FOR UNDETERMINED REASONS	10		10	19		19	29		29
DETONATION				2		2	2		2
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	22	2	24	42	5	47	64	7	71
** SYSTEMS **									
ELECTRICAL SYSTEM									
BATTERIES				1		1	1		1
REGULATOR				1		1	1		1
SWITCHES					1	1		1	1
PROTECTIVE DEVICES					1	1		1	1
HYDRAULIC SYSTEM									
HYDRAULIC PUMPS	1		1	1		1	2		2

CAUSE/FACTOR TABLE

SYSTEMS (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
SEALS				1		1	1		1
RELIEF VALVE				1		1	1		1
FLIGHT CONTROL SYSTEMS									
ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM	1		1				1		1
RUDDER AND RUDDER TAB CONTROL SYSTEM				1		1	1		1
WING FLAP CONTROL SYSTEM (ELECTRICAL)		1	1					1	1
ANTI-ICING, DE-ICING SYSTEMS									
EMPENNAGE ANTI-ICING, DE-ICING SYSTEMS				1		1	1		1
OTHER		1	1					1	1
AIR CONDITION, HEATING AND PRESSURIZATION									
OTHER	1		1				1		1
AUTO PILOT									
FIRE WARNING SYSTEM									
POWERPLANT					1	1		1	1
FIRE EXTINGUISHER SYSTEM									
OXYGEN SYSTEM									
OTHER SYSTEMS									
SUBTOTAL	3	2	5	7	3	10	10	5	15
** INSTRUMENTS/EQUIPMENT AND ACCESSORIES **									
FLIGHT AND NAVIGATION INSTRUMENTS									
FLUXGATE COMPASS	1		1				1		1
COMMUNICATIONS AND NAVIGATION EQUIPMENT									
LORAN RECEIVER		1	1					1	1
OTHER		1	1					1	1
MISCELLANEOUS EQUIPMENT									
SUBTOTAL	1	2	3				1	2	3
** AIRPORTS/AIRWAYS/FACILITIES **									
AIRPORT FACILITIES									
RUNWAY LIGHTING					3	3		3	3
RAMP FACILITIES					1	1		1	1
AIRPORT CONDITIONS									
WET RUNWAY					9	9		9	9
ICE/SLUSH ON RUNWAY					5	5		5	5
SNOW ON RUNWAY					11	11		11	11
SNOW WINDROWS					6	6		6	6
SOFT SHOULDERS (RUNWAY)					2	2		2	2
HIGH VEGETATION				1		1	1		1
HIDDEN HAZARD				1	3	4	1	3	4
POORLY MAINTAINED RUNWAY SURFACE					2	2		2	2
SOFT RUNWAY					5	5		5	5
WET RAMP/TAXIWAY					1	1		1	1
OTHER					6	6		6	6
AIRWAYS FACILITIES									
H FACILITY		1	1					1	1
OTHER		1	1					1	1
SUBTOTAL		2	2	2	54	56	2	56	58
** WEATHER **									
LOW CEILING		41	41		14	14		55	55
RAIN		7	7		8	8		15	15
FOG		33	33		14	14		47	47
SNOW		6	6		8	8		14	14
ICING CONDITIONS—INCLUDES SLEET, FREEZING RAIN, ETC		5	5		7	7		12	12
CONDITIONS CONDUCIVE TO CARB/INDUCTION SYSTEM ICING		2	2		4	4		6	6
UNFAVORABLE WIND CONDITIONS				1	15	16	1	15	16
WIND SHEAR		2	2					2	2
SUDDEN WINDSHIFT					2	2		2	2
TURBULENCE ASSOCIATED WITH CLOUDS AND/OR THUNDERSTORMS		3	3	1		1	1	3	4
DOWNDRAFTS, UPDRAFTS	1	2	3	1	2	3	2	4	6
TORNADO	1		1				1		1
HIGH TEMPERATURE		1	1					1	1
OBSTRUCTIONS TO VISION					1	1		1	1
HIGH DENSITY ALTITUDE		4	4		4	4		8	8
THUNDERSTORM ACTIVITY		5	5					5	5
OTHER					1	1		1	1
SUBTOTAL	2	111	113	3	80	83	5	191	196
** TERRAIN **									

CAUSE/FACTOR TABLE

TERRAIN (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
WET, SOFT GROUND					8	8		8	8
SNOW-COVERED					2	2		2	2
HIGH VEGETATION		1	1		2	2		3	3
HIDDEN OBSTRUCTIONS					1	1		1	1
ROUGH/UNEVEN		2	2		11	11		13	13
HIGH OBSTRUCTIONS		9	9		12	12		21	21
SANDY					1	1		1	1
OTHER					1	1		1	1
SUBTOTAL		12	12		38	38		50	50

** MISCELLANEOUS **

FOREIGN OBJECT DAMAGE				1		1	1		1
SMOKE IN COCKPIT		1	1	1	2	3	1	3	4
FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS		1	1	1		1	1	1	2
UNDETERMINED	13		13	15		15	28		28
BIRD COLLISION				1		1	1		1
VORTEX TURBULENCE				3		3	3		3
ANIMAL(S) ON RUNWAY/TAXIWAY/RAMP				1		1	1		1
EVASIVE MANEUVER TO AVOID COLLISION	1		1	1		1	2		2
DIRECT ENTRIES				1		1	1		1
SUBTOTAL	14	2	16	25	2	27	39	4	43
GRAND TOTAL	220	171	391	474	223	697	694	394	1088

** MISCELLANEOUS ACTS, CONDITIONS **

FIRE OF UNDETERMINED ORIGIN					1	1		1	1
UNAPPROVED MODIFICATION					1	1		1	1
PREVIOUS DAMAGE				1		1	1		1
LEAK/LEAKAGE	2	2	4	4		4	6	2	8
CIRCUIT BREAKER POPPED					2	2		2	2
LOW COMPRESSION		1	1					1	1
RUNWAY CLOSED					1	1		1	1
DOWNWIND					7	7		7	7
CARBON DEPOSITS					1	1		1	1
LANDED IN CONSTRUCTION AREA					1	1		1	1
UNDER TORQUED	1		1	1		1	2		2
LOOSE, PART/FITTING				1		1	1		1
BENT				1		1	1		1
BINDING				1	1	2	1	1	2
CHAFFED		1	1					1	1
COLLAPSED	1		1				1		1
DETERIORATED				2		2	2		2
DISCONNECTED				3		3	3		3
ELONGATED				1		1	1		1
EXCESSIVE-WEAR/PLAY				1		1	1		1
ERRATIC		1	1		2	2		3	3
FRAYED				1		1	1		1
IMPROPERLY INSTALLED	1		1	3		3	4		4
JAMMED				2		2	2		2
OBSTRUCTED				3		3	3		3
OVERHEATED	1		1	2		2	3		3
EXCESSIVE PRESSURE				1		1	1		1
PRESSURE TOO LOW				2		2	2		2
PRESSURE, NONE				1		1	1		1
WARPED				1		1	1		1
ICE-INDUCTION	1		1	1		1	2		2
INTENTIONAL GROUND-WATER LOOP-SWERVE					2	2		2	2
INTENTIONAL WHEELS UP		1	1	8	3	11	8	4	12
RAN OFF END OF RUNWAY					17	17		17	17
ANTI-ICING/DEICING EQUIP-IMPROPER OPER. OF/FAILED TO USE	2		2	6		6	8		8
CHECKLIST-FAILED TO USE					1	1		1	1
CREW COORDINATION-POOR					1	1		1	1
DISREGARD OF GOOD OPERATING PRACTICE	1		1				1		1
IMPROPER EMERGENCY PROCEDURES	4		4	6	1	7	10	1	11
FEATHERED WRONG ENGINE				2		2	2		2
GUST LOCKS ENGAGED					1	1		1	1
INSTRUMENTS-MISREAD OR FAILED TO READ				1		1	1		1
NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA				1	3	4	1	3	4
UNWARRANTED LOW FLYING	1	1	2	2		2	3	1	4
FAILED TO USE ALL AVAILABLE RUNWAY					1	1		1	1
INATTENTIVE TO FUEL SUPPLY				4	1	5	4	1	5
POORLY PLANNED APPROACH		1	1					1	1

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
MISCALCULATED FUEL CONSUMPTION				6		6	6		6
STOLEN OR UNAUTHORIZED USE OF AIRCRAFT		4	4		4	4		8	8
LANDED ON FOAMED RUNWAY					1	1		1	1
COMMUNICATIONS FAILURE		1	1					1	1
ELECTRICAL FAILURE		1	1		1	1		2	2
ENGINE LOADED UP				1		1	1		1
FATIGUE FRACTURE	3		3	3		3	6		6
FUEL GRADE-IMPROPER	1		1				1		1
HYDRAULIC FAILURE				2		2	2		2
WINDSHIELD, DIRTY, FOGGY, ETC-RESTRICTED VISION				1	2	3	1	2	3
WRONG PART	1		1				1		1
IMPROPER ALIGNMENT/ADJUSTMENT				4	3	7	4	3	7
FAILURE OF TWO OR MORE ENGINES		1	1	1	13	14	1	14	15
SEPARATION IN FLIGHT		2	2					2	2
FIRE IN CABIN/ COCKPIT/ BAGGAGE COMPARTMENT				1	1	2	1	1	2
FIRE IN ENGINE	1	2	3	2	4	6	3	6	9
FIRE IN BRAKES/ WHEEL ASSEMBLY/ WHEEL WELL	1		1				1		1
CORRODED/CORROSION	1		1	2	1	3	3	1	4
INCORRECT TRIM SETTING	1	2	3		1	1	1	3	4
CARGO SHIFTED	2		2				2		2
PILOT FATIGUE	1	3	4		3	3	1	6	7
FUEL EXHAUSTION	4		4	17		17	21		21
FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL		1	1					1	1
PILOT SUFFERED HEART ATTACK	1		1				1		1
ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT		2	2					2	2
ICE-CARBURETOR	1		1	4		4	5		5
AIRFRAME ICE	3	1	4	2	2	4	5	3	8
ICE-WINDSHIELD		1	1	1	4	5	1	5	6
IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG	4	3	7	4	1	5	8	4	12
SUNGLARE		1	1	1	1	2	1	2	3
LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM	2		2		1	1	2	1	3
OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM	1		1	2		2	3		3
OIL CONTAMINATION				1		1	1		1
SIMULATED CONDITIONS					2	2		2	2
WATER IN FUEL	1	1	2	1		1	2	1	3
AIRCRAFT CAME TO REST IN WATER		9	9		7	7		16	16
FROZEN, MOISTURE		1	1					1	1
MISSING		1	1	3		3	3	1	4
TOUCH AND GO LANDING		1	1		4	4		5	5
HYDROPLANING ON WET RUNWAY					4	4		4	4
OVERLOAD FAILURE					35	35		36	36
MATERIAL FAILURE	5	1	1	23	3	26	28	3	31
FUEL STARVATION	2		2	14		14	16		16
IMPROPER CLEARANCE-TOLERANCE	1		1				1		1

DIRECT ENTRY CAUSES

PILOT-FAILED TO MAINTAIN ADEQUATE SEPARATION
 PILOT-FAILED TO MAINTAIN ADEQUATE SEPARATION
 MISC-FUEL STARVATION FOR UNDRMD RSN.

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

LIST OF AIRCRAFT ACCIDENTS
 FIXED-WING MULTI-ENGINE AIRCRAFT
 RECIPROCATING ENGINE-POWERED
 U.S. GENERAL AVIATION
 1979
 (SORTED BY AIRCRAFT MAKE AND MODEL)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
3 4013	N6194X	122279	NSANTA FE,NM	ROCKWELL	500B	FATAL
3 0158	N2684B	011879	OKLAHOMA CITY,OK	AERO COMDR	560	FATAL
3 0175	N6156X	022779	ANNAPOLIS,CA	AERO COMDR	500B	NONE
3 0191	N438G	011579	NCLEWISTON,FL	AERO COMDR	560E	SERIOUS
3 0536	N4178B	030479	NEW ORLEANS,LA	AERO COMM	520	MINOR
3 1247	N113RH	021679	SARASOTA,FL	AERO COMDR	520	NONE
3 2167	N2748B	072179	PAVILION,NY	AERO COMDR	560A	FATAL
3 2110	N846VK	051379	EMMONGUK,AK	ROCKWELL IN	500	NONE
3 2839	N3836C	051779	NTREASURE CAY,BAHM	AERO COMDR	500	NONE
3 2835	N4111P	101779	SAN FRANCISCO,CA	AERO COMDR	500	NONE
3 3140	N3815C	100479	MISSING AIRCRAFT	AERO COMDR	500	FATAL
3 3615	N814V	110379	TUCSON,AZ	AERO COMDR	560	NONE
3 0139	N6872S	012079	DENDELTON,OR	AERO COMDR	680E	SERIOUS
3 0194	N2177M	011179	EL RENO,OK	AERO COMDR	680FP	FATAL
3 1831	N783EF	052979	PHOENIX,AZ	AERO COMDR	680-FL	SERIOUS
3 3785	N12FF	090379	WILLISTON,FL	ROCKWELL	560F	NONE
3 3790	N5MZ	102379	NCLEWISTON,FL	AERO COMDR	680	NONE
3 3849	N5003E	082379	REXVILLE,NY	AERO COMDR	680FL	FATAL
3 3798	N6822S	093079	NSUWANNEE,FL	ROCKWELL	680	NONE
3 3967	N291NC	071979	NNORTHGLENN,CO	AERO COMDR	680FL	NONE

LIST OF AIRCRAFT ACCIDENTS
FIXED-WING MULTI-ENGINE AIRCRAFT
RECIPROCATING ENGINE-POWERED

U.S. GENERAL AVIATION
1979
(SORTED BY AIRCRAFT MAKE AND MODEL)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	AIRCRAFT MODEL -----	INJURY INDEX -----
3 2776	N1040E	070879	NCASA GRANDE,AZ	FAIRCHILD	C119L	FATAL
3 0150	N215W	012479	CHICAGO,IL	BEECH	B-18	MINOR
3 1013	N3787B	051179	BEAVER FALLS,PA	BEECH	18S	NONE
3 0014	N76LA	010379	NFT LAUDERDALE,FL	BEECH	E-18S	NONE
3 0058	N104KC	010479	SACRAMENTO,CA	BEECH	G18S	FATAL
3 0275	N80W	011679	NKENANSVILLE,FL	BEECH	D-18S	FATAL
3 0543	N1431T	030879	ST LOUIS,MO	BEECH	E18S	MINOR
3 0565	N4213	041679	MOLOKAI,HI	BEECH	D-18	NONE
3 0492	N617M	041079	NORTH JACKSON,OH	BEECH	E18S	MINOR
3 0653	N338A	041979	NORTH JACKSON,OH	BEECH	TC-45J	NONE
3 0854	N711TL	022779	INDIANAPOLIS,IN	BEECH	E18S	SERIOUS
3 0849	N1234G	040379	CHICAGO,IL	BEECH	E18S	MINOR
3 1088	N149PA	040479	NEWBURG,NY	BEECH	E-18	SERIOUS
3 1079	N966YH	051179	SAN JUAN,PR	BEECH	G18S	NONE
3 1155	N4442	040279	MISSING AIRCRAFT	BEECH	E18S	FATAL
3 1532	N6495D	041879	FIRESTONE,CO	BEECH	C45H	NONE
3 1956	N80204	031579	LOUISVILLE,KY	BEECH	D-18S	NONE
3 2037	N1812D	052579	CHARLESTON,WV	BEECH	D-18	FATAL
3 2044	N8067H	092079	NKAILUA-KONA,HI	BEECH	C-45H	NONE
3 1863	N135W	012579	PITTSBURGH,PA	BEECH	H18	NONE

LIST OF AIRCRAFT ACCIDENTS
FIXED-WING MULTI-ENGINE AIRCRAFT
RECIPROCATING ENGINE-POWERED

U.S. GENERAL AVIATION
1979
(SORTED BY AIRCRAFT MAKE AND MODEL)

<u>FILE</u> <u>NUMBER</u>	<u>AIRCRAFT</u> <u>REGIST.</u>	<u>DATE</u>	<u>LOCATION</u>	<u>AIRCRAFT</u> <u>MAKE</u>	<u>MODEL</u>	<u>INJURY</u> <u>INDEX</u>
3 2395	N76LA	062379	NHOMESTEAD, FL	BEECH	18	NONE
3 2282	N136C	071179	DAYTON, OH	BEECH	E-18S	SERIOUS
3 2489	N438A	050979	NBURTON, OH	BEECH	E18S	FATAL
3 2833	N8611A	111479	CORONA, CA	BEECH	D18S	MINOR
3 2689	N62B	071379	NSAN JUAN, PR	BEECH	E18S	NONE
3 2970	N145DC	110479	PACIFIC OCEAN	BEECH	C-45H	FATAL
3 2966	N281M	062979	SLATINGTON, PA	BEECH	C45H	MINOR
3 2936	N24K	101979	COVINGTON, KY	BEECH	H18S	NONE
3 3103	N646B	092879	SUMTER, SC	BEECH	D18S	NONE
3 3125	N3785B	072579	FT WOOD, MO	BEECH	E18S	NONE
3 3232	N847U	030979	NCLINTONVILLE, WI	BEECH	G18S	NONE
3 3196	N516PA	092379	MIRAMAR, FL	BEECH	D18S	FATAL
3 3468	N198B	122279	ORLANDO, FL	BEECH	E18S	FATAL
3 3746	N471CM	121679	LAVERNE, CA	BEECH	E18S	NONE
3 3902	N705M	091979	SUFFIELD, CT	BEECH	E18S	FATAL
3 3909	N600NA	091579	HASTINGS, MI	BEECH	C-45H	FATAL
3 3952	N477GM	102579	KOTZEBUE, AK	BEECH	E18S	NONE
3 0035	N4376D	020979	FREDERICK, OK	BEECH	E50	NONE
3 2778	N16MM	050579	NJULIAN, CA	BEECH	D-50	FATAL
3 3112	N1706	111979	MISSING AIRCRAFT	BEECH	D50B	FATAL

LIST OF AIRCRAFT ACCIDENTS

FIXED-WING MULTI-ENGINE AIRCRAFT
RECIPROCATING ENGINE-POWEREDU.S. GENERAL AVIATION
1979

(SORTED BY AIRCRAFT MAKE AND MODEL)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
-----	-----	----	-----	----	-----	-----
3 0291	N10QH	031179	NNEW ORLEANS, LA	BEECH	65-A80	FATAL
3 0415	N465L	011479	NSOUTH BAY, FL	BEECH	65	NONE
3 0528	N707E	013179	BELLE GLADE, FL	BEECH	65	NONE
3 0745	N179SB	050179	WALDRON, AR	BEECH	65	NONE
3 1044	N70GC	031979	NARCADIA, FL	BEECH	65	FATAL
3 1684	N707ED	061179	NSEMINOLE, TX	BEECH	65-88	NONE
3 1666	N111WP	061379	NPRESTON, GA	BEECH	65	FATAL
3 2478	N777AE	030179	GULFPORT, MS	BEECH	BE-70	FATAL
3 2576	N72DR	052779	BOCA RATON, FL	BEECH	65	FATAL
3 2871	N723Q	032979	WHEELING, IL	BEECH	65-80	FATAL
3 2848	N1590S	100579	PRINCEVILLE, HI	BEECH	65-80	NONE
3 3493	N154F	121679	NLEXINGTON, KY	BEECH	A65	FATAL
3 0014	N12WF	010379	NFT LAUDERDALE, FL	BEECH	58	NONE
3 0128	N4101S	011679	AMERY, WI	BEECHCRAFT	B58	NONE
3 0294	N44DC	030979	VISALIA, CA	BEECH	D55	NONE
3 0208	N1866L	011079	FAYETTEVILLE, AR	BEECH	95-B55	FATAL
3 0258	N4199S	030579	FORT SMITH, AR	BEECH	58	NONE
3 0199	N1861L	013179	WINDSOR LOCKS, CT	BEECH	B55	NONE
3 0398	N15BB	020779	BEAVER FALLS, PA	BEECH	58	NONE
3 0559	N8126R	032179	JARRELL, TX	BEECH	95-B55	FATAL

LIST OF AIRCRAFT ACCIDENTS

FIXED-WING MULTI-ENGINE AIRCRAFT
RECIPROCATING ENGINE-POWEREDU.S. GENERAL AVIATION
1979

(SORTED BY AIRCRAFT MAKE AND MODEL)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
-----	-----	----	-----	-----	-----	-----
3 0581	N6032F	011279	NACUFF, TX	BEECH	95-B55	FATAL
3 0542	N4494A	022879	CHESTERFIELD, MO	BEECH	58	SERIOUS
3 0726	N31BW	022079	AUGUSTA, GA	BEECH	B58	NONE
3 0744	N644SE	030379	NELKO, NV	BEECH	95	FATAL
3 1010	N2055K	022679	NGREENVILLE, MS	BEECH	58	FATAL
3 1010	N500MG	022679	NGREENVILLE, MS	BEECH	95A55	FATAL
3 0851	N13Q	031479	KEARNEYSVILLE, WV	BEECH	B55	NONE
3 0913	N17574	022479	ONEONTA, NY	BEECH	58	SERIOUS
3 0847	N45235	052579	FRASER, MI	BEECH	55	MINOR
3 1094	N20SB	041579	NBOCA RATON, FL	BEECH	58	FATAL
3 1107	N255M	033079	WICKENBURG, AZ	BEECH	55	NONE
3 1119	N8599M	060479	MULESHOE, TX	BEECH	95-A55	NONE
3 1459	N4786M	011679	WILMINGTON, DE	BEECH	58	MINOR
3 1384	N6288V	071879	TROY, MI	BEECH	D-55	NONE
3 1673	N99RJ	070579	HOWEY, FL	BEECH	B-55	NONE
3 1734	N2320A	070579	CINCINNATI, OH	BEECH	95-B55	NONE
3 1733	N5740V	072579	CLEVELAND, OH	BEECH	95-C55	NONE
3 1573	N2018T	061579	KEYSVILLE, VA	BEECH	58	NONE
3 1923	N974E	061879	MONTICELLO, NY	BEECH	BE55	NONE
3 2053	N4466W	081279	MESA, AZ	BEECH	E55	NONE

LIST OF AIRCRAFT ACCIDENTS

FIXED-WING MULTI-ENGINE AIRCRAFT
RECIPROCATING ENGINE-POWEREDU.S. GENERAL AVIATION
1979

(SORTED BY AIRCRAFT MAKE AND MODEL)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
-----	-----	-----	-----	-----	-----	-----
3 2251	N30LB	041279	LANSING, IL	BEECH	58	NONE
3 2572	N2032C	060679	LEESBURG, FL	BEECH	95	FATAL
3 2554	N8443N	092779	DALLAS, TX	BEECH	D55	NONE
3 2573	N3740Q	040279	DAVIE, FL	BEECH	D95A	FATAL
3 2583	N1414G	062479	OPA LOCKA, FL	BEECH	B95A	NONE
3 2617	N6220V	081579	SANDPOINT, ID	BEECH	95-B55	NONE
3 2691	N7115N	101579	MIDDLETON, WI	BEECH	56TC	MINOR
3 2827	N1304Z	111479	LIVERMORE, CA	BEECH	95-55	NONE
3 2922	N2155L	122379	HOUSTON, TX	BEECH	95-55	NONE
3 2928	N910TL	121779	ANGLETON, TX	BEECH	95-A55	NONE
3 3078	N72571	041279	HOWEY IN HILLS, FL	BEECH	56TC	FATAL
3 3191	N9466S	102579	NFORDYCE, AR	BEECH	C55	FATAL
3 3458	N77PW	110879	WASHINGTON, DC	BEECH	95-55	NONE
3 3264	N4422W	082479	KINROSS, MI	BEECH	95-B55	FATAL
3 3632	N911FP	121779	HUNTSVILLE, AL	BEECH	58	NONE
3 3599	N6094S	102779	READING, PA	BEECH	58	NONE
3 3692	N868AF	083079	MIDDLETOWN, PA	BEECH	58	FATAL
3 3780	N98SC	111179	MIAMI, FL	BEECH	58	NONE
3 3782	N8GS	121679	NFT PIERCE, FL	BEECH	95-B55	NONE
3 3784	N22HT	080979	TALLAHASSEE, FL	BEECH	E55	NONE

LIST OF AIRCRAFT ACCIDENTS

FIXED-WING MULTI-ENGINE AIRCRAFT
RECIPROCATING ENGINE-POWEREDU.S. GENERAL AVIATION
1979

(SORTED BY AIRCRAFT MAKE AND MODEL)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 3700	N6DM	122379	ROCK SPRINGS,WY	BEECH	B95A	MINOR
3 3774	N782CM	091579	TAMPA,FL	BEECH	56TC	NONE
3 3732	N1040T	120279	PHOENIX,AZ	BEECH	95-A55	NONE
3 3690	N66839	112579	NATLANTA,GA	BEECH	58	NONE
3 3845	N7347R	111479	KANSAS CITY,MO	BEECH	58	NONE
3 3834	N2781Y	120379	LEAWOOD,KS	BEECH	B-95	SERIOUS
3 3913	N105AC	080979	FLUSHING,NY	BEECH	D55	FATAL
3 3989	N2058X	122179	TAYLORVILLE,IL	BEECH	B58	FATAL
3 0142	N23522	010279	INDIANAPOLIS,IN	BEECH	B-60	NONE
3 0121	N24188	011979	RUSTON,LA	BEECH	B60	NONE
3 3437	N156WC	121179	SALT LAKE CITY,UT	BEECH	60	NONE
3 3744	N1873S	121879	FRESNO,CA	BEECH	60	NONE
3 3827	N4762M	103079	MONTEZUMA,GA	BEECH	60	NONE
3 3883	N461P	070179	NBELLE GLADE,FL	BEECH	A60	MINOR
3 3993	N6030S	122879	HAYDEN,CO	BEECH	B60	FATAL
3 2910	N6014E	121779	HOT SPRINGS,AR	BEECH	76	NONE
3 2976	N6038Y	112579	NWEST CHICAGO,IL	BEECH	76	MINOR
3 0733	N555HS	041879	PRAIRIEVILLE,LA	BEECH	58P	NONE
3 0623	N6050S	030279	NTURPIN,OK	BEECH	BE-58P	FATAL
3 0582	N23644	012979	NAMARILLO,TX	BEECH	58P	SERIOUS

LIST OF AIRCRAFT ACCIDENTS

FIXED-WING MULTI-ENGINE AIRCRAFT
RECIPROCATING ENGINE-POWERED

U.S. GENERAL AVIATION
1979

(SORTED BY AIRCRAFT MAKE AND MODEL)

<u>FILE</u> <u>NUMBER</u>	<u>AIRCRAFT</u> <u>REGIST.</u>	<u>DATE</u>	<u>LOCATION</u>	<u>AIRCRAFT</u> <u>MAKE</u>	<u>MODEL</u>	<u>INJURY</u> <u>INDEX</u>
3 1086	N9ZZ	012779	WAUKESHA,WI	BEECH	58P	FATAL
3 2563	N717AH	101279	NOCONA,TX	BEECH	58P	NONE
3 0119	N3335X	012679	WASHINGTON,PA	CESSNA	310L	NONE
3 0070	N3078L	020279	ATLANTA,GA	CESSNA	310	NONE
3 0124	N6819T	012379	AUSTIN,TX	CESSNA	310B	NONE
3 0048	N8147M	010879	FESTUS,MO	CESSNA	310	NONE
3 0163	N1745G	011979	WAUKEGAN,IL	CESSNA	310	NONE
3 0155	N3413G	020779	KALAMAZOO,MI	CESSNA	310R	NONE
3 0233	N377WB	020679	SEVIERVILLE,TN	CESSNA	310Q	NONE
3 0342	N7671Q	012679	BECKLEY,WV	CESSNA	310Q	SERIOUS
3 0240	N973JB	010179	CRESTED BUTTE,CO	CESSNA	310L	NONE
3 0298	N5848M	011979	NWILLOUGHBY,OH	CESSNA	310	MINOR
3 0363	N1081Q	012579	DAYTONA BCH,FL	CESSNA	310H	NONE
3 0284	N1782E	020779	ARLINGTON,KS	CESSNA	310R	SERIOUS
3 0481	N78347	022279	LONG BEACH,CA	CESSNA	T310R	FATAL
3 0430	N303LA	010579	NMADISON,MS	CESSNA	310R	FATAL
3 0371	N734SC	012879	CLANTON,AL	CESSNA	310K	NONE
3 0427	N8031M	012679	NBUCKEYE,AZ	CESSNA	310I	NONE
3 0408	N3597G	022579	LATROBE,PA	CESSNA	310R	NONE
3 0599	N222YW	012179	NFELLSMERE,FL	CESSNA	310	NONE

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3 0881	N767RR	050779	LUBBOCK, TX	CESSNA	3100	NONE
3 1023	N99017	061079	SAN ANTONIO, TX	CESSNA	310	MINOR
3 1076	N5927M	022779	BRISTOL, VA	CESSNA	310	FATAL
3 1260	N639R	050679	TRAVERSE CITY, MI	CESSNA	310	NONE
3 1255	N4169Q	070379	BIRMINGHAM, AL	CESSNA	310	NONE
3 1292	N1717H	031079	AUGUSTA, GA	CESSNA	310C	SERIOUS
3 1623	N949R	062479	HARVARD, IL	CESSNA	310G	NONE
3 1792	N737F	080179	HAYWARD, CA	CESSNA	310C	NONE
3 1951	N7695Q	011979	MIAMISBURG, OH	CESSNA	310Q	MINOR
3 2095	N777RJ	071879	TAMPA, FL	CESSNA	310	NONE
3 2128	N3676D	081179	PRESCOTT, AZ	CESSNA	310	NONE
3 2114	N5384A	030279	GALESBURG, IL	CESSNA	310B	FATAL
3 2244	N1121Q	060279	WEST CHICAGO, IL	CESSNA	310H	NONE
3 2485	N2000T	100179	KNIGHTDALE, NC	CESSNA	310I	NONE
3 2656	N3288X	062879	SUMMERVILLE, WV	CESSNA	310L	NONE
3 2798	N1DY	071879	CHAMBLEE, GA	CESSNA	310C	NONE
3 2851	N4157A	031879	NCastle ROCK, CO	CESSNA	310	FATAL
3 3011	N7060L	082079	NCRESAPTOWN, MD	CESSNA	310K	FATAL
3 2938	N5340A	102379	SHREVEPORT, LA	CESSNA	310A	NONE
3 3025	N4591L	102079	BROOKINGS, OR	CESSNA	310	NONE

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3 2996	N1316G	111279	SALEM,OR	CESSNA	T310R	FATAL
3 2941	N5911M	102579	SHREVEPORT,LA	CESSNA	310P	NONE
3 3166	N3424G	031779	NHEBER,AZ	CESSNA	310R	FATAL
3 3177	N20PC	100279	BENTON HARBOR,MI	CESSNA	310G	NONE
3 3168	N181D	071579	MISSING AIRCRAFT	CESSNA	310	FATAL
3 3146	N1320G	102279	NBLOOMINGTON,IN	CESSNA	310	FATAL
3 3419	N8906Z	090179	LOVINGTON,NM	CESSNA	310G	NONE
3 3620	N87369	100379	NBETHLEHEM,CT	CESSNA	310R	FATAL
3 3627	N1758H	103079	NTUCUMCARI,NM	CESSNA	310	FATAL
3 3607	N3103L	111879	BANNING,CA	CESSNA	310J	NONE
3 3772	N8049M	030979	PALM ISLAND,FL	CESSNA	310I	NONE
3 3823	N6983L	120679	NJESUP,GA	CESSNA	310K	MINOR
3 3852	N6769X	123179	BOULDER CITY,NV	CESSNA	310F	NONE
3 3958	N69618	082979	BLUE RIDGE,IN	CESSNA	310	FATAL
3 3999	N8127M	082079	REDDINGTON,NJ	CESSNA	310I	NONE
3 3974	N78ST	122179	GREEN BAY,WI	CESSNA	310R	FATAL
3 3930	N7058L	121279	NLONGMONT,CO	CESSNA	310K	NONE
3 0168	N3322Q	031179	EL PASO,TX	CESSNA	320D	NONE
3 0177	N888HB	010379	MILWAUKEE,WI	CESSNA	340	NONE
3 0641	N69546	042179	COLUMBUS,IN	CESSNA	340	NONE

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3 0692	N911M	042179	ADVANCE, NC	CESSNA	340	NONE
3 1129	N512SK	060679	MANHATTAN, KS	CESSNA	340	NONE
3 1169	N3482Q	042279	NCOVINGTON, LA	CESSNA	320E	FATAL
3 1404	N800BC	082479	TOPEKA, KS	CESSNA	340A	MINOR
3 1287	N5931M	072079	FLIPPIN, AR	CESSNA	340	NONE
3 1430	N340ME	050879	ROCK SPRINGS, WY	CESSNA	340	SERIOUS
3 1826	N3432Q	050879	TUCSON, AZ	CESSNA	320E	FATAL
3 1933	N66AJ	080579	WHITE PLAINS, NY	CESSNA	340	NONE
3 2650	N345B	070379	NASHDOWN, AR	CESSNA	340	FATAL
3 2725	N1389G	110779	GRAND RAPIDS, MN	CESSNA	340A	NONE
3 2873	N30CR	090979	CHESTERTOWN, MD	CESSNA	320F	NONE
3 3038	N3005R	072679	MONTEREY, CA	CESSNA	320A	FATAL
3 2933	N5163J	110179	KATY, TX	CESSNA	340	NONE
3 3345	N5163J	031379	ANGEL FIRE, NM	CESSNA	340	NONE
3 3383	N1536G	081979	COLORADO CITY, CO	CESSNA	340	NONE
3 3135	N1709Z	082479	SAN JUAN, PR	CESSNA	336	FATAL
3 0355	N86397	021079	HUNTINGTON, WV	CESSNA	337	SERIOUS
3 0256	N62S	022579	PALO ALTO, CA	CESSNA	T337G	NONE
3 0669	N2201X	052679	BOONVILLE, MD	CESSNA	337	NONE
3 1212	N72377	062079	WENATCHEE, WA	CESSNA	337	NONE

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3 1838	N6322S	060879	SEATTLE,WA	CESSNA	T337F	FATAL
3 2179	N53694	032179	LUMBERTON,NJ	CESSNA	337G	NONE
3 2135	N86395	061679	NGRAHAM,TX	CESSNA	337D	NONE
3 2250	N110RL	092779	PERU,IL	CESSNA	337	NONE
3 2606	N5JU	092179	SPOKANE,WA	CESSNA	P337	NONE
3 2705	N5375S	051479	KISSIMMEE,FL	CESSNA	337	MINOR
3 2661	N6351F	060179	ESTACADA,OR	CESSNA	337A	NONE
3 3070	N2555S	103179	NHESPERIA,CA	CESSNA	T337C	FATAL
3 3346	N5322S	073179	NPREWITT,NM	CESSNA	337	MINOR
3 3691	N5KN	110279	BENSON,NC	CESSNA	P337H	FATAL
3 3709	N1119M	120879	NATHENS,GA	CESSNA	T337F	SERIOUS
3 0284	N141WB	020779	ARLINGTON,KS	CESSNA	414	SERIOUS
3 0343	N4191C	011979	NWEST CHICAGO,IL	CESSNA	402	NONE
3 0488	N4225C	012879	AKRON,OH	CESSNA	414	NONE
3 0460	N30FB	021779	LINCOLN,NE	CESSNA	414A	NONE
3 0953	N888AA	050779	SAN FRANCISCO,CA	CESSNA	414	NONE
3 1912	N77MG	060579	NPHOENIX,AZ	CESSNA	401B	MINOR
3 2125	N7902Q	062279	SCOTTSDALE,AZ	CESSNA	401B	NONE
3 1902	N321MP	061079	BAGDAD,AZ	CESSNA	414	NONE
3 2046	N53SA	072079	LAS VEGAS,NV	CESSNA	402B	SERIOUS

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3 2148	N5419M	071979	NANTUCKET, MA	CESSNA	402	NONE
3 2141	N8138F	081479	DALLAS, TX	CESSNA	402	NONE
3 2602	N7809Q	101779	NLANSING, MI	CESSNA	402A	NONE
3 2536	N8410F	090779	NTUSCALOOSA, AL	CESSNA	401	NONE
3 2498	N2713R	091879	CHICAGO, IL	CESSNA	402C	SERIOUS
3 2667	N4009Q	071579	CLARKSVILLE, TN	CESSNA	402	NONE
3 2800	N4514Q	040979	ALBUQUERQUE, NM	CESSNA	402	NONE
3 2665	N4549Q	060779	WENATCHEE, WA	CESSNA	402	NONE
3 2652	N7338U	010879	JACKSONVILLE, FL	CESSNA	411	FATAL
3 2903	N3184K	111679	NCOLUSA, CA	CESSNA	401	NONE
3 2847	N4927T	110479	CHINO, CA	CESSNA	411	NONE
3 3134	N88696	093079	NFT. LAUDERDALE, FL	CESSNA	404	FATAL
3 3122	N8299F	072679	ST. LOUIS, MO	CESSNA	401	NONE
3 3364	N402TH	071279	NANCHORAGE, AK	CESSNA	402B	FATAL
3 3566	N414TA	012479	NEWARK, NJ	CESSNA	414	MINOR
3 3389	N4926T	102579	MISSING AIRCRAFT	CESSNA	411	NONE
3 3684	N21JW	091979	NPAHOKEE, FL	CESSNA	414	NONE
3 0089	N200CH	011179	CRAIG, CO	CESSNA	421A	NONE
3 0152	N200WL	010479	TULSA, OK	CESSNA	421B	NONE
3 0232	N699DT	022879	CADILLAC, MI	CESSNA	421B	NONE

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3 0213	N421JA	022379	MARION, OH	CESSNA	421B	NONE
3 0367	N1951G	031979	REDDING, CA	CESSNA	421	NONE
3 0431	N80470	022179	BIG PINEY, WY	CESSNA	421	NONE
3 0579	N41114	021579	FORT WAYNE, IN	CESSNA	421B	NONE
3 0879	N77PM	022279	KANSAS CITY, MO	CESSNA	421A	FATAL
3 1047	N123SM	050479	SEVIERVILLE, TN	CESSNA	421	NONE
3 1235	N41022	062179	TRENTON, SC	CESSNA	421B	NONE
3 1183	N8410G	040579	PORTLAND, IN	CESSNA	421	NONE
3 1336	N4584L	040979	LAKEWAY, TX	CESSNA	421	NONE
3 1861	N8432N	042379	NKENANSVILLE, FL	CESSNA	421C	NONE
3 2049	N80790	070679	MONTGOMERY, AL	CESSNA	421B	NONE
3 2702	N3126K	080579	NORFOLK, VA	CESSNA	421	SERIOUS
3 2658	N69733	061979	CHARLESTON, WV	CESSNA	421B	FATAL
3 3109	N5970M	120979	LAFAYETTE, LA	CESSNA	421B	SERIOUS
3 3101	N5469G	010979	NSPANISH FORKS, UT	CESSNA	421C	FATAL
3 3366	N5428J	122179	NLOCUST GROVE, AR	CESSNA	421B	FATAL
3 3855	N421BH	111479	NELIDA, NM	CESSNA	421	NONE
3 3836	N4025L	110979	CRYSTAL, MN	CESSNA	421A	NONE
3 4021	N100RV	122679	EAGLE, CO	CESSNA	421B	FATAL
3 2077	N94480	041679	NKEY WEST, FL	CONVAIR	340	NONE

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3 3136	N14478	082579	SAN JUAN, PR	CONVAIR	440	NONE
3 1268	N80013	011279	NLABELLE, FL	DEHAVILLAND	DH-104	NONE
3 3982	N575PR	072479	ST CROIX, USVI	DEHAVILLAND	DH-114	FATAL
3 1741	N580PA	040179	NBETHEL, AK	DEHAVND CAN	DHC-4A	NONE
3 3926	N581PA	052579	BULLEN POINT, AK	DEHAVND CAN	DHC-4A	FATAL
3 0069	N133D	012179	WILLIAMSON, GA	DOUGLAS	DC-3	NONE
3 0207	N9025R	011079	NSOUTHBAY, FL	DOUGLAS	DC-3	NONE
3 1682	N427W	061279	FT LAUDERDALE, FL	DOUGLAS	DC-3	FATAL
3 2569	N21782	071379	NBELLE GLADE, FL	DOUGLAS	DC-3	NONE
3 4002	N63250	072079	NHONOLULU, HI	DOUGLAS	DC-3	FATAL
3 3981	N99663	103079	BETTLES, AK	DOUGLAS	DC-3	FATAL
3 3158	N77B	072279	TAMPA, FL	DOUGLAS	DC3-C	NONE
3 3189	N59314	062779	BETTLES, AK	DOUGLAS	DC3C	NONE
3 1901	N44905	051579	MESA, AZ	DOUGLAS	C-54D	SERIOUS
3 3228	N8060C	111979	NMCCORMICK, SC	DOUGLAS	C-54D	FATAL
3 1192	N357AL	062279	DAGGETT, CA	DOUGLAS	DC-7C	FATAL
3 3071	N4SW	091479	NKLAMATH FALLS, OR	DOUGLAS	DC-7C	FATAL
3 3075	N22932	091779	AVALON, CA	GRUMMAN	G-21A	FATAL
3 4001	N11CS	041479	CATALINA IS, CA	GRUMMAN	G-21A	FATAL
3 0875	N4451	052779	MISSING AIRCRAFT	GRUMMAN	TYPE30	FATAL

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-----	-----	-----	-----	-----	-----	-----
3 1514	N111W	033079	NDELTA,UT	GRUMMAN	G44A	NONE
3 1762	N4451	052779	NSKYKOMISH,WA	GRUMMAN	SCAN30	FATAL
3 0198	N95DF	011479	CATLINA,CA	GRUMMAN	G73	MINOR
3 3900	N405DF	091079	RAMONA,CA	GRUMMAN	TS-2A	FATAL
3 0553	N8GW	041179	NBELLE GLADE,FL	LOCKHEED	PV-1	NONE
3 2196	N7253C	062679	NHUMBLE CITY,NM	LOCKHEED	PV-2	NONE
3 2574	N1514S	052679	DANIA,FL	LOCKHEED	PV-1	FATAL
3 3139	N544B	042779	NGUAMTANAMO,CUBA	LOCKHEED	PV-1	FATAL
3 3137	N721N	070779	NARUBA,ANTILLES	LOCKHEED	PV-1	NONE
3 3001	N36P	080779	NPONTIAC,MI	LOCKHEED	12A	FATAL
3 1095	N513V	050779	MELVILLE,LA	LOCKHEED	18	NONE
3 1149	N711BR	042079	BROWNSVILLE,TX	LOCKHEED	18	NONE
3 1860	N250W	041279	LINCOLTON,GA	LOCKHEED	L-18	SERIOUS
3 3821	N33LM	072479	BRUNSWICK,GA	LOCKHEED	18	NONE
3 2140	N40408	062979	NMIAMI,TX	MARTIN	404	SERIOUS
3 0127	N5120Y	010579	NMUSKEGON HGTS,MI	PIPER	PA-23	NONE
3 0276	N1330P	020379	MISSING AIRCRAFT	PIPER	PA-23	FATAL
3 0313	N14261	022279	WATERLOO,IA	PIPER	PA-23	MINOR
3 0421	N1125P	031079	SOUTHAVEN,MS	PIPER	PA-23	NONE
3 0340	N6901Y	012879	CRAWFORDSVILLE,IN	PIPER	PA-23	NONE

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3 0333	N6792Y	011279	ACUFF, TX	PIPER	PA-23	NONE
3 0535	N777RG	031479	DENVER CITY, TX	PIPER	PA-23	NONE
3 0788	N63888	012379	UTICA, NY	PIPER	PA-23	SERIOUS
3 0689	N6574Y	040779	VACAVILLE, CA	PIPER	PA-23	NONE
3 1056	N3407P	060379	RIVERSIDE, CA	PIPER	PA-23	NONE
3 1029	N3362P	020479	PASCAGOULA, MS	PIPER	PA-23	FATAL
3 1522	N4128P	062379	ELBERT, CO	PIPER	PA-23	NONE
3 1672	N6608Y	020579	NMIAMI, FL	PIPER	PA-23	FATAL
3 1665	N4406P	062479	GRIFFIN, GA	PIPER	PA-23	NONE
3 1669	N3148P	022879	WINTER HAVEN, FL	PIPER	PA-23	SERIOUS
3 1777	N25TD	031779	NFT. MCCOY, FL	PIPER	PA-23	NONE
3 1926	N4298P	070379	BROCKPORT, NY	PIPER	PA-23	NONE
3 1890	N4026P	070979	SAPELO ISLAND, GA	PIPER	PA-23	NONE
3 2136	N3036P	082179	ADDISON, TX	PIPER	PA-23	NONE
3 2166	N5767Y	100479	JAMAICA, NY	PIPER	PA-23	NONE
3 2255	N105EB	080379	CHAMPAIGN, IL	PIPER	PA-23	NONE
3 2403	N4402P	071479	HOBART, IN	PIPER	PA-23	SERIOUS
3 2439	N55WD	100279	FRESNO, CA	PIPER	PA-23	NONE
3 2155	N62664	080579	NEWPORT, RI	PIPER	PA-23	NONE
3 2169	N8017J	091479	PHILADELPHIA, PA	PIPER	PA-23	NONE

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-----	-----	-----	-----	-----	-----	-----
3 2165	N5035Y	070879	FLUSHING,NY	PIPER	PA-23	NONE
3 2638	N5160Y	092979	REDDING,CA	PIPER	PA-23	SERIOUS
3 2488	N4031P	011879	SCOTTOWN,OH	PIPER	PA-23	FATAL
3 2730	N62818	102379	NCOLD SPRINGS,MN	PIPER	PA-23	NONE
3 2884	N6496Y	112579	COLUMBUS,NE	PIPER	PA-23	FATAL
3 2939	N62267	100379	OPELOUSAS,LA	PIPER	PA-23	NONE
3 3080	N6883Y	120579	PEMBROKE PINES,FL	PIPER	PA-23	FATAL
3 3079	N5861Y	022579	NST PETERSBURG,FL	PIPER	PA-23	FATAL
3 3019	N62727	102979	HARLAN,KY	PIPER	PA-23	MINOR
3 3006	N9046J	091679	NLINVILLE,NC	PIPER	PA-23	FATAL
3 3004	N12JW	100279	MOORESVILLE,NC	PIPER	PA-23	FATAL
3 3142	N1267P	093079	ASHFORD,CT	PIPER	PA-23	FATAL
3 3344	N6378Y	092979	GREENSBORO,NC	PIPER	PA-23	FATAL
3 3309	N1435P	122179	MISSING AIRCRAFT	PIPER	PA-23	FATAL
3 3242	N13986	102779	MISSING AIRCRAFT	PIPER	PA-23	FATAL
3 3233	N4073P	042279	PARK FALLS,WI	PIPER	PA-23	SERIOUS
3 3250	N5998Y	111079	RUIDOSO,NM	PIPER	PA-23	NONE
3 3621	N54857	110779	NSTAMFORD,CT	PIPER	PA-23	NONE
3 3651	N555WP	071579	BALTIMORE,MD	PIPER	PA-23	SERIOUS
3 3669	N3242P	121479	KNOXVILLE,TN	PIPER	PA-23	FATAL

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(SORTED BY AIRCRAFT MAKE AND MODEL)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
3 3788	N5807Y	082179	WEST PALM BCH,FL	PIPER	PA-23	NONE
3 3801	N640CC	102779	FORT MYERS,FL	PIPER	PA-23	NONE
3 3769	N4038P	102579	PEYTON,CO	PIPER	PA-23	NONE
3 3797	N1063P	123079	JACKSONVILLE,FL	PIPER	PA-23	NONE
3 3881	N4341P	111979	STRATFORD,CT	PIPER	PA-23	NONE
3 3901	N2013P	122379	NGRAND LAKE,CO	PIPER	PA-23	FATAL
3 3960	N55PH	082479	NSUNDOWN,NY	PIPER	PA-23	SERIOUS
3 3879	N6527Y	072479	HUNTINGTON BCH,CA	PIPER	PA-23	NONE
3 4004	N2292P	081679	MIDDLEFIELD,OH	GERONIMO	PA-23	SERIOUS
3 0305	N8312Y	021979	BOWMAN,ND	PIPER	PA-30	NONE
3 0564	N77334	032879	NLUDINGTON,MI	PIPER	PA-30	FATAL
3 1291	N291R	080279	KEO,AR	PIPER	PA-30	NONE
3 1261	N8529Y	032279	MOBILE,AL	PIPER	PA-30	SERIOUS
3 1147	N8013Y	062779	MINOT,ND	PIPER	PA-30	NONE
3 1466	N8758Y	041879	NRICH,MS	PIPER	PA-30	FATAL
3 1729	N8173Y	072379	KALAMAZOO,MI	PIPER	PA-30	NONE
3 2153	N8602Y	073179	GROTON,CT	PIPER	PA-30	FATAL
3 1997	N7445Y	070579	VAN NUYS,CA	PIPER	PA-30	NONE
3 2016	N7077Y	071579	SMARTVILLE,CA	PIPER	PA-30	NONE
3 2466	N8152Y	051179	NBALL GROUND,GA	PIPER	PA-30B	SERIOUS

LIST OF AIRCRAFT ACCIDENTS

FIXED-WING MULTI-ENGINE AIRCRAFT
RECIPROCATING ENGINE-POWEREDU.S. GENERAL AVIATION
1979

(SORTED BY AIRCRAFT MAKE AND MODEL)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
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3 2464	N7555Y	053079	JEFFERSON,GA	PIPER	PA-30	NONE
3 2176	N77324	070579	TETERBORD,NJ	PIPER	PA-30	NONE
3 2570	N7708Y	080479	W PALM BEACH,FL	PIPER	PA-30	FATAL
3 2633	N7915Y	111479	FAIR OAKS,CA	PIPER	PA-30	NONE
3 2934	N7992Y	071279	GRAFORD, TX	PIPER	PA-30	NONE
3 3081	N8440Y	042979	LAKE WORTH,FL	PIPER	PA-30	FATAL
3 3149	N8859Y	090279	BLOOMFIELD TWP,WI	PIPER	PA-39	FATAL
3 3290	N7119Y	120679	NCHICAGO,IL	PIPER	PA-30	NONE
3 3740	N7420Y	120679	NCHANDLER,AZ	PIPER	PA-30	NONE
3 3779	N7737Y	121779	VERO BEACH,FL	PIPER	PA-30	NONE
3 4006	N7595Y	081379	NREDLANDS,CA	PIPER	PA-30	FATAL
3 0101	N6642L	100879	COVINGTON,KY	PIPER	PA-31	FATAL
3 0109	N23L	012379	DODGE CITY,KS	PIPER	PA-31	MINOR
3 0280	N9004Y	012679	LIMA,NY	PIPER	PA-31	NONE
3 0366	N9170Y	022879	CLINTON,IA	PIPER	PA-31	NONE
3 0403	N2ZM	013179	LACONIA,NH	PIPER	PA-31	NONE
3 0534	N61517	022379	NCLAUDE, TX	PIPER	PA-31	SERIOUS
3 0808	N27530	031079	SPRINGFIELD,VT	PIPER	PA-31	FATAL
3 0758	N27634	040679	HOUSTON, TX	PIPER	PA-31	NONE
3 1074	N9026Y	012179	PINEDALE,WY	PIPER	PA-31	MINOR

LIST OF AIRCRAFT ACCIDENTS

FIXED-WING MULTI-ENGINE AIRCRAFT
RECIPROCATING ENGINE-POWERED

U.S. GENERAL AVIATION

1979

(SORTED BY AIRCRAFT MAKE AND MODEL)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
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3 1824	N101MC	072079	NNAPLES,FL	PIPER	PA-31	NONE
3 2271	N930JM	091379	SANDUSKY,OH	PIPER	PA-31	NONE
3 2645	N27614	092079	LULING,LA	PIPER	PA-31	FATAL
3 2866	N33TN	011179	TEMPLETON,MA	PIPER	PA-31	FATAL
3 2864	N6478L	042879	NLABELLE,FL	PIPER	PA-31	FATAL
3 3227	N66893	110279	GREENVILLE,SC	PIPER	PA-31	FATAL
3 3230	N27678	092979	LYNCHBURG,VA	PIPER	PA-31	NONE
3 3540	N54286	051379	NALBUQUERQUE,NM	PIPER	PA-31	FATAL
3 3565	N6569L	112179	TETERBORD,NJ	PIPER	PA-31	NONE
3 3621	N405CA	110779	NSTAMFORD,CT	PIPER	PA-31	NONE
3 3519	N9277Y	100979	NUNIONTOWN,PA	PIPER	PA-31	FATAL
3 3529	N27715	082379	BLUFFTON,OH	PIPER	PA-31	FATAL
3 3644	N20KA	112579	JACKSONVILLE,FL	PIPER	PA-31	MINOR
3 3703	N7511L	121179	NLEE'S SUMMIT,MO	PIPER	PA-31	NONE
3 0114	N2179B	012279	SANTA BARBARA,CA	PIPER	PA-34	NONE
3 0458	N2160N	032879	OSAGE BEACH,MO	PIPER	PA-34	NONE
3 0429	N44447	030579	BRAWLEY,CA	PIPER	PA-34	MINOR
3 0659	N2257M	032779	NLANDER,WY	PIPER	PA-34	FATAL
3 0888	N6211J	040379	PHILADELPHIA,PA	PIPER	PA-34	FATAL
3 1798	N3953X	091679	SACRAMENTO,CA	PIPER	PA-34	NONE

LIST OF AIRCRAFT ACCIDENTS

FIXED-WING MULTI-ENGINE AIRCRAFT
RECIPROCATING ENGINE-POWEREDU.S. GENERAL AVIATION
1979

(SORTED BY AIRCRAFT MAKE AND MODEL)

<u>FILE</u> <u>NUMBER</u>	<u>AIRCRAFT</u> <u>REGIST.</u>	<u>DATE</u>	<u>LOCATION</u>	<u>AIRCRAFT</u> <u>MAKE</u>	<u>MODEL</u>	<u>INJURY</u> <u>INDEX</u>
3 2021	N56936	051279	RAMONA,CA	PIPER	PA-34	NONE
3 2657	N977LB	070579	BLUEFIELD,WV	PIPER	PA-34	NONE
3 2573	N1495T	040279	DAVIE,FL	PIPER	PA-34	FATAL
3 3057	N2078N	121479	OSAWATOMIE,KS	PIPER	PA-34	NONE
3 3491	N15838	021979	TRAVIS AFB,CA	PIPER	PA-34	NONE
3 3944	N29257	120679	YOUNGSTOWN,OH	PIPER	PA-34	NONE
3 3918	N32418	081779	WENDOVER,UT	PIPER	PA-34	FATAL
3 3988	N2080W	082879	EAST QUOGUE,NY	PIPER	PA-34	SERIOUS
3 1248	N2089K	041479	USEPPA ISLAND,FL	PIPER	PA-44	NONE
3 3758	N2160E	050479	KERNVILLE,CA	PIPER	PA-44	NONE
3 3655	N9965F	112379	ANCHORAGE,AK	SCOTTISH	TP SR2	NONE
3 0045	N90521	010179	READING,PA	AEROSTAR	601P	NONE
3 0049	N7541S	011079	CABOOL,MO	AEROSTAR	600A	NONE
3 0461	N702HB	040479	RICHMOND,VA	TED SMITH	600	NONE
3 0447	N8077J	022579	PONCE,PR	AEROSTAR	600A	MINOR
3 0580	N9779Q	021679	NNEW BRAUNFELS,TX	AEROSTAR	601P	FATAL
3 0571	N90501	032279	SIKESTON,MO	AEROSTAR	600	FATAL
3 0861	N7437S	011979	GRAND RAPIDS,MI	AEROSTAR	601	FATAL
3 0750	N90336	020579	VERO BEACH,FL	AEROSTAR	601P	NONE
3 1757	N9808Q	062279	EAST ST LOUIS,IL	AEROSTAR	601P	NONE

LIST OF AIRCRAFT ACCIDENTS

FIXED-WING MULTI-ENGINE AIRCRAFT
RECIPROCATING ENGINE-POWERED

U.S. GENERAL AVIATION
1979

(SORTED BY AIRCRAFT MAKE AND MODEL)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 2629	N500TS	071179	ATLANTIC CITY,NJ	TED SMITH	TS-600	NONE
3 2866	N8022J	011179	TEMPLETON,MA	AEROSTAR	600	FATAL
3 2971	N6071M	082379	SANTA YNEZ,CA	AEROSTAR	601P	NONE
3 3171	N35FC	031879	ASPEN,CO	AEROSTAR	601P	FATAL
3 3660	N8061J	031479	COLUMBUS,OH	AEROSTAR	601P	FATAL
3 3966	N8099J	111679	CHARLSTADT,NJ	AEROSTAR	601P	FATAL
3 4020	N600WW	120979	NBISHOP,CA	AEROSTAR	601P	FATAL
3 0973	N37MN	040279	NST MARY'S,AK	BRITTNORMAN	BN-2A	NONE
3 2965	N13CA	100879	CRESTED BUTTE,CO	BRITTNORMAN	BN2A-9	SERIOUS
3 2878	N9965F	083179	PILOT POINT,AK	SCOTISH AVN	SH-2	NONE

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF FATAL AIRCRAFT ACCIDENTS

FIXED-WING MULTI-ENGINE AIRCRAFT

RECIPROCATING ENGINE-POWERED

U.S. GENERAL AVIATION

1979

(SORTED BY AIRCRAFT MAKE AND MODEL)

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4013	12/22/79	NR.SANTA FE,NM	ROCKWELL 500B	CR- 1 0 0	MISCELLANEOUS	COMMERCIAL, FL.INSTR.,
	TIME - 1319		N6194X	PX- 0 0 0	FERRY	AGE 24, 1340 TOTAL HOURS,
			DAMAGE-DESTROYED			71 IN TYPE, INSTRUMENT
						RATED.
		DEPARTURE POINT	INTENDED DESTINATION			
		ALBUQUERQUE,NM	DENVER,CO			
		TYPE OF ACCIDENT			PHASE OF OPERATION	
		COLLIDED WITH TREES			IN FLIGHT NORMAL CRUISE	
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - IMPROPER IFR OPERATION				
		FACTOR(S)				
		PERSONNEL - TRAFFIC CONTROL PERSONNEL ISSUED IMPROPER OR CONFLICTING INSTRUCTIONS				
		REMARKS- SANTA FE WX OBS REPT MT TOPS OBUDED.CONTROLLER NOT FAMILIAR W HIGH TERRAIN IN AREA OR MVA.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0158	1/18/79 TIME - 0306	OKLAHOMA CITY,OK	AERO COMDR 560 N2684B DAMAGE-DESTROYED	CR- 1 1 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 20, 392 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - TINKER AFB DEPARTURE POINT INTENDED DESTINATION HOT SPRINGS,AR OKLAHOMA CITY,OK TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH LANDING MISSED APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - IMPROPER IFR OPERATION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. <p style="margin-left: 100px;">LOW ON FUEL ADVERSE/UNFAVORABLE WEATHER</p> SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 0 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE ZERO NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG RIGHT QUARTERING TAIL WIND 203-247 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 37 130 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 8 BELOW MINIMUMS TYPE OF FLIGHT PLAN IFR REMARKS- FLT PATH ERRATIC DURING 5TH ATTEMPTED APPROACH.EMERGENCY DECLARED DUE LOW FUEL.						
3-2167	7/21/79 TIME - 0905	PAVILION,NY	AERO COMDR 560A N2748B DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	MISCELLANEOUS PARAJUMP-AIR SHOW	COMMERCIAL, AGE 49, 4405 TOTAL HOURS, 217 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BATEMAN DEPARTURE POINT INTENDED DESTINATION PAVILION,NY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB STALL LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE VALVE ASSEMBLIES MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) TERRAIN - HIGH VEGETATION PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- EXHAUST VALVE,NR 2 CYLINDER,RT ENGINE FAILED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3140	10/4/79	MISSING AIRCRAFT TIME - UNK/NR	AERO COMDR 500 N3815C DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 36, 623 TOTAL HOURS, 102 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT ANDROS ISLAND, BAHAMA	INTENDED DESTINATION WEST PALM BEACH, FL		PHASE OF OPERATION UNKNOWN/NOT REPORTED	
		TYPE OF ACCIDENT MISSING AIRCRAFT, NOT RECOVERED				
		PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED				
		FACTOR(S) WEATHER - THUNDERSTORM ACTIVITY				
		WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED				
		SKY CONDITION UNKNOWN/NOT REPORTED			CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED	
		VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED			PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED			TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED	
		TYPE OF FLIGHT PLAN NONE				
		REMARKS- INJURY INDEX & ACFT DMG PRESUMED. ACFT IN AREA RPTD HEAVY TSTM ACTIVITY OVER OCEAN.				
3-0194	1/11/79	EL RENO, OK TIME - 1010	AERO COMDR 680FP N2177M DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 51, 12138 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - MUSTANG FIELD				
		DEPARTURE POINT EL RENO, OK	INTENDED DESTINATION NEW ORLEANS, LA		PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE	
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED				
		PROBABLE CAUSE(S) PILOT IN COMMAND - SPATIAL DISORIENTATION				
		FACTOR(S) WEATHER - LOW CEILING				
		WEATHER - FOG				
		WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE				
		WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT				
		SKY CONDITION OBSCURATION			CEILING AT ACCIDENT SITE 500	
		VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS			PRECIPITATION AT ACCIDENT SITE NONE	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG			WIND DIRECTION-DEGREES 170	
		WIND VELOCITY-KNOTS 10			TYPE OF WEATHER CONDITIONS IFR	
		TYPE OF FLIGHT PLAN IFR				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-3849	8/23/79	REXVILLE,NY	AERO COMDR 680FL N5003E DAMAGE-DESTROYED	CR-	1	0	0	NONCOMMERCIAL	COMMERCIAL, FL.INSTR., AGE 36, 3100 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
	TIME - 0931			PX-	2	0	0	AERIAL SURVEY	
	DEPARTURE POINT ALBANY,NY		INTENDED DESTINATION LANCASTER,PA						
	TYPE OF ACCIDENT COLLISION WITH GROUND/WATER		UNCONTROLLED					PHASE OF OPERATION IN FLIGHT NORMAL CRUISE	
	PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - CONTINUED FLIGHT INTO KNOWN AREAS OF SEVERE TURBULENCE								
	FACTOR(S) WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS								
	SKY CONDITION OVERCAST							CEILING AT ACCIDENT SITE 500	
	VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS							PRECIPITATION AT ACCIDENT SITE NONE	
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE							TEMPERATURE-F 68	
	WIND DIRECTION-DEGREES 170							WIND VELOCITY-KNOTS 8	
	TYPE OF WEATHER CONDITIONS VFR							TYPE OF FLIGHT PLAN NONE	
	FIRE AFTER IMPACT REMARKS- AIR POLLUTION MONITORING PROGRAM.								
3-2776	7/8/79	NR.CASA GRANDE,AZ	FAIRCHILD C119L N1040E DAMAGE-DESTROYED	CR-	1	0	0	NONCOMMERCIAL	COMMERCIAL, AGE 37, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
	TIME - 2000			PX-	3	0	0	OTHER	
	DEPARTURE POINT CHANDLER,AZ		INTENDED DESTINATION UNKNOWN/NOT REPORTED					LAST ENROUTE STOP UNKNOWN/NOT REPORTED	
	TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER		CONTROLLED					PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN	
	PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE MASTER AND CONNECTING RODS POWERPLANT - ENGINE STRUCTURE PISTON,PISTON RINGS MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE								
	FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - INTENTIONAL WHEELS-UP COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT								
	REMARKS- LANDED IN OPEN FIELD.								

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-0058	1/4/79 TIME - 1738	SACRAMENTO,CA	BEECH G18S N104KC DAMAGE-DESTROYED	CR- PX-	2 0	0 0	COMMERCIAL AIR TAXI-CARGO	ATP, FLIGHT INSTR., AGE 47, 17000 TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - SACRAMENTO EXEC DEPARTURE POINT SACRAMENTO,CA TYPE OF ACCIDENT STALL	INTENDED DESTINATION SAN FRANCISCO,CA				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 FIRE AFTER IMPACT						
3-0275	1/16/79 TIME - 2000	NR.KENANSVILLE,FL	BEECH D-18S N80W DAMAGE-DESTROYED	CR- PX-	1 1	0 0	MISCELLANEOUS OTHER	COMMERCIAL, AGE 36, 310 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT UNKNOWN/NOT REPORTED TYPE OF ACCIDENT COLLIDED WITH TREES STALL MUSH	INTENDED DESTINATION UNKNOWN/NOT REPORTED				PHASE OF OPERATION LANDING FINAL APPROACH LANDING GO-AROUND	
		PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT FIRE AFTER IMPACT REMARKS- UNAUTHORIZED USE OF ACFT, TRANSPORTING MARIJUANA.						
3-1155	4/2/79 TIME - UNK/NR	MISSING AIRCRAFT	BEECH E18S N4442 DAMAGE-DESTROYED	CR- PX-	1 0	0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 38, 2000 TOTAL HOURS, 17 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT FT.LAUDERDALE,FL TYPE OF ACCIDENT MISSING AIRCRAFT, NOT RECOVERED	INTENDED DESTINATION CAT ISLAND, BAHAMAS				PHASE OF OPERATION UNKNOWN/NOT REPORTED	
		PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED REMARKS- ACFT DMG AND INJURY INDEX PRESUMED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2037	5/25/79 TIME - 2317	CHARLESTON,WV	BEECH D-18 N1812D DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, AGE 61, 7928 TOTAL HOURS, 1800 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - KANAWHA	INTENDED DESTINATION			
		DEPARTURE POINT CHARLOTTE,NC	YOUNGSTOWN,OH			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER UNCONTROLLED		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING FINAL APPROACH		
PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT PILOT IN COMMAND - IMPROPER IFR OPERATION						
FACTOR(S) POWERPLANT - LUBRICATING SYSTEM LINES,HOSES,FITTING MISCELLANEOUS ACTS,CONDITIONS - LEAK/LEAKAGE MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE WEATHER - LOW CEILING PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
		SKY CONDITION OVERCAST		CEILING AT ACCIDENT SITE 800		
		VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS		PRECIPITATION AT ACCIDENT SITE DRIZZLE, RAIN SHOWERS		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG		TEMPERATURE-F 43		
		WIND DIRECTION-DEGREES 270		WIND VELOCITY-KNOTS 10		
		TYPE OF WEATHER CONDITIONS IFR		TYPE OF FLIGHT PLAN IFR		
FIRE AFTER IMPACT REMARKS- PILOT DEPARTED ON LAST LEG OF FLIGHT DESPITE OBSERVING LARGE OIL LEAK.PLT ON DUTY SINCE 0730.						
3-2489	5/9/79 TIME - 0005	NR.BURTON,OH	BEECH E18S N438A DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	ATP,FLIGHT INSTR., AGE 31, 8600 TOTAL HOURS, 5000 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT YOUNGSTOWN,OH	INTENDED DESTINATION PONTIAC,MI			
		TYPE OF ACCIDENT COLLIDED WITH TREES		PHASE OF OPERATION IN FLIGHT BUZZING		
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE PILOT IN COMMAND - EXERCISED POOR JUDGMENT MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING						
FACTOR(S) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE SUPERVISION OF FLIGHT CREW						
FIRE AFTER IMPACT REMARKS- 3 ACFT FORMATION FLIGHT AT NIGHT OVER HOUSE OF LEADER'S MOTHER.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-2970	11/4/79 TIME - 1529	PACIFIC OCEAN	BEECH C-45H N145DC DAMAGE-DESTROYED	CR- PX-	1 0	0 0	MISCELLANEOUS FERRY	ATP, FLIGHT INSTR., AGE 48, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.	
DEPARTURE POINT SAN JOSE, CA		INTENDED DESTINATION HONOLULU, HI		PHASE OF OPERATION					
TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION DITCHING		IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN							
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS									
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- DITCHED AT SEA, 28.09N 145.25W.									
3-3196	9/23/79 TIME - 1116	MIRAMAR, FL	BEECH D18S N516PA DAMAGE-DESTROYED	CR- PX-	2 1	0 0	MISCELLANEOUS UNKNOWN/NOT REPORTED	AIRLINE TRANSPORT, AGE 36, 10370 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.	
NAME OF AIRPORT - NORTH PERRY		INTENDED DESTINATION		PHASE OF OPERATION					
DEPARTURE POINT MIRAMAR, FL		UNKNOWN/NOT REPORTED		TAKEOFF INITIAL CLIMB					
TYPE OF ACCIDENT COLLISION WITH GROUND/WATER		UNCONTROLLED							
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. FIRE AFTER IMPACT REMARKS- ESTIMATED 150LBS OVR MAX GROSS WT & APRX 3 IN AFT OF REAR CG LIMIT.									

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-3468	12/22/79 TIME - 0040	ORLANDO,FL	BEECH E18S N198B DAMAGE-DESTROYED	CR- 1 PX- 3	0 0	0 0	NONCOMMERCIAL BUSINESS	STUDENT, AGE 27, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - HERNDON						
		DEPARTURE POINT ORLANDO,FL	INTENDED DESTINATION OPA LOCKA,FL.					
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	UNCONTROLLED	PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE				
		PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION						
		FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION OVERCAST		CEILING AT ACCIDENT SITE 600				
		VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS		PRECIPITATION AT ACCIDENT SITE NONE				
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE		TEMPERATURE-F 58				
		WIND DIRECTION-DEGREES 360		WIND VELOCITY-KNOTS 4				
		TYPE OF WEATHER CONDITIONS IFR		TYPE OF FLIGHT PLAN VFR				
3-3902	9/19/79 TIME - 0404	SUFFIELD,CT	BEECH E18S N705M DAMAGE-DESTROYED	CR- 1 PX- 0	0 0	0 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D	COMMERCIAL, AGE 37, 6425 TOTAL HOURS, 125 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - BRADLEY INTL						
		DEPARTURE POINT SUFFIELD,CT	INTENDED DESTINATION BALTIMORE,MD					
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	UNCONTROLLED	PHASE OF OPERATION TAKEOFF INITIAL CLIMB				
		PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - CARGO SHIFTED MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. FIRE AFTER IMPACT						
		REMARKS- TIE-DOWN SNAPS,RINGS FOUND DISCONNECTED.682LBS OVER MAX GWT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-3909	9/15/79 TIME - 0204	HASTINGS,MI	BEECH C-45H N600NA DAMAGE-DESTROYED	CR- 1 PX- 3	0 0 0	0 0 0	MISCELLANEOUS FERRY	AIRLINE TRANSPORT, AGE 32, 4902 TOTAL HOURS, 430 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT BALTIMORE,MD	INTENDED DESTINATION GRAND RAPIDS,MI				PHASE OF OPERATION	
		TYPE OF ACCIDENT FIRE OR EXPLOSION IN FLIGHT COLLISION WITH GROUND/WATER	UNCONTROLLED				IN FLIGHT DESCENDING IN FLIGHT DESCENDING	
		PROBABLE CAUSE(S) SYSTEMS - AIR CONDITION,HEATING AND PRESSURIZATION OTHER MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS,CONDITIONS - FIRE IN BRAKES,WHEEL ASSEMBLY,WHEEL WELL						
		FACTOR(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION MISCELLANEOUS - SMOKE IN COCKPIT MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE FIRE AFTER IMPACT	INADEQUATE MAINTENANCE AND INSPECTION					
		REMARKS-	NO LOG BOOK ENTRIES FOR HEATER,SOUTHWIND MODEL 853A,OPERATION OR REQUIRED INSPECTIONS/OVERHAULS.					
3-2778	5/5/79 TIME - 1505	NR.JULIAN,CA	BEECH D-50 N16MM DAMAGE-DESTROYED	CR- 1 PX- 4	0 0 0	0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 38, 800 TOTAL HOURS, 28 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - BUTTERFIELD RANCH DEPARTURE POINT BUTTERFIELD RANCH,CA	INTENDED DESTINATION SAN DIEGO,CA				PHASE OF OPERATION	
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED				IN FLIGHT CLIMB TO CRUISE	
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING						
		FACTOR(S) WEATHER - DOWNDRAFT,UPDRAFTS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED						
		SKY CONDITION SCATTERED					CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED	
		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 240					WIND VELOCITY-KNOTS 40	
		TYPE OF WEATHER CONDITIONS VFR					TYPE OF FLIGHT PLAN NONE	
		FIRE AFTER IMPACT						
		REMARKS-	WINDS AT MTN PEAKS GUSTING TO 60KTS.ACFT OBSERVED TO CLIMB OUT DIRECT TO MTN RIDGE 3200FT ABV ARPT					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3112	11/19/79	MISSING AIRCRAFT	BEECH D50B N1706 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 56, 1340 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT DELRAY BEACH,FL	INTENDED DESTINATION KEY WEST,FL		PHASE OF OPERATION UNKNOWN/NOT REPORTED	
		TYPE OF ACCIDENT MISSING AIRCRAFT,NOT RECOVERED				
		PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED				
		REMARKS- ACFT DMG & INJURY INDEX PRESUMED.				
3-0291	3/11/79	NR.NEW ORLEANS,LA	BEECH 65-A80 N100H DAMAGE-SUBSTANTIAL	CR- 1 0 0 PX- 1 0 1	MISCELLANEOUS UNKNOWN/NOT REPORTED	COMMERCIAL, AGE 34, 5204 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT OKLAHOMA CITY,OK	INTENDED DESTINATION LOCAL		PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN	
		TYPE OF ACCIDENT DITCHING				
		PROBABLE CAUSE(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION				
		FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER LOW ON FUEL				
		REMARKS- FLT TO CHECK OUT ACFT IN LOCAL AREA.RPTD DITCHING SITE 835SM FROM DEPT POINT.				
3-1044	3/19/79	NR.ARCADIA,FL	BEECH 65 N70GC DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	MISCELLANEOUS OTHER	COMMERCIAL, AGE 35, 3400 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT UNKNOWN/NOT REPORTED	INTENDED DESTINATION ARCADIA,FL		PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING LANDING TRAFFIC PATTERN-CIRCLING	
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL MUSH				
		PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT				
		REMARKS- MARIJUANA STAKEOUT.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1666	6/13/79 TIME - 2000	NR.PRESTON,GA	BEECH 65 N111WP DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	MISCELLANEOUS OTHER	PRIVATE, AGE 31, 333 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	
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER CONTROLLED		LANDING LEVEL OFF/TOUCHDOWN		
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS						
FACTOR(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION MISCELLANEOUS ACTS,CONDITIONS - LOW COMPRESSION MISCELLANEOUS ACTS,CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- MARIJUANA AND DRUGS FOUND ON BOARD ACFT.						
3-2478	3/1/79 TIME - 1504	GULFPORT,MS	BEECH BE-70 N777AE DAMAGE-DESTROYED	CR- 1 0 0 PX- 7 0 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	COMMERCIAL, AGE 29, 1528 TOTAL HOURS, 15 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - GULFPORT-BILOXI DEPARTURE POINT HOUSTON,TX	INTENDED DESTINATION NEW ORLEANS,LA		LAST ENROUTE STOP GULFPORT,MS	
		TYPE OF ACCIDENT STALL		PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING		
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES						
FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE INSPECTION OF AIRCRAFT (MAINTENANCE PERSONNEL) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL DEFICIENCY,COMPANY MAINTAINED EQPMT,SERVICES,REGULATION PERSONNEL - RULES,REGULATIONS,STANDARDS PERSONNEL MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. SYSTEMS - FLIGHT CONTROL SYSTEMS WING FLAP CONTROL SYSTEM ELECTRICAL REMARKS- NOSE BAGGAGE DOOR OPENED DRG TKOF.STARTER INTERRUPT SYST,FLAPS INOP.INADEQUATE PART 135 TRAINING.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-2576	5/27/79 TIME - 1620	BOCA RATON, FL	BEECH 65 N72DR DAMAGE-DESTROYED	CR-	1	0	0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 36, 162 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - BOCA RATON							
		DEPARTURE POINT WEST PALM BEACH, FL	INTENDED DESTINATION HOLLYWOOD, FL						
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES			PHASE OF OPERATION LANDING GO-AROUND				
		PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION FIRE AFTER IMPACT							
		REMARKS- WITNESSES STATED ACFT APPEARED OVERTAKING S/E ACFT ON FINAL. NO COMM ESTABLISHED. GR DOWN GO-AROUND.							
3-2871	3/29/79 TIME - 1745	WHEELING, IL	BEECH 65-80 N7230 DAMAGE-DESTROYED	CR-	1	0	0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 39, 8000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - PALWAUKEE							
		DEPARTURE POINT WHEELING, IL	INTENDED DESTINATION CHICAGO, IL						
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION FIRE OR EXPLOSION IN FLIGHT			PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE IN FLIGHT CLIMB TO CRUISE				
		PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE MASTER AND CONNECTING RODS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE							
		FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - LEAK/LEAKAGE MISCELLANEOUS ACTS, CONDITIONS - FIRE IN ENGINE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE							
		REMARKS- NO 5 CON ROD FAILED, HOLE IN OIL SUMP. LEFT WING AND GEAR FAILED ON LANDING.							

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3493	12/16/79 TIME - 1802	NR. LEXINGTON, KY	BEECH A65 N154F DAMAGE-DESTROYED	CR- 1 0 0 PX- 6 0 0	NONCOMMERCIAL BUSINESS	ATP, FLIGHT INSTR., AGE 55, 5300 TOTAL HOURS, 176 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT LEXINGTON, KY	INTENDED DESTINATION ATLANTA, GA			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER UNCONTROLLED	PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING OTHER			
PROBABLE CAUSE(S)						
PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS						
PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS						
MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE						
MISCELLANEOUS ACTS, CONDITIONS - ICE INDUCTION						
PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT						
MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE						
FACTOR(S)						
WEATHER - CONDITIONS CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING						
WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC.						
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SKY CONDITION		CEILING AT ACCIDENT SITE				
OVERCAST/LOWER SCATTERED		1400				
VISIBILITY AT ACCIDENT SITE		PRECIPITATION AT ACCIDENT SITE				
5 OR OVER (UNLIMITED)		FREEZING RAIN				
OBSTRUCTIONS TO VISION AT ACCIDENT SITE		TEMPERATURE-F				
FOG		32				
WIND DIRECTION-DEGREES		WIND VELOCITY-KNOTS				
330		16				
TYPE OF WEATHER CONDITIONS		TYPE OF FLIGHT PLAN				
VFR		IFR				
FIRE AFTER IMPACT						
REMARKS- DE-ICING EQUIP NOT INSTLD ON WNG-EMPENNAGE. OWNER'S MAN STATED-APPLY FULL ALT AIR BFR ICING CONDS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-0208	1/10/79	FAYETTEVILLE, AR	BEECH 95-B55 N1866L	CR-	1	0	0	NONCOMMERCIAL	PRIVATE, AGE 55, 3300
	TIME - 1835		DAMAGE-DESTROYED	PX-	0	0	0	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 280 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT		INTENDED DESTINATION				PHASE OF OPERATION		
	BENTONVILLE, AR		FAYETTEVILLE, AR				IN FLIGHT UNCONTROLLED DESCENT		
	TYPE OF ACCIDENT								
	COLLISION WITH GROUND/WATER	UNCONTROLLED							
PROBABLE CAUSE(S)									
PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING									
PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS									
PILOT IN COMMAND - BECAME LOST/DISORIENTED									
PILOT IN COMMAND - SPATIAL DISORIENTATION									
FACTOR(S)									
WEATHER - LOW CEILING									
WEATHER - FOG									
WEATHER BRIEFING - PARTIAL BRIEFING BY FLIGHT SERVICE PERSONNEL, BY PHONE/RADIO, LIMITED BY PILOT ACTION									
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT									
SKY CONDITION									
OBSCURATION									
VISIBILITY AT ACCIDENT SITE									
3 MILES OR LESS									
OBSTRUCTIONS TO VISION AT ACCIDENT SITE									
FOG									
WIND DIRECTION-DEGREES									
30									
TYPE OF WEATHER CONDITIONS									
IFR									
REMARKS- NO FLT PLAN OR WX BRIEF									
CEILING AT ACCIDENT SITE									
700									
PRECIPITATION AT ACCIDENT SITE									
NONE									
TEMPERATURE-F									
27									
WIND VELOCITY-KNOTS									
7									
TYPE OF FLIGHT PLAN									
TOWER EN ROUTE CONTROL SERVICE									
3-0559	3/21/79	JARRELL, TX	BEECH 95-B55 N8126R	CR-	1	0	0	NONCOMMERCIAL	PRIVATE, AGE 62, 898
	TIME - 1620		DAMAGE-DESTROYED	PX-	0	0	0	PRACTICE	TOTAL HOURS, 63 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT		INTENDED DESTINATION				PHASE OF OPERATION		
	JARRELL, TX		LOCAL				IN FLIGHT NORMAL CRUISE		
	TYPE OF ACCIDENT								
	STALL SPIN								
PROBABLE CAUSE(S)									
PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED									

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0581	1/12/79	NR.ACUFF,TX	BEECH 95-B55 N6032F DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 63, 21800 TOTAL HOURS, 820 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT LUBBOCK,TX	INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT OTHER	
		TYPE OF ACCIDENT STALL SPIN				
		PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED				
		REMARKS- GEAR IN DOWN PSN.				
3-0744	3/3/79	NR.ELKO,NV	BEECH 95 N644SE DAMAGE-DESTROYED	CR- 2 0 0 PX- 2 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 59, 3004 TOTAL HOURS, 121 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT SAN CARLOS,CA	INTENDED DESTINATION SALT LAKE CITY,UT		PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE IN FLIGHT DESCENDING	
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER CONTROLLED				
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS,CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE MISCELLANEOUS ACTS,CONDITIONS - ICE-CARBURETOR PERSONNEL - TRAFFIC CONTROL PERSONNEL ISSUED IMPROPER OR CONFLICTING INSTRUCTIONS				
		FACTOR(S) WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING WEATHER - HIGH DENSITY ALTITUDE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST				
		SKY CONDITION OVERCAST			CEILING AT ACCIDENT SITE 0	
		VISIBILITY AT ACCIDENT SITE ZERO			PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED			TYPE OF WEATHER CONDITIONS IFR	
		TYPE OF FLIGHT PLAN IFR				
		REMARKS- ATC SUGGESTED L TURN DUE MTNS 12 O'CLOCK.ACFT TURNED L & HIT MTN 9400FT MSL.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-1010	2/26/79	NR.GREENVILLE,MS	BEECH 58 N2055K DAMAGE-DESTROYED	CR-	1	0	0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 37, 7166 TOTAL HOURS, 3066 IN TYPE, INSTRUMENT RATED.
	TIME - 1425			PX-	1	0	0		
		NAME OF AIRPORT - GREENVILLE MUNI		OT-	1	0	0		
		DEPARTURE POINT	INTENDED DESTINATION						
		GREENVILLE,MS	CHARLOTTE,NC						
		TYPE OF ACCIDENT						PHASE OF OPERATION	
		COLLISION WITH AIRCRAFT	BOTH IN FLIGHT					IN FLIGHT CLIMB TO 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 - TOWER						RADAR CTL/SURVEILLANCE - UNKNOWN/NOT REPORTED	
		TRAFFIC ADVISORY ISSUED - NONE						CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT	
		CONTROL ZONE/AREA - YES						EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED	
3-1010	2/26/79	NR.GREENVILLE,MS	BEECH 95A55 N500MG DAMAGE-DESTROYED	CR-	1	0	0	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 28, 2699 TOTAL HOURS, 125 IN TYPE, NOT INSTRUMENT RATED.
	TIME - 1425			PX-	0	0	0		
		NAME OF AIRPORT - GREENVILLE MUNI		OT-	2	0	0		
		DEPARTURE POINT	INTENDED DESTINATION						
		DOTHAN,AL	GREENVILLE,MS						
		TYPE OF ACCIDENT						PHASE OF OPERATION	
		COLLISION WITH AIRCRAFT	BOTH IN FLIGHT					LANDING TRAFFIC PATTERN-CIRCLING	
		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						RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT	
		TRAFFIC ADVISORY ISSUED - NONE						CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT	
		CONTROL ZONE/AREA - YES						EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED	
3-1094	4/15/79	NR.BOCA RATION,FL	BEECH 58 N20SB DAMAGE-DESTROYED	CR-	2	0	0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	ATP,FLIGHT INSTR., AGE 59, 17415 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
	TIME - 0920			PX-	0	0	0		
		DEPARTURE POINT	INTENDED DESTINATION						
		BOCA RATION,FL	LOCAL						
		TYPE OF ACCIDENT						PHASE OF OPERATION	
		STALL SPIN						IN FLIGHT OTHER	
		PROBABLE CAUSE(S)							
		PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED							
		FACTOR(S)							
		PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE FLIGHT TRAINING-PROCEDURES							
		REMARKS- EVIDENCE POINTS TO ENG OUT VMC MANEUVERS.NO ACFT OR ENG MALFUNCTION FOUND.FLAT SPIN.							

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-2572	6/6/79 TIME - 1245	LEESBURG,FL	BEECH 95 N2032C DAMAGE-DESTROYED	CR- PX-	1 0	0 0	0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 55, 2000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - LEESBURG				PHASE OF OPERATION			
		TYPE OF ACCIDENT				IN FLIGHT NORMAL CRUISE			
		ENGINE FAILURE OR MALFUNCTION				LANDING TRAFFIC PATTERN-CIRCLING			
		STALL SPIN							
		PROBABLE CAUSE(S)							
		PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (OWNER PERSONNEL)							
		POWERPLANT - ENGINE STRUCTURE CRANKCASE							
		MISCELLANEOUS ACTS, CONDITIONS - IMPROPER CLEARANCE-TOLERANCE							
		PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED							
		FACTOR(S)							
		MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER							
		COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES							
		EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER							
		REMARKS- MAIN BEARINGS ON CRANKSHAFT SHOWED INDICATIONS OF SCORING.							
3-2573	4/2/79 TIME - 1408	DAVIE,FL	BEECH D95A N37400 DAMAGE-DESTROYED	CR- PX- OT-	1 0 0	0 0 0	0 0 2	NONCOMMERCIAL BUSINESS	COMMERCIAL, AGE 39, 1311 TOTAL HOURS, 137 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT	INTENDED DESTINATION						
		OPA LOCKA,FL	POMPANO BEACH,FL						
		TYPE OF ACCIDENT				PHASE OF OPERATION			
		COLLISION WITH AIRCRAFT BOTH IN FLIGHT				IN FLIGHT NORMAL CRUISE			
		PROBABLE CAUSE(S)							
		PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT							
		PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT							
		SPECIAL DATA							
		SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.							
		CONTROLLING AGENCY - NO CONTROL				RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT			
		CONTROL ZONE/AREA - YES				EVASIVE ACTION TAKEN - NO			
		REMARKS- TRANSPONDER REPLY NOT RCVD FM N37400 AT FT LAUDERDALE APP CTL OR MIAMI ARTCC.							
3-3078	4/12/79 TIME - 1343	HOWEY IN HILLS,FL	BEECH 56TC N72571 DAMAGE-DESTROYED	CR- PX-	1 1	0 0	0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 38, 273 TOTAL HOURS, 37 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - HOWEY IN THE HILL							
		DEPARTURE POINT				PHASE OF OPERATION			
		OPA LOCKA,FL				LANDING FINAL APPROACH			
		TYPE OF ACCIDENT							
		STALL							
		PROBABLE CAUSE(S)							
		PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED							
		FIRE AFTER IMPACT							

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3191	10/25/79	NR.FORDYCE,AR	BEECH C55 N9466S DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL BUSINESS	COMMERCIAL, FL.INSTR., AGE 27, 1400 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
		DEPARTURE POINT HOUSTON, TX	INTENDED DESTINATION HOT SPRINGS,AR		PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT	
		TYPE OF ACCIDENT COLLIDED WITH TREES				
		PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE FIRE AFTER IMPACT				
3-3264	8/24/79	KINROSS,MI	BEECH 95-B55 N4422W DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 46, 725 TOTAL HOURS, 337 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - CHIPPEWA COUNTY			PHASE OF OPERATION TAKEOFF INITIAL CLIMB	
		DEPARTURE POINT KINROSS,MI	INTENDED DESTINATION INDIANAPOLIS,IN			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED				
		PROBABLE CAUSE(S) PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT				
		SKY CONDITION OBSCURATION		CEILING AT ACCIDENT SITE 200		
		VISIBILITY AT ACCIDENT SITE 3/4 MILE OR LESS		PRECIPITATION AT ACCIDENT SITE NONE		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG		TEMPERATURE-F 66		
		WIND DIRECTION-DEGREES 240		WIND VELOCITY-KNOTS 9		
		TYPE OF WEATHER CONDITIONS IFR		TYPE OF FLIGHT PLAN IFR		
		REMARKS- RADAR CONTACT LOST DRG TKOF AFTER PLT SQUAWKED IDENT.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-3692	8/30/79 TIME - 0600	MIDDLETOWN,PA	BEECH 58 N868AF DAMAGE-DESTROYED	CR-	1	0	0	COMMERCIAL AIR TAXI-CARGO	ATP, FLIGHT INSTR., AGE 47. 13000 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - HARRISBURG INTL							
		DEPARTURE POINT PHILADELPHIA,PA		INTENDED DESTINATION MIDDLETOWN,PA					
		TYPE OF ACCIDENT COLLIDED WITH TREES		PHASE OF OPERATION LANDING FINAL APPROACH					
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION							
		FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT							
		WEATHER - LOW CEILING							
		WEATHER - FOG							
		WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED							
		WEATHER FORECAST - UNKNOWN/NOT REPORTED							
		SKY CONDITION BROKEN		CEILING AT ACCIDENT SITE 500					
		VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS		PRECIPITATION AT ACCIDENT SITE NONE					
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG		TEMPERATURE-F 72					
		WIND VELOCITY-KNOTS CALM		TYPE OF WEATHER CONDITIONS IFR					
		TYPE OF FLIGHT PLAN IFR							
		FIRE AFTER IMPACT							
		REMARKS- STRUCK TREES ON A HILL 1.8 MILES FM RWY THRESHOLD. NOSE BAGGAGE DOOR FOUND IN UNLOCKED POSITION.							
3-3913	8/9/79 TIME - 1643	FLUSHING, NY	BEECH D55 N105AC DAMAGE-DESTROYED	CR-	1	0	0	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 25, 4280 TOTAL HOURS, 31 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - LAGUARDIA							
		DEPARTURE POINT FLUSHING, NY		INTENDED DESTINATION ATLANTIC CITY, NJ					
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION		PHASE OF OPERATION TAKEOFF INITIAL CLIMB					
		COLLISION WITH GROUND/WATER CONTROLLED		LANDING LEVEL OFF/TOUCHDOWN					
		PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING							
		PILOT IN COMMAND - MISMANAGEMENT OF FUEL							
		MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION							
		FACTOR(S) TERRAIN - ROUGH/UNEVEN							
		FIRE AFTER IMPACT							
		REMARKS- FUEL SELECTOR VLVS PSND TO AUX TANKS. FLT MAN RSTRD USE OF AUX TANKS TO LVL FLT. LNDD 600FT FM RWY.							

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-3989	12/21/79	TAYLORVILLE,IL	BEECH B58 N2058X	CR-	2	0	0	NONCOMMERCIAL	PRIVATE, AGE 39, 642
	TIME - 1740		DAMAGE-DESTROYED	PX-	0	0	0	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 10 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT MADISON,WI		INTENDED DESTINATION TAYLORVILLE,IL						
	TYPE OF ACCIDENT COLLIDED WITH TREES							PHASE OF OPERATION LANDING OTHER	
	PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS								
	FACTOR(S) WEATHER - RAIN WEATHER - FOG								
	WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE								
	WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT								
	SKY CONDITION OVERCAST							CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED	
	VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS							PRECIPITATION AT ACCIDENT SITE RAIN	
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG							WIND DIRECTION-DEGREES 180	
	WIND VELOCITY-KNOTS 10							TYPE OF WEATHER CONDITIONS IFR	
	TYPE OF FLIGHT PLAN IFR								
	REMARKS- DISCONTINUED APCH TO SPRINGFIELD,RECD SPCL VFR CLRNC TO TAYLORVILLE.								

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-3993	12/28/79 TIME - 0930	HAYDEN, CO	BEECH B60 N6030S DAMAGE-DESTROYED	CR- 1	0	0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 57, 12800 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - YAMPA VALLEY						
		DEPARTURE POINT DENVER, CO	INTENDED DESTINATION HAYDEN, CO					
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED		PHASE OF OPERATION LANDING FINAL APPROACH			
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION						
		FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG						
		WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE						
		WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION OBSCURATION			CEILING AT ACCIDENT SITE 800			
		VISIBILITY AT ACCIDENT SITE ZERO			PRECIPITATION AT ACCIDENT SITE NONE			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG			TEMPERATURE-F 11			
		WIND VELOCITY-KNOTS CALM			TYPE OF WEATHER CONDITIONS BELOW MINIMUMS			
		TYPE OF FLIGHT PLAN IFR						
		FIRE AFTER IMPACT						
		REMARKS- VOR RWY 10 APCH. CRASHED 3.3NM NW OF ARPT AT 7200FT MSL.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0623	3/2/79	NR.TURPIN,OK	BEECH BE-58P	CR- 1 0 0	NONCOMMERCIAL	PRIVATE, AGE 53, 960
	TIME - 1947		N6050S	PX- 5 0 0	BUSINESS	TOTAL HOURS, UNK/NR IN
	DEPARTURE POINT		DAMAGE-DESTROYED			TYPE, INSTRUMENT RATED.
	LIBERAL,KS		INTENDED DESTINATION			
	TYPE OF ACCIDENT		OLATHE,KS			
	STALL SPIN				PHASE OF OPERATION	
					IN FLIGHT CLIMB TO CRUISE	
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED					
	PILOT IN COMMAND - SPATIAL DISORIENTATION					
	FACTOR(S)					
	PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING					
	MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G.					
	WEATHER - LOW CEILING					
	WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE					
	WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST					
	SKY CONDITION				CEILING AT ACCIDENT SITE	
	OVERCAST				400	
	VISIBILITY AT ACCIDENT SITE				PRECIPITATION AT ACCIDENT SITE	
	4 MILES OR LESS				NONE	
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE				TEMPERATURE-F	
	NONE				49	
	WIND DIRECTION-DEGREES				WIND VELOCITY-KNOTS	
	130				5	
	TYPE OF WEATHER CONDITIONS				TYPE OF FLIGHT PLAN	
	IFR				IFR	
	FIRE AFTER IMPACT					
	REMARKS- 453LBS OVER GROSS WT.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1086	1/27/79 TIME - 0917	WAUKESHA,WI	BEECH 58P N9ZZ DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 48, 1037 TOTAL HOURS, 262 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - WAUKESHA COUNTY			PHASE OF OPERATION	
		DEPARTURE POINT	INTENDED DESTINATION			
		CHICAGO,IL	WAUKESHA,WI			
		TYPE OF ACCIDENT				
		COLLISION WITH GROUND/WATER	UNCONTROLLED			
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - IMPROPER IFR OPERATION				
		PILOT IN COMMAND - SPATIAL DISORIENTATION				
		FACTOR(S)				
		WEATHER - LOW CEILING				
		WEATHER - FOG				
		WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE				
		WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT				
		SKY CONDITION	CEILING AT ACCIDENT SITE			
		OVERCAST	700			
		VISIBILITY AT ACCIDENT SITE	PRECIPITATION AT ACCIDENT SITE			
		5 OR OVER(UNLIMITED)	NONE			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE	TEMPERATURE-F			
		FOG	28			
		WIND DIRECTION-DEGREES	WIND VELOCITY-KNOTS			
		20	6			
		TYPE OF WEATHER CONDITIONS	TYPE OF FLIGHT PLAN			
		IFR	IFR			
		REMARKS- SECOND MISSED APCH.BOTH MISSED APCHS FOLLOWED ADVISORY OF AN MSAW(MINIMUM SAFE ALTITUDE WARNING).				
3-0481	2/22/79 TIME - 1136	LONG BEACH,CA	CESSNA T310R N78347 DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	INSTRUCTIONAL DUAL	AIRLINE TRANSPORT, AGE 61, 13749 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
		NAME OF AIRPORT - DAUGHERTY FIELD			LAST ENROUTE STOP	
		DEPARTURE POINT	INTENDED DESTINATION			
		SANTA ANA,CA	RETURN			
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		ENGINE FAILURE OR MALFUNCTION		TAKEOFF INITIAL CLIMB		
		COLLISION WITH GROUND/WATER	UNCONTROLLED	IN FLIGHT UNCONTROLLED DESCENT		
		PROBABLE CAUSE(S)				
		POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS				
		PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED				
		FACTOR(S)				
		PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC.				
		MISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING				
		PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE				
		FIRE AFTER IMPACT				
		REMARKS- CHEVROLET VAN DAMAGED				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0430	1/5/79 TIME - 1755	NR.MADISON,MS	CESSNA 310R N303LA DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 51, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - BRUCE CAMPBELL DEPARTURE POINT MADISON,MS TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	INTENDED DESTINATION COLUMBUS,MS UNCONTROLLED		PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE	
		PROBABLE CAUSE(S) PILOT IN COMMAND - SPATIAL DISORIENTATION				
		FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE				
		SKY CONDITION BROKEN/LOWER SCATTERED VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE WIND DIRECTION-DEGREES 340 TYPE OF WEATHER CONDITIONS IFR			CEILING AT ACCIDENT SITE 500 PRECIPITATION AT ACCIDENT SITE DRIZZLE, RAIN TEMPERATURE-F 47 WIND VELOCITY-KNOTS 5 TYPE OF FLIGHT PLAN NONE	
		REMARKS- PILOT DID NOT MAINTAIN PILOT LOGBOOK.				
3-1076	2/27/79 TIME - 1432	BRISTOL,VA	CESSNA 310 N5927M DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	MISCELLANEOUS FERRY	COMMERCIAL, AGE 49, 900 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT PIKEVILLE,KY TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	INTENDED DESTINATION TRI-CITY,TN UNCONTROLLED		PHASE OF OPERATION IN FLIGHT DESCENDING	
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION				
		FACTOR(S) WEATHER - LOW CEILING TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED				
		SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF FLIGHT PLAN IFR			CEILING AT ACCIDENT SITE 1300 PRECIPITATION AT ACCIDENT SITE NONE TYPE OF WEATHER CONDITIONS VFR	
		REMARKS- AC CRASHED 90 DEG LEFT OF ILS HDG.FUEL SELECTORS BOTH FOUND ON R TANK.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-2114	3/2/79 TIME - 1014	GALESBURG,IL	CESSNA 310B N5384A DAMAGE-DESTROYED	CR- PX-	1 3	0 0	0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 65, 9018 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
		DEPARTURE POINT LEBANON,TN	INTENDED DESTINATION GALESBURG,IL						
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED				PHASE OF OPERATION LANDING MISSED APPROACH		
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION							
		FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG							
		WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE							
		WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT							
		SKY CONDITION OVERCAST					CEILING AT ACCIDENT SITE 400		
		VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS					PRECIPITATION AT ACCIDENT SITE NONE		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG					WIND DIRECTION-DEGREES 150		
		WIND VELOCITY-KNOTS 16					TYPE OF WEATHER CONDITIONS IFR		
		TYPE OF FLIGHT PLAN IFR							
3-2851	3/18/79 TIME - 2012	NR.CASTLE ROCK,CO	CESSNA 310 N4157A DAMAGE-DESTROYED	CR- PX-	1 1	0 0	0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 34, 330 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT HOUSTON,TX	INTENDED DESTINATION DENVER,CO						
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	UNCONTROLLED				PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT		
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION PILOT IN COMMAND - SPATIAL DISORIENTATION							
		FACTOR(S) WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. WEATHER - SNOW							
		SKY CONDITION OVERCAST					CEILING AT ACCIDENT SITE 800		
		VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED)					PRECIPITATION AT ACCIDENT SITE SNOW		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW					TYPE OF WEATHER CONDITIONS IFR		
		TYPE OF FLIGHT PLAN NONE							
		REMARKS- NARCOTICS FOUND ONBOARD.							

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-3011	8/20/79	NR.CRESAPTOWN,MD	CESSNA 310K N7060L DAMAGE-DESTROYED	CR- 1 0 0	PX- 1 0 0		NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 37, UNK/NR TOTAL HOURS, 173 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT CUMBERLAND,MD	INTENDED DESTINATION CHARLESTON,WV					
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED				PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE	
		PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS						
		FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED						
		SKY CONDITION BROKEN					CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED	
		VISIBILITY AT ACCIDENT SITE ZERO					PRECIPITATION AT ACCIDENT SITE RAIN	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG					TYPE OF WEATHER CONDITIONS IFR	
		TYPE OF FLIGHT PLAN IFR						
		FIRE AFTER IMPACT REMARKS- TKOF IN VFR CONDITIONS.DID NOT ACKNOWLEDGE RECEIPT OF IFR CLEARANCE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2996	11/12/79 TIME - 2029	SALEM,OR	CESSNA T310R N1316G DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 53, 6736 TOTAL HOURS, 16 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MCNARY FIELD		DEPARTURE POINT JOHN DAY,OR		INTENDED DESTINATION SALEM,OR		
TYPE OF ACCIDENT COLLISION WITH GROUND/WATER		CONTROLLED		PHASE OF OPERATION LANDING FINAL APPROACH		
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION						
FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
SKY CONDITION OBSCURATION		CEILING AT ACCIDENT SITE 200				
VISIBILITY AT ACCIDENT SITE 3/4 MILE OR LESS		PRECIPITATION AT ACCIDENT SITE NONE				
OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG		TEMPERATURE-F 37				
WIND DIRECTION-DEGREES 240		WIND VELOCITY-KNOTS 4				
TYPE OF WEATHER CONDITIONS IFR		TYPE OF FLIGHT PLAN IFR				
REMARKS- ACFT 1200FT HI AT LOM,COMMENCED RAPID DESCENT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3166	3/17/79	NR.HEBER,AZ	CESSNA 310R N3424G	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 48, 1800 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
	TIME - 1130		DAMAGE-DESTROYED			
	DEPARTURE POINT		INTENDED DESTINATION		LAST ENROUTE STOP	
	FLAGSTAFF,AZ		SAN ANTONIO,TX		EL PASO,TX	
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	COLLISION WITH GROUND/WATER		UNCONTROLLED		IN FLIGHT UNCONTROLLED DESCENT	
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING					
	PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS					
	PILOT IN COMMAND - SPATIAL DISORIENTATION					
	FACTOR(S)					
	WEATHER - SNOW					
	WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED					
	MISSING AIRCRAFT - LATER RECOVERED					
	SKY CONDITION				CEILING AT ACCIDENT SITE	
	OVERCAST				UNKNOWN/NOT REPORTED	
	VISIBILITY AT ACCIDENT SITE				PRECIPITATION AT ACCIDENT SITE	
	UNKNOWN/NOT REPORTED				SNOW SHOWERS	
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE				WIND DIRECTION-DEGREES	
	UNKNOWN/NOT REPORTED				225	
	WIND VELOCITY-KNOTS				TYPE OF WEATHER CONDITIONS	
	3				IFR	
	TYPE OF FLIGHT PLAN					
	NONE					
	REMARKS- RECOVERY DATE 4/23/79.					
3-3168	7/15/79	MISSING AIRCRAFT	CESSNA 310 N181D	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 59, 6000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
	TIME - UNK/NR		DAMAGE-DESTROYED			
	DEPARTURE POINT		INTENDED DESTINATION		PHASE OF OPERATION	
	LEWISTON,ME		NASHUA,NH		UNKNOWN/NOT REPORTED	
	TYPE OF ACCIDENT					
	MISSING AIRCRAFT,NOT RECOVERED					
	PROBABLE CAUSE(S)					
	MISCELLANEOUS - UNDETERMINED					
	REMARKS- ACFT DAMAGE & INJURY INDEX PRESUMED.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3146	10/22/79 TIME - 1940	NR.BLOOMINGTON,IN	CESSNA 310 N1320G DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 27, 4679 TOTAL HOURS, 345 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT CENTRALIA,IL	INTENDED DESTINATION COLUMBUS,IN		PHASE OF OPERATION IN FLIGHT DESCENDING IN FLIGHT UNCONTROLLED DESCENT	
		TYPE OF ACCIDENT TURBULENCE COLLISION WITH GROUND/WATER UNCONTROLLED				
PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED FLIGHT INTO KNOWN AREAS OF SEVERE TURBULENCE WEATHER - TORNADO						
FACTOR(S) WEATHER - THUNDERSTORM ACTIVITY WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED						
		SKY CONDITION BROKEN	CEILING AT ACCIDENT SITE 4000		PRECIPITATION AT ACCIDENT SITE RAIN	
		VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED)	OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE		TEMPERATURE-F 61	
		WIND DIRECTION-DEGREES 270	WIND VELOCITY-KNOTS 15		TYPE OF FLIGHT PLAN IFR	
		TYPE OF WEATHER CONDITIONS IFR	REMARKS- WRECKAGE NR TORNADO WATCH AREA.FUNNEL-SHAPE CLOUD RPRTD NR SITE 1945.RECOVERY DATE 10/23/79.			

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-3620	10/3/79	NR.BETHLEHEM,CT	CESSNA 310R N87369 DAMAGE-DESTROYED	CR- 0	1	0	NONCOMMERCIAL BUSINESS	COMMERCIAL, FL.INSTR., AGE 32, 1300 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
		DEPARTURE POINT CHESTERFIELD,VA	INTENDED DESTINATION OXFORD,CT					
		TYPE OF ACCIDENT COLLIDED WITH RESIDENCE(S)					PHASE OF OPERATION 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 - UNKNOWN/NOT REPORTED						
		SKY CONDITION OBSCURATION					CEILING AT ACCIDENT SITE 0	
		VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS					PRECIPITATION AT ACCIDENT SITE RAIN	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG					TEMPERATURE-F 66	
		WIND DIRECTION-DEGREES 120					WIND VELOCITY-KNOTS 15	
		TYPE OF WEATHER CONDITIONS IFR					TYPE OF FLIGHT PLAN IFR	
		REMARKS- ACFT CRASHED APRX 10 MILES NORTH OF ARPT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3627	10/30/79	NR.TUCUMCARI,NM	CESSNA 310	CR- 1 0 0	NONCOMMERCIAL	COMMERCIAL, AGE 32, 750
	TIME - 0425		N1758H	PX- 1 0 0	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, UNK/NR IN
			DAMAGE-DESTROYED			TYPE, INSTRUMENT RATED.
		DEPARTURE POINT	INTENDED DESTINATION			
		GRAND JUNCTION,CO	LUBBOCK,TX			
		TYPE OF ACCIDENT			PHASE OF OPERATION	
		COLLISION WITH GROUND/WATER	CONTROLLED		IN FLIGHT NORMAL CRUISE	
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS				
		FACTOR(S)				
		PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING				
		WEATHER - LOW CEILING				
		WEATHER - FOG				
		WEATHER - SNOW				
		WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE				
		WEATHER FORECAST - UNKNOWN/NOT REPORTED				
		SKY CONDITION			CEILING AT ACCIDENT SITE	
		OBSCURATION			100	
		VISIBILITY AT ACCIDENT SITE			PRECIPITATION AT ACCIDENT SITE	
		1/2 MILE OR LESS			SNOW	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE			TEMPERATURE-F	
		FOG			34	
		WIND DIRECTION-DEGREES			WIND VELOCITY-KNOTS	
		340			10	
		TYPE OF WEATHER CONDITIONS			TYPE OF FLIGHT PLAN	
		IFR			NONE	
		REMARKS- BRIEFED 2311 ON 10/29.DEPARTED 3 HOURS LATER.				
3-3958	8/29/79	BLUE RIDGE,IN	CESSNA 310	CR- 1 0 0	COMMERCIAL	COMMERCIAL, AGE 50, 2400
	TIME - 1307		N69618	PX- 1 0 0	AIR TAXI-PASSG	TOTAL HOURS, 1600 IN
			DAMAGE-DESTROYED			TYPE, INSTRUMENT RATED.
		DEPARTURE POINT	INTENDED DESTINATION			
		CINCINNATI,OH	INDIANAPOLIS,IN			
		TYPE OF ACCIDENT			PHASE OF OPERATION	
		COLLISION WITH GROUND/WATER	UNCONTROLLED		IN FLIGHT UNCONTROLLED DESCENT	
		PROBABLE CAUSE(S)				
		MISCELLANEOUS - UNDETERMINED				
		FACTOR(S)				
		PILOT IN COMMAND - PHYSICAL IMPAIRMENT				
		MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT				
		REMARKS- HIGH SPEED STEEP ANGLE DESCENT FROM 8000FT.PLT BLOOD ALCOHOL LEVEL 98MG%.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3974	12/21/79 TIME - 1918	GREEN BAY,WI	CESSNA 310R N78ST DAMAGE-DESTROYED	CR- 0 1 0 PX- 2 2 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 35, 1632 TOTAL HOURS, 70 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - AUSTIN-STRAUBEL				
		DEPARTURE POINT		INTENDED DESTINATION		
		PALWAUKEE,IL		GREEN BAY,WI		
		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 - FOG				
		WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE				
		WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT				
		SKY CONDITION		CEILING AT ACCIDENT SITE		
		OBSCURATION		200		
		VISIBILITY AT ACCIDENT SITE		PRECIPITATION AT ACCIDENT SITE		
		ZERO		NONE		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE		WIND DIRECTION-DEGREES		
		FOG		210		
		WIND VELOCITY-KNOTS		TYPE OF WEATHER CONDITIONS		
		5		IFR		
		TYPE OF FLIGHT PLAN				
		IFR				
		REMARKS- ILS RWY 6R APCH.HIT TREES APRX 1/2MI SW OF ARPT.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1169	4/22/79	NR. COVINGTON, LA	CESSNA 320E N34820 DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	AIRLINE TRANSPORT, AGE 39, 8183 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
		DEPARTURE POINT NEW ORLEANS, LA	INTENDED DESTINATION WEST MEMPHIS, AR		PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT	
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED				
PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION						
FACTOR(S) WEATHER - LOW CEILING WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION OVERCAST	CEILING AT ACCIDENT SITE. 500			
		VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS	PRECIPITATION AT ACCIDENT SITE THUNDERSTORM			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE	TEMPERATURE-F 71			
		WIND DIRECTION-DEGREES 90	WIND VELOCITY-KNOTS 30			
		TYPE OF WEATHER CONDITIONS IFR	TYPE OF FLIGHT PLAN IFR			
		FIRE AFTER IMPACT				
3-1826	5/8/79	TUCSON, AZ	CESSNA 320E N34320 DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 48, 2048 TOTAL HOURS, 768 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - TUCSON INTL			LAST ENROUTE STOP UNKNOWN/NOT REPORTED	
		DEPARTURE POINT TUCSON, AZ	INTENDED DESTINATION TUCSON, AZ		PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING LANDING LEVEL OFF/TOUCHDOWN	
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DIRT BANK				
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-2650	7/3/79	NR.ASHDOWN,AR	CESSNA 340	CR-	1	0	0	NONCOMMERCIAL	ATP, FLIGHT INSTR., AGE
	TIME - 1815		N345B	PX-	3	0	0	CORP/EXEC	36, 5375 TOTAL HOURS, 36
			DAMAGE-DESTROYED	OT-	3	0	0		IN TYPE, INSTRUMENT
									RATED.
		DEPARTURE POINT	INTENDED DESTINATION						
		LITTLE ROCK,AR	DALLAS, TX						
		TYPE OF ACCIDENT						PHASE OF OPERATION	
		COLLISION WITH AIRCRAFT	BOTH IN FLIGHT					IN FLIGHT	NORMAL CRUISE
		PROBABLE CAUSE(S)							
		PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT							
		FACTOR(S)							
		MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE							
		SPECIAL DATA							
		SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.							
		CONTROLLING AGENCY - NO CONTROL						RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT	
		TRAFFIC ADVISORY ISSUED - NONE						CONTROL ZONE/AREA - NO	
		EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED						ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN	
3-3038	7/26/79	MONTEREY, CA	CESSNA 320A	CR-	1	0	0	NONCOMMERCIAL	PRIVATE, AGE 62, 3621
	TIME - 2143		N3005R	PX-	1	0	0	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 2471 IN
			DAMAGE-DESTROYED						TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - M ONTEREY PNSLA							
		DEPARTURE POINT	INTENDED DESTINATION						
		FRESNO, CA	MONTEREY, CA						
		TYPE OF ACCIDENT						PHASE OF OPERATION	
		COLLISION WITH GROUND/WATER	CONTROLLED					LANDING	FINAL APPROACH
		PROBABLE CAUSE(S)							
		PILOT IN COMMAND - IMPROPER IFR OPERATION							
		FACTOR(S)							
		WEATHER - LOW CEILING							
		TERRAIN - HIGH OBSTRUCTIONS							
		WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE							
		WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT							
		SKY CONDITION						CEILING AT ACCIDENT SITE	
		OVERCAST						75	
		VISIBILITY AT ACCIDENT SITE						PRECIPITATION AT ACCIDENT SITE	
		5 OR OVER (UNLIMITED)						NONE	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE						TEMPERATURE-F	
		NONE						59	
		WIND DIRECTION-DEGREES						WIND VELOCITY-KNOTS	
		290						8	
		TYPE OF WEATHER CONDITIONS						TYPE OF FLIGHT PLAN	
		IFR						IFR	
		FIRE AFTER IMPACT							

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3135	8/24/79 TIME - 0731	SAN JUAN,PR	CESSNA 336 N1709Z DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL BUSINESS	COMMERCIAL, AGE 55, 6000 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - ISLA GRANDE				
		DEPARTURE POINT SAN JUAN,PR	INTENDED DESTINATION VIEQUES,PR			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL			PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING TRAFFIC PATTERN-CIRCLING	
PROBABLE CAUSE(S)						
POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS						
PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S)						
PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT						
PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION						
POWERPLANT - PROPELLER AND ACCESSORIES GOVERNORS						
MISCELLANEOUS ACTS,CONDITIONS - MISSING						
MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS						
PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER						
REMARKS- REAR ENG GOV GASKET FILTER SCREEN MISSING,WATER & SLUDGE FOUND IN PROP DOME.						
3-1838	6/8/79 TIME - 1028	SEATTLE,WA	CESSNA T337F N6322S DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 28, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - BOEING				
		DEPARTURE POINT SEATTLE,WA	INTENDED DESTINATION AUBURN,WA			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL			PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE IN FLIGHT OTHER	
PROBABLE CAUSE(S)						
PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
PILOT IN COMMAND - MISMANAGEMENT OF FUEL						
MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION						
PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION						
POWERPLANT - EXHAUST SYSTEM EXTERNAL SUPERCHARGER						
MISCELLANEOUS ACTS,CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART,NOT SYSTEM						
PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE						
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
REMARKS- FRONT ENG QUIT,FEATH PROP.REAR ENG LOST PWR DUE MALFUNCT TURBO.DIDNT RET TO LINE ON PREV T/O-ABORT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-3070	10/31/79	NR, HESPERIA, CA	CESSNA T337C N2555S	CR-	1	0	0	NONCOMMERCIAL	PRIVATE, AGE 49. 839
	TIME - 1725		DAMAGE-DESTROYED	PX-	3	0	0	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 555 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - HESPERIA	AIR LODG						
		DEPARTURE POINT	INTENDED DESTINATION						
		HESPERIA, CA	TORRANCE, CA						
		TYPE OF ACCIDENT						PHASE OF OPERATION	
		ENGINE FAILURE OR MALFUNCTION						TAKEOFF INITIAL CLIMB	
		STALL MUSH						TAKEOFF INITIAL CLIMB	
		PROBABLE CAUSE(S)							
		POWERPLANT - MISCELLANEOUS	POWERPLANT FAILURE FOR UNDETERMINED REASONS						
		PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC.							
		PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED							
		FACTOR(S)							
		WEATHER - HIGH DENSITY ALTITUDE							
		MISCELLANEOUS ACTS, CONDITIONS - FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL							
		MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL							
		COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE							
		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						67	
		WIND DIRECTION-DEGREES						WIND VELOCITY-KNOTS	
		320						5	
		TYPE OF WEATHER CONDITIONS						TYPE OF FLIGHT PLAN	
		VFR						NONE	
		REMARKS- WITNESS RPRT-1 ENG REVVED, SMK FM ACFT DRG TKOF. PROP NOT FEATHERED. D/A APRX 5100FT. H2O/GEL IN FUEL.							
3-3691	11/2/79	BENSON, NC	CESSNA P337H N5KN	CR-	1	0	0	NONCOMMERCIAL	PRIVATE, AGE 64, 2407
	TIME - 1628		DAMAGE-DESTROYED	PX-	2	0	0	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 33 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT	INTENDED DESTINATION						
		FRIENDLY, MD	TITUSVILLE, FL						
		TYPE OF ACCIDENT						PHASE OF OPERATION	
		AIRFRAME FAILURE IN FLIGHT						IN FLIGHT UNCONTROLLED DESCENT	
		PROBABLE CAUSE(S)							
		PILOT IN COMMAND - SPATIAL DISORIENTATION							
		PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT							
		FACTOR(S)							
		MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE							
		PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING							
		SYSTEMS - ANTI-ICING, DE-ICING SYSTEMS OTHER							
		MISCELLANEOUS ACTS, CONDITIONS - FROZEN, MOISTURE							
		AIRFRAME - WINGS SPARS							
		MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE							
		MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT							
		FIRE AFTER IMPACT							
		REMARKS- NOT CERT KNOWN ICE COND. CONTD IN ICE COND 1 HR. STALL WARN VANE FROZEN. BROKE-UP LO ALT BELOW CLOUDS							

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2652	1/8/79 TIME - 1005	JACKSONVILLE,FL	CESSNA 411 N7338U DAMAGE-DESTROYED	CR- 2 0 0 PX- 1 0 0	MISCELLANEOUS OTHER PUBLIC	COMMERCIAL, AGE 29, 450 TOTAL HOURS, 4 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - CRAIG MUNICIPAL DEPARTURE POINT JACKSONVILLE,FL TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED	INTENDED DESTINATION PANAMA CITY,FL		PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE	
		PROBABLE CAUSE(S) PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT				
		SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 240 TYPE OF WEATHER CONDITIONS IFR			CEILING AT ACCIDENT SITE 600 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 62 WIND VELOCITY-KNOTS 8 TYPE OF FLIGHT PLAN IFR	
3-3134	9/30/79 TIME - 1945	NR.FT.LAUDERDALE,FL	CESSNA 404 N88696 DAMAGE-SUBSTANTIAL	CR- 1 0 1 PX- 0 0 0	MISCELLANEOUS OTHER	AIRLINE TRANSPORT, AGE 33, 1927 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT UNKNOWN/NOT REPORTED TYPE OF ACCIDENT COLLIDED WITH ELECTRONIC TOWERS	INTENDED DESTINATION UNKNOWN/NOT REPORTED		PHASE OF OPERATION IN FLIGHT OTHER	
		PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING REMARKS- AIRCRAFT WAS HAULING MARAJUANA,PIC NOT APPREHENDED.COCAINE FOUND IN CO-PILOTS BLOOD.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3364	7/12/79	NR. ANCHORAGE, AK	CESSNA 402B N402TH DAMAGE-DESTROYED	CR- 1 0 0 PX- 6 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 26, 7726 TOTAL HOURS, 1715 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT ANCHORAGE, AK	INTENDED DESTINATION KENAI, AK		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE	
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED			
		PROBABLE CAUSE(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - FLIGHT AND NAVIGATION INSTRUMENTS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE			FLUXGATE COMPASS	
		FACTOR(S) PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC. EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - CHAFED PERSONNEL - AIRWAYS FACILITIES PERSONNEL OTHER PERSONNEL - TRAFFIC CONTROL PERSONNEL FAILURE TO PROPERLY IDENTIFY AIRCRAFT ON RADAR WEATHER - LOW CEILING WEATHER - RAIN WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT				
		SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE ZERO OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF FLIGHT PLAN IFR			CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF WEATHER CONDITIONS IFR	
		REMARKS-	ACFT OBSVD W IFR ARVL TRANS CODE AFT DEPT. FLUX DECTR WIRES CHAFED. GD CTLR CNT COM DRCTY W DEPT CTL			

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0879	2/22/79	KANSAS CITY,MO	CESSNA 421A	CR- 1 0 0 PX- 2 0 0	NONCOMMERCIAL BUSINESS	COMMERCIAL, AGE 61, 16000 TOTAL HOURS, 420 IN TYPE, INSTRUMENT RATED.
	TIME - 0955		DAMAGE-DESTROYED			
	NAME OF AIRPORT - KANSAS CITY DOWNT					
	DEPARTURE POINT	INTENDED DESTINATION				
	DES MOINES,IA	KANSAS CITY,MO				
	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 - FOG					
	WEATHER - WIND SHEAR					
	WEATHER BRIEFING - OTHER					
	WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST					
	SKY CONDITION				CEILING AT ACCIDENT SITE	
	OBSCURATION				0	
	VISIBILITY AT ACCIDENT SITE				PRECIPITATION AT ACCIDENT SITE	
	ZERO				DRIZZLE	
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE				TEMPERATURE-F	
	FOG				43	
	WIND DIRECTION-DEGREES				WIND VELOCITY-KNOTS	
	50				8	
	TYPE OF WEATHER CONDITIONS				TYPE OF FLIGHT PLAN	
	IFR				IFR	
	FIRE AFTER IMPACT					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-2658	6/19/79	CHARLESTON,WV	CESSNA 421B N69733	CR- 1	0	0	NONCOMMERCIAL	PRIVATE, AGE 59, 2008
	TIME - 0813		DAMAGE-DESTROYED	PX- 2	2	0	BUSINESS	TOTAL HOURS, 543 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - KANAWHA							
	DEPARTURE POINT	INTENDED DESTINATION						
	NEWPORT NEWS,VA	CHARLESTON,WV						
	TYPE OF ACCIDENT						PHASE OF OPERATION	
	COLLIDED WITH TREES						LANDING FINAL APPROACH	
	PROBABLE CAUSE(S)							
	PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL							
	PILOT IN COMMAND - IMPROPER IFR OPERATION							
	FACTOR(S)							
	MISCELLANEOUS ACTS,CONDITIONS - INCORRECT TRIM SETTING							
	TERRAIN - HIGH OBSTRUCTIONS							
	WEATHER - LOW CEILING							
	WEATHER - FOG							
	WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED							
	WEATHER FORECAST - UNKNOWN/NOT REPORTED							
	SKY CONDITION						CEILING AT ACCIDENT SITE	
	OVERCAST						100	
	VISIBILITY AT ACCIDENT SITE						PRECIPITATION AT ACCIDENT SITE	
	1/2 MILE OR LESS						NONE	
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE						TEMPERATURE-F	
	FOG						64	
	WIND DIRECTION-DEGREES						WIND VELOCITY-KNOTS	
	30						5	
	TYPE OF WEATHER CONDITIONS						TYPE OF FLIGHT PLAN	
	IFR						OTHER	
	FIRE AFTER IMPACT							
	REMARKS- ILS APCH.CRASHED INSIDE OM,1000FT BLO GLIDEPATH.NO MEDICAL,MULTI-ENG OR INSTRUMENT RATINGS.							

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3101	1/9/79	NR.SPANISH FORKS, UT	CESSNA 421C	CR- 1 0 0	NONCOMMERCIAL	COMMERCIAL, AGE 50, 2629
	TIME - 1710		N5469G	PX- 4 0 0	CORP/EXEC	TOTAL HOURS, 52 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT	DAMAGE-SUBSTANTIAL			
		PROVO,UT	INTENDED DESTINATION			
		TYPE OF ACCIDENT	SAN FRANCISCO,CA			
		COLLISION WITH GROUND/WATER	CONTROLLED		PHASE OF OPERATION	
					IN FLIGHT CLIMB TO CRUISE	
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - IMPROPER IFR OPERATION				
		FACTOR(S)				
		PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING				
		WEATHER - LOW CEILING				
		WEATHER - FOG				
		WEATHER - SNOW				
		WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE				
		WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT				
		MISSING AIRCRAFT - LATER RECOVERED				
		SKY CONDITION			CEILING AT ACCIDENT SITE	
		OVERCAST			500	
		VISIBILITY AT ACCIDENT SITE			PRECIPITATION AT ACCIDENT SITE	
		3/4 MILE OR LESS			SNOW	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE			TYPE OF WEATHER CONDITIONS	
		BLOWING SNOW			IFR	
		TYPE OF FLIGHT PLAN				
		IFR				
		REMARKS- MTNS OBSCURED.RECOVERY DATE 1/13/79.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3366	12/21/79	NR.LOCUST GROVE,AR	CESSNA 421B N5428J DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 37, 6169 TOTAL HOURS, 885 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT LITTLE ROCK,AR	INTENDED DESTINATION LOCUST GROVE,AR		PHASE OF OPERATION LANDING FINAL APPROACH	
		TYPE OF ACCIDENT COLLIDED WITH TREES				
PROBABLE CAUSE(S)						
PILOT IN COMMAND - EXERCISED POOR JUDGMENT						
PILOT IN COMMAND - IMPROPER IFR OPERATION						
FACTOR(S)						
AIRPORTS/AIRWAYS/FACILITIES - AIRWAYS FACILITIES OTHER						
WEATHER - LOW CEILING						
WEATHER - FOG						
TERRAIN - HIGH OBSTRUCTIONS						
MISCELLANEOUS ACTS,CONDITIONS - POORLY PLANNED APPROACH						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION	CEILING AT ACCIDENT SITE			
		OBSCURATION	0			
		VISIBILITY AT ACCIDENT SITE	PRECIPITATION AT ACCIDENT SITE			
		1/4 MILE OR LESS	NONE			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE	TEMPERATURE-F			
		FOG	53			
		WIND DIRECTION-DEGREES	WIND VELOCITY-KNOTS			
		180	10			
		TYPE OF WEATHER CONDITIONS	TYPE OF FLIGHT PLAN			
		IFR	IFR			
		FIRE AFTER IMPACT				
REMARKS- NDB & COMPASS LOCATOR FOR SDF INOP.CRASHED APRX 1000FT ABV ARPT ELEV & 6MI OUT ON SDF LOC CRSLN.						
3-4021	12/26/79	EAGLE.CO	CESSNA 421B N100RV DAMAGE-DESTROYED	CR- 1 0 0 PX- 4 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 50, 3052 TOTAL HOURS, 358 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - EAGLE	INTENDED DESTINATION SUN VALLEY,ID		PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING	
		DEPARTURE POINT EAGLE.CO				
		TYPE OF ACCIDENT STALL				
PROBABLE CAUSE(S)						
PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT						
PILOT IN COMMAND - FAILED TO RETRACT LANDING GEAR						
PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S)						
PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
REMARKS- PLT RADIOED JUST AFTR TKOF HE WAS RETURNING,HAD DOOR OPEN.R NOSE DOOR LOCK IN UNLOCKED PSN.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3982	7/24/79 TIME - 0922	ST CROIX,USVI	DEHAVILLAND DH-114 N575PR DAMAGE-DESTROYED	CR- 1 1 0 PX- 7 12 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 46, 15710 TOTAL HOURS, 11454 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ALEX HAMILTON DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP SAN JUAN,PR ST.THOMAS,USVI ST.MAARTEN,NETS TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE SUPERVISION/TRAINING OF RAMP CREWS MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. FACTOR(S) PERSONNEL - RULES,REGULATIONS,STANDARDS PERSONNEL REMARKS- ACFT 1060LBS OVR MAX GWT,CG ABT 8IN AFT OF REAR LMT.INADOT SURVEILLANCE & ENFORCEMENT BY FAA.						
3-3926	5/25/79 TIME - 2040	BULLEN POINT,AK	DEHAVND CAN DHC-4A N581PA DAMAGE-DESTROYED	CR- 3 0 0 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	AIRLINE TRANSPORT, AGE 53, 14738 TOTAL HOURS, 2630 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BULLEN POINT DEPARTURE POINT INTENDED DESTINATION BULLEN POINT,AK DEADHORSE,AK TYPE OF ACCIDENT PHASE OF OPERATION STALL TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. MISCELLANEOUS ACTS,CONDITIONS - CARGO SHIFTED FACTOR(S) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE GROUND TRAINING-PROCEDURES FIRE AFTER IMPACT REMARKS- ACFT CONFIGD FOR STOL DEP.CRASHED 1400FT FM START PT.STOL OPN NOT APPROVED.NEW LOADMASTER.						
3-1682	6/12/79 TIME - 0723	FT LAUDERDALE,FL	DOUGLAS DC-3 N427W DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	MISCELLANEOUS UNKNOWN/NOT REPORTED	COMMERCIAL, AGE 49, 8000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - EXECUTIVE DEPARTURE POINT INTENDED DESTINATION FT LAUDERDALE,FL UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIN TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. FIRE AFTER IMPACT REMARKS- PLT DID NOT HAVE DC-3 TYPE RATING-AIRWORTHINESS CERTIFICATE NOT ISSUED SINCE ACFT IMPORTED TO US.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-4002	7/20/79 TIME - 1930	NR,HONOLULU,HI	DOUGLAS DC-3 N63250 DAMAGE-DESTROYED	CR- PX-	2 0	0 0	MISCELLANEOUS FERRY	AIRLINE TRANSPORT, AGE 35, 8000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT SAN JOSE,CA	INTENDED DESTINATION HONOLULU,HI				PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN	
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION DITCHING						
		PROBABLE CAUSE(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION						
		FACTOR(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - COMMUNICATIONS AND NAVIGATION EQUIPMENT OTHER INSTRUMENTS/EQUIPMENT AND ACCESSORIES - COMMUNICATIONS AND NAVIGATION EQUIPMENT LORAN RECEIVER MISCELLANEOUS ACTS,CONDITIONS - COMMUNICATIONS FAILURE MISCELLANEOUS ACTS,CONDITIONS - FAILURE OF TWO OR MORE ENGINES MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER						
		REMARKS- ACFT NOT RECOVERED,INJURIES/DAMAGE PRESUMED.PLT RPRT HF RADIO & LORAN INOP,LOST,NO FUEL,DITCHING.						
3-3981	10/30/79 TIME - 1030	BETTLES,AK	DOUGLAS DC-3 N99663 DAMAGE-SUBSTANTIAL	CR- PX-	2 0	0 0	COMMERCIAL AIR TAXI-CARGO	ATP,FLIGHT INSTR., AGE 37, 7000 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - BETTLES DEPARTURE POINT FAIRBANKS,AK	INTENDED DESTINATION AMBLER,AK				LAST ENROUTE STOP BETTLES,AK PHASE OF OPERATION LANDING FINAL APPROACH	
		TYPE OF ACCIDENT COLLIDED WITH PARKED AIRCRAFT						
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION						
		FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER - SNOW						
		WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW TEMPERATURE-F 28					CEILING AT ACCIDENT SITE 500 PRECIPITATION AT ACCIDENT SITE SNOW RELATIVE BEARING OF WIND CALM WIND VELOCITY-KNOTS CALM TYPE OF FLIGHT PLAN IFR	
		TYPE OF WEATHER CONDITIONS BELOW MINIMUMS						
		REMARKS- HIT 3 PARKED ACFT 50FT RIGHT OF RWY,ALL SUBSTANTIAL DMG.NO ALTERNATE FILED.LOC/DME APCH.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-3228	11/19/79	NR.MCCORMICK,SC	DOUGLAS C-54D N8060C DAMAGE-DESTROYED	CR- 2 PX- 0	0 0 0 0	0 0 0 0	MISCELLANEOUS OTHER	ATP, FLIGHT INSTR., AGE 56, 24200 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
		NAME OF AIRPORT - PRIVATE	INTENDED DESTINATION	PHASE OF OPERATION				
		DEPARTURE POINT UNKNOWN/NOT REPORTED	UNKNOWN/NOT REPORTED	LANDING TRAFFIC PATTERN-CIRCLING				
		TYPE OF ACCIDENT COLLIDED WITH TREES						
		PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, ALTITUDE OR CLEARANCE						
		FACTOR(S) WEATHER - FOG						
		MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT						
		WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED						
		SKY CONDITION OBSCURATION		CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED				
		VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED		PRECIPITATION AT ACCIDENT SITE NONE				
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE GROUND FOG		TYPE OF WEATHER CONDITIONS BELOW MINIMUMS				
		TYPE OF FLIGHT PLAN NONE						
		FIRE AFTER IMPACT						
		REMARKS- COLLIDED W TREES ON RISING TRRN NR SOD STRIP AT DAYBREAK.15000LBS MARIJUANA ABD.						
3-1192	6/22/79	DAGGETT,CA	DOUGLAS DC-7C N357AL DAMAGE-DESTROYED	CR- 1 PX- 0	1 1 0 4	0 0 0 0	MISCELLANEOUS OTHER	CERTIFICATE UNKNOWN, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED.
		NAME OF AIRPORT - BARSTOW DAGGETT		LAST ENROUTE STOP UNKNOWN/NOT REPORTED				
		DEPARTURE POINT DAGGETT,CA		PHASE OF OPERATION TAKEOFF INITIAL CLIMB				
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION		TAKEOFF INITIAL CLIMB				
		COLLISION WITH GROUND/WATER CONTROLLED						
		PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
		MISCELLANEOUS ACTS, CONDITIONS - FUEL GRADE-IMPROPER						
		MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G.						
		PILOT IN COMMAND - FAILED TO ABORT TAKEOFF						
		PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 2 ENGINES						
		EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
		FIRE AFTER IMPACT						
		REMARKS- 2981LBS OVER MAX G/W.NO 3&4 ENGS SHOWED SEVERE DETONATION DMG.FUELED W 100 OCT.SMUGGLING OPN.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-3071	9/14/79	NR.KLAMATH FALLS,OR	DOUGLAS DC-7C N4SW DAMAGE-DESTROYED	CR-	2	0	0	NONCOMMERCIAL	COMMERCIAL, AGE 59, 8200 TOTAL HOURS, 475 IN TYPE, INSTRUMENT RATED.
	TIME - 2047		INTENDED DESTINATION MEDOFRD,OR	PX-	10	0	0	CORP/EXEC	
	DEPARTURE POINT REDMOND,OR							LAST ENROUTE STOP KLAMATH FALLS,OR	
	TYPE OF ACCIDENT COLLIDED WITH TREES							PHASE OF OPERATION IN FLIGHT NORMAL CRUISE	
	PROBABLE CAUSE(S)								
	PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING								
	PILOT IN COMMAND - MISJUDGED ALTITUDE								
	FIRE AFTER IMPACT								
	REMARKS- HIT TREES AT CREST OF MOUNTAIN RIDGE ALONG FLIGHT PATH.								
3-3075	9/17/79	AVALON,CA	GRUMMAN G-21A N22932 DAMAGE-SUBSTANTIAL	CR-	0	1	0	COMMERCIAL	AIRLINE TRANSPORT, AGE 54, 13300 TOTAL HOURS, 4000 IN TYPE, INSTRUMENT RATED.
	TIME - 1715			PX-	1	0	2	COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	
	NAME OF AIRPORT - PEBBLY BEACH								
	DEPARTURE POINT AVALON,CA		INTENDED DESTINATION SAN PEDRO,CA						
	TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT							PHASE OF OPERATION TAKEOFF INITIAL CLIMB	
	PROBABLE CAUSE(S)								
	PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION								
	SYSTEMS - FLIGHT CONTROL SYSTEMS ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM								
	MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE								
	FACTOR(S)								
	MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER								
	REMARKS- UP ELEVATOR CABLE SEPARATED 3 TO 4FT FWD OF STATION 29.CRASHED DRG WATER TKOF.								

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-4001	4/14/79 TIME - 1007	CATALINA IS,CA	GRUMMAN G-21A N11CS DAMAGE-DESTROYED	CR- PX-	0 1 2	0 1 7	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	ATP, FLIGHT INSTR., AGE 43, 9335 TOTAL HOURS, 455 IN TYPE, INSTRUMENT RATED.	
		NAME OF AIRPORT - PEBBLY BEACH							
		DEPARTURE POINT SAN PEDRO,CA	INTENDED DESTINATION CATALINA IS,CA						
		TYPE OF ACCIDENT STALL MUSH		PHASE OF OPERATION LANDING GO-AROUND					
		PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED							
		FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT							
		SKY CONDITION BROKEN		CEILING AT ACCIDENT SITE 600					
		VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS		PRECIPITATION AT ACCIDENT SITE NONE					
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG		TEMPERATURE-F 67					
		WIND DIRECTION-DEGREES 150		WIND VELOCITY-KNOTS 3					
		TYPE OF WEATHER CONDITIONS VFR		TYPE OF FLIGHT PLAN NONE					
		REMARKS- LOW ALT STRAIGHT-IN APCH TOWARD SEAPLANE RAMP. GO-AROUND AFTR NOTICING BOAT WAKES. PAX DROWNED.							
3-0875	5/27/79 TIME - UNK/NR	MISSING AIRCRAFT	GRUMMAN TYPE30 N4451 DAMAGE-DESTROYED	CR- PX-	1 3	0 0	0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 43, 726 TOTAL HOURS, 26 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT WENATCHEE, WA	INTENDED DESTINATION LAKE STEVENS, WA						
		TYPE OF ACCIDENT MISSING AIRCRAFT, NOT RECOVERED		PHASE OF OPERATION UNKNOWN/NOT REPORTED					
		PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED							
		REMARKS- ACFT DMG & INJURY INDEX PRESUMED.							

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1762	5/27/79	NR.SKYKOMISH,WA	GRUMMAN SCAN30 N4451 DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP.	PRIVATE, AGE 43, 712 TOTAL HOURS, 49 IN TYPE, NOT INSTRUMENT RATED.
	TIME - UNK/NR	DEPARTURE POINT WENATCHEE,WA	INTENDED DESTINATION LAKE STEVENS,WA		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE	
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED			
		PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS				
		FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - LOW CEILING WEATHER - RAIN WEATHER - THUNDERSTORM ACTIVITY				
		WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED				
		SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF FLIGHT PLAN NONE FIRE AFTER IMPACT			CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE RAIN TYPE OF WEATHER CONDITIONS IFR	
		REMARKS- RECOVERED FROM MTN SLOPE 7/20/79.				
3-3900	9/10/79	RAMONA,CA	GRUMMAN TS-2A N405DF DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0 OT- 1 0 0	COMMERCIAL ASSOC FIRE CTL ACTIVITY	COMMERCIAL, FL.INSTR., AGE 52, 9000 TOTAL HOURS, 775 IN TYPE, INSTRUMENT RATED.
	TIME - 1758	NAME OF AIRPORT - RAMONA DEPARTURE POINT RAMONA,CA	INTENDED DESTINATION LOCAL		PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING	
		TYPE OF ACCIDENT COLLISION WITH AIRCRAFT	BOTH IN FLIGHT			
		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.-LARGE US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - NO HORIZONTAL COLLISION ANGLE-DEGREES - 90 EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED			RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONVERGENCE ANGLE-DEGREES - 45 VERTICAL COLLISION ANGLE-DEGREES - 0	

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-2574	5/26/79 TIME - 1445	DANIA, FL	LOCKHEED PV-1 N1514S DAMAGE-DESTROYED	CR- PX-	1 1	0 0	0 0	MISCELLANEOUS UNKNOWN/NOT REPORTED	PRIVATE, AGE 53, 3344 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - FT. LAUDERDALE		DEPARTURE POINT DANIA, FL		INTENDED DESTINATION BIMINI, BAHAMAS		PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING FINAL APPROACH			
TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES		PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - FUEL SYSTEM CARBURETOR MISCELLANEOUS ACTS, CONDITIONS - LEAK/LEAKAGE MISCELLANEOUS ACTS, CONDITIONS - CORRODED/CORROSION							
FACTORS(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 FIRE AFTER IMPACT		REMARKS- SWAMP. PIC HAD 15 HOURS DUAL. HOLE IN DIAPHRAM, ADI FLUID FOUND IN CARB							
3-3139	4/27/79 TIME - 0116	NR. GUAMTANAMO, CUBA	LOCKHEED PV-1 N544B DAMAGE-DESTROYED	CR- PX-	2 0	0 0	0 0	MISCELLANEOUS UNKNOWN/NOT REPORTED	COMMERCIAL, AGE 35, 2720 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT FT LAUDERDALE, FL		INTENDED DESTINATION UNKNOWN/NOT REPORTED		LAST ENROUTE STOP UNKNOWN/NOT REPORTED					
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		FACTORS(S) MISCELLANEOUS ACTS, CONDITIONS - ELECTRICAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER							
REMARKS- PLT RPTD NAV INSTRUMENTS OUT. DITCHED IN INTL WATERS 20NM S OF CUBA. DEBRIS RCVRD. INJ INDEX PRESUMED									

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3001	8/7/79 TIME - 1336	NR.PONTIAC,MI	LOCKHEED 12A N36P DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL BUSINESS	AIRLINE TRANSPORT, AGE 46, 6540 TOTAL HOURS, 1846 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - OAKLAND PONTIAC				
		DEPARTURE POINT INTENDED DESTINATION PONTIAC,MI WEST BRANCH,MI				
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		ENGINE FAILURE OR MALFUNCTION		TAKEOFF INITIAL CLIMB		
		COLLISION WITH GROUND/WATER UNCONTROLLED		LANDING FINAL APPROACH		
		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				
		FIRE AFTER IMPACT				
		REMARKS- PLT ROSTD L TURNS BACK TO RWY.CRASHED INTO CULVERT STORAGE AREA.				
3-0276	2/3/79 TIME - 1704	MISSING AIRCRAFT	PIPER PA-23 N1330P DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	COMMERCIAL MAPPING/PHOTO	AIRLINE TRANSPORT, AGE 44, 13300 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
		DEPARTURE POINT INTENDED DESTINATION KLAMATH FALLS,OR CRESCENT CITY,CA				
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		MISSING AIRCRAFT,NOT RECOVERED		UNKNOWN/NOT REPORTED		
		PROBABLE CAUSE(S)				
		MISCELLANEOUS - UNDETERMINED				
		REMARKS- INJURY INDEX AND AIRCRAFT DAMAGE PRESUMED.				
3-1029	2/4/79 TIME - 1530	PASCAGOULA,MS	PIPER PA-23 N3362P DAMAGE-DESTROYED	CR- 1 1 0 PX- 0 0 1	INSTRUCTIONAL DUAL	ATP,FLIGHT INSTR., AGE 53, 8239 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
		NAME OF AIRPORT - JACKSON COUNTY				
		DEPARTURE POINT INTENDED DESTINATION PASCAGOULA,MS LOCAL				
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		STALL SPIN		LANDING TRAFFIC PATTERN-CIRCLING		
		PROBABLE CAUSE(S)				
		DUAL STUDENT - FAILED TO OBTAIN/MAINTAIN FLYING SPEED				
		MISCELLANEOUS ACTS,CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE				
		PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT				
		FIRE AFTER IMPACT				
		REMARKS- L ENG FEATHERED INTENTIONALLY.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-1672	2/5/79	NR.MIAMI,FL	PIPER PA-23 N6608Y DAMAGE-DESTROYED	CR-	1	0	0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 40, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
		NAME OF AIRPORT - NEW TAMiami							
		DEPARTURE POINT MIAMI,FL	INTENDED DESTINATION KEY WEST,FL						
		TYPE OF ACCIDENT FIRE OR EXPLOSION IN FLIGHT COLLISION WITH GROUND/WATER	UNCONTROLLED		PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING OTHER				
		PROBABLE CAUSE(S)							
		PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (OWNER PERSONNEL)							
		PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE INSPECTION OF AIRCRAFT (MAINTENANCE PERSONNEL)							
		POWERPLANT - LUBRICATING SYSTEM LINES,HOSES,FITTING							
		MISCELLANEOUS ACTS,CONDITIONS - UNDER TORQUED							
		MISCELLANEOUS ACTS,CONDITIONS - LEAK/LEAKAGE							
		PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING							
		FACTOR(S)							
		MISCELLANEOUS ACTS,CONDITIONS - FIRE IN ENGINE							
		EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND							
		REMARKS- ATEMPG RETURN ARPT AFT RESTART OF ENG W PREV FIRE,B NUT ABOVE TURBOCHARGER FINGER TIGHT.							
3-2488	1/18/79	SCOTTOWN,OH	PIPER PA-23 N4031P DAMAGE-DESTROYED	CR-	2	0	0	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 42, 500 TOTAL HOURS, 75 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT GALLIPOLIS,OH	INTENDED DESTINATION LEXINGTON,KY						
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL SPIN			PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING FINAL APPRDACH				
		PROBABLE CAUSE(S)							
		PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL)							
		POWERPLANT - PROPELLER AND ACCESSORIES OTHER							
		MISCELLANEOUS ACTS,CONDITIONS - WRONG PART							
		MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE							
		MISCELLANEOUS ACTS,CONDITIONS - OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM							
		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- L ENG PROP GOV OIL LINE ALUMINUM ALLOY,MFGR SPEC STATED STEEL TUBING.							

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-2884	11/25/79	COLUMBUS,NE	PIPER PA-23 N6496Y DAMAGE-DESTROYED	CR- 1 0 0	PX- 5 0 0		NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 49, 764 TOTAL HOURS, 390 IN TYPE, INSTRUMENT RATED.
	TIME - UNK/NR							
		NAME OF AIRPORT - COLUMBUS MUNI						
		DEPARTURE POINT	INTENDED DESTINATION					
		COLUMBUS,NE	FREMONT,NE					
		TYPE OF ACCIDENT					PHASE OF OPERATION	
		COLLISION WITH GROUND/WATER	UNCONTROLLED				IN FLIGHT UNCONTROLLED DESCENT	
		PROBABLE CAUSE(S)						
		PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS						
		PILOT IN COMMAND - SPATIAL DISORIENTATION						
		FACTOR(S)						
		WEATHER - LOW CEILING						
		WEATHER - FOG						
		WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE						
		WEATHER FORECAST - WEATHER CONSIDERABLY WORSE THAN FORECAST						
		SKY CONDITION					CEILING AT ACCIDENT SITE	
		OVERCAST					1000	
		VISIBILITY AT ACCIDENT SITE					PRECIPITATION AT ACCIDENT SITE	
		UNKNOWN/NOT REPORTED					NONE	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE					TEMPERATURE-F	
		FOG					34	
		TYPE OF WEATHER CONDITIONS					TYPE OF FLIGHT PLAN	
		UNKNOWN/NOT REPORTED					NONE	
3-3080	12/5/79	PEMBROKE PINES,FL	PIPER PA-23 N6883Y DAMAGE-DESTROYED	CR- 1 0 0	PX- 1 0 0		NONCOMMERCIAL BUSINESS	PRIVATE, AGE 48, 1193 TOTAL HOURS, 194 IN TYPE, NOT INSTRUMENT RATED.
	TIME - 0945							
		NAME OF AIRPORT - NORTH PERRY						
		DEPARTURE POINT	INTENDED DESTINATION					
		PEMBROKE PINES,FL	ST PETERSBURG,FL					
		TYPE OF ACCIDENT					PHASE OF OPERATION	
		ENGINE FAILURE OR MALFUNCTION					TAKEOFF RUN	
		COLLIDED WITH RESIDENCE(S)					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 ABORT TAKEOFF						
		PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 2 ENGINES						
		FIRE AFTER IMPACT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3079	2/25/79	NR.ST PETERSBURG,FL	PIPER PA-23 N5861Y	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 64, 1600 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
	TIME - 1250		DAMAGE-DESTROYED			
	DEPARTURE POINT		INTENDED DESTINATION			
	TAMPA,FL		BIRMINGHAM,AL			
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	COLLISION WITH GROUND/WATER		UNCONTROLLED		IN FLIGHT UNCONTROLLED DESCENT	
	PROBABLE CAUSE(S)					
	MISCELLANEOUS - UNDETERMINED					
	FACTOR(S)					
	MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER					
	REMARKS- AUTOPSY SHOWED MODERATELY SEVERE ARTERIOSCLEROSIS FOR PLT.					
3-3006	9/16/79	NR.LINVILLE,NC	PIPER PA-23 N9046J	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 47, 4000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
	TIME - 1642		DAMAGE-DESTROYED			
	DEPARTURE POINT		INTENDED DESTINATION			
	GREENSBORO,NC		MOUNTAIN CITY,TN			
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	COLLISION WITH GROUND/WATER		CONTROLLED		IN FLIGHT DESCENDING	
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS					
	PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE					
	FACTOR(S)					
	WEATHER - LOW CEILING					
	WEATHER - FOG					
	SKY CONDITION				CEILING AT ACCIDENT SITE	
	OBSCURATION				0	
	VISIBILITY AT ACCIDENT SITE				PRECIPITATION AT ACCIDENT SITE	
	ZERO				NONE	
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE				TYPE OF WEATHER CONDITIONS	
	FOG				IFR	
	TYPE OF FLIGHT PLAN					
	NONE					
	REMARKS- MOUNTAIN SHROUDED WITH FOG.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3004	10/2/79 TIME - 0628	MOORESVILLE,NC	PIPER PA-23 N12JW DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL BUSINESS	COMMERCIAL, FL.INSTR., AGE 56, 14000 TOTAL HOURS, 3000 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MILLER						
DEPARTURE POINT		INTENDED DESTINATION		LAST ENROUTE STOP		
MOORESVILLE,NC		CHARLESTON,SC		CHARLOTTE,NC		
TYPE OF ACCIDENT				PHASE OF OPERATION		
COLLISION WITH GROUND/WATER		UNCONTROLLED		TAKEOFF INITIAL CLIMB		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
PILOT IN COMMAND - SPATIAL DISORIENTATION						
FACTOR(S)						
PILOT IN COMMAND - IMPROPER IFR OPERATION						
WEATHER - LOW CEILING						
WEATHER - FOG						
MISCELLANEOUS ACTS,CONDITIONS - INCORRECT TRIM SETTING						
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				NONE		
OBSTRUCTIONS TO VISION AT ACCIDENT SITE				TYPE OF WEATHER CONDITIONS		
FOG				IFR		
TYPE OF FLIGHT PLAN						
NONE						
FIRE AFTER IMPACT						
REMARKS- BRIEF RUNUP.DEP FM UNLIGHTED GRASS RWY AT NIGHT.INADEQUATE GYRO WARMUP.IFR FLT PLAN NOT ACTIVATED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3142	9/30/79	ASHFORD,CT	PIPER PA-23 N1267P	CR- 1 0 0 PX- 0 1 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 49, 250 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED.
	TIME - 1030		DAMAGE-DESTROYED INTENDED DESTINATION SOUTHBRIDGE,MA			
	DEPARTURE POINT ELLINGTON,CT				PHASE OF OPERATION IN FLIGHT OTHER	
	TYPE OF ACCIDENT COLLIDED WITH TREES					
	PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS					
	FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING WEATHER - LOW CEILING WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED					
	SKY CONDITION OBSCURATION				CEILING AT ACCIDENT SITE 0	
	VISIBILITY AT ACCIDENT SITE ZERO				PRECIPITATION AT ACCIDENT SITE NONE	
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG				TEMPERATURE--F 60	
	WIND DIRECTION--DEGREES 50				WIND VELOCITY--KNOTS 7	
	TYPE OF WEATHER CONDITIONS IFR				TYPE OF FLIGHT PLAN NONE	
	FIRE AFTER IMPACT REMARKS- PAX STATED PLT ATTEMPTING TO RETURN TO AIRPORT.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3344	9/29/79 TIME - 0045	GREENSBORO, NC	PIPER PA-23 N6378Y DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 45, 892 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - GREENSBORO-HIGHT DEPARTURE POINT PHILADELPHIA, PA TYPE OF ACCIDENT COLLIDED WITH TREES	INTENDED DESTINATION WINSTON-SALEM, NC		LAST ENROUTE STOP RICHMOND, VA PHASE OF OPERATION LANDING FINAL APPROACH	
		PROBABLE CAUSE(S) PILOT IN COMMAND - INCAPACITATION MISCELLANEOUS ACTS, CONDITIONS - PILOT SUFFERED HEART ATTACK FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT				
		SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 3/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 240 TYPE OF WEATHER CONDITIONS IFR FIRE AFTER IMPACT			CEILING AT ACCIDENT SITE 200 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 70 WIND VELOCITY-KNOTS 4 TYPE OF FLIGHT PLAN IFR	
		REMARKS- CRASHED INSIDE OM DRG ILS APCH. PLT STATED HE PASSED OUT. FATAL CARDIAC ARREST 10.5HR LATER.				
3-3309	12/21/79 TIME - UNK/NR	MISSING AIRCRAFT	PIPER PA-23 N1435P DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 31, 310 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT AGUADILLA, PR TYPE OF ACCIDENT MISSING AIRCRAFT, NOT RECOVERED	INTENDED DESTINATION SOUTH CAICOS ISLAND		PHASE OF OPERATION UNKNOWN/NOT REPORTED	
		PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED REMARKS- INJURY AND ACFT DAMAGE INDEXES ARE PRESUMED.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3242	10/27/79	MISSING AIRCRAFT	PIPER PA-23 N13986 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	MISCELLANEOUS UNKNOWN/NOT REPORTED	AIRLINE TRANSPORT, AGE 41, 6000 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
		DEPARTURE POINT MONTEGO BAY, JAMAICA	INTENDED DESTINATION NASSAU, BAHAMAS		PHASE OF OPERATION UNKNOWN/NOT REPORTED	
		TYPE OF ACCIDENT MISSING AIRCRAFT, NOT RECOVERED				
		PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED				
		REMARKS- AIRCRAFT DAMAGE AND INJURY INDEX PRESUMED.				
3-3669	12/14/79	KNOXVILLE, TN	PIPER PA-23 N3242P DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 40, 1360 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - DOWNTOWN-ISLAND				
		DEPARTURE POINT KNOXVILLE, TN	INTENDED DESTINATION HARLAN, KY		PHASE OF OPERATION TAKEOFF INITIAL CLIMB	
		TYPE OF ACCIDENT STALL				
		PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED MISCELLANEOUS ACTS, CONDITIONS - INCORRECT TRIM SETTING				
		FIRE AFTER IMPACT REMARKS- ELEVATOR TRIM SET FULL NOSE UP.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-3901	12/23/79	NR.GRAND LAKE.CO TIME - 1400	PIPER PA-23 N2013P DAMAGE-SUBSTANTIAL	CR- 0	1	0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	AIRLINE TRANSPORT, AGE 41, 6200 TOTAL HOURS, 25 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT LONGMONT.CO	INTENDED DESTINATION FULLERTON.CA.				LAST ENROUTE STOP LAS LEGAS,NV	
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	UNCONTROLLED				PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT	
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING WEATHER - DOWNDRAFT,UPDRAFTS WEATHER BRIEFING - OTHER WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED						
		SKY CONDITION BROKEN					CEILING AT ACCIDENT SITE 13500	
		VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED)					PRECIPITATION AT ACCIDENT SITE NONE	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE					TYPE OF WEATHER CONDITIONS VFR	
		TYPE OF FLIGHT PLAN NONE						
		REMARKS- ACFT OWNER BRFD PLT ON WX.ENCTRD DWDFT NR TOP OF MTN RIDGE.RECOVERY DATE-12/25/79.						
3-0564	3/28/79	NR.LUDINGTON,MI TIME - 2242	PIPER PA-30 N77334 DAMAGE-DESTROYED	CR- 1	0	0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 54, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - MASON COUNTY DEPARTURE POINT MUSKEGON,MI	INTENDED DESTINATION LUDINGTON,MI				PHASE OF OPERATION LANDING FINAL APPROACH	
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES						
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION OBSCURATION					CEILING AT ACCIDENT SITE 40	
		VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS					PRECIPITATION AT ACCIDENT SITE NONE	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG					TYPE OF WEATHER CONDITIONS IFR	
		TYPE OF FLIGHT PLAN IFR						
		REMARKS- POLE AND BARN.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1466	4/18/79	NR.RICH,MS	PIPER PA-30 N8758Y	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 54, 11000 TOTAL HOURS, 510 IN TYPE, INSTRUMENT RATED.
		TIME - UNK/NR	DAMAGE-DESTROYED			
		DEPARTURE POINT OXFORD,MS	INTENDED DESTINATION CLARKSDALE,MS		LAST ENROUTE STOP MEMPHIS, TN	
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE	
		PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED				
		REMARKS- PLT REPORTED GEAR PROBLEM.DIVERTED TO HOME STATION.				
3-2153	7/31/79	GROTON,CT	PIPER PA-30 N8602Y	CR- 1 0 0 PX- 2 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 46, 483 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		TIME - 1017	DAMAGE-SUBSTANTIAL			
		NAME OF AIRPORT - GROTON				
		DEPARTURE POINT MERIDEN,CT	INTENDED DESTINATION GROTON,CT			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED		PHASE OF OPERATION LANDING MISSED APPROACH	
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION				
		FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG				
		SKY CONDITION OVERCAST			CEILING AT ACCIDENT SITE 600	
		VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS			PRECIPITATION AT ACCIDENT SITE NONE	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG			WIND DIRECTION-DEGREES 130	
		WIND VELOCITY-KNOTS 10			TYPE OF WEATHER CONDITIONS IFR	
		TYPE OF FLIGHT PLAN IFR				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-2570	8/4/79	W PALM BEACH, FL	PIPER PA-30 N7708Y DAMAGE-MINOR	CR- PX- OT-	0 0 2	0 0 0	INSTRUCTIONAL CHECK	COMMERCIAL, AGE 36, 562 TOTAL HOURS, 30 IN TYPE, INSTRUMENT RATED.
	TIME - 1100							
		NAME OF AIRPORT - W PALM BEACH INTL						
		DEPARTURE POINT	INTENDED DESTINATION					
		W PALM BEACH, FL	LOCAL					
		TYPE OF ACCIDENT		PHASE OF OPERATION				
		COLLISION WITH AIRCRAFT BOTH IN FLIGHT		LANDING	TRAFFIC PATTERN-CIRCLING			
		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 - LOCAL CONTROL					TRAFFIC ADVISORY ISSUED - BY LOCAL CONTROL	
		CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT					CONTROL ZONE/AREA - YES	
		EVASIVE ACTION TAKEN - NO					ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN	
3-3081	4/29/79	LAKE WORTH, FL	PIPER PA-30 N8440Y DAMAGE-DESTROYED	CR- PX- OT-	1 0 0	0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 64, 1250 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
	TIME - 0810							
		NAME OF AIRPORT - PALM BEACH COUNTY						
		DEPARTURE POINT	INTENDED DESTINATION					
		LAKE WORTH, FL	FT. PIERCE, FL					
		TYPE OF ACCIDENT		PHASE OF OPERATION				
		COLLISION WITH GROUND/WATER UNCONTROLLED		TAKEOFF	INITIAL CLIMB			
		PROBABLE CAUSE(S)						
		MISCELLANEOUS - UNDETERMINED						
3-3149	9/2/79	BLOOMFIELD TWP, WI	PIPER PA-39 N8859Y DAMAGE-DESTROYED	CR- PX- OT-	1 1 0	0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 54, 1333 TOTAL HOURS, 291 IN TYPE, INSTRUMENT RATED.
	TIME - 1604							
		NAME OF AIRPORT - PLAYBOY						
		DEPARTURE POINT	INTENDED DESTINATION					
		GARY, IN	LAKE GENEVA, WI					
		TYPE OF ACCIDENT		PHASE OF OPERATION				
		COLLISION WITH AIRCRAFT BOTH IN FLIGHT		IN FLIGHT	NORMAL CRUISE			
		PROBABLE CAUSE(S)						
		PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT						
		SPECIAL DATA						
		SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.						
		CONTROLLING AGENCY - NO CONTROL					RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT	
		TRAFFIC ADVISORY ISSUED - NONE					CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT	
		CONTROL ZONE/AREA - NO					CONVERGENCE ANGLE-DEGREES - 30	
		HORIZONTAL COLLISION ANGLE-DEGREES - 60					VERTICAL COLLISION ANGLE-DEGREES - 0	
		EVASIVE ACTION TAKEN - NO					ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN	

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4006	8/13/79	NR.REDLANDS,CA	PIPER PA-30 N7595Y DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 53, 2000 TOTAL HOURS, 873 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - REDLANDS	DEPARTURE POINT FLAGSTAFF,AZ	INTENDED DESTINATION REDLANDS,CA	PHASE OF OPERATION LANDING MISSED APPROACH	
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED			
PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - LOW CEILING WEATHER BRIEFING - OTHER						
		SKY CONDITION PARTIAL OBSCURATION		CEILING AT ACCIDENT SITE 0		
		VISIBILITY AT ACCIDENT SITE ZERO		PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG		TYPE OF WEATHER CONDITIONS IFR		
		TYPE OF FLIGHT PLAN SPECIAL VFR				
REMARKS- WX BRIEF BY APPROACH CONTROL.						
3-0101	10/8/79	COVINGTON,KY	PIPER PA-31 N6642L DAMAGE-DESTROYED	CR- 1 0 0 PX- 7 0 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	ATP,FLIGHT INSTR., AGE 30, 2820 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
		NAME OF AIRPORT - GRTR CINCINNATI	DEPARTURE POINT COVINGTON,KY	INTENDED DESTINATION NASHVILLE,TN	PHASE OF OPERATION TAKEOFF INITIAL CLIMB TAKEOFF INITIAL CLIMB	
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER	UNCONTROLLED			
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) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE FLIGHT TRAINING-PROCEDURES PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE GROUND TRAINING-PROCEDURES PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL DEFICIENCY,COMPANY MAINTAINED EQPMT,SERVICES,REGULATION PERSONNEL - RULES,REGULATIONS,STANDARDS PERSONNEL MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE						
REMARKS- GR,FLAPS DOWN.195LBS OVR MAX GWT.HURRIED DEPARTURE.INEFFECTIVE FAA CERTIFICATION.SURVEILLANCE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2645	9/20/79 TIME - 1103	LULING, LA	PIPER PA-31 N27614 DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 36, 300 TOTAL HOURS, 60 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT LULING, LA		INTENDED DESTINATION FORT WORTH, TX		PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT	
	TYPE OF ACCIDENT COLLISION WITH GROUND/WATER		UNCONTROLLED			
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL					
	PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS					
	PILOT IN COMMAND - SPATIAL DISORIENTATION					
	FACTOR(S)					
	WEATHER - RAIN					
	WEATHER - THUNDERSTORM ACTIVITY					
	WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE					
	WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT					
	SKY CONDITION OVERCAST			CEILING AT ACCIDENT SITE 1000		
	VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS			PRECIPITATION AT ACCIDENT SITE RAIN SHOWERS		
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE			TEMPERATURE-F 82		
	WIND DIRECTION-DEGREES 180			WIND VELOCITY-KNOTS 15		
	TYPE OF WEATHER CONDITIONS IFR			TYPE OF FLIGHT PLAN IFR		
3-2866	1/11/79 TIME - 1110	TEMPLETON, MA	PIPER PA-31 N33TN DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0 OT- 2 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL. INSTR., AGE 55, 12225 TOTAL HOURS, 870 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - GARDNER MUNI DEPARTURE POINT CONCORD, MA		INTENDED DESTINATION WHITE PLAINS, NY		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE	
	TYPE OF ACCIDENT COLLISION WITH AIRCRAFT		BOTH IN FLIGHT			
	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		
	CONTROL ZONE/AREA - NO			EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED		
	ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2864	4/28/79	NR.LABELLE,FL	PIPER PA-31 N6478L DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	MISCELLANEOUS OTHER	COMMERCIAL, AGE 28, 2200 TOTAL HOURS, 40 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - AMERICAN AGRO				
		DEPARTURE POINT		INTENDED DESTINATION		
		UNKNOWN/NOT REPORTED		LABELLE,FL		
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		COLLIDED WITH TREES		LANDING GO-AROUND		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN						
PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,ALTITUDE OR CLEARANCE						
FACTOR(S)						
WEATHER - FOG						
SKY CONDITION						
SCATTERED						
VISIBILITY AT ACCIDENT SITE						
5 OR OVER(UNLIMITED)						
OBSTRUCTIONS TO VISION AT ACCIDENT SITE						
GROUND FOG						
WIND DIRECTION-DEGREES						
220						
TYPE OF WEATHER CONDITIONS						
VFR						
REMARKS- PIC DID NOT POSSESS MEL RATING,NARCOTICS CONTRABAND CARGO.LOCAL GROUND FOG.						
3-3227	11/2/79	GREENVILLE,SC	PIPER PA-31 N66893 DAMAGE-DESTROYED	CR- 1 0 0 PX- 4 2 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	COMMERCIAL, AGE 60, 18000 TOTAL HOURS, 4 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - GREENVILLE DWNTWN				
		DEPARTURE POINT		INTENDED DESTINATION		
		GREENVILLE,SC		COLUMBIA,SC		
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		ENGINE FAILURE OR MALFUNCTION		TAKEOFF INITIAL CLIMB		
		COLLIDED WITH WIRES/POLES		LANDING FINAL APPROACH		
PROBABLE CAUSE(S)						
POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS						
FACTOR(S)						
PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION						
TERRAIN - HIGH OBSTRUCTIONS						
PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
FIRE AFTER IMPACT						
REMARKS- ENG MALF BFR BEST CLIMB SPEED.HIT PWR LINE DRG TURN BACK TO ARPT.SEVERAL A/D'S NCW.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3540	5/13/79	NR. ALBUQUERQUE, NM	PIPER PA-31 N54286 DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 1 3	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL. INSTR., AGE 39, 6000 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
		DEPARTURE POINT ALBUQUERQUE, NM	INTENDED DESTINATION MIDLAND, TX		PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING LEVEL OFF/TOUCHDOWN	
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN				
PROBABLE CAUSE(S)						
PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION						
POWERPLANT - ENGINE STRUCTURE PISTON, PISTON RINGS						
MISCELLANEOUS ACTS, CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM						
MISCELLANEOUS ACTS, CONDITIONS - OVERHEATED						
SYSTEMS - HYDRAULIC SYSTEM HYDRAULIC PUMPS						
MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED						
PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC.						
FACTOR(S)						
WEATHER - HIGH TEMPERATURE						
WEATHER - HIGH DENSITY ALTITUDE						
TERRAIN - ROUGH/UNEVEN						
PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SKY CONDITION			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			79			
WIND DIRECTION-DEGREES			WIND VELOCITY-KNOTS			
200			10			
TYPE OF WEATHER CONDITIONS			TYPE OF FLIGHT PLAN			
VFR			NONE			
FIRE AFTER IMPACT						
REMARKS- PLT FEATHERED R ENG. L HYDR PUMP INOP. LNDG GEAR EXTD DRG GO-ARND FM GEAR-UP APCH. D/A 7750FT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3519	10/9/79	NR.UNIONTOWN,PA	PIPER PA-31 N9277Y	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL BUSINESS	COMMERCIAL, AGE 58, 4338 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
			DAMAGE-DESTROYED			
		NAME OF AIRPORT - CONNELLSVILLE				
		DEPARTURE POINT	INTENDED DESTINATION			
		WEST MUFFLIN,PA	CONNELLSVILLE,PA			
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		COLLIDED WITH TREES		IN FLIGHT DESCENDING		
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - IMPROPER IFR OPERATION				
		FACTOR(S)				
		AIRPORTS/AIRWAYS/FACILITIES - AIRWAYS FACILITIES H. FACILITY				
		MISCELLANEOUS ACTS,CONDITIONS - ERRATIC				
		WEATHER - LOW CEILING				
		WEATHER - RAIN				
		WEATHER - FOG				
		WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE				
		WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT				
		SKY CONDITION		CEILING AT ACCIDENT SITE		
		OVERCAST		UNKNOWN/NOT REPORTED		
		VISIBILITY AT ACCIDENT SITE		PRECIPITATION AT ACCIDENT SITE		
		UNKNOWN/NOT REPORTED		RAIN		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE		TEMPERATURE-F		
		FOG		48		
		WIND DIRECTION-DEGREES		WIND VELOCITY-KNOTS		
		320		10		
		TYPE OF WEATHER CONDITIONS		TYPE OF FLIGHT PLAN		
		IFR		IFR		
		FIRE AFTER IMPACT				
		REMARKS- ADF GND LINE INTMT.VCTR D TO ADF FM N AT 5000FT,CLRD FOR APCH.MIN ALT,PROC TURN 3500FT.MTNTPS OBSCD				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3529	8/23/79 TIME - 0038	BLUFFTON,OH	PIPER PA-31 N27715 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	ATP, FLIGHT INSTR., AGE 36, 3555 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - BLUFFTON			PHASE OF OPERATION	
		DEPARTURE POINT YPSILANTI,MI	INTENDED DESTINATION BLUFFTON,OH	LANDING FINAL APPROACH		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	UNCONTROLLED			
PROBABLE CAUSE(S)						
PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS						
PILOT IN COMMAND - SPATIAL DISORIENTATION						
FACTOR(S)						
WEATHER - LOW CEILING						
WEATHER - FOG						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
SKY CONDITION			CEILING AT ACCIDENT SITE			
OBSCURATION			0			
VISIBILITY AT ACCIDENT SITE			PRECIPITATION AT ACCIDENT SITE			
ZERO			NONE			
OBSTRUCTIONS TO VISION AT ACCIDENT SITE			RELATIVE BEARING OF WIND			
FOG			LIGHT AND VARIABLE			
TEMPERATURE-F			TYPE OF WEATHER CONDITIONS			
67			BELOW MINIMUMS			
TYPE OF FLIGHT PLAN						
NONE						
FIRE AFTER IMPACT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-0659	3/27/79	NR.LANDER,WY	PIPER PA-34 N2257M DAMAGE-DESTROYED	CR-	1	0	0	COMMERCIAL	AIRLINE TRANSPORT, AGE
	TIME - 1604			PX-	3	0	0	AIR TAXI-PASSG	33, 3400 TOTAL HOURS, 550
									IN TYPE, INSTRUMENT
									RATED.
		DEPARTURE POINT	INTENDED DESTINATION						
		CASPER,WY	AFTON,WY						
		TYPE OF ACCIDENT						PHASE OF OPERATION	
		COLLISION WITH GROUND/WATER	CONTROLLED					IN FLIGHT	NORMAL CRUISE
		PROBABLE CAUSE(S)							
		PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS							
		FACTOR(S)							
		PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING							
		WEATHER - SNOW							
		WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS							
		WEATHER - DOWNDRAFT,UPDRAFTS							
		WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED							
		WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT							
		MISSING AIRCRAFT - LATER RECOVERED							
		SKY CONDITION						CEILING AT ACCIDENT SITE	
		OVERCAST						UNKNOWN/NOT REPORTED	
		VISIBILITY AT ACCIDENT SITE						PRECIPITATION AT ACCIDENT SITE	
		UNKNOWN/NOT REPORTED						SNOW, SNOW SHOWERS	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE						TYPE OF WEATHER CONDITIONS	
		BLOWING SNOW						IFR	
		TYPE OF FLIGHT PLAN							
		NONE							
		REMARKS- FA-MTNS OBSCURED BY CLOUDS.HIT MTN 12800FT MSL.RECOVERY DATE 3/29/79.							

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0888	4/3/79 TIME - 0431	PHILADELPHIA,PA	PIPER PA-34 N6211J DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	COMMERCIAL SCHED CARGO SRV	COMMERCIAL, FL.INSTR., AGE 28, 3680 TOTAL HOURS, 256 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PHILADELPHIA INTL						
DEPARTURE POINT		INTENDED DESTINATION		LAST ENROUTE STOP		
NEWARK,NJ		BALTIMORE,MD		PHILADELPHIA,PA		
TYPE OF ACCIDENT				PHASE OF OPERATION		
COLLISION WITH GROUND/WATER CONTROLLED				LANDING FINAL APPROACH		
PROBABLE CAUSE(S)						
MISCELLANEOUS - UNDETERMINED						
FACTOR(S)						
WEATHER - LOW CEILING						
MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER						
WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
SKY CONDITION				CEILING AT ACCIDENT SITE		
OBSCURATION				100		
VISIBILITY AT ACCIDENT SITE				PRECIPITATION AT ACCIDENT SITE		
1/2 MILE OR LESS				NONE		
OBSTRUCTIONS TO VISION AT ACCIDENT SITE				TEMPERATURE-F		
FOG				49		
WIND DIRECTION-DEGREES				WIND VELOCITY-KNOTS		
360				8		
TYPE OF WEATHER CONDITIONS				TYPE OF FLIGHT PLAN		
IFR				IFR		
3-2573	4/2/79 TIME - 1408	DAVIE,FL	PIPER PA-34 N1495T DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0 OT- 1 0 0	INSTRUCTIONAL CHECK	AIRLINE TRANSPORT, AGE 29, 1267 TOTAL HOURS, 17 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT		INTENDED DESTINATION		PHASE OF OPERATION		
OPA LOCKA,FL		FT.LAUDERDALE,FL		IN FLIGHT DESCENDING		
TYPE OF ACCIDENT				IN FLIGHT DESCENDING		
COLLISION WITH AIRCRAFT BOTH IN FLIGHT						
PROBABLE CAUSE(S)						
CHECK PILOT - 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 - TOWER				RADAR CTL/SURVEILLANCE - UNDER RADAR CONTACT		
TRAFFIC ADVISORY ISSUED - NONE				CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT		
CONTROL ZONE/AREA - YES				EVASIVE ACTION TAKEN - NO		

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-3918	8/17/79 TIME - 1920	WENDOVER,UT	PIPER PA-34 N32418 DAMAGE-DESTROYED	CR- PX-	2 4	0 0	0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 42, 84 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - WENDOVER AF AUX DEPARTURE POINT WENDOVER,UT TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	INTENDED DESTINATION SALT LAKE CITY,UT UNCONTROLLED				PHASE OF OPERATION TAKEOFF INITIAL CLIMB		
		PROBABLE CAUSE(S) PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT							
		REMARKS- NO GROUND REF POINTS IN DIR OF TKOK,DARK NIGHT,5HRS INST TIME.PLT BLOOD ALCOHOL LEVEL .056%.							
3-0580	2/16/79 TIME - 1435	NR.NEW BRAUNFELS,TX	AEROSTAR 601P N97790 DAMAGE-DESTROYED	CR- PX-	1 1	0 0	0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 52, 1200 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT SAN ANTONIO,TX TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	INTENDED DESTINATION LAKE CHARLES,LA UNCONTROLLED				PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT		
		PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - IMPROPER IFR OPERATION PILOT IN COMMAND - SPATIAL DISORIENTATION FIRE AFTER IMPACT							
		REMARKS- ON DAY PRIOR TO ACDNT FLT INSTR RCMD PILOT NOT FLY IFR TIL 10HRS ADDN DUAL INSTR RECIEVED.							
3-0571	3/22/79 TIME - 1325	SIKESTON,MO	AEROSTAR 600 N90501 DAMAGE-DESTROYED	CR- PX-	1 0	0 1	0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	ATP,FLIGHT INSTR., AGE 26, 6407 TOTAL HOURS, 275 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - SIKESTON MUN DEPARTURE POINT SIKESTON,MO TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES	INTENDED DESTINATION LOCAL				PHASE OF OPERATION TAKEOFF RUN LANDING TRAFFIC PATTERN-CIRCLING		
		PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - FUEL SYSTEM RAM AIR ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - COLLAPSED PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND							
		REMARKS- ENG AIR INLET DUCT COLLAPSED.PART NO 920029-1							

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0861	1/19/79 TIME - 1922	GRAND RAPIDS,MI	AEROSTAR 601 N7437S DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 2 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	COMMERCIAL, AGE 44, 2646 TOTAL HOURS, 195 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - KENT COUNTY INTL	INTENDED DESTINATION	PHASE OF OPERATION		
		DEPARTURE POINT LANSING,MI	MARQUETTE,MI	LANDING LEVEL OFF/TOUCHDOWN		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED				
PROBABLE CAUSE(S)						
PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS						
PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC.						
MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE						
FACTOR(S)						
WEATHER - ICING CONDITIONS - INCLUDES SLEET, FREEZING RAIN, ETC.						
WEATHER - WIND SHEAR						
MISCELLANEOUS ACTS, CONDITIONS - ICE - WINDSHIELD						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.						
		SKY CONDITION OVERCAST		CEILING AT ACCIDENT SITE 500		
		VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS		PRECIPITATION AT ACCIDENT SITE FREEZING RAIN		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG		RELATIVE BEARING OF WIND LEFT QUARTERING TAIL WIND 203-247 DEGREES		
		TEMPERATURE-F 21		WIND DIRECTION-DEGREES 120		
		WIND VELOCITY-KNOTS 13		TYPE OF WEATHER CONDITIONS IFR		
		TYPE OF FLIGHT PLAN IFR				
3-2866	1/11/79 TIME - 1110	TEMPLETON,MA	AEROSTAR 600 N8022J DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0 OT- 3 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 23, 1600 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
		NAME OF AIRPORT - GARDNER MUNI	INTENDED DESTINATION	PHASE OF OPERATION		
		DEPARTURE POINT BOSTON,MA	SYRACUSE,NY	IN FLIGHT NORMAL CRUISE		
		TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT				
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				EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED		
ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN						
FIRE AFTER IMPACT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3171	3/18/79	ASPEN,CO	AEROSTAR 601P N35FC DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 51, 2500 TOTAL HOURS, 12 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT -		PITKIN CO		INTENDED DESTINATION		
DEPARTURE POINT		ASPEN,CO		AMARILLO, TX		
TYPE OF ACCIDENT			ENGINE FAILURE OR MALFUNCTION			PHASE OF OPERATION
COLLISION WITH GROUND/WATER UNCONTROLLED			UNCONTROLLED			IN FLIGHT CLIMB TO CRUISE IN FLIGHT UNCONTROLLED DESCENT
PROBABLE CAUSE(S)						
PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT						
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)						
WEATHER - HIGH DENSITY ALTITUDE						
PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
SKY CONDITION			CEILING AT ACCIDENT SITE			
BROKEN			3000			
VISIBILITY AT ACCIDENT SITE			PRECIPITATION AT ACCIDENT SITE			
5 OR OVER (UNLIMITED)			NONE			
OBSTRUCTIONS TO VISION AT ACCIDENT SITE			TEMPERATURE-F			
NONE			37			
WIND DIRECTION-DEGREES			WIND VELOCITY-KNOTS			
330			6			
TYPE OF WEATHER CONDITIONS			TYPE OF FLIGHT PLAN			
VFR			IFR			
FIRE AFTER IMPACT						
REMARKS- PLT RPRTD ENG MALF. CRASH AFTER TURN BACK TWD ARPT. D/A APRX 8600FT. L ENG RPRTD ROUGH BEFORE TKOF.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-3660	3/14/79	COLUMBUS,OH	AEROSTAR 601P N8061J DAMAGE-DESTROYED	CR-	1	0	0	NONCOMMERCIAL	PRIVATE, AGE 50, 469 TOTAL HOURS, 82 IN TYPE, INSTRUMENT RATED.
	TIME - 0930			PX-	2	0	0	BUSINESS	
		NAME OF AIRPORT - OHIO STATE UNIV DEPARTURE POINT LOGANSPOUT,IN TYPE OF ACCIDENT STALL	INTENDED DESTINATION COLUMBUS,OH					PHASE OF OPERATION LANDING FINAL APPROACH	
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE FACTOR(S) WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT							
		SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 17 TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT						CEILING AT ACCIDENT SITE -1500 PRECIPITATION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 270 TYPE OF WEATHER CONDITIONS VFR	
		REMARKS- SIGMET & AIRMET WARNED OF ICG CONDS IN CLDS ABV FRZG LVL.ACFT NOT CERTD FOR FLT IN KNOWN ICG COND.							
3-3966	11/16/79	CHARLSTADT,NJ	AEROSTAR 601P N8099J DAMAGE-DESTROYED	CR-	1	0	0	NONCOMMERCIAL	AIRLINE TRANSPORT, AGE 37, 8300 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
	TIME - 1215			PX-	2	0	0	CORP/EXEC	
		NAME OF AIRPORT - TETERBORO DEPARTURE POINT TETERBORO,NJ TYPE OF ACCIDENT FIRE OR EXPLOSION IN FLIGHT	INTENDED DESTINATION UNIVERSITY PARK,PA					PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE	
		PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT POWERPLANT - EXHAUST SYSTEM STACKS MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE MISCELLANEOUS ACTS,CONDITIONS - FIRE IN ENGINE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT FIRE AFTER IMPACT							
		REMARKS- EXHAUST PIPE ASSEMBLY PART NR 32006-511 FAILED AT FLANGE WELD.							

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4020	12/9/79	NR.BISHOP,CA	AEROSTAR 601P	CR- 1 0 0	NONCOMMERCIAL	PRIVATE, AGE 56, 1765
	TIME - 1330		N600WW	PX- 0 0 0	PRACTICE	TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - BISHOP	DAMAGE-DESTROYED			
		DEPARTURE POINT	INTENDED DESTINATION			
		BISHOP,CA	LOCAL			
		TYPE OF ACCIDENT			PHASE OF OPERATION	
		STALL			IN FLIGHT LOW PASS	
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED				
		FIRE AFTER IMPACT				

NTSB Brief of Fatal
AMM Accidents involving
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1979



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