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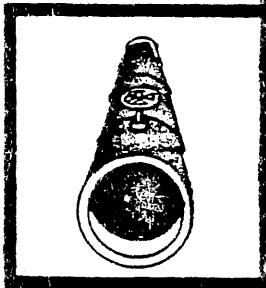
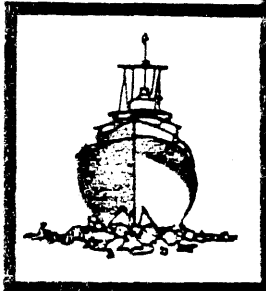
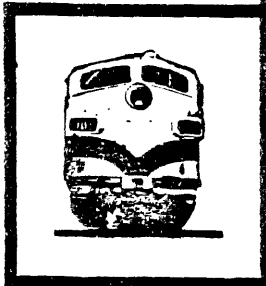
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**BRIEFS OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION  
OPERATIONS**

**U. S. GENERAL AVIATION  
1976**

**REPORT NUMBER: NTSB-AMM-78-10**

**UNITED STATES GOVERNMENT**



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		16. Abstract  This publication contains reports of U.S. general aviation aerial application accidents occurring in 1976. Included are 433 accident Briefs, 39 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by type of accident, phase of operation, injury index, aircraft damage, pilot certificate, injuries, kind of operation, aircraft accident rates, and causes/factors. This publication will be published annually.			
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FOREWORD

This publication contains reports of U.S. General Aviation aerial application (crop control and fire control) operation accidents in Brief format arranged in order by state and date of occurrence. It also lists these accidents in order by file number and in order by aircraft make and model. In addition, information is presented in several statistical tables which tabulate and summarize selected accident information, such as type of accident, phase of operation, injuries, causes and related factors, kind of operation, and a ten year tabulation of aerial application accidents.

The following chart compares the accident rates for total U.S. General Aviation with accidents involving U.S. General Aviation aerial application operations:

	Hours Flown 1/	Total Accidents	Total Accident Rate 2/	Fatal Accidents	Fatal Accident Rate 2/
Total - U.S. General Aviation	36,127,631	4,193	11.60	695	1.92
U.S. General Aviation Accidents Involving Aerial Application Operations	2,498,600	433	17.30	39	1.56

1/ Source: Federal Aviation Administration. This exposure data is reported yearly to the FAA by the Aircraft owners on AC Form 8050-73.

2/ The accident rates are per 100,000 hours flown.

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 7 days of the accident.

#### Serious Injury

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

#### Substantial Damage

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

## EXPLANATORY NOTES

### INJURY INDEX

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

### TYPE OF ACCIDENT

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

#### Gear Collapsed

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

#### Gear Retracted

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

#### Airframe Failure

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

#### Engine Failure/Malfunction

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

### PHASE OF OPERATION

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

### COLLISION BETWEEN AIRCRAFT

Collision 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

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 PASSG SRV	SCHEDULED DOMESTIC CARGO SERVICE
SCHED DOM CARGO 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

Aerial Application Operation Accidents  
U.S. General Aviation  
1967 - 1976

Year	Aerial Application Hours Flown 1/	Total Accidents	Total Accident Rate 2/	Fatal Accidents	Fatal Accident Rate 2/	Fatalities
1967	1,128,000	404	35.8	42	3.72	43
1968	1,282,000	367	28.6	39	3.04	41
1969	1,428,000	390	27.3	35	2.45	35
1970	1,520,000	363	23.9	41	2.70	41
1971	1,407,000	394	28.0	40	2.84	49
1972	1,773,000	376	21.2	38	2.14	46
1973	2,020,400	395	19.6	43	2.13	46
1974	2,085,400	467	22.4	31	1.49	32
1975	2,172,900	429	19.7	33	1.52	34
1976	2,498,600	433	17.3	39	1.56	43

1/ Source: Federal Aviation Administration

2/ Accident rates are per 100,000 hours flown.

ACCIDENTS, INJURIES  
U.S. GENERAL AVIATION  
AERIAL APPLICATION OPERATIONS  
1976

	INJURIES					TOTAL
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	
PILOT	37	47	65	286		435
COPILOT				2		2
DUAL STUDENT						
CHECK PILOT						
FLIGHT ENGINEER						
NAVIGATOR						
CABIN ATTENDANT						
EXTRA CREW						
PASSENGERS	4	2				6
<b>TOTAL</b>	<b>41</b>	<b>49</b>	<b>65</b>	<b>288</b>	<b>ABOARD</b>	<b>443</b>
* OTHER AIRCRAFT		1		3		4
OTHER GROUND	2			1		3
<b>GRAND TOTAL</b>	<b>43</b>	<b>50</b>	<b>65</b>	<b>292</b>		<b>450</b>
INVOLVES	433	TOTAL ACCIDENTS				
INVOLVES	39	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.

## ANALYTIC TABLE

### FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

<u>FIRST TYPE OF ACCIDENT</u>	<u>AIRCRAFT DAMAGE</u>				<u>RECORDS</u>	<u>ACCIDENTS</u>	<u>PERCENT</u>
	DESTROYED	SUBSTANTIAL	MINOR	NONE			
GROUND-WATER LOOP-SWERVE		15			15	15	3.45
DRAGGED WINGTIP POD OR FLOAT							
WHEELS-UP LANDING							
WHEELS-DOWN LANDING IN WATER							
GEAR COLLAPSED		3			3	3	.69
GEAR RETRACTED							
HARD LANDING							
NOSE OVER/DOWN		11			11	11	2.53
ROLL OVER	1	1			2	2	.46
OVERSHOOT		5			5	5	1.15
UNDERSHOOT		2			2	2	.46
<u>COLLISION BETWEEN AIRCRAFT</u>							
BOTH IN FLIGHT		3	1	1	5	3	1.15
ONE AIRBORNE		1			1	1	.23
BOTH ON GROUND			1		1	1	.23
<u>COLLISION WITH GROUND/WATER</u>							
CONTROLLED		8	15		23	23	5.29
UNCONTROLLED		5	5		10	10	2.30
<u>COLLIDED WITH</u>							
WIRFS/POLES		24	32		58	58	13.33
TREES		11	10		21	21	4.83
RESIDENCE/S							
BUILDING/S							
FENCE, FENCEPOSTS		4			4	4	.92
ELECTRONIC TOWERS	1	1			2	2	.46
RUNWAY OR APPROACH LIGHTS							
AIRPORT HAZARD		1			1	1	.23
ANIMALS							
CRIP		3	6		9	9	2.07
FLAGMAN LADDER			1	1	2	2	.46
DITCHES		3			3	3	.69
SNOWBANK							
PARKED AIRCRAFT (UNATTENDED)		1			1	1	.23
AUTOMOBILE		1			1	1	.23
DIRT BANK		6			6	6	1.38
OTHER	4	5			9	9	2.07

# ANALYTIC TABLE

## FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

<u>FIRST TYPE OF ACCIDENT</u>	<u>AIRCRAFT DAMAGE</u>				<u>RECORDS</u>	<u>ACCIDENTS</u>	<u>PERCENT</u>
	<u>DESTROYED</u>	<u>SUBSTANTIAL</u>	<u>MINOR</u>	<u>NONE</u>			
BIRD STRIKE		1			1	1	.23
<u>STALL</u>	12	4			18	18	4.14
SPIN	10	1			11	11	2.53
SPIRAL	1				1	1	.23
MUSH	14	25			39	39	8.97
<u>FIRE OR EXPLOSION</u>							
IN FLIGHT		4			4	4	1.38
ON GROUND		1			1	1	.23
<u>AIRFRAME FAILURE</u>							
IN FLIGHT		2			2	2	.44
ON GROUND		1			1	1	.23
ENGINE TFARAWAY							
ENGINE FAILURE OR MALFUNCTION	18	123			141	141	32.41
<u>PROPELLER/ROTOR FAILURE</u>							
PROPELLER	1	3			4	4	.92
TAIL ROTOR	2	2			4	4	.92
MAIN ROTOR	2	2			4	4	.92
PROP ROTOR ACNT TO PERSON							
JET INTAKE/FXH ACNT TO PERS							
PROPELLER/JET/ROTOR BLAST							
TURBULENCE	2	4			6	6	1.38
HAIL DAMAGE TO AIRCRAFT							
LIGHTNING STRIKE							
EVASIVE MANEUVER							
UNCONTROLLED ALT DEVIATION							
DITCHING							
MISSING ACFT NOT RECOVERED							
MISCELLANEOUS/OTHER							
UNDETERMINED		1			1	1	.23
RECORDS	131	300	2	2	435		
ACCIDENTS	131	300	2	2		433	
PERCENTS	30.1	69.0	.5	.5			

# ANALYTIC TABLE

## FIRST PHASE OF OPERATION BY INJURY INDEX

<u>FIRST OPERATIONAL PHASE</u>	<u>INJURY INDEX</u>				<u>RECORDS</u>	<u>ACCIDENTS</u>	<u>PERCENT</u>
	FATAL	SERIOUS	MINOR	NONE			
<u>STATIC</u>							
STARTING ENGINE/S							
IDLING ENGINE/S			1		1	1	.23
ENGINE RUNUP							
IDLING ROTORS							
PARKED-ENGINES NOT OPERATING							
OTHER			1		1	1	.23
<u>TAXI</u>							
TO TAKEOFF			2		2	2	.46
FROM LANDING							
OTHER			1		1	1	.23
GROUND TAXI TO TAKEOFF							
GROUND TAXI FROM LANDING							
GROUND TAXI, OTHER							
AERIAL TAXI TO TAKEOFF							
AERIAL TAXI TO/FROM LANDING							
AERIAL TAXI, OTHER							
<u>TAKEOFF</u>							
RUN		1	1	13	15	15	3.45
INITIAL CLIMB	2	3	10	39	53	53	12.18
VERTICAL			2	4	6	6	1.38
RUNNING (ROTORCRAFT/VTOL-STOL)			1		1	1	.23
ABORTED (FIXED-WING)			2	3	5	5	1.15
ABORTED (ROTORCRAFT/VTOL)				1	1	1	.23
ABORTED (ROTORCRAFT/STOL)							
OTHER							
<u>INFLIGHT</u>							
CLIMB TO CRUISE			1		1	1	.23
NORMAL CRUISE		1		9	10	10	2.30
DESCENDING							
HOLDING (IFR)							
HOVERING							
POWER-ON DESCENT (ROTORCRAFT)							
AUTOROTATIVE DESCENT							
ACROBATICS		1					
BUZZING							

# ANALYTIC TABLE

## FIRST PHASE OF OPERATION BY INJURY INDEX

### INJURY INDEX

#### FIRST OPERATIONAL PHASE

FATAL  
SERIOUS  
MINOR  
NONE

RECORDS   ACCIDENTS   PERCENT

UNCONTROLLED DESCENT								
EMERGENCY DESCENT								
LOW PASS	1					1	1	.23
OTHER	2	2	1	1		6	6	1.38
EN ROUTE TO TREAT CRIP	2	2	4	11		19	19	4.37
EN ROUTE TO RELOADING AREA	1	1		1		3	3	.69
SURVEY FIELD/AREA	1	1	1	1		4	4	.92
STARTING SWATH RUN	4	7	1	14		26	26	5.98
SWATH RUN	9	11	16	66		102	101	23.45
FLAREOUT FOR SWATH RUN			1	2		3	3	.69
PULLUP FROM SWATH RUN	3	7	8	23		41	41	9.43
PROCEDURE TURNAROUND	11	6	9	47		73	73	16.78
CLEANUP SWATH	1	1	3	1		6	6	1.38
MANEUVER TO AVOID OBSTRUCTION		2	1			3	3	.69
RETURN TO STRIP	2			8		10	10	2.30
<u>LANDING</u>								
TRAFFIC PATTERN-CIRCLING								
FINAL APPROACH (VFR)		1		4		5	5	1.15
INITIAL APPROACH								
FINAL APPROACH (IFR)								
LEVEL OFF/TOUCHDOWN			1	12		13	13	2.99
ROLL (FIXED WING)		2		17		19	19	4.37
ROLL-ON/RUN-ON (ROTORCRAFT)								
POWER-ON LANDING (ROTORCRAFT)	1					1	1	.23
POWER-OFF AUTOROTATIVE LDG				1		1	1	.23
GO-AROUND (VFR)				1		1	1	.23
MISSED APPROACH (IFR)								
OTHER								
UNKNOWN/NOT REPORTED								
RECORDS	41	48	64	282		435		
ACCIDENTS	39	48	64	282			433	
PERCENTS	9.4	11.0	14.7	64.8				



ANALYTIC TABLE  
KIND OF OPERATION BY AIRCRAFT TYPE

AIRCRAFT TYPE

<u>KIND OF OPERATION</u>	<u>F14FD-WING HELICOPTER</u>		<u>RECORDS</u>	<u>ACCIDENTS</u>	<u>PERCENT</u>
DUSTING CROPS	15	1	16	16	3.68
DUSTING					
SEEDING CROPS	20	1	21	21	4.83
SEEDING FORESTS					
FERTILIZING (DUST)	48	4	52	52	11.95
FERTILIZING (LIQUID)	8	2	10	10	2.30
DEFOLIATION (DUST)					
DEFOLIATION (LIQUID)	10	5	15	15	3.45
SPRAYING CROPS	221	37	258	257	59.31
SPRAYING FORESTS	1	2	3	3	.69
SPRAYING TOWNS					
AGITATING TREES	1		1	1	.23
ANTI-FROST OPERATIONS		1	1	1	.23
KNOCKING FRUIT OFF TREES					
CX CROPS/TREES/OBSTRUCTIONS	1	1	2	2	.46
CHASING BIRDS					
TEST	2		2	2	.46
FERRY	5	1	6	6	1.38
PRACTICE	2		2	2	.46
OTHER	11	2	13	12	2.99
UNKNOWN/NOT REPORTED	26	7	33	33	7.59
RECORDS	371	64	435		
ACCIDENTS	369	64		433	
PERCENTS	85.3	14.7			

ANALYTIC TABLE  
KIND OF OPERATION BY INJURY INDEX

INJURY INDEX

KIND OF OPERATION	<u>INJURY INDEX</u>				RECORDS	ACCIDENTS	PERCENT
	FATAL	SERIOUS	MINOR	NONE			
NONE	4	1	1	25	31	31	7.13
DUSTING CROPS	4	1	2	9	16	16	3.68
DUSTING							
SEEDING CROPS	1	2	3	15	21	21	4.83
SEEDING FORESTS							
FERTILIZING (DUST)	2	3	11	36	52	52	11.95
FERTILIZING (LIQUID)	2	1		7	10	10	2.30
DEFOLIATION (DUST)							
DEFOLIATION (LIQUID)	2	4	2	7	15	15	3.45
SPRAYING CROPS	19	29	40	170	258	257	59.31
SPRAYING FORESTS		1	2		3	3	.69
SPRAYING TOWNS							
AGITATING TREES				1	1	1	.23
ANTI-FROST OPERATIONS		1			1	1	.23
KNOCKING FRUIT OFF TREES							
CK CROPS/TREES/OBSTRUCTIONS		1	1		2	2	.46
CHASING BIRDS							
TEST		1		1	2	2	.46
FERRY	1	1		4	6	6	1.38
PRACTICE			1	1	2	2	.46
OTHER	5	2		6	13	12	2.99
UNKNOWN/NOT REPORTED	1		1		2	2	.46
RECORDS	41	48	64	282	435		
ACCIDENTS	39	48	64	282		433	
PERCENTS	9.4	11.0	14.7	64.8			

ANALYTIC TABLE  
KIND OF CROP BY AERIAL APPLICATION PHASE OF OPERATION

KIND OF CROP	PHASE OF OPERATION						RECORDS	ACCIDENTS	PERCENT
	STARTING SWATH RUN	SWATH RUN	FLAREOUT FOR SWATH RUN	PULLUP FROM SWATH RUN	PROCEDURE TURNAROUND	CLEANUP SWATH			
BEANS	1	12	3	11	2		29	29	11.93
CLOVER			2				2	2	.82
CORN		13	6	7			26	25	10.70
COTTON	3	10	2	6	9	2	32	32	13.17
FLAX									
FOREST-TREES			1				1	1	.41
FRUIT ORCHARDS	2	1		2			5	5	2.06
GRAPES	1	2		1			4	4	1.65
GRAIN FIELDS	8	22	1	5	10		46	46	18.93
LETTUCE		1		2			3	3	1.23
MOSQUITO									
MOSQUITO CONTROL									
PASTURE		1		2			3	3	1.23
PEAS		1					1	1	.41
POTATOES	1	2	1	1			5	5	2.06
RICE	3	9		5	9		26	26	10.70
SAGE									
SPINACH									
STRAWBERRIES									
TOBACCO		1					1	1	.41
TOMATOES			1	2			3	3	1.23
OTHER	5	23	11	14	1		54	53	22.27
UNKNOWN/NOT REPORTED	1				1		2	2	.82
RECORDS	25	98	3	41	70	6	243		
ACCIDENTS	25	97	3	41	70	6		241	
PERCENTS	10.3	40.3	1.2	16.9	28.8	2.5			

ANALYTIC TABLE  
SHOULDER HARNESS BY INJURY INDEX

SHOULDER HARNESS	INJURY INDEX				RECORDS	ACCIDENTS	PERCENT
	FATAL	SERIOUS	MINOR	NONE			
INSTALLED-USED-HELD ON IMPACT	13	32	27	87	159	158	36.55
INSTL-USED-FAILED ON IMPACT	4	2		3	9	9	2.07
INSTALLED-NOT USED	3		1	1	5	5	1.15
NOT INSTALLED			2		2	2	.46
INSTALLED-USED NOT LOCKED							
UNKNOWN/NOT REPORTED	21	14	34	191	260	259	59.77
RECORDS	41	48	64	282	435		
ACCIDENTS	39	48	64	282		433	
PERCENTS	9.4	11.0	14.7	64.8			

ANALYTIC TABLE  
SEAT BELT BY INJURY INDEX

SEAT BELT	INJURY INDEX				RECORDS	ACCIDENTS	PERCENT
	FATAL	SERIOUS	MINOR	NONE			
NOT FASTENED	1			6	7	7	1.61
FASTENED-PROPERLY	18	33	33	113	197	196	45.29
FASTENED-LOOSELY							
FAILED ON IMPACT	3			1	4	4	.92
UNK/NR	19	15	31	162	227	226	52.18
RECORDS	41	48	64	282	435		
ACCIDENTS	39	48	64	282		433	
PERCENTS	9.4	11.0	14.7	64.8			

Accident Rates  
Selected Makes and Models 1/  
When Aircraft Were Involved In  
Aerial Application Operations  
1976

Aircraft Make/Model	Aerial Application Hours Flown <u>2/</u>	Total Accidents	Total Accident Rate <u>3/</u>	Fatal Accidents	Fatal Accident Rate <u>3/</u>
Aero Cmdr (Snow) 600S-2R, Rock. Inter. S-2R	238,800	26	10.89	3	1.26
Bell 47	91,200	41	44.96	1	1.10
Boeing A-E75	180,400	33	18.29	3	1.66
Callair A-9	29,600	16	54.05	3	10.14
Cessna 188	407,100	74	18.18	8	1.97
Gruman G-164	495,200	93	18.78	3	0.61
Hiller UH-12D/E	26,300	13	49.43	0	0
Hughes 269	15,800	7	44.30	0	0
Naval N3N-3	22,900	5	21.83	0	0
PA-18	47,700	9	18.87	4	8.39
PA-25	354,600	70	19.74	7	1.97
PA-36	52,200	17	32.57	1	1.92
Sikorsky S-64E	10,200	0	0	0	0
Snow S2A-C,600-S2C	26,400	6	22.73	2	7.58

1/ These 14 makes and models represent U.S. General Aviation aircraft with over 10,000 aerial application hours flown. They also account for 95% of the total aerial application accidents.

2/ Source: Federal Aviation Administration. This exposure data is reported yearly to the FAA by the aircraft owners on AC Form 8050-73.

3/ The accident rates are per 100,000 hours flown.

**CAUSE/FACTOR TABLE**  
**U.S. GENERAL AVIATION ACCIDENTS**  
**AERIAL APPLICATION OPERATIONS**  
**1976**

**INVOLVES 433 TOTAL ACCIDENTS**  
**INVOLVES 39 FATAL ACCIDENTS**

<u>BROAD CAUSE/FACTOR</u>	<u>FATAL ACCIDENTS</u>			<u>NONFATAL ACCIDENTS</u>			<u>ALL ACCIDENTS</u>		
	<u>CAUSE</u>	<u>FACTOR</u>	<u>TOTAL*</u>	<u>CAUSE</u>	<u>FACTOR</u>	<u>TOTAL*</u>	<u>CAUSE</u>	<u>FACTOR</u>	<u>TOTAL*</u>
PILOT	32	6	34	274	20	275	306	26	309
	82.05	15.38	87.18	69.54	5.08	69.80	70.67	6.00	71.36
PERSONNEL	5	2	6	28	6	34	33	8	40
	12.82	5.13	15.38	7.11	1.52	8.63	7.62	1.85	9.24
AIRFRAME	.00	.00	.00	3	.00	3	3	.00	3
				.76		.76	.69		.69
LANDING GEAR	.00	.00	.00	11	1	12	11	1	12
				2.79	.25	3.05	2.54	.23	2.77
POWERPLANT	1	.00	1	94	7	101	95	7	102
	2.56		2.56	23.86	1.78	25.63	21.94	1.62	23.56
SYSTEMS	.00	.00	.00	1	.00	1	1	.00	1
				.25		.25	.23		.23
INSTRUMENTS/EQUIPMENT & ACCESSORIES	.00	1	1	4	5	9	4	6	10
		2.56	2.56	1.02	1.27	2.28	.92	1.39	2.31
ROTORCRAFT	.00	.00	.00	8	1	9	8	1	9
				2.03	.25	2.28	1.85	.23	2.08
AIRPORT/AIRWAYS/FACILITIES	.00	.00	.00	4	9	13	4	9	13
				1.02	2.28	3.30	.92	2.08	3.00
WEATHER	.00	5	5	6	37	43	6	42	48
		12.82	12.82	1.52	9.39	10.91	1.39	9.70	11.09
TERRAIN	.00	6	6	44	153	196	44	159	202
		15.38	15.38	11.17	38.83	49.75	10.16	36.72	46.65
MISCELLANEOUS	.00	.00	.00	23	2	25	23	2	25
				5.84	.51	6.35	5.31	.46	5.77
UNDETERMINED	5	.00	5	5	.00	5	10	.00	10
	12.82		12.82	1.27		1.27	2.31		2.31

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

U.S. GENERAL AVIATION ACCIDENTS  
AERIAL APPLICATION OPERATIONS  
1976

INVOLVES 433 TOTAL ACCIDENTS

INVOLVES 39 FATAL ACCIDENTS

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
<b>** PILOT **</b>									
PILOT IN COMMAND									
ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT		1	1		1	1		2	2
ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL	1		1		1	1	3		3
CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS				1		1	1		1
DELAYED ACTION IN ABORTING TAKEOFF				3		3	3		3
DELAYED IN INITIATING GO-AROUND				3		3	3		3
DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT				9	4	13	10	4	14
FAILED TO SEE AND AVOID OTHER AIRCRAFT	1	1	2	3	3	6	6	6	6
FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS	3	3	6	52	52	57	57	57	57
FAILED TO OBTAIN/MAINTAIN FLYING SPEED	5	5	10	58	58	72	72	72	72
MISJUDGED, SPEED, ALTITUDE OR CLEARANCE	14	14	28	10	10	11	11	11	11
FAILED TO MAINTAIN ADEQUATE ROTOR RPM	1	1	2	5	5	5	5	5	5
FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT					1	1		1	1
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC	2	1	3	1	1	2	3	1	4
IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS				3	1	4	3	1	4
IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS				5	5	5	5	5	5
IMPROPER OPERATION OF FLIGHT CONTROLS	2		2	13		13	15		15
PREMATURE LIFT OFF				4		4	4		4
IMPROPER LEVEL OFF				4		4	4		4
IMPROPER IN-FLIGHT DECISIONS OR PLANNING	1	1	2	8	1	9	9	2	11
IMPROPER COMPENSATION FOR WIND CONDITIONS				3		3	3		3
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING	1	1	2	67	6	73	68	7	75
LACK OF FAMILIARITY WITH AIRCRAFT		1	1		4	4		5	5
MISMANAGEMENT OF FUEL				28		28	28		28
EXERCISED POOR JUDGMENT	1		1	2		2	3		3
OPERATED CARELESSLY				1		1	1		1
SELECTED UNSUITABLE TERRAIN				7		7	7		7
TAXIED/PARKED WITHOUT PROPER ASSISTANCE				1		1	1		1
SPONTANEOUS-IMPROPER ACTION					1	1		1	1
MISJUDGED DISTANCE, SPEED, AND ALTITUDE				2		2	2		2
MISJUDGED DISTANCE AND SPEED				6		6	6		6
MISJUDGED DISTANCE AND ALTITUDE				3		3	3		3
MISJUDGED SPEED AND ALTITUDE				9		9	9		9
MISJUDGED SPEED AND CLEARANCE	1		1	2		2	3		3
MISJUDGED ALTITUDE AND CLEARANCE	2		2	5		5	7		7
MISJUDGED ALTITUDE	2		2				2		2
MISJUDGED CLEARANCE	4		4	34		34	38		38
IMPROPER RECOVERY FROM BOUNCED LANDING				1		1	1		1
INCAPACITATION		1	1					1	1
PHYSICAL IMPAIRMENT	1		1	1		1	2		2
SPATIAL DISORIENTATION				1		1	1		1
PSYCHOLOGICAL CONDITION		1	1					1	1
FAILED TO MAINTAIN DIRECTIONAL CONTROL				13		13	13		13
SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND				5		5	5		5
FAILED TO ABORT TAKEOFF				8	1	9	8	1	9
FAILED TO INITIATE GO-AROUND				2		2	2		2
SUBTOTAL	42	7	49	385	20	405	427	27	454
<b>** PERSONNEL **</b>									
FLIGHT INSTRUCTOR									
MAINTENANCE, SERVICING, INSPECTION									
IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL)				4		4	4		4
IMPROPER MAINTENANCE (OWNER PERSONNEL)	1	1	2	2		2	2	1	3
IMPROPERLY SERVICED AIRCRAFT (OWNER-PILOT)					1	1		1	1
INADEQUATE INSPECTION OF AIRCRAFT (MAINTENANCE PERSONNEL)				1		1	1		1
INADEQUATE MAINTENANCE AND INSPECTION	1		1	15	2	17	16	2	18
OTHER				1		1	1		1
OPERATIONAL SUPERVISORY PERSONNEL									
INADEQUATE SUPERVISION OF FLIGHT CREW		2	2					2	2
FAILURE TO PROVIDE ADEQ DIRECTIVES, MANUALS, EQUIPMENT				1		1	1		1
DEFICIENCY, COMPANY MAINTAINED EQMT, SERV. REGULATIONS				1		1	1		1
WEATHER PERSONNEL									

CAUSE/FACTOR TABLE

PERSONNEL (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
TRAFFIC CONTROL PERSONNEL									
AIRPORT SUPERVISORY PERSONNEL									
AIRWAYS FACILITIES PERSONNEL									
PRODUCTION-DESIGN-PERSONNEL									
POOR/INADEQUATE DESIGN						2			2
MISCELLANEOUS-PERSONNEL									
PILOT OF OTHER AIRCRAFT	3		3	1		1	4		4
GROUND CREWMAN					1	1		1	1
DRIVER OF VEHICLE				1		1	1		1
OTHER	2		2	1		1	3		3
THIRD PILOT									
FLIGHT ENGINEER									
FLIGHT PERSONNEL									
DISPATCHING (AIR CARRIER ONLY)									
<b>SUBTOTAL</b>	<b>6</b>	<b>3</b>	<b>9</b>	<b>28</b>	<b>6</b>	<b>34</b>	<b>34</b>	<b>9</b>	<b>43</b>
<b>** AIRFRAME **</b>									
WINGS									
SPARS				1		1	1		1
FUSELAGE									
LANDING GEAR									
MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC				3		3	3		3
TAILWHEEL ASSEMBLIES				1		1	1		1
WHEELS, TIRES, AXLES				1		1	1		1
BRAKING SYSTEM (NORMAL)				6	1	7	6	1	7
FLIGHT CONTROL SURFACES									
ELEVATOR, ASSEMBLY ATTACHMENTS				1		1	1		1
AILERON, SURFACES ATTACHMENTS				1		1	1		1
<b>SUBTOTAL</b>				<b>14</b>	<b>1</b>	<b>15</b>	<b>14</b>	<b>1</b>	<b>15</b>
<b>** POWERPLANT **</b>									
ENGINE STRUCTURE									
CRANKSHAFT				1		1	1		1
MASTER AND CONNECTING RODS				3		3	3		3
CYLINDER ASSEMBLY				8		8	8		8
PISTON, PISTON RINGS				4		4	4		4
VALVE ASSEMBLIES				5		5	5		5
BLOWER, IMPELLER ASSEMBLY				7		7	7		7
MOUNT AND VIBRATION ISOLATORS				1		1	1		1
OTHER				2		2	2		2
IGNITION SYSTEM									
MAGNETOES				5		5	5		5
SPARK PLUG				3		3	3		3
FUEL SYSTEM									
LINES AND FITTINGS				3		3	3		3
FILTERS, STRAINERS, SCREENS				1		1	1		1
CARBURETOR				5		5	5		5
PUMPS				1		1	1		1
VENTS, DRAINS, TANK CAPS				1		1	1		1
RAM AIR ASSEMBLY				1		1	1		1
LUBRICATING SYSTEM									
COOLING SYSTEM									
PROPELLER AND ACCESSORIES									
BLADES	1		1	1		1	2		2
HUBS				1		1	1		1
GOVERNORS				1		1	1		1
EXHAUST SYSTEM									
STACKS				1		1	1		1
ENGINE ACCESSORIES									
ENGINE CONTROLS									
THROTTLE-POWER LEVER ASSEMBLIES				1		1	1		1
MIXTURE CONTROL ASSEMBLIES				1		1	1		1
POWERPLANT-INSTRUMENTS									
FUEL PRESSURE GAUGE					1	1		1	1
FUEL QUANTITY GAUGE					6	6		6	6
MISCELLANEOUS									
POWERPLANT FAILURE FOR UNDETERMINED REASONS				37		37	37		37
FOREIGN OBJECT DAMAGE				1		1	1		1
DIRECT ENTRIES				1		1	1		1
REDUCTION GEAR ASSEMBLY									
GEARS, ACCESSORY DRIVE				1		1	1		1
COMPRESSOR ASSEMBLY									



CAUSE/FACTOR TABLE

POWERPLANT (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
COMBUSTION ASSEMBLY									
TURBINE ASSEMBLY									
BLADE, TURBINE WHEEL				1		1	1		1
ACCESSORY DRIVE ASSEMBLY									
LUBRICATING SYSTEM									
FUEL SYSTEM									
SAFETY SYSTEM									
IGNITION SYSTEM									
THROUQUETER									
AIR BLEED									
EXHAUST SYSTEM									
THRUST REVERSER									
PROPELLER SYSTEM									
CONSTANT SPEED DRIVE									
POWER LEVER									
PROPELLER LEVER									
REVERSE THRUST LEVER									
ENGINE INDICATING EQUIPMENT									
ENGINE INSTALLATION									
SUBTOTAL	1		1	94	7	105	99	7	106
== SYSTEMS ==									
ELECTRICAL SYSTEM									
HYDRAULIC SYSTEM									
SEALS				1		1	1		1
FLIGHT CONTROL SYSTEMS									
ANTI-ICING, DE-ICING SYSTEMS									
AIR CONDITION, HEATING AND PRESSURIZATION									
AUTO PILOT									
FIRE WARNING SYSTEM									
FIRE EXTINGUISHER SYSTEM									
OXYGEN SYSTEM									
OTHER SYSTEMS									
SUBTOTAL				1		1	1		1
== INSTRUMENTS/EQUIPMENT AND ACCESSORIES ==									
FLIGHT AND NAVIGATION INSTRUMENTS									
COMMUNICATIONS AND NAVIGATION EQUIPMENT									
MISCELLANEOUS EQUIPMENT									
SPRAY, DUSTING EQUIPMENT		1	1	4	4	8	4	5	9
OTHER					1	1		1	1
SUBTOTAL		1	1	4	5	9	4	6	10
== ROTORCRAFT ==									
ROTOR ASSEMBLIES									
TAIL ROTOR BLADES					1	1		1	1
MAIN ROTOR HEAD ASSEMBLIES				1		1	1		1
BEARINGS				1		1	1		1
TRANSMISSION ROTOR DRIVE SYSTEM									
FREE WHEEL UNIT				1		1	1		1
TAIL ROTOR DRIVE SHAFT ASSEMBLY				1		1	1		1
TAIL ROTOR GEAR BOX				2		2	2		2
CLUTCH ASSEMBLY				2		2	2		2
FLIGHT CONTROL SYSTEMS									
MISCELLANEOUS UNITS AND ASSEMBLIES									
SUBTOTAL				8	1	9	8	1	9
== AIRPORTS/AIRWAYS/FACILITIES ==									
AIRPORT FACILITIES									
OTHER					1	1		1	1
AIRPORT CONDITIONS									
WET RUNWAY				1	2	3	1	2	3
UNMARKED OBSTRUCTIONS					1	1		1	1
SOFT SHOULDERS (RUNWAY)					1	1		1	1
POORLY MAINTAINED RUNWAY SURFACE				1		1	1		1
SOFT RUNWAY					2	2		2	2
OTHER				2	3	5	2	3	5
AIRWAYS FACILITIES									
SUBTOTAL				4	10	14	4	10	14

CAUSE/FACTOR TABLE

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
<b>** WEATHER **</b>									
LOW CEILING					2	2		2	2
RAIN					2	2		2	2
FOG					1	1		1	1
CONDITIONS CONDUCTIVE TO CARR/INDUCTION SYSTEM ICING					2	2		2	2
UNFAVORABLE WIND CONDITIONS				2	9	11	2	9	11
SUDDEN WINDSHIFT					1	1		1	1
DOWNDRAFTS, UPDRAFTS	1	1	3	6	9	3	7	10	
LOCAL WHIRLWIND				1	1	2	1	1	2
HIGH TEMPERATURE	1	1	10	10	10		11	11	
HIGH DENSITY ALTITUDE	3	3	8	8	8		11	11	
SUBTOTAL		5	5	6	42	48	6	47	53
<b>** TERRAIN **</b>									
WET, SOFT GROUND				6	20	26	6	20	26
HIGH VEGETATION				7	17	24	7	17	24
HIDDEN OBSTRUCTIONS				1	1	1	1	1	1
ROUGH/UNEVEN				20	36	56	20	36	56
HIGH OBSTRUCTIONS	6	6	8	75	83	8	81	89	
SANDY				3	1	1	3	1	1
OTHER				6	6	9	6	6	9
SUBTOTAL		6	6	45	155	200	45	161	206
<b>** MISCELLANEOUS **</b>									
FOREIGN OBJECT DAMAGE				1	1	1	1	1	1
FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS				6	6	6	6	6	6
UNDETERMINED	5	5	5	5	5	10	10	10	
BIRD COLLISION				1	1	1	1	1	
VORTEX TURBULENCE				5	5	5	5	5	
EVASIVE MANEUVER TO AVOID COLLISION				7	2	9	7	2	9
SABOTAGE				1	1	1	1	1	
DIRECT ENTRIES				2	2	2	2	2	
SUBTOTAL	5	5	28	2	30	33	2	35	
GRAND TOTAL	54	22	76	621	249	870	675	271	946
<b>** MISCELLANEOUS ACTS, CONDITIONS **</b>									
FIRE OF UNDETERMINED ORIGIN		2	2		1	1		3	3
POOR WELD				1	1	1	1	1	1
PREVIOUS DAMAGE				3	1	4	3	1	4
LEAK/LEAKAGE	1	1	2	2	2	2	1	3	
LOW COMPRESSION				2	2	2	2	2	
DOWNWIND					12	12		12	12
CARBON DEPOSITS				2	2	2	2	2	
UNDER TORQUED				1	1	1	1	1	
LOOSE, PART/FITTING				2	2	2	2	2	
DETERIORATED				1	1	1	1	1	
DISCONNECTED				6	6	6	6	6	
EXCESSIVE-WEAR/PLAY				2	2	2	2	2	
ERRATIC					7	7		7	7
GROUNDING				2	2	2	2	2	
IMPROPERLY INSTALLED				1	1	1	1	1	
JAMMED				1	1	1	1	1	
OBSTRUCTED				4	4	4	4	4	
PRESSURE, NONE				1	1	1	1	1	
SHEARED				1	1	1	1	1	
STUCK				2	2	2	2	2	
VIBRATION, EXCESSIVE				1	1	2	1	2	
LOAD NOT JETTISONED					19	19		19	
INTENTIONAL GROUND-WATER LOOP-SWERVE				4	4	4	4	4	
RAN OFF END OF RUNWAY					9	9		9	
ANTI-ICING/DEICING EQUIP-IMPROPER OPER. OF/FAILED TO USE				2	2	2	2	2	
DISREGARD OF GOOD OPERATING PRACTICE				2	1	3	2	1	3
IMPROPER EMERGENCY PROCEDURES				1	1	1	1	1	
NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA				2	1	3	2	1	3
UNWARRANTED LOW FLYING		1	1		2	2		3	
INATTENTIVE TO FUEL SUPPLY					4	5		5	
FLEW INTO BLIND CANYON	1	1	1		1	1		1	
POORLY PLANNED APPROACH	1	1	1		1	1		1	
MISCALCULATED FUEL CONSUMPTION				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
JETTISONED LOAD		1	1	1	22	23	1	23	24
IMPROPERLY SECURED				7		7	7		7
FATIGUE FRACTURE	1		1	3		3	4		4
FUEL GRADE-IMPROPER					1	1		1	1
RPM-UNCONTROLLABLE-OVERSPEED				1		1	1		1
WINDSHIELD, DIRTY, FOGGY, ETC-RESTRICTED VISION				1	3	4	1	3	4
IMPROPER ALIGNMENT/ADJUSTMENT				2		2	2		2
SEPARATION IN FLIGHT		1	1	1	6	7	1	7	8
FIRE IN CABIN/ COCKPIT/ BAGGAGE COMPARTMENT	1		1	1		1	2		2
FIRE IN ENGINE				3	3	6	3	3	6
PILOT FATIGUE		2	2		7	7		9	9
FUEL EXHAUSTION				33		33	33		33
FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL				2		2	2		2
ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT	1		1				1		1
ICE-CARBURETOR				2		2	2		2
IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG	1		1	4	1	5	5	1	6
INTERFERENCE WITH FLIGHT CONTROLS				1		1	1		1
SUNGLARE	1		1	2	8	10	3	8	11
WATER IN FUEL				9		9	9		9
AIRCRAFT CAME TO REST IN WATER					3	3		3	3
MISSING				1	1	2	1	1	2
OVERLOAD FAILURE				3	30	33	3	30	33
MATERIAL FAILURE				40		40	40		40
FUEL STARVATION				9		9	9		9

DIRECT ENTRY CAUSES

- MISC-MOSE IGNITED DRG ROTOR ENGAGEMENT.
- MISC-SETTLING WITH POWER
- PWR PLT-PRIOR ENG OVERSPEED

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

LISTING OF ACCIDENTS  
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1976  
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FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
3 1904	N88451	080776	HALE CENTER, TX	BELLANCA	8GCBC	NONE
3 0410	N50002	022576	WESTLEY, CA	FAIRCHILD	M-62	NONE
3 0384	N90529	031776	DOWS, IA	BELL	47G-2	NONE
3 0151	N9673Z	010176	NCAPISTRANO, CA	BELL	47D-1	NONE
3 0642	N2873B	032676	WHITMORE LAKE, MI	BELL	47G-2	NONE
3 1060	N9088	060476	SUBLETTE, KS	BELL	47D-1	NONE
3 1270	N7763	050376	PORTAGE, MI	BELL	47G	NONE
3 1761	N200J	050476	LAWRENCEVILLE, IL	BELL	47G-2	SERIOUS
3 1766	N9238Z	052276	MONTICELLO, IN	BELL	47G-2	MINOR
<del>3 1551</del>	<del>N163B</del>	<del>061776</del>	<del>RAVENDEN, AR</del>	<del>BELL</del>	<del>47B</del>	<del>SERIOUS</del>
3 1547	N64877	070176	BEEDEVILLE, AR	BELL	47G-2	NONE
3 2131	N9043T	061676	BLISSFIELD, MI	EL TOMCAT	MK-5A	MINOR
3 2224	N38926	071776	MCALLEN, TX	BELL	47G-2	NONE
3 2511	N12088	030176	SOUTH BAY, FL	BELL	47D1	NONE
3 2495	N955	062476	WAYLAND, NY	BELL	47G-2	NONE
3 2476	N74123	052176	LAKE BUTLER, FL	BELL	47D-1	NONE
3 2689	N29WL	072476	CENTRE, AL	BELL	47D1	NONE
3 2907	N818HJ	081776	MANTUA, OH	EL TOMCAT	MARK V	NONE
3 2829	N2483B	060976	ELTOPIA, WA	BELL	47G-2	MINOR
3 3158	N9115R	100176	JOHNSTOWN, OH	BELL	47D1	NONE
3 3059	N1273	090876	RIDGE SPRING, SC	BELL	47G	NONE

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-----	-----	-----	-----	-----	-----	-----
3 3016	N12412	072976	OSKALOOSA, IA	BELL	47G-2	NONE
3 3357	N2874F	092276	LEIPSIC, OH	TRANSWORLD	47G-2	NONE
3 3267	N9001T	100476	NWASCO, CA	EL TOMCAT	MK5A	NONE
3 3192	N919B	081876	ZION GROVE, PA	BELL	47D1	NONE
3 3431	N7092J	081176	NVANCOUVER, WA	BELL	47G3B2	NONE
3 2918	N8599F	092276	KING CITY, MO	BELL	47G-5	NONE
3 2087	N729AP	081076	MESQUITE, NM	BELL	47G3B1	NONE
3 2436	N7915S	091276	LOMPOC, CA	BELL	47G-5	MINOR
3 2330	N7945S	061576	LOSTINE, OR	BELL	47G-4A	SERIOUS
3 1508	N1216W	062876	NATURAL BRIDGE, AL	BELL	47G-4	MINOR
3 1568	N73959	042976	NCOALINGA, CA	BELL	47G3B1	NONE
3 1467	N4713R	061076	WALKER, LA	BELL	47G-5	NONE
3 1447	N6277N	052176	CLOVERDALE, CA	BELL	47G-5	NONE
3 1911	N2240W	042176	PALOUSE, WA	BELL	47G-3B	NONE
3 1592	N47042	051776	NBURLEY, ID	BELL	47G3B1	NONE
3 1224	N58131	051076	SPOKANE, WA	BELL	47G-3B	NONE
3 1227	N3794G	051276	FORKS, WA	BELL	47G-3B	MINOR
3 0689	N8563F	030976	ADRIAN, MI	BELL	47G-5	NONE
3 0188	N1150W	022576	BILLINGS, OK	BELL	47G-4	MINOR
3 3909	N6712D	091576	CASHMERE, WA	BELL	47G-3B	NONE
3 3780	N1308X	062276	MASONTOWN, PA	BELL	204-B	SERIOUS

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FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
4134	N600SW	070576	NCARSON CITY,NV	BELL	206B	FATAL
3899	N3701G	081776	NCORDELE,GA	BOEING	B-17G	NONE
2520	N4710C	080576	ROCHELLE,GA	BOEING	B-17G	MINOR
2535	N68497	091876	NPARLIER,CA	BOEING	A75	FATAL
2539	N63216	090176	HANAPEPE,HI	BOEING	A75N1	NONE
2393	N3996B	090676	DUMAS,AR	BOEING	B75	NONE
2433	N52068	082076	CHOWCHILLA,CA	BOEING	A75	NONE
2320	N65573	060476	NEZPERCE, ID	BOEING	B75N1	NONE
2226	N64890	071276	NRAYMONDVILLE, TX	BOEING	B75N1	NONE
2240	N5506A	060176	SUMMERFIELD, FL	BOEING	A75N1	NONE
4068	N75869	101376	MONTGOMERY, AL	BOEING	75	NONE
4049	N3965B	082076	HEADLAND, AL	BOEING	A75N1	NONE
0306	N67800	021276	CASTROVILLE, CA	STEARMAN	A75N1	NONE
0486	N56397	031476	NKINGSBURG, CA	BOEING	A75	NONE
0407	N49701	030576	NVISALIA CA	BOEING	A75N1	SERIOUS
0828	N68986	030376	WATSONVILLE, CA	BOEING	B75	NONE
0950	N67238	022576	ELDORADO, OK	BOEING	A75N1	MINOR
0976	N58978	042276	KENNEWICK, WA	BOEING	E75N1	NONE
1031	N65578	052276	CHILDRESS, TX	BOEING	B75N1	SERIOUS
1003	N54565	052276	CAPE CHARLES, VA	BOEING	A75	MINOR
1073	N63D	051776	TCHULA, MS	BOEING	E75N1	NONE

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3 1707	N53406	072776	NSHAFTER,CA	BOEING	1B75A	NONE
3 1842	N4792V	072476	TULARE,CA	BOEING	A75	NONE
3 1490	N54749	060376	FRESNO,TX	BOEING	A75	NONE
3 1590	N63216	051776	KOLOA,HI	BOEING	A75N1	NONE
3 1484	N5188N	062976	SICKLES,OK	BOEING	E75	NONE
3 1351	N5195N	051676	NROTAN,TX	BOEING	E75	MINOR
3 2083	N58712	082276	NANIMAS,NM	BOEING	E75N1	NONE
3 2073	N1256V	080776	EPPS,LA	BOEING	E75N1	MINOR
3 2078	N5710N	080976	TALLULAH,LA	BOEING	E75N1	SERIOUS
3 3591	N53039	123176	OAKDALE,CA	BOEING	A75N1	FATAL
3 2931	N65949	070176	HEADLAND,AL	BOEING	E-75	SERIOUS
3 2965	N49602	062576	LA FERIA,TX	BOEING	A75	NONE
3 2600	N75321	091476	TULIA,TX	BOEING	A75	NONE
3 2736	N73621	091176	GOLDTHWAITE,TX	BOEING	B75N1	FATAL
3 3264	N7659V	091976	NIMPERIAL,CA	AERO COMDR	A-9B	FATAL
3 2783	N7209V	071376	STROMSBURG,NE	CALLAIR	A-9	NONE
3 1975	N47061	060276	HART,MI	CALLAIR	A-9	NONE
3 1901	N17338	071376	LOS INDIOS,TX	CALLAIR	A-9B	MINOR
3 1725	N8292H	073176	PLAIN DEALING,LA	CALLAIR	A-9	NONE
3 1713	N7214V	070676	GRANDVIEW,ID	CALLAIR	A-9	MINOR
3 1715	N8400V	070776	NAMPA,ID	AERO COMDR	A-9	FATAL

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1976  
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FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
3 0977	N8259H	042076	WENATCHEE,WA	CALLAIR	A-9A	NONE
3 0804	N65042	042276	ATCHISON,KS	CALLAIR	A-9	MINOR
3 0784	N7676V	040476	PENDELTON,OR	CALLAIR	A-9B	SERIOUS
3 1298	N7724V	060376	BRIDGEPORT,NE	AERO-COMDR	A-9B	SERIOUS
3 1223	N8281H	033176	TEKOA,WA	CALLAIR	A-9	FATAL
3 1297	N3608G	061276	CENTRAL CITY,NE	CALLAIR	A-9	NONE
3 2402	N9667Z	070676	PENDROY,MT	CALLAIR	A-9	NONE
3 2378	N2851F	062576	MINOT,ND	CALLAIR	A9B	NONE
3 2201	N7260V	072976	NEWDALE, ID	CALLAIR	B1A	NONE
<del>3 1092</del>	<del>N1096F</del>	<del>061476</del>	<del>DEVILS LAKE,ND</del>	<del>CESSNA</del>	<del>185</del>	<del>NONE</del>
3 1126	N21854	052576	GIBSON SWITCH,AR	CESSNA	188B	SERIOUS
3 1007	N9376G	051476	WYNNE,AR	CESSNA	188B	NONE
3 0997	N91262	052576	ROLLING FORK,MS	CESSNA	A188B	NONE
3 1057	N9735G	051876	CEDAR FALLS,IA	CESSNA	188	NONE
3 1072	N70058	052476	HOLLANDALE,MS	CESSNA	A188B	NONE
3 1186	N4810Q	051776	NTHREE FORKS,MT	CESSNA	188B	NONE
3 1338	N4451Q	032676	LEMOORE,CA	CESSNA	188C	FATAL
3 1321	N6509G	050876	W CORNWALL,VT	CESSNA	A188B	NONE
3 1362	N9013R	051976	MOBILE,AL	CESSNA	A188B	SERIOUS
3 1263	N53121	052776	PLAINS,KS	CESSNA	A188B	SERIOUS
3 1388	N84040	062276	BYHALIA,MS	CESSNA	A188B	MINOR



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FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	AIRCRAFT MODEL -----	INJURY INDEX -----
3 1271	N9031G	052076	UNION,MI	CESSNA	188B	MINOR
3 0694	N9715V	040576	WEBB,MS	CESSNA	188	FATAL
3 0692	N21829	040876	YPSILANTI,MI	CESSNA	188	MINOR
3 0746	N84470	033076	POSTON,AZ	CESSNA	A188B	NONE
3 0488	N8106V	031476	CASTROVILLE,CA	CESSNA	188	SERIOUS
3 0185	N8147G	012876	CORDELL,OK	CESSNA	A188B	NONE
3 2217	N9965G	061476	MOISER,OR	CESSNA	A188A	MINOR
3 2123	N9136R	071276	NHAWKINSVILLE,GA	CESSNA	188B	NONE
3 2223	N9140G	072876	KNIPPA,TX	CESSNA	188	NONE
3 2206	N9919G	062976	LEWISTON,ID	CESSNA	188B	NONE
3 2158	N6694G	070976	HOLLANDALE,MS	CESSNA	A188B	NONE
3 2154	N9032R	071576	HAMLIN,MI	CESSNA	A188B	NONE
3 2159	N21823	072176	LOUISVILLE,MS	CESSNA	188	SERIOUS
3 2422	N70203	062576	VINCENNES,IN	CESSNA	A188B	NONE
3 2281	N21891	082276	BRIDGEPORT,NE	CESSNA	188	NONE
3 2278	N72336	072076	HARVARD,NE	CESSNA	A188B	SERIOUS
3 2371	N4833R	082176	PORTAGEVILLE,MO	CESSNA	A188B	NONE
3 2261	N9846V	060876	BAUDETTE,MN	CESSNA	188	NONE
3 2579	N53388	081476	VERIBEST,TX	CESSNA	188	NONE
3 2589	N35020	072976	DIMMITT,TX	CESSNA	A188	FATAL
3 2589	N8007V	072976	DIMMITT,TX	CESSNA	A188	FATAL

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3 2543	N53219	090276	POSTON, AZ	CESSNA	188	NONE
3 2604	N5643J	090976	HATCH, NM	CESSNA	188A	MINOR
3 2578	N9890V	072276	MADISONVILLE, TX	CESSNA	188	NONE
3 2507	N9829V	081176	GENEVA, AL	CESSNA	188	NONE
3 2505	N5606J	090676	HUNTSVILLE, AL	CESSNA	188	NONE
3 2526	N53168	072076	NST MATTHEWS, SC	CESSNA	188	NONE
3 2684	N8983G	083076	DUNN, NC	CESSNA	188B	NONE
3 2688	N5517S	070676	ENTERPRISE, AL	CESSNA	188	NONE
3 1757	N9337R	060176	ELLAVILLE, GA	CESSNA	A188B	NONE
3 1714	N53216	070776	NGRAYS LAKE, ID	CESSNA	A188B	NONE
3 1786	N9725V	072276	WOOSTER, OH	CESSNA	188	NONE
3 1850	N4450Q	062776	NDIXON, CA	CESSNA	188	FATAL
3 1982	N9399G	060876	SHELBY, MS	CESSNA	A188B	NONE
3 2097	N21860	073176	EARTH, TX	CESSNA	A188B	NONE
3 1981	N92325	060376	LESUEUR, MN	CESSNA	188B	MINOR
3 2093	N8069V	060476	BOWIE, TX	CESSNA	188	NONE
3 2089	N5651J	072576	COOPER, TX	CESSNA	188	NONE
3 1489	N3509Q	060276	PALACIOS, TX	CESSNA	A188	NONE
3 1442	N79555	060876	FISHER, AR	CESSNA	A188B	MINOR
3 2924	N9622G	062876	LANGDON, ND	CESSNA	A188B	SERIOUS
3 2853	N4848R	081176	PONETO, IN	CESSNA	A188B	NONE

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3 2921	N9759G	080476	CAMPBELL,NE	CESSNA	188B	NONE
3 2943	N9987G	100276	CARTHAGE,MS	CESSNA	188A	MINOR
3 2869	N9152R	071576	YORK,NE	CESSNA	A188B	NONE
3 2833	N4838Q	090676	MONROE,LA	CESSNA	A188B	SERIOUS
3 2863	N4779Q	071076	ANGUS,MN	CESSNA	A188B	NONE
3 2984	N9808G	092876	NEW POINT,IN	CESSNA	A188B	NONE
3 3726	N9940G	090976	CAMBELLTON,FL	CESSNA	A188A	NONE
3 3296	N4823Q	092676	NBOWIE,TX	CESSNA	A188B	NONE
3 3515	N53151	073076	NLEWISTON, ID	CESSNA	188	FATAL
3 2708	N1586M	090976	BRUCE,MS	CESSNA	A188A	NONE
3 2707	N9964G	072676	ARCOLA,MS	CESSNA	188	NONE
3 2704	N91214	072976	BUTLER,GA	CESSNA	188	MINOR
3 2717	N4901R	082876	TRACY,CA	CESSNA	188B	NONE
3 2706	N53128	080676	NWAYNESBORO,GA	CESSNA	A188B	FATAL
3 3200	N4845R	091676	BATTLEBORO,NC	CESSNA	A188B	NONE
3 3220	N9070R	090176	QUITMAN,GA	CESSNA	188B	MINOR
3 3246	N9997G	100576	NBUCKEYE,AZ	CESSNA	A188A	FATAL
3 3248	N5647J	092676	QUAIL MESA,AZ	CESSNA	188B	NONE
3 3058	N9888V	081876	SUMTER,SC	CESSNA	188	NONE
3 4163	N4879R	072776	NINDIANTOWN,FL	CESSNA	A188	FATAL
3 3788	N91752	081476	BATESVILLE,MS	CESSNA	188B	NONE

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-----	-----	-----	-----	-----	-----	-----
3 4007	N4917R	072676	NJAY, FL	CESSNA	A188B	NONE
3 3123	N3427G	080876	NGRAND JUNCTION, CO	DOUGLAS	A-26B	FATAL
3 2444	N5426E	071676	NGRAND VALLEY, CO	DOUGLAS	A-26B	FATAL
3 2417	N5408	041076	DAMON, TX	GRUMMAN	G-164A	NONE
3 2456	N7358	081076	OLTON, TX	GRUMMAN	G-164A	NONE
3 2510	N9868	090376	NBUSHNELL, FL	GRUMMAN	G-164A	NONE
3 2430	N4529	081276	NGILA BEND, AZ.	GRUMMAN	G-164A	NONE
3 2442	N8598H	092276	EASTON, CA	GRUMMAN	G-164A	NONE
3 2566	N6531	072776	WHEATLEY, AR	GRUMMAN	G-164A	NONE
3 2606	N6589	082376	LELAND, UT	GRUMMAN	G-164A	NONE
3 2571	N48429	091576	NCROWVILLE, LA	GRUMMAN	G-164B	NONE
3 2703	N746Y	061176	ADEL, GA	GRUMMAN	G-164A	NONE
3 2379	N9920	081976	MINTO, ND	GRUMMAN	G-164A	FATAL
3 2306	N636U	082376	STUTTGART, AR	GRUMMAN	G-164	NONE
3 2390	N984X	073176	GILLETT, AR	GRUMMAN	G-164	NONE
3 2319	N29SK	040976	NNEZPERCE, ID	GRUMMAN	G-164A	NONE
3 2280	N950X	063076	MINDEN, NE	GRUMMAN	G-164A	NONE
3 2277	N7948	072976	FARNAM, NE	GRUMMAN	G-164A	MINOR
3 2225	N7846	062576	BISHOP, TX	GRUMMAN	G-164	NONE
3 2157	N651Y	072976	NMINTER CITY, MS	GRUMMAN	G-164	NONE
3 2218	N4236	040676	CONDON, OR	GRUMMAN	G-164	NONE

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1976  
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-----	-----	-----	-----	-----	-----	-----
3 3087	N7863	060576	HAMER, ID	GRUMMAN	G-164A	NONE
3 3068	N638U	093076	NSUN CITY, AZ	GRUMMAN	G-164	NONE
3 3170	N6607	100476	HAYTI, MO	GRUMMAN	G-164	MINOR
3 3101	N10264	100976	MAURICE, LA	GRUMMAN	G-164	NONE
3 3174	N600T	071976	CAVALIER, ND	GRUMMAN	G-164A	NONE
3 3052	N9936	090976	NASHFORD, AL	GRUMMAN	G-164A	NONE
3 3420	N10211	111776	NWILLIAMS, CA	GRUMMAN	G-164	NONE
3 3045	N465Y	091376	LIVINGSTON, TN	GRUMMAN	G-164	NONE
3 2705	N7904	071576	HATLEY, GA	GRUMMAN	G-164A	NONE
3 2721	N8507H	100476	NOLD RIVER, CA	GRUMMAN	G-164A	NONE
3 2777	N8701H	071076	FISK, MO	GRUMMAN	G-164A	NONE
3 2744	N73WJ	080976	NHAWK SPRINGS, WY	GRUMMAN	G-164	MINOR
3 3718	N23RA	100276	NPANSEY, AL	GRUMMAN	G-164	FATAL
3 3536	N986X	080476	NSILVERTON, TX	GRUMMAN	G-164A	NONE
3 3710	N5401	100176	ELKTON, KY	GRUMMAN	G-164A	NONE
3 3592	N704Y	111376	NLIVE OAK, CA	GRUMMAN	G-164	NONE
3 3567	N463Y	091476	ELKTON, KY	GRUMMAN	G-164	NONE
3 2856	N6608	081876	SANDUSKY, MI	GRUMMAN	G-164A	NONE
3 2834	N7939	091776	BONITA, LA	GRUMMAN	G-164A	MINOR
3 4050	N9946	072076	SHELBY, MS	GRUMMAN	G-164A	NONE
3 3944	N460Y	110176	NYAUCO, PR	GRUMMAN	G-164	NONE

LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
( IN MAKE AND MODEL SEQUENCE )

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
3 4048	N7225	082676	FLORA, MS	GRUMMAN	G-164A	NONE
3 1548	N48397	070276	MARIANNA, AR	GRUMMAN	G-164B	NONE
3 1693	N7930	070576	BEEDEVILLE, AR	GRUMMAN	G-164A	SERIOUS
3 1576	N729Y	061076	PRINCETON, CA	GRUMMAN	G-164A	NONE
3 1695	N678U	070976	BRINKLEY, AR	GRUMMAN	G-164A	NONE
3 1553	N550Y	053176	HOLLY GROVE, AR	GRUMMAN	G-164A	NONE
3 1697	N645U	071276	STUTTGART, AR	GRUMMAN	G-164	NONE
3 2119	N7855	032976	FREDERICK, DE	GRUMMAN	G-164	NONE
3 2075	N8891H	081776	LAKE PROVIDNCE, LA	GRUMMAN	G-164A	NONE
<del>3 2113</del>	<del>N491Y</del>	<del>060276</del>	<del>NMORGAN, UT</del>	<del>GRUMMAN</del>	<del>G-164</del>	<del>SERIOUS</del>
3 2077	N8917H	080976	NDELHI, LA	GRUMMAN	G-164A	MINOR
3 2046	N8644H	080376	COTTON PLANT, AR	GRUMMAN	G-164	NONE
3 2044	N48501	072676	GIBSON SWITCH, AR	GRUMMAN	G-164	NONE
3 2153	N9722	081776	NCOLDWATER, MI	GRUMMAN	G-164A	NONE
3 1937	N5377	070376	QUITMAN, GA	GRUMMAN	G-164A	NONE
3 1849	N594Y	062776	NWILLOWS, CA	GRUMMAN	G-164A	NONE
3 1919	N10245	060776	PERDIDO BEACH, AL	GRUMMAN	G-164	MINOR
3 1924	N670U	071976	REHOBOTH BEACH, DE	GRUMMAN	G-164A	SERIOUS
3 1743	N8773H	052076	RAYWOOD, TX	GRUMMAN	G-164	NONE
3 1720	N6585	072576	THIBODAUX, LA	GRUMMAN	G-164A	NONE
3 1718	N8508H	070676	CROWLEY, LA	GRUMMAN	G-164A	SERIOUS

LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
( IN MAKE AND MODEL SEQUENCE )

FILE . NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
-----	-----	-----	-----	-----	-----	-----
3 1756	N6657	062476	EDISON,GA	GRUMMAN	G-164A	SERIOUS
3 1750	N4368	062376	SUNNYSIDE,WA	GRUMMAN	G-164	MINOR
3 0436	N655U	022676	FT WAYNE,IN	GRUMMAN	G-164	NONE
3 0585	N7807	022876	NMARYSVILLE,CA	GRUMMAN	G-164A	NONE
3 0510	N8659H	031576	NELCAMPO,TX	GRUMMAN	G-164A	MINOR
3 0479	N7980	031876	BAKERSFIELD,CA	GRUMMAN	G-164A	FATAL
3 0595	N8559H	032676	NELTON,LA	GRUMMAN	G-164A	NONE
3 0596	N6590	033176	OAKDALE,LA	GRUMMAN	G-164	NONE
3 0832	N10284	042176	RICHVALE,CA	GRUMMAN	G-164	MINOR
3 0956	N485Y	042776	PLACEDO,TX	GRUMMAN	G-164	MINOR
3 0933	N5338	040976	NCHESTER,MT	GRUMMAN	G-164A	NONE
3 0926	N7372	041376	GENESEE, ID	GRUMMAN	G-164A	NONE
3 0930	N9816	050676	ELTON,LA	GRUMMAN	G-164A	SERIOUS
3 0992	N9828	042476	DOWNSVILLE,MD	GRUMMAN	G-164A	NONE
3 0928	N5262	041976	KAPLAN,LA	GRUMMAN	G-164A	NONE
3 0754	N7692	040976	NBAKERSFIELD,CA	GRUMMAN	G-164A	NONE
3 1434	N8766H	051976	ST.CHARLES,AR	GRUMMAN	G-164A	NONE
3 1437	N8682H	060776	TILLAR,AR	GRUMMAN	G-164A	NONE
3 1438	N5074	061176	TURRELL,AR	GRUMMAN	G-164A	MINOR
3 1283	N7961	060876	SWAN LAKE,MS	GRUMMAN	G-164A	MINOR
3 1440	N5239	052976	ULM,AR	GRUMMAN	G-164A	NONE

LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
( IN MAKE AND MODEL SEQUENCE )

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
3 1422	N7951	062176	COVINGTON, TN	GRUMMAN	G-164A	NONE
3 1335	N5330	052976	STUTTGART, AR	GRUMMAN	G-164A	NONE
3 1448	N5398	051976	MARYSVILLE, CA	GRUMMAN	G-164A	NONE
3 1452	N9533	062076	LA JARA, CO	GRUMMAN	G-164A	NONE
3 1333	N8960H	052476	HARRISBURG, AR	GRUMMAN	G-164A	NONE
3 1466	N461RF	051876	NSIMMESPORT, LA	GRUMMAN	G-164	NONE
3 1162	N9925	050876	BUTTE CITY, CA	GRUMMAN	G-164A	MINOR
3 1204	N5449	051976	EL CAMPO, TX	GRUMMAN	G-164A	NONE
3 1012	N975X	051476	NCARLISLE, AR	GRUMMAN	G-164A	MINOR
<del>3 1133</del>	<del>N897X</del>	<del>050376</del>	<del>MARYSVILLE, CA</del>	<del>GRUMMAN</del>	<del>G-164A</del>	<del>NONE</del>
3 1022	N4864	051476	LAKE CHARLES, LA	GRUMMAN	G-164A	NONE
3 1018	N31184	042876	BUTTONWILLOW, CA	GRUMMAN	G-164B	NONE
3 1259	N79SW	060676	DALLAS CENTER, IA	HILLER ACFT	UH-12D	NONE
3 0988	N62417	042976	ELDRED, IL	HILLER ACFT	UH-12D	NONE
3 0951	N5ZH	040476	CORVALLIS, OR	HILLER ACFT	UH-12E	MINOR
3 0927	N101EH	042276	WORLEY, ID	HILLER ACFT	UH-12E	MINOR
3 0167	N108HA	020376	OAHU, HI	HILLER ACFT	UH-12E	NONE
3 1827	N9278Z	051176	SOMERTON, AZ	HILLER ACFT	UH-12E	NONE
3 1890	N9785C	051476	NTILLAMOOK, OR	HILLER ACFT	UH-12E	SERIOUS
3 1866	N68021	061076	RUPERT, ID	HILLER ACFT	UH-12E	NONE
3 2820	N62346	090876	JEROME, ID	HILLER ACFT	UH-12E	NONE



LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
(IN MAKE AND MODEL SEQUENCE)

<u>FILE NUMBER</u>	<u>AIRCRAFT REGIST.</u>	<u>DATE</u>	<u>LOCATION</u>	<u>AIRCRAFT MAKE</u>	<u>AIRCRAFT MODEL</u>	<u>INJURY INDEX</u>
3 2714	N9770C	091076	SALINAS,CA	HILLER ACFT	UH-12E	NONE
3 3285	N2HL	100476	BRINNON,WA	HILLER ACFT	UH-12E	MINOR
3 2200	N5944V	061776	NEZPERCE, ID	HILLER ACFT	UH-12E	NONE
3 2175	N67156	070376	LORE CITY,OH	HILLER	UH-12E	NONE
3 2713	N9436F	071576	ORANGEBURG,SC	HUGHES	269B	NONE
3 2898	N7435F	072076	MAROA,IL	HUGHES	269C	NONE
3 3017	N9580F	072376	CLUTIER,IA	HUGHES	269C	NONE
3 1961	N8873F	080776	ALDEN,KS	HUGHES	269A	NONE
3 1716	N7432F	071076	GOODING, ID	HUGHES	269A	NONE
3 1683	N8718F	071276	FAIR PLAY,SC	HUGHES	269A	MINOR
3 4047	N9563F	090176	HOLMES BEACH,FL	HUGHES	269B	NONE
3 4078	N9200F	072476	NWOODLAND, IL	HUGHES	369HS	SERIOUS
3 2145	N9153F	051876	ELKHART,KS	HUGHES	369	NONE
3 0576	N44968	021776	NBRAWLEY,CA	NAVAL FCTY	N3N	SERIOUS
3 0233	N44846	021876	NRIPLEY,CA	NAVAL FCTY	N3N	SERIOUS
3 0919	N45303	041976	RICHVALE,CA	NAVAL FCTY	N3N-3	MINOR
3 1161	N52568	031676	NWINTERS,CA	NAVAL FCTY	N3N-3	NONE
3 1829	N44738	080576	NCOOLIDGE,AZ	NAVAL FCTY	N3N-3	NONE
3 2037	N44744	081276	TEMPE,AZ	NAVAL FCTY	N3N-3	NONE
3 3911	N44707	111676	NCOLLEGE PLACE,WA	NAVAL FCTY	N3N-3	SERIOUS
3 2922	N9103D	080576	ABIE,NE	PIPER	PA-18	FATAL

LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
( IN MAKE AND MODEL SEQUENCE )

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
-----	-----	-----	-----	-----	-----	-----
3 2709	N4686Y	091476	NFLORA, MS	PIPER	PA-18	FATAL
3 2104	N21AA	062976	NEW BERLIN, TX	PIPER	PA-18	NONE
3 2071	N3905Z	080176	NCHEYENNE WELLS, CO	PIPER	PA-18	SERIOUS
3 1093	N9661P	061076	CROSBY, ND	PIPER	PA-18	NONE
3 1963	N9924D	062476	SHARON SPRINGS, KS	PIPER	PA-18A	FATAL
3 3035	N5887D	082876	LAGRANGE, NC	PIPER	PA-18A	NONE
3 3171	N8790D	090176	NORTH PLATTE, NE	PIPER	PA-18A	FATAL
3 2679	N3589A	070176	ALBANY, KY	PIPER	PA-18A	SERIOUS
3 2678	N4333Y	072576	BERWICK, IL	PIPER	PA-25	NONE
3 2701	N4460Y	071076	AMERICUS, GA	PIPER	PA-25	NONE
3 2568	N9511P	100476	MANILA, AR	PIPER	PA-25	NONE
3 2573	N8791L	090676	PORT BARRE, LA	PIPER	PA-25	NONE
3 2551	N6342Z	062876	NGEORGETOWN, ID	PIPER	PA-25	MINOR
3 2203	N6748Z	072176	NPARMA, ID	PIPER	PA-25	MINOR
3 2233	N7588Z	062976	NOTHELLO, WA	PIPER	PA-25	MINOR
3 2205	N6751Z	072076	FRUITLAND, ID	PIPER	PA-25	NONE
3 2297	N8529L	071976	MIDDLEBURY, VT	PIPER	PA-25	NONE
3 2231	N4716Y	063076	OTHELLO, WA	PIPER	PA-25	NONE
3 2410	N9558P	081176	SPEARMAN, TX	PIPER	PA-25	NONE
3 2352	N8674L	062876	VINCENNES, IN	PIPER	PA-25	NONE
3 2409	N7436Z	052676	RICKREALL, OR	PIPER	PA-25	SERIOUS

LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
( IN MAKE AND MODEL SEQUENCE )

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
-----	-----	-----	-----	-----	-----	-----
3 2325	N7611Z	060976	FORSYTH,MT	PIPER	PA-25	NONE
3 2321	N4618Y	071676	HAMER, ID	PIPER	PA-25	MINOR
3 2448	N8786L	090476	NW.MONROE,LA	PIPER	PA-25	FATAL
3 2437	N3269Z	090376	NDELANO,CA	PIPER	PA-25	NONE
3 2462	N6816Z	070276	WYOMING,IL	PIPER	PA-25	NONE
3 2457	N4901Y	080676	OLTON,TX	PIPER	PA-25	NONE
3 3384	N9838P	101276	TICONDEROGA,NY	PIPER	PA-25	NONE
3 2899	N9811P	072076	CERRO GORDO,IL	PIPER	PA-25	FATAL
3 2999	N6569Z	060776	VANLUE,OH	PIPER	PA-25	SERIOUS
3 2986	N4773Y	060976	TIPTON,IN	PIPER	PA-25	SERIOUS
3 2979	N9836P	082376	VANDALIA,IL	PIPER	PA-25	NONE
3 2951	N7670Z	092776	NSAFFORD,AZ	PIPER	PA-25	MINOR
3 2920	N6149Z	080476	HOLDREGE,NE	PIPER	PA-25	NONE
3 2735	N6296Z	091376	DIMMITT,TX	PIPER	PA-25	SERIOUS
3 1917	N4619Y	060876	DOTHAN,AL	PIPER	PA-25	NONE
3 2040	N7779Z	072776	MARION,AR	PIPER	PA-25	MINOR
3 1906	N7662Z	080476	HALE CENTER,TX	PIPER	PA-25	NONE
3 1978	N4444Y	061476	NHERMAN,MN	PIPER	PA-25	NONE
3 2095	N8767L	072176	PETERSBURG,TX	PIPER	PA-25	NONE
3 2143	N8828L	081076	REMBRANOT,IA	PIPER	PA-25	SERIOUS
3 2178	N4869Y	080476	NHENDERSON,TN	PIPER	PA-25	MINOR

LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
(IN MAKE AND MODEL SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
-----	-----	-----	-----	-----	-----	-----
3 2076	N4761Y	082076	PIONEER, LA	PIPER	PA-25	NONE
3 1773	N4349Y	062276	MATHEWS, MO	PIPER	PA-25	NONE
3 1831	N54885	081676	ALTHEIMER, AR	PIPER	PA-25	SERIOUS
3 1731	N6144Z	072676	SMYER, TX	PIPER	PA-25	NONE
3 1742	N8835L	072076	IDALOU, TX	PIPER	PA-25	NONE
3 1722	N4704Y	071776	GILBERT, LA	PIPER	PA-25	SERIOUS
3 1565	N4684Y	050876	NDELAND, CA	PIPER	PA-25	FATAL
3 1696	N8936L	070876	WEST RIDGE, AR	PIPER	PA-25	NONE
3 1607	N9889P	070776	NLOVINGTON, NM	PIPER	PA-25	SERIOUS
3 1556	N4582Y	062176	GREENWAY, AR	PIPER	PA-25	MINOR
3 1264	N7727Z	060976	DIGHTON, KS	PIPER	PA-25	FATAL
3 1258	N7089Z	070176	TIPTON, IA	PIPER	PA-25	NONE
3 1040	N4760Y	050976	BIG LAKE, TX	PIPER	PA-25	NONE
3 1196	N6256Z	042976	MCQUEEN, OK	PIPER	PA-25	SERIOUS
3 1020	N8784L	050176	ELTON, LA	PIPER	PA-25	NONE
3 1026	N6457Z	051276	CADDO, OK	PIPER	PA-25	NONE
0811	N5861Z	042676	PAGE, MS	PIPER	PA-25	FATAL
0591	N7677Z	030976	WALNUT GROVE, CA	PIPER	PA-25	NONE
0537	N4921Y	040776	EDMORE, MI	PIPER	PA-25	MINOR
0186	N6515Z	021876	GRANDFIELD, OK	PIPER	PA-25	NONE
0594	N4647Y	042276	CROWVILLE, LA	PIPER	PA-25	NONE

LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
(IN MAKE AND MODEL SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
-----	-----	-----	-----	-----	-----	-----
3 0421	N4808Y	031576	TUCKERMAN, AR	PIPER	PA-25	SERIOUS
3 0411	N4429Y	030376	TRACY, CA	PIPER	PA-25	NONE
3 0800	N4976Y	042376	NORTON, KS	PIPER	PA-25	NONE
3 1371	N6145Z	052676	ESTEL, GA	PIPER	PA-25	NONE
3 1453	N6442Z	070576	NJOES, CO	PIPER	PA-25	MINOR
3 1309	N6714Z	061876	MCLEOD, ND	PIPER	PA-25	SERIOUS
3 1439	N7420Z	052076	NHICKORY PLAINS, AR	PIPER	PA-25	MINOR
3 1320	N8523L	041076	SPRINGFIELD, TN	PIPER	PA-25	NONE
3 1521	N8599L	052076	COLUMBUS, IN	PIPER	PA-25	FATAL
3 1317	N7500Z	061176	STURGIS, SD	PIPER	PA-25	MINOR
3 1347	N7664Z	050376	CONDON, OR	PIPER	PA-25	SERIOUS
3 1550	N8540L	061176	NWYNNE, AR	PIPER	PA-25	NONE
3 4095	N9765P	112676	BOYNTON BEACH, FL	PIPER	PA-25	MINOR
3 3998	N4875Y	111276	NDURANGO, CO	PIPER	PA-25	NONE
3 3970	N9517P	081476	FLOMATON, AL	PIPER	PA-25	FATAL
3 0381	N44088	031576	WOLFLAKE, IN	PIPER	PA-36	NONE
3 0597	N55632	032276	PALMETTO, LA	PIPER	PA-36	NONE
3 0924	N57723	050676	PROCTOR, CO	PIPER	PA-36	NONE
3 1706	N9977P	071376	BRAWLEY, CA	PIPER	PA-36	NONE
3 2101	N57597	061976	EARTH, TX	PIPER	PA-36	SERIOUS
3 2060	N9902P	072776	NHERLONG, CA	PIPER	PA-36	NONE

LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
( IN MAKE AND MODEL SEQUENCE )

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
3 2023	N9934P	071376	MEMPHIS, TN	PIPER	PA-36	NONE
3 2006	N57580	042276	ARGUSVILLE, ND	PIPER	PA-36	MINOR
3 1990	N57779	081076	NORTH PLATTE, NE	PIPER	PA-36	NONE
3 2782	N57601	073076	BERTRAND, NE	PIPER	PA-36	NONE
3 3076	N57610	103076	NHOLTVILLE, CA	PIPER	PA-36	NONE
3 3025	N57594	072976	IMPERIAL, NE	PIPER	PA-36	NONE
3 3370	N56167	082476	DELAVAN, MN	PIPER	PA-36	NONE
3 3587	N56498	070876	BLAKELY, GA	PIPER	PA-36	NONE
3 2340	N57600	071776	GILLILAND, TX	PIPER	PA-36	NONE
3 2415	N57569	082576	ROBY, TX	PIPER	PA-36	NONE
3 2700	N56322	072976	BLAKELY, GA	PIPER	PA-36	FATAL
3 2229	N6805D	070276	ROSALIA, WA	RAWDON	T-1	FATAL
3 3753	N9421R	072876	LOS EBANOS, TX	SNOW	S-2A	FATAL
3 2826	N9409R	050176	HEPPNER, OR	SNOW	S2A	FATAL
3 2389	N1629S	072176	PLAINFIELD, WI	SNOW	600S2C	NONE
3 1597	N9479R	070576	NYERINGTON, NV	SNOW	600S2C	NONE
3 1041	N1692S	042676	MATHIS, TX	SNOW	600S2C	SERIOUS
3 1138	N5523X	060776	NRIVERDALE, CA	AERO COMDR	600S2C	NONE
3 1261	N4976X	061176	TRIBUNE, KS	AERO-COMDR	600S2R	MINOR
3 1037	N3649X	042676	FULSHER, TX	AERO COMDR	600S2R	FATAL
3 0614	N5015X	033176	MARKHAM, TX	AERO COMDR	600S2R	NONE

LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
( IN MAKE AND MODEL SEQUENCE )

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-----	-----	-----	-----	-----	-----	-----
3 0485	N5684X	021376	NFRESNO,CA	AERO CMDR	600S2R	NONE
3 1578	N1744S	062976	NLOS BANOS,CA	AERO CMDR	600S2D	NONE
3 1694	N89630	070676	BRADLEY,AR	AERO CMDR	600S2R	MINOR
3 1574	N4983X	042776	NCOLUSA,CA	AERO CMDR	600S2R	NONE
3 2045	N88570	072776	GARLAND CITY,AR	SNOW	600S2R	NONE
3 2202	N4990X	080276	NREXBURG, ID	AERO CMDR	600S2R	NONE
3 2122	N4163X	062276	BOWDEN,GA	AERO CMDR	600S2R	NONE
3 1874	N4901X	061076	NSCOBEY,MT	AERO CMDR	600S2R	NONE
3 1858	N4237X	073076	NFIREBAUGH,CA	AERO CMDR	600S2R	NONE
3 1908	N89490	071976	EL CAMPO, TX	SNOW	600S2R	MINOR
3 2431	N4903X	081976	EUDORA,AR	AERO CMDR	600S2R	NONE
3 2215	N4229X	050676	HERMISTON,OR	AERO CMDR	600S2R	NONE
3 2670	N5016X	080476	LENTI,KS	AERO-COMDR	600S2R	NONE
3 2567	N88500	072276	GARLAND,AR	AERO CMDR	600S2R	NONE
3 2534	N88860	100176	NLEMOORE,CA	AERO CMDR	600S2R	NONE
3 2447	N5655X	090676	NFERRIDAY,LA	SNOW	600S2R	FATAL
3 2839	N4856X	100976	SNYDER, TX	SNOW	600S2R	MINOR
3 3987	N5652X	083076	NASHLAND,AL	AERO-COMDR	600S2R	FATAL
3 3987	N88010	083076	NASHLAND,AL	AERO CMDR	600S2R	FATAL
3 3588	N4173X	100476	SWIFTOWN,MS	AERO CMDR	600S2R	SERIOUS
3 3719	N1748S	110576	HOMESTEAD,FL	AERO CMDR	600S2R	NONE

LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
(IN MAKE AND MODEL SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
3 3589	N4860X	112176	ARBUCKLE,CA	AERO COMDR	600S2R	NONE
3 3527	N4966X	080276	NOTHELLO,WA	AERO COMDR	600S2R	NONE
3 3074	N9870Q	102076	NCALIPATRIA,CA	AERO COMDR	600S2R	NONE
3 2307	N8429	071076	NCORNING,AR	QUINN	MK-5A	SERIOUS
3 2941	N1285W	083076	SHELLMAN,GA	WEATHERLY	201B	MINOR
3 3269	N2935W	072476	NDAVIS,CA	WEATHERLY	201B	NONE
3 2774	N1244W	082276	HOLLANDALE,MN	WEATHERLY	201C	NONE
3 2059	N2930W	062376	GREENFIELD,CA	WEATHERLY	201A	NONE
3 1591	N103MA	063076	PAHALA,HI	MURRAYAIR	MA-1	MINOR
3 2801	N1013Y	061076	MARIANNA,FL	MURRAY AIR	MA-1	NONE
3 3941	N306MA	121676	KEAAU,HI	MURRAYAIR	MA-1	NONE
3 3728	N1013Y	080676	NMARIANNA,FL	MURRAYAIR	MA-1	NONE
3 1343	N9925M	053176	HONOKAA,HI	MURRAYAIR	MA-1	NONE
3 3535	N4343S	102276	LA FERIA,TX	AIR TRACTOR	AT-301	FATAL
3 2354	N4349S	061076	SUBLETTA,KS	AIR TRACTOR	AT-301	SERIOUS



LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
(IN FILE ORDER SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
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3 0151	N9673Z	010176	NCAPISTRANO,CA	BELL	47D-1	NONE
3 0167	N108HA	020376	KAHU,HI	HILLER ACFT	UH-12E	NONE
3 0185	N8147G	012876	CORDELL,OK	CESNA	A188B	NONE
3 0186	N6515Z	021876	GRANDFIELD,OK	PIPER	PA-25	NONE
3 0188	N1150W	022576	BILLINGS,OK	BELL	47G-4	MINOR
3 0233	N44846	021876	NRIPLEY,CA	NAVAL FCTY	N3N	SERIOUS
3 0306	N67800	021276	CASTROVILLE,CA	STEARMAN	A75N1	NONE
3 0381	N44088	031576	WOLFLAKE,IN	PIPER	PA-36	NONE
3 0384	N90529	031776	DOWS,IA	BELL	47G-2	NONE
3 0407	N49701	030576	NVISALIA CA	BOEING	A75N1	SERIOUS
3 0410	N50002	022576	WESTLEY,CA	FAIRCHILD	M-62	NONE
3 0411	N4429Y	030376	TRACY,CA	PIPER	PA-25	NONE
3 0421	N4808Y	031576	THICKERMAN,AR	PIPER	PA-25	SERIOUS
3 0436	N655U	022676	FT WAYNE,IN	GRUMMAN	G-164	NONE
3 0479	N7980	031876	BAKERSFIELD,CA	GRUMMAN	G-164A	FATAL
3 0485	N5684X	021376	NFRESNO,CA	AERON COMDR	600S2R	NONE
3 0486	N56397	031476	NKINGSBURG,CA	BOEING	A75	NONE
3 0488	N8106V	031476	CASTROVILLE,CA	CESNA	188	SERIOUS
3 0510	N8659H	031576	NFLCAMPO,TX	GRUMMAN	G-164A	MINOR
3 0537	N4921Y	040776	EDMORE,MI	PIPER	PA-25	MINOR
3 0576	N44968	021776	NBRAWLEY,CA	NAVAL FCTY	N3N	SERIOUS

LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
(IN FILE ORDER SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
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3 0585	N7807	022876	MARYSVILLE, CA	GRUMMAN	G-164A	NONE
3 0591	N7677Z	030976	WALNUT GROVE, CA	PIPER	PA-25	NONE
3 0594	N4647Y	042276	CROWVILLE, LA	PIPER	PA-25	NONE
3 0595	N8559H	032676	MELTON, LA	GRUMMAN	G-164A	NONE
3 0596	N6590	033176	DAKDALE, LA	GRUMMAN	G-164	NONE
3 0597	N5563Z	032276	PALMETTO, LA	PIPER	PA-36	NONE
3 0614	N5015X	033176	MARKHAM, TX	AERO COMMAND	600S2R	NONE
3 0642	N2873R	032676	WHITMORE LAKE, MI	BELL	47G-2	NONE
3 0689	N8563F	030976	ADRIAN, MI	BELL	47G-5	NONE
3 0692	N21829	040876	YPSILANTI, MI	CESSNA	188	MINOR
3 0694	N9715V	040576	WEAVER, MS	CESSNA	188	FATAL
3 0746	N84470	033076	POSTON, AZ	CESSNA	A188B	NONE
3 0754	N7692	040976	BAKERSFIELD, CA	GRUMMAN	G-164A	NONE
3 0784	N7676V	040476	PENDELTON, OR	CALLAIR	A-9B	SERIOUS
3 0800	N4976Y	042376	MORTON, KS	PIPER	PA-25	NONE
3 0804	N6504Z	042276	ATCHISON, KS	CALLAIR	A-9	MINOR
3 0811	N5861Z	042676	PAGE, MS	PIPER	PA-25	FATAL
3 0828	N68986	030376	WATSONVILLE, CA	BOEING	B75	NONE
3 0832	N10284	042176	RICHVALE, CA	GRUMMAN	G-164	MINOR
3 0919	N45303	041976	RICHVALE, CA	NAVAL FACTORY	N3N-3	MINOR
3 0924	N57723	050676	PROCTOR, CO	PIPER	PA-36	NONE

LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
(IN FILE ORDER SEQUENCE)

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3 0926	N7372	041376	GENESEE, ID	GRUMMAN	G-164A	NONE
3 0927	N101EH	042276	WORLEY, ID	HILLER ACFT	UH-12E	MINOR
3 0928	N5262	041976	KAPLAN, LA	GRUMMAN	G-164A	NONE
3 0930	N9816	050676	ELTON, LA	GRUMMAN	G-164A	SERIOUS
3 0933	N5338	040976	NCHESTER, MT	GRUMMAN	G-164A	NONE
3 0950	N67238	022576	ELDRADO, OK	BOEING	A75N1	MINOR
3 0951	N5ZH	040476	CORVALLIS, OR	HILLER ACFT	UH-12F	MINOR
3 0956	N485Y	042776	PLACEDO, TX	GRUMMAN	G-164	MINOR
3 0976	N58978	042276	KENNEWICK, WA	BOEING	F75N1	NONE
3 0977	N8259H	042076	WENATCHEE, WA	CALLAIR	A-9A	NONE
3 0988	N62417	042976	ELDRED, IL	HILLER ACFT	UH-12D	NONE
3 0992	N9828	042476	DOWNSVILLE, MD	GRUMMAN	G-164A	NONE
3 0997	N91262	052576	ROLLING FORK, MS	CESSNA	A188B	NONE
3 1003	N54565	052276	CAPE CHARLES, VA	BOEING	A75	MINOR
3 1007	N9376G	051476	WYNNE, AR	CESSNA	188B	NONE
3 1012	N975X	051476	NCARLISLE, AR	GRUMMAN	G-164A	MINOR
3 1018	N31184	042876	BUTTONWILLOW, CA	GRUMMAN	G-164B	NONE
3 1020	N8784L	050176	ELTON, LA	PIPER	PA-25	NONE
3 1022	N4864	051476	LAKE CHARLES, LA	GRUMMAN	G-164A	NONE
3 1026	N6457Z	051276	CADDON, OK	PIPER	PA-25	NONE
3 1031	N65578	052276	CHILDRESS, TX	BOEING	B75N1	SERIOUS

LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
(IN FILE ORDER SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
3 1037	N3649X	042676	FULSHER, TX	AERO CMDR	600S2R	FATAL
3 1040	N4760Y	050976	BIG LAKE, TX	PIPER	PA-25	NONE
3 1041	N1692S	042676	MATHIS, TX	SNOW	600S2C	SERIOUS
3 1057	N9735G	051876	CFDAR FALLS, IA	CESSNA	188	NONE
3 1060	N908R	060476	SURLETTE, KS	BELL	47D-1	NONE
3 1072	N70058	052476	HOLLANDALE, MS	CESSNA	A188B	NONE
3 1073	N63D	051776	TCHULA, MS	BOEING	E75N1	NONE
3 1092	N1096F	061476	DEVILS LAKE, ND	CESSNA	185	NONE
3 1093	N9661P	061076	CROSBY, ND	PIPER	PA-18	NONE
3 1126	N21854	052576	GIBSON SWITCH, AR	CESSNA	188B	SERIOUS
3 1133	N897X	050376	MARYSVILLE, CA	GRUMMAN	G-164A	NONE
3 1138	N5523X	060776	NRIVERDALE, CA	AERO CMDR	600S2C	NONE
3 1161	N52568	031676	NWINTERS, CA	NAVAL FCTY	N3N-3	NONE
3 1162	N9925	050876	BUTTE CITY, CA	GRUMMAN	G-164A	MINOR
3 1186	N4810Q	051776	NTHREE FORKS, MT	CESSNA	188B	NONE
3 1196	N6256Z	042976	MCQUEEN, OK	PIPER	PA-25	SERIOUS
3 1204	N5449	051976	EL CAMPO, TX	GRUMMAN	G-164A	NONE
3 1223	N8281H	033176	TEKOA, WA	CALLAIR	A-9	FATAL
3 1224	N58131	051076	SPOKANE, WA	BELL	47G-3B	NONE
3 1227	N3794G	051276	FORKS, WA	BELL	47G-3B	MINOR
3 1258	N7089Z	070176	TIPTON, IA	PIPER	PA-25	NONE

LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
(IN FILE ORDER SEQUENCE)

FILE. NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 1259	N79SW	060676	DALLAS CENTER,IA	HILLER ACFT	UH-12D	NONE
3 1261	N4976X	061176	TRIBUNE,KS	AERO-COMDR	600S2R	MINOR
3 1263	N53121	052776	PLAINS,KS	CESSNA	A188B	SERIOUS
3 1264	N7727Z	060976	DIGHTON,KS	PIPER	PA-25	FATAL
3 1270	N7763	050376	PORTAGE,MI	BELL	47G	NONE
3 1271	N9031G	052076	UNION,MI	CESSNA	188B	MINOR
3 1283	N7961	060876	SWAN LAKE,MS	GRUMMAN	G-164A	MINOR
3 1297	N3608G	061276	CENTRAL CITY,NE	CALLAIR	A-9	NONE
3 1298	N7724V	060376	BRIDGEPORT,NE	AERO-COMDR	A-9B	SERIOUS
3 1309	N6714Z	061876	MCLEOD,ND	PIPER	PA-25	SERIOUS
3 1317	N7500Z	061176	STURGIS,SD	PIPER	PA-25	MINOR
3 1320	N8523L	041076	SPRINGFIELD,TN	PIPER	PA-25	NONE
3 1321	N6509G	050876	W CORNWALL,VT	CESSNA	A188B	NONE
3 1333	N8960H	052476	HARRISBURG,AR	GRUMMAN	G-164A	NONE
3 1335	N5330	052976	STUTTART,AR	GRUMMAN	G-164A	NONE
3 1338	N4451Q	032676	LEMOORE,CA	CESSNA	188C	FATAL
3 1343	N9925M	053176	HONOKAA,HI	MURRAYAIR	MA-1	NONE
3 1347	N7664Z	050376	CONDON,OR	PIPER	PA-25	SERIOUS
3 1351	N5195N	051676	NROTAN,TX	BOEING	E75	MINOR
3 1362	N9013R	051976	MOBILE,AL	CESSNA	A188B	SERIOUS
3 1371	N6145Z	052676	ESTEL,GA	PIPER	PA-25	NONE

LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
( IN FILE ORDER SEQUENCE )

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
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3 1388	N84040	062276	BYHALIA,MS	CESSNA	A188B	MINOR
3 1422	N7951	062176	COVINGTON,TN	GRUMMAN	G-164A	NONE
3 1434	N8766H	051976	ST.CHARLES,AR	GRUMMAN	G-164A	NONE
3 1437	N8682H	060776	TILLAR,AR	GRUMMAN	G-164A	NONE
3 1438	N5074	061176	TURRELL,AR	GRUMMAN	G-164A	MINOR
3 1439	N7420Z	052076	NHICKORY PLAINS,AR	PIPER	PA-25	MINOR
3 1440	N5239	052976	ULM,AR	GRUMMAN	G-164A	NONE
3 1442	N79555	060876	FISHER,AR	CESSNA	A188B	MINOR
3 1447	N6277N	052176	CLOVERDALE,CA	BELL	47G-5	NONE
3 1448	N5398	051976	MARYSVILLE,CA	GRUMMAN	G-164A	NONE
3 1452	N9533	062076	LA JARA,CO	GRUMMAN	G-164A	NONE
3 1453	N6442Z	070576	NJOES,CO	PIPER	PA-25	MINOR
3 1466	N461RF	051876	NSIMMESPORT,LA	GRUMMAN	G-164	NONE
3 1467	N4713R	061076	WALKER,LA	BELL	47G-5	NONE
3 1484	N5188N	062976	SICKLES,OK	BOEING	E75	NONE
3 1489	N35090	060276	PALACIOS,TX	CESSNA	A188	NONE
3 1490	N54749	060376	FRESNO,TX	BOEING	A75	NONE
3 1508	N1216W	062876	NATURAL BRIDGE,AL	BELL	47G-4	MINOR
3 1521	N8599L	052076	COLUMBUS,IN	PIPER	PA-25	FATAL
3 1547	N64877	070176	BEEDEVILLE,AR	BELL	47G-2	NONE
3 1548	N48397	070276	MARIANNA,AR	GRUMMAN	G-164B	NONE

LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
(IN FILE ORDER SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
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3 1550	N8540L	061176	NWYNNE,AR	PIPER	PA-25	NONE
3 1551	N163B	061776	RAVENDEN,AR	BELL	47B	SERIOUS
3 1553	N550Y	053176	HOLLY GROVE,AR	GRUMMAN	G-164A	NONE
3 1556	N4582Y	062176	GREENWAY,AR	PIPER	PA-25	MINOR
3 1565	N4684Y	050876	NDELANO,CA	PIPER	PA-25	FATAL
3 1568	N73959	042976	NCOALINGA,CA	BELL	47G3B1	NONE
3 1574	N4983X	042776	NCOLUSA,CA	AERO COMDR	600S2R	NONE
3 1576	N729Y	061076	PRINCETON,CA	GRUMMAN	G-164A	NONE
3 1578	N1744S	062976	NLOS BANOS,CA	AERO COMDR	600S2D	NONE
3 1590	N63216	051776	KOLOA,HI	BOEING	A75N1	NONE
3 1591	N103MA	063076	PAHALA,HI	MURRAYAIR	MA-1	MINOR
3 1592	N47042	051776	NBURLEY,ID	BELL	47G3B1	NONE
3 1597	N9479R	070576	NYERINGTON,NV	SNOW	600S2C	NONE
3 1607	N9889P	070776	NLOVINGTON,NM	PIPER	PA-25	SERIOUS
3 1683	N8718F	071276	FAIR PLAY,SC	HUGHES	269A	MINOR
3 1693	N7930	070576	BEEDEVILLE,AR	GRUMMAN	G-164A	SERIOUS
3 1694	N8963Q	070676	BRADLEY,AR	AERO COMDR	600S2R	MINOR
3 1695	N678U	070976	BRINKLEY,AR	GRUMMAN	G-164A	NONE
3 1696	N8936L	070876	WEST RIDGE,AR	PIPER	PA-25	NONE
3 1697	N645U	071276	STUTTGART,AR	GRUMMAN	G-164	NONE
3 1706	N9977P	071376	BRAWLEY,CA	PIPER	PA-36	NONE

LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
( IN FILE ORDER SEQUENCE )

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
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3 1707	N53406	072776	NSHAFTER,CA	BOEING	1875A	NONE
3 1713	N7214V	070676	GRANDVIEW, ID	CALLAIR	A-9	MINOR
3 1714	N53216	070776	NGRAYS LAKE, ID	CESSNA	A188B	NONE
3 1715	N8400V	070776	NAMPA, ID	AERO COMDR	A-9	FATAL
3 1716	N7432F	071076	GOODING, ID	HUGHES	269A	NONE
3 1718	N8508H	070676	CROWLEY, LA	GRUMMAN	G-164A	SERIOUS
3 1720	N6585	072576	THIBODAUX, LA	GRUMMAN	G-164A	NONE
3 1722	N4704Y	071776	GILBERT, LA	PIPER	PA-25	SERIOUS
3 1725	N8292H	073176	PLAIN DEALING, LA	CALLAIR	A-9	NONE
3 1731	N6144Z	072676	SMYER, TX	PIPER	PA-25	NONE
3 1742	N8835L	072076	IDALOU, TX	PIPER	PA-25	NONE
3 1743	N8773H	052076	RAYWOOD, TX	GRUMMAN	G-164	NONE
3 1750	N4368	062376	SUNNYSIDE, WA	GRUMMAN	G-164	MINOR
3 1756	N6657	062476	EDISON, GA	GRUMMAN	G-164A	SERIOUS
3 1757	N9337R	060176	ELLAVILLE, GA	CESSNA	A188B	NONE
3 1761	N200J	050476	LAWRENCEVILLE, IL	BELL	47G-2	SERIOUS
3 1766	N9238Z	052276	MONTICELLO, IN	BELL	47G-2	MINOR
3 1773	N4349Y	062276	MATHEWS, MO	PIPER	PA-25	NONE
3 1786	N9725V	072276	WOOSTER, OH	CESSNA	188	NONE
3 1827	N9278Z	051176	SOMERTON, AZ	HILLER ACFT	UH-12E	NONE
3 1829	N44738	080576	NCOOLIDGE, AZ	NAVAL FCTY	N3N-3	NONE



LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
(IN FILE ORDER SEQUENCE)

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3 1831	N54885	081676	ALTHEIMER,AR	PIPER	PA-25	SERIOUS
3 1842	N4792V	072476	TULARE,CA	BOEING	A75	NONE
3 1849	N594Y	062776	NWILLOWS,CA	GRUMMAN	G-164A	NONE
3 1850	N44500	062776	NDIXON,CA	CESSNA	188	FATAL
3 1858	N4237X	073076	NFIREBAUGH,CA	AERO COMDR	600S2R	NONE
3 1866	N68021	061076	RUPERT,ID	HILLER ACFT	UH-12E	NONE
3 1874	N4901X	061076	NSCOBEY,MT	AERO COMDR	600S2R	NONE
3 1890	N9785C	051476	NTILLAMOOK,OR	HILLER ACFT	UH-12E	SERIOUS
3 1901	N17338	071376	LOS INDIOS,TX	CALLAIR	A-9B	MINOR
3 1904	N88451	080776	HALE CENTER,TX	BELLANCA	8GC8C	NONE
3 1906	N7662Z	080476	HALE CENTER,TX	PIPER	PA-25	NONE
3 1908	N89490	071976	EL CAMPO,TX	SNOW	600S2R	MINOR
3 1911	N2240W	042176	PALOUSE,WA	BELL	47G-3B	NONE
3 1917	N4619Y	060876	DOTHAN,AL	PIPER	PA-25	NONE
3 1919	N10245	060776	PERDIDO BEACH,AL	GRUMMAN	G-164	MINOR
3 1924	N670U	071976	REHOBOTH BEACH,DE	GRUMMAN	G-164A	SERIOUS
3 1937	N5377	070376	QUITMAN,GA	GRUMMAN	G-164A	NONE
3 1961	N8873F	080776	ALDEN,KS	HUGHES	269A	NONE
3 1963	N9924D	062476	SHARON SPRINGS,KS	PIPER	PA-18A	FATAL
3 1975	N47061	060276	HART,MI	CALLAIR	A-9	NONE
3 1978	N4444Y	061476	NHERMAN,MN	PIPER	PA-25	NONE

LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
( IN FILE ORDER SEQUENCE )

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
3 1981	N92325	060376	LESUEUR, MN	CESSNA	188B	MINOR
3 1982	N9399G	060876	SHELBY, MS	CESSNA	A188B	NONE
3 1990	N57779	081076	NORTH PLATTE, NE	PIPER	PA-36	NONE
3 2006	N57580	042276	ARGUSVILLE, ND	PIPER	PA-36	MINOR
3 2023	N9934P	071376	MEMPHIS, TN	PIPER	PA-36	NONE
3 2037	N44744	081276	TEMPE, AZ	NAVAL FCTY	N3N-3	NONE
3 2040	N7779Z	072776	MARION, AR	PIPER	PA-25	MINOR
3 2044	N48501	072676	GIRSON SWITCH, AR	GRUMMAN	G-164	NONE
3 2045	N8857Q	072776	GARLAND CITY, AR	SNOW	600S2R	NONE
3 2046	N8644H	080376	COTTON PLANT, AR	GRUMMAN	G-164	NONE
3 2059	N2930W	062376	GREENFIELD, CA	WEATHERLY	201A	NONE
3 2060	N9902P	072776	NHERLONG, CA	PIPER	PA-36	NONE
3 2071	N3905Z	080176	NCHEYENNE WELLS, CO	PIPER	PA-18	SERIOUS
3 2073	N1256V	080776	EPPS, LA	BOEING	E75N1	MINOR
3 2075	N8891H	081776	LAKE PROVIDNCE, LA	GRUMMAN	G-164A	NONE
3 2076	N4761Y	082076	PIONEER, LA	PIPER	PA-25	NONE
3 2077	N8917H	080976	NDELHI, LA	GRUMMAN	G-164A	MINOR
3 2078	N5710N	080976	TALLULAH, LA	BOEING	E75N1	SERIOUS
3 2083	N58712	082276	NANIMAS, NM	BOEING	E75N1	NONE
3 2087	N729AP	081076	MESQUITE, NM	BELL	47G3B1	NONE
3 2089	N5651J	072576	COOPER, TX	CESSNA	188	NONE

LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
(IN FILE ORDER SEQUENCE)

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-----	-----	----	-----	-----	-----	-----
3 2093	N8069V	060476	BOWIE, TX	CESSNA	188	NONE
3 2095	N8767L	072176	PETERSBURG, TX	PIPER	PA-25	NONE
3 2097	N21860	073176	EARTH, TX	CESSNA	A188B	NONE
3 2101	N57597	061976	EARTH, TX	PIPER	PA-36	SERIOUS
3 2104	N21AA	062976	NEW BERLIN, TX	PIPER	PA-18	NONE
3 2113	N491Y	060276	NMORGAN, UT	GRUMMAN	G-164	SERIOUS
3 2119	N7855	032976	FREDERICK, DE	GRUMMAN	G-164	NONE
3 2122	N4163X	062276	BOWDEN, GA	AERO COMDR	600S2R	NONE
3 2123	N9136R	071276	NHAWKINSVILLE, GA	CESSNA	188B	NONE
3 2131	N9043T	061676	BLISSFIELD, MI	EL TOMCAT	MK-5A	MINOR
3 2143	N8828L	081076	REMBRANOT, IA	PIPER	PA-25	SERIOUS
3 2145	N9153F	051876	ELKHART, KS	HUGHES	369	NONE
3 2153	N9722	081776	NCOLDWATER, MI	GRUMMAN	G-164A	NONE
3 2154	N9032R	071576	HAMLIN, MI	CESSNA	A188B	NONE
3 2157	N651Y	072976	NMINTER CITY, MS	GRUMMAN	G-164	NONE
3 2158	N6694G	070976	HOLLANDALE, MS	CESSNA	A188B	NONE
3 2159	N21823	072176	LOUISVILLE, MS	CESSNA	188	SERIOUS
3 2175	N67156	070376	LORE CITY, OH	HILLER	UH-12E	NONE
3 2178	N4869Y	080476	NHENDERSON, TN	PIPER	PA-25	MINOR
3 2200	N5944V	061776	NEZPERCE, ID	HILLER ACFT	UH-12E	NONE
3 2201	N7260V	072976	NEWDALE, ID	CALLAIR	B1A	NONE

LISTING OF ACCIDENTS  
INVOLVING  
AERIAL APPLICATION OPERATIONS  
1976  
(IN FILE ORDER SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
3 2202	N4990X	080276	NREXBURG, ID	AERO COMDR	600S2R	NONE
3 2203	N6748Z	072176	NPARMA, ID	PIPER	PA-25	MINOR
3 2205	N6751Z	072076	FRUITLAND, ID	PIPER	PA-25	NONE
3 2206	N9919G	062976	LEWISTON, ID	CESSNA	188B	NONE
3 2215	N4229X	050676	HERMISTON, OR	AERO COMDR	600S2R	NONE
3 2217	N9965G	061476	MOISER, OR	CESSNA	A188A	MINOR
3 2218	N4236	040676	CONDON, OR	GRUMMAN	G-164	NONE
3 2223	N9140G	072876	KNIPPA, TX	CESSNA	188	NONE
3 2224	N38926	071776	MCALLEN, TX	BELL	47G-2	NONE
3 2225	N7846	062576	BISHOP, TX	GRUMMAN	G-164	NONE
3 2226	N64890	071276	NRAYMONDVILLE, TX	BOEING	B75N1	NONE
3 2229	N6805D	070276	ROSALIA, WA	RAWDON	T-1	FATAL
3 2231	N4716Y	063076	OTHELLO, WA	PIPER	PA-25	NONE
3 2233	N7588Z	062976	NOTHELLO, WA	PIPER	PA-25	MINOR
3 2240	N5506A	060176	SUMMERFIELD, FL	BOEING	A75N1	NONE
3 2261	N9846V	060876	BAUDETTE, MN	CESSNA	188	NONE
3 2277	N7948	072976	FARNAM, NE	GRUMMAN	G-164A	MINOR
3 2278	N72336	072076	HARVARD, NE	CESSNA	A188B	SERIOUS
3 2280	N950X	063076	MINDEN, NE	GRUMMAN	G-164A	NONE
3 2281	N21891	082276	BRIDGEPORT, NE	CESSNA	188	NONE
3 2297	N8529L	071976	MIDDLEBURY, VT	PIPER	PA-25	NONE

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AERIAL APPLICATION OPERATIONS  
1976  
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FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
-----	-----	----	-----	----	-----	-----
3 2306	N636U	082376	STUTTGART, AR	GRUMMAN	G-164	NONE
3 2307	N8429	071076	NCORNING, AR	QUINN	MK-5A	SERIOUS
3 2319	N29SK	040976	NNEZPERCE, ID	GRUMMAN	G-164A	NONE
3 2320	N65573	060476	NEZPERCE, ID	BOEING	B75N1	NONE
3 2321	N4618Y	071676	HAMER, ID	PIPER	PA-25	MINOR
3 2325	N7611Z	060976	FORSYTH, MT	PIPER	PA-25	NONE
3 2330	N7945S	061576	LOSTINE, OR	BELL	47G-4A	SERIOUS
3 2340	N57600	071776	GILLILAND, TX	PIPER	PA-36	NONE
3 2352	N8674L	062876	VINCENNES, IN	PIPER	PA-25	NONE
3 2354	N4349S	061076	SUBLETTA, KS	AIR TRACTOR	AT-301	SERIOUS
3 2371	N4833R	082176	PORTAGEVILLE, MO	CESSNA	A188B	NONE
3 2378	N2851F	062576	MINOT, ND	CALLAIR	A9B	NONE
3 2379	N9920	081976	MINTO, ND	GRUMMAN	G-164A	FATAL
3 2389	N1629S	072176	PLAINFIELD, WI	SNOW	600S2C	NONE
3 2390	N984X	073176	GILLET, AR	GRUMMAN	G-164	NONE
3 2393	N3996B	090676	DUMAS, AR	BOEING	B75	NONE
3 2402	N9667Z	070676	PENDROY, MT	CALLAIR	A-9	NONE
3 2409	N7436Z	052676	RICKREALL, OR	PIPER	PA-25	SERIOUS
3 2410	N9558P	081176	SPEARMAN, TX	PIPER	PA-25	NONE
3 2415	N57569	082576	ROBY, TX	PIPER	PA-36	NONE
3 2417	N5408	041076	DAMON, TX	GRUMMAN	G-164A	NONE

LISTING OF ACCIDENTS  
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AERIAL APPLICATION OPERATIONS  
1976  
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FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
3 2422	N70203	062576	VINCENNES, IN	CESSNA	A188B	NONE
3 2430	N4529	081276	NGILA BEND, AZ.	GRUMMAN	G-164A	NONE
3 2431	N4903X	081976	EUDORA, AR	AERO COMDR	600S2R	NONE
3 2433	N52068	082076	CHOWCHILLA, CA	BOEING	A75	NONE
3 2436	N7915S	091276	LOMPOC, CA	BELL	47G-5	MINOR
3 2437	N3269Z	090376	NOELANO, CA	PIPER	PA-25	NONE
3 2442	N8598H	092276	EASTON, CA	GRUMMAN	G-164A	NONE
3 2444	N5426E	071676	NGRAND VALLEY, CO	DOUGLAS	A-26B	FATAL
3 2447	N5655X	090676	NFERRIDAY, LA	SNOW	600S2R	FATAL
3 2448	N8786L	090476	NW. MONROE, LA	PIPER	PA-25	FATAL
3 2456	N7358	081076	OLTON, TX	GRUMMAN	G-164A	NONE
3 2457	N4901Y	080676	OLTON, TX	PIPER	PA-25	NONE
3 2462	N6816Z	070276	WYOMING, IL	PIPER	PA-25	NONE
3 2476	N74123	052176	LAKE BUTLER, FL	BELL	47D-1	NONE
3 2495	N955	062476	WAYLAND, NY	BELL	47G-2	NONE
3 2505	N5606J	090676	HUNTSVILLE, AL	CESSNA	188	NONE
3 2507	N9829V	081176	GENEVA, AL	CESSNA	188	NONE
3 2510	N9868	090376	NBUISHNELL, FL	GRUMMAN	G-164A	NONE
3 2511	N12088	030176	SOUTH BAY, FL	BELL	47D1	NONE
3 2520	N4710C	080576	ROCHELLE, GA	BOEING	B-17G	MINOR
3 2526	N53168	072076	NST MATTHEWS, SC	CESSNA	188	NONE

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1976  
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-----	-----	----	-----	----	-----	-----
3 2534	N8886Q	100176	NLEMOORE,CA	AERO COMDR	600S2R	NONE
3 2535	N68497	091876	NPARLIER,CA	BOEING	A75	FATAL
3 2539	N63216	090176	HANAPEPE,HI	BOEING	A75N1	NONE
3 2543	N53219	090276	POSTON,AZ	CESSNA	188	NONE
3 2551	N6342Z	062876	NGEORGETOWN,ID	PIPER	PA-25	MINOR
3 2566	N6531	072776	WHEATLEY,AR	GRUMMAN	G-164A	NONE
3 2567	N8850Q	072276	GARLAND,AR	AERO COMDR	600S2R	NONE
3 2568	N9511P	100476	MANILA,AR	PIPER	PA-25	NONE
3 2571	N48429	091576	NCROWVILLE,LA	GRUMMAN	G-164B	NONE
3 2573	N8791L	090676	PORT BARRE,LA	PIPER	PA-25	NONE
3 2578	N9890V	072276	MADISONVILLE,TX	CESSNA	188	NONE
3 2579	N53388	081476	VERIBEST,TX	CESSNA	188	NONE
3 2589	N3502Q	072976	DIMMITT,TX	CESSNA	A188	FATAL
3 2589	N8007V	072976	DIMMITT,TX	CESSNA	A188	FATAL
3 2600	N75321	091476	TULIA,TX	BOEING	A75	NONE
3 2604	N5643J	090976	HATCH,NM	CESSNA	188A	MINOR
3 2606	N6589	082376	LELAND,UT	GRUMMAN	G-164A	NONE
3 2670	N5016X	080476	LENTI,KS	AERO-COMDR	600S2R	NONE
3 2678	N4333Y	072576	BERWICK,IL	PIPER	PA-25	NONE
3 2679	N3589A	070176	ALBANY,KY	PIPER	PA-18A	SERIOUS
3 2684	N8983G	083076	DUNN,NC	CESSNA	188B	NONE

LISTING OF ACCIDENTS  
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1976  
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FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
3 2688	N5517S	070676	ENTERPRISE,AL	CESSNA	188	NONE
3 2689	N29WL	072476	CENTRE,AL	BELL	47D1	NONE
3 2700	N56322	072976	BLAKELY,GA	PIPER	PA-36	FATAL
3 2701	N4460Y	071076	AMERICUS,GA	PIPER	PA-25	NONE
3 2703	N746Y	061176	ADEL,GA	GRUMMAN	G-164A	NONE
3 2704	N91214	072976	BUTLER,GA	CESSNA	188	MINOR
3 2705	N7904	071576	HATLEY,GA	GRUMMAN	G-164A	NONE
3 2706	N53128	080676	NWAYNESBORO,GA	CESSNA	A188B	FATAL
3 2707	N9964G	072676	ARCOLA,MS	CESSNA	188	NONE
3 2708	N1586M	090976	BRUCE,MS	CESSNA	A188A	NONE
3 2709	N4686Y	091476	NFLORA,MS	PIPER	PA-18	FATAL
3 2713	N9436F	071576	ORANGEBURG,SC	HUGHES	269B	NONE
3 2714	N9770C	091076	SALINAS,CA	HILLER ACFT	UH-12E	NONE
3 2717	N4901R	082876	TRACY,CA	CESSNA	188B	NONE
3 2721	N8507H	100476	NOLD RIVER,CA	GRUMMAN	G-164A	NONE
3 2735	N6296Z	091376	DIMMITT,TX	PIPER	PA-25	SERIOUS
3 2736	N73621	091176	GOLDTHWAITE,TX	BOEING	B75N1	FATAL
3 2744	N73WJ	080976	NHAWK SPRINGS,WY	GRUMMAN	G-164	MINOR
3 2774	N1244W	082276	HOLLANDALE,MN	WEATHERLY	201C	NONE
3 2777	N8701H	071076	FISK,MO	GRUMMAN	G-164A	NONE
3 2782	N57601	073076	BERTRAND,NE	PIPER	PA-36	NONE



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1976  
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FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
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3 2783	N7209V	071376	STROMSBURG,NE	CALLAIR	A-9	NONE
3 2801	N1013Y	061076	MARIANNA,FL	MURRAY AIR	MA-1	NONE
3 2820	N62346	090876	JEROME, ID	HILLER ACFT	UH-12E	NONE
3 2826	N9409R	050176	HEPPNER,OR	SNOW	S2A	FATAL
3 2829	N2483B	060976	ELTOPIA,WA	BELL	47G-2	MINOR
3 2833	N48380	090676	MONROE,LA	CESSNA	A188B	SERIOUS
3 2834	N7939	091776	BONITA,LA	GRUMMAN	G-164A	MINOR
3 2839	N4856X	100976	SNYDER, TX	SNOW	600S2R	MINOR
3 2853	N4848R	081176	PONETO, IN	CESSNA	A188B	NONE
3 2856	N6608	081876	SANDUSKY,MI	GRUMMAN	G-164A	NONE
3 2863	N4779Q	071076	ANGUS, MN	CESSNA	A188B	NONE
3 2869	N9152R	071576	YORK,NE	CESSNA	A188B	NONE
3 2898	N7435F	072076	MAROA, IL	HUGHES	269C	NONE
3 2899	N9811P	072076	CERRO GORDO, IL	PIPER	PA-25	FATAL
3 2907	N818HJ	081776	MANTUA,OH	EL TOMCAT	MARK V	NONE
3 2918	N8599F	092276	KING CITY,MO	BELL	47G-5	NONE
3 2920	N6149Z	080476	HOLDREGE,NE	PIPER	PA-25	NONE
3 2921	N9759G	080476	CAMPBELL,NE	CESSNA	188B	NONE
3 2922	N9103D	080576	ABIE,NE	PIPER	PA-18	FATAL
3 2924	N9622G	062876	LANGDON,ND	CESSNA	A188B	SERIOUS
3 2931	N65949	070176	HEADLAND,AL	BOEING	E-75	SERIOUS

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1976  
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FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
3 2941	N1285W	083076	SHELLMAN,GA	WEATHERLY	201B	MINOR
3 2943	N9987G	100276	CARTHAGE,MS	CESSNA	188A	MINOR
3 2951	N7670Z	092776	NSAFFORD,AZ	PIPER	PA-25	MINOR
3 2965	N49602	062576	LA FERIA, TX	BOEING	A75	NONE
3 2979	N9836P	082376	VANDALIA, IL	PIPER	PA-25	NONE
3 2984	N9808G	092876	NEW POINT, IN	CESSNA	A188B	NONE
3 2986	N4773Y	060976	TIPTON, IN	PIPER	PA-25	SERIOUS
3 2999	N6569Z	060776	VANLUE, OH	PIPER	PA-25	SERIOUS
3 3016	N12412	072976	OSKALOOSA, IA	BELL	47G-2	NONE
3 3017	N9580F	072376	CLUTIER, IA	HUGHES	269C	NONE
3 3025	N57594	072976	IMPERIAL, NE	PIPER	PA-36	NONE
3 3035	N5887D	082876	LAGRANGE, NC	PIPER	PA-18A	NONE
3 3045	N465Y	091376	LIVINGSTON, TN	GRUMMAN	G-164	NONE
3 3052	N9936	090976	NASHFORD, AL	GRUMMAN	G-164A	NONE
3 3058	N9888V	081876	SUMTER, SC	CESSNA	188	NONE
3 3059	N1273	090876	RIDGE SPRING, SC	BELL	47G	NONE
3 3068	N638U	093076	NSUN CITY, AZ	GRUMMAN	G-164	NONE
3 3074	N9870Q	102076	NCALIPATRIA, CA	AERO COMDR	600S2R	NONE
3 3076	N57610	103076	NHOLTVILLE, CA	PIPER	PA-36	NONE
3 3087	N7863	060576	HAMER, ID	GRUMMAN	G-164A	NONE
3 3101	N10264	100976	MAURICE, LA	GRUMMAN	G-164	NONE

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1976  
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FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
3 3123	N3427G	080876	NGRAND JUNCTION,CO	DOUGLAS	A-26B	FATAL
3 3158	N9115R	100176	JOHNSTOWN,OH	BELL	47D1	NONE
3 3170	N6607	100476	HAYTI,MO	GRUMMAN	G-164	MINOR
3 3171	N8790D	090176	NORTH PLATTE,NE	PIPER	PA-18A	FATAL
3 3174	N600T	071976	CAVALIER,ND	GRUMMAN	G-164A	NONE
3 3192	N919B	081876	ZION GROVE,PA	BELL	47D1	NONE
3 3200	N4845R	091676	BATTLEBORO,NC	CESSNA	A188B	NONE
3 3220	N9070R	090176	QUITMAN,GA	CESSNA	188B	MINOR
3 3246	N9997G	100576	NBUCKEYE,AZ	CESSNA	A188A	FATAL
3 3248	N5647J	092676	QUAIL MESA,AZ	CESSNA	188B	NONE
3 3264	N7659V	091976	NIMPERIAL,CA	AERO COMDR	A-9B	FATAL
3 3267	N9001T	100476	NWASCO,CA	EL TOMCAT	MK5A	NONE
3 3269	N2935W	072476	NDAVIS,CA	WEATHERLY	201B	NONE
3 3285	N2HL	100476	BRINNON,WA	HILLER ACFT	UH-12E	MINOR
3 3296	N4823Q	092676	NBOWIE,TX	CESSNA	A188B	NONE
3 3357	N2874F	092276	LEIPSIC,OH	TRANSWORLD	47G-2	NONE
3 3370	N56167	082476	DELAVAN,MN	PIPER	PA-36	NONE
3 3384	N9838P	101276	TICONDEROGA,NY	PIPER	PA-25	NONE
3 3420	N10211	111776	NWILLIAMS,CA	GRUMMAN	G-164	NONE
3 3431	N7092J	081176	NVANCOUVER,WA	BELL	47G382	NONE
3 3515	N53151	073076	NLEWISTON,ID	CESSNA	188	FATAL

LISTING OF ACCIDENTS  
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1976  
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FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
3 3527	N4966X	080276	NOTHELLO,WA	AERO COMDR	600S2R	NONE
3 3535	N4343S	102276	LA FERIA,TX	AIR TRACTOR	AT-301	FATAL
3 3536	N986X	080476	NSILVERTON,TX	GRUMMAN	G-164A	NONE
3 3567	N463Y	091476	ELKTON,KY	GRUMMAN	G-164	NONE
3 3587	N56498	070876	BLAKELY,GA	PIPER	PA-36	NONE
3 3588	N4173X	100476	SWIFTOWN,MS	AERO COMDR	600S2R	SERIOUS
3 3589	N4860X	112176	ARBUCKLE,CA	AERO COMDR	600S2R	NONE
3 3591	N53039	123176	OAKDALE,CA	BOEING	A75N1	FATAL
3 3592	N704Y	111376	NLIVE OAK,CA	GRUMMAN	G-164	NONE
3 3710	N5401	100176	ELKTON,KY	GRUMMAN	G-164A	NONE
<del>3 3718</del>	<del>N23RA</del>	<del>100276</del>	<del>NPANSEY,AL</del>	<del>GRUMMAN</del>	<del>G-164</del>	<del>FATAL</del>
3 3719	N1748S	110576	HOMESTEAD,FL	AERO COMDR	600S2R	NONE
3 3726	N9940G	090976	CAMBELLTON,FL	CESSNA	A188A	NONE
3 3728	N1013Y	080676	NMARIANNA,FL	MURRAYAIR	MA-1	NONE
3 3753	N9421R	072876	LOS EBANOS,TX	SNOW	S-2A	FATAL
3 3780	N1308X	062276	MASONTOWN,PA	BELL	204-B	SERIOUS
3 3788	N91752	081476	BATESVILLE,MS	CESSNA	188B	NONE
3 3899	N3701G	081776	NCORDELE,GA	BOEING	B-17G	NONE
3 3909	N6712D	091576	CASHMERE,WA	BELL	47G-3B	NONE
3 3911	N44707	111676	NCOLLEGE PLACE,WA	NAVAL FCTY	N3N-3	SERIOUS
3 3941	N306MA	121676	KEAAU,HI	MURRAYAIR	MA-1	NONE

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-----	-----	-----	-----	-----	-----	-----
3 3944	N460Y	110176	NYAUCO,PR	GRUMMAN	G-164	NONE
3 3970	N9517P	081476	FLOMATON,AL	PIPER	PA-25	FATAL
3 3987	N5652X	083076	NASHLAND,AL	AERO-COMDR	600S2R	FATAL
3 3987	N88010	083076	NASHLAND,AL	AERO COMDR	600S2R	FATAL
3 3998	N4875Y	111276	NDURANGO,CO	PIPER	PA-25	NONE
3 4007	N4917R	072676	NJAY,FL	CESSNA	A1888	NONE
3 4047	N9563F	090176	HOLMES BEACH,FL	HUGHES	269B	NONE
3 4048	N7225	082676	FLORA,MS	GRUMMAN	G-164A	NONE
3 4049	N3965B	082076	HEADLAND,AL	BOEING	A75N1	NONE
3 4050	N9946	072076	SHELBY,MS	GRUMMAN	G-164A	NONE
3 4068	N75869	101376	MONTGOMERY,AL	BOEING	75	NONE
3 4078	N9200F	072476	NWOODLAND,IL	HUGHES	369HS	SERIOUS
3 4095	N9765P	112676	BOYNTON BEACH,FL	PIPER	PA-25	MINOR
3 4134	N600SW	070576	NCARSON CITY,NV	BELL	2068	FATAL
3 4163	N4879R	072776	NINDIANTOWN,FL	CESSNA	A188	FATAL

NATIONAL TRANSPORTATION SAFETY BOARD  
 WASHINGTON, D. C. 20594  
 BRIEFS OF ACCIDENTS  
 INVOLVING AERIAL APPLICATION OPERATIONS  
 1976  
 (IN STATE AND DATE ORDER)

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1362	5/19/76	MOBILE,AL	CESSNA A188B N9013R	CR- 0 1 0 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	PRIVATE, AGE 35, 6653 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT MOBILE,AL	DAMAGE-DESTROYED INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT SURVEY FIELD/AREA	
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLFS				
		PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT				
		SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 6653 KIND OF CROP - BEANS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT SWATH RUN-HOW FLOWN - WIND CALM			KIND OF OPERATION - CHECKING CROPS/TREES/OBSTRUCTIONS TYPE OF CHEMICAL USED - UNKNOWN/NOT REPORTED GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT	

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-1919	6/7/76 TIME - 2005	PERDIDO BEACH, AL	GRUMMAN G-164 N10245 DAMAGE-DESTROYED	CR-	0	0	1	COMMERCIAL AFRIAL APPLICATION	COMMERCIAL, AGE 38, 4000 TOTAL HOURS, 3500 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT MAGNOLIA SPRINGS, AL	INTENDED DESTINATION LOCAL				PHASE OF OPERATION IN FLIGHT SWATH RUN		
		TYPE OF ACCIDENT COLLIDED WITH TREES							
		PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS							
		SPECIAL DATA							
		TOTAL HOURS IN CROP CONTROL - 3700					KIND OF OPERATION - SPRAYING CROPS		
		KIND OF CROP - OTHER					TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC		
		GLOVES - USED					GOGGLES - USED		
		CRASH HELMET - AVAILABLE USED					COCKPIT CRASHPAD - INSTALLED		
		CRASH BAR - INSTALLED					TANK/HOPPER-LOCATION - FORWARD OF PILOT		
		TERRAIN-TYPE - ROLLING					ELEVATION-AREA BEING TREATED-FEET - 60		
		SWATH RUN-HOW FLOWN - CROSSWIND							
3-1917	6/8/76 TIME - 1100	DOOTHAN, AL	PIPER PA-25 N4619Y DAMAGE-SUBSTANTIAL	CR-	0	0	1	COMMERCIAL AFRIAL APPLICATION	COMMERCIAL, AGE 34, 815 TOTAL HOURS, ALL IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT DOOTHAN, AL	INTENDED DESTINATION LOCAL				PHASE OF OPERATION IN FLIGHT PULLUP FROM SWATH RUN		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES					LANDING OTHER		
		PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - MISJUDGED CLEARANCE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND							
		SPECIAL DATA							
		TOTAL HOURS IN CROP CONTROL - 4537					KIND OF OPERATION - SPRAYING CROPS		
		KIND OF CROP - OTHER					TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC		
		GLOVES - NOT USED					GOGGLES - NOT USED		
		CRASH HELMET - AVAILABLE USED					COCKPIT CRASHPAD - NOT INSTALLED		
		CRASH BAR - INSTALLED					TANK/HOPPER-LOCATION - FORWARD OF PILOT		
		TERRAIN-TYPE - HILLY					ELEVATION-AREA BEING TREATED-FEET - 300		
		SWATH RUN-HOW FLOWN - WIND CALM					PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN		

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1508	6/28/76 TIME - 0545	NATURAL BRIDGE,AL	BELL 47G-4 N1216W DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 29, 2276 TOTAL HOURS, 2076 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT NATURAL BRIDGE,AL	INTENDED DESTINATION LOCAL		PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING POWER-OFF AUTOROTATIVE LANDING	
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES				
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
		SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 50		KIND OF OPERATION - CHECKING CROPS/TREES/OBSTRUCTIONS		
REMARKS- WATER FOUND IN CARBURETOR AFTER CRASH ON FLT TO LOOK OVER FIELD TO BE TREATED.						
3-2931	7/1/76 TIME - 1830	HEADLAND,AL	BOEING E-75 N65949 DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	AIRLINE TRANSPORT, AGE 33, UNK/NR TOTAL HOURS, 175 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT HEADLAND,AL	INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND	
		TYPE OF ACCIDENT COLLIDED WITH ELECTRONIC TOWERS				
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS						
		SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 175 KIND OF CROP - OTHER PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FFET - 345 PROCEDURE TURNAROUND - THIRD 1/3 TURN		KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - WIND CALM		
REMARKS- TREATING PEANUTS.						



BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-2688	7/6/76	ENTERPRISE,AL	CESSNA 188 N5517S	CR-	0	0	1	COMMERCIAL	COMMERCIAL, AGE 54, 19384
	TIME - 1630		DAMAGE-SUBSTANTIAL	PX-	0	0	0	AERIAL APPLICATION	TOTAL HOURS, 465 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT	INTENDED DESTINATION							
	ENTERPRISE,AL	LOCAL							
	TYPE OF ACCIDENT							PHASE OF OPERATION	
	ENGINE FAILURE OR MALFUNCTION							IN FLIGHT PROCEDURE TURNAROUND	
	COLLIDED WITH CROP							LANDING LEVEL OFF/TOUCHDOWN	
	PROBABLE CAUSE(S)								
	PERSONNEL - MAINTENANCE,SERVICING,INSPECTION	IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL)							
	POWERPLANT - FUEL SYSTEM CARBURETOR								
	TERRAIN - HIGH VEGETATION								
	PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE								
	SPECIAL DATA								
	TOTAL HOURS IN CROP CONTROL - 3000							KIND OF OPERATION - SPRAYING CROPS	
	KIND OF CROP - BEANS							TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC	
	PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED							GLOVES - USED	
	GOGGLES - NOT USED							CRASH HELMET - AVAILABLE USED	
	COCKPIT CRASHPAD - INSTALLED							TANK/HOPPER-LOCATION - FORWARD OF PILOT	
	TERRAIN-TYPE - LEVEL,FLAT							ELEVATION-AREA BEING TREATED- FEET - 301	
	SWATH RUN-HOW FLOWN - WIND CALM								
	REMARKS- RUBBER GROMMET INSIDE CLAMP DETERIORATED.MIXT CTL HOUSING MOVED TO LEAN PSN.								
3-2689	7/24/76	CENTRE,AL	BELL 4701 N29WL	CR-	0	0	1	COMMERCIAL	COMMERCIAL, FL INSTR...
	TIME - 1430		DAMAGE-DESTROYED	PX-	0	0	0	AERIAL APPLICATION	AGE 28, 3193 TOTAL HOURS, 27 IN TYPE, NOT INSTRU- MENT RATED.
	DEPARTURE POINT	INTENDED DESTINATION							
	CENTRE,AL	LOCAL							
	TYPE OF ACCIDENT							PHASE OF OPERATION	
	ENGINE FAILURE OR MALFUNCTION							IN FLIGHT PROCEDURE TURNAROUND	
	COLLISION WITH GROUND/WATER CONTROLLED							LANDING LEVEL OFF/TOUCHDOWN	
	PROBABLE CAUSE(S)								
	PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL	DEFICIENCY,COMPANY MAINTAINED FOPMT,SERVICES,REGULATION							
	MISCELLANEOUS ACTS,CONDITIONS - WATER IN FUEL								
	TERRAIN - ROUGH/UNEVEN								
	COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE								
	SPECIAL DATA								
	TOTAL HOURS IN CROP CONTROL - 1800							KIND OF OPERATION - SPRAYING CROPS	
	KIND OF CROP - COTTON							TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC	
	PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED							GLOVES - NOT USED	
	GOGGLES - NOT USED							CRASH HELMET - AVAILARLF USED	
	COCKPIT CRASHPAD - NOT INSTALLED							CRASH HAR - NOT INSTALLED	
	TANK/HOPPER-LOCATION - AFT OF PILOT							TERRAIN-TYPE - ROLLING	
	ELEVATION-AREA BEING TREATED- FEET - 619							SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED	
	PROCEDURE TURNAROUND - SECOND 1/3 TURN								
	REMARKS- WATER AND FOREIGN MATTER FOUND IN ACFT FUEL TANK,NO PROVISION FOR WATER CHECK IN FIELD REFUEL TANK								

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES		FLIGHT PURPOSE	PILOT DATA
				F	S M/N		
3-2507	8/11/76 TIME - 1800	GENEVA, AL	CESSNA 188 N9829V DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0		COMMERCIAL AERIAL APPLICATION	COMMERCIAL, FL INSTR., AGE 43, 2842 TOTAL HOURS, 25 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT GENEVA, AL	INTENDED DESTINATION LOCAL			PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND	
		TYPE OF ACCIDENT COLLIDED WITH OBJECT					
		PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING					
		SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 25 KIND OF CROP - OTHER PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 100 PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN				KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - ROLLING SWATH RUN-HOW FLOWN - CROSSWIND	
		REMARKS- ACFT COLLIDED WITH ANTENNA ON HOUSETOP.				PILOT RETURNED TO ARPT, LANDED OK. SPRAYING PEANUTS.	
3-3970	8/14/76 TIME - 0930	FLOMATON, AL	PIPER PA-25 N9517P DAMAGE-SUBSTANTIAL	CR- 1 0 0 PX- 0 0 0		COMMERCIAL AERIAL APPLICATION	COMMERCIAL, FL INSTR., AGE 36, 5000 TOTAL HOURS, 171 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT JAY, FL	INTENDED DESTINATION LOCAL			PHASE OF OPERATION IN FLIGHT CLEANUP SWATH	
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES					
		PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS					
		SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 2500 KIND OF CROP - COTTON PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED				KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - USED CRASH HELMET - AVAILABLE USED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 1150	
		REMARKS- FLEW UNDER KNOWN WIRES.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-4049	8/20/76	HEADLAND,AL TIME - 0630	BOEING A75N1 N3965B DAMAGE-SUBSTANTIAL	CR- PX-	0 0	0 0	1 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 27, 434 TOTAL HOURS, 79 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT HEADLAND,AL	INTENDED DESTINATION LOCAL				PHASE OF OPERATION IN FLIGHT SWATH RUN		
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES							
		PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS							
		FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING							
		TERRAIN - HIGH OBSTRUCTIONS							
		SPECIAL DATA							
		TOTAL HOURS IN CROP CONTROL - 175			KIND OF OPERATION - SPRAYING CROPS				
		KIND OF CROP - OTHER			TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC				
		PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED			GLOVES - NOT USED				
		GOGGLES - NOT USED			CRASH HELMET - AVAILABLE USED				
		COCKPIT CRASHPAD - NOT INSTALLED			CRASH BAR - NOT INSTALLED				
		TANK/HOPPER-LOCATION - FORWARD OF PILOT			TERRAIN-TYPE - LEVEL,FLAT				
		ELEVATION-AREA BEING TREATED-FEET - 350			SWATH RUN-HOW FLOWN - CROSSWIND				
		REMARKS- SAW WIRE TOO LATE FOR EVASIVE MANEUVER. STRUTS SHEARED OFF. FURTHER DMG ON SUBSEQUENT LOG.							
3-3987	8/30/76	NR. ASHLAND,AL TIME - 1000	AERO-COMDR 600S2R N5652X DAMAGE-NONE	CR- PX- OT-	0 0 1	0 0 0	1 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 27, 1295 TOTAL HOURS, 165 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - ASHLAND-LINEVILLE	INTENDED DESTINATION LOCAL				PHASE OF OPERATION IN FLIGHT SWATH RUN		
		DEPARTURE POINT ASHLAND,AL	LOCAL						
		TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT							
		PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT							
		SPECIAL DATA							
		TOTAL HOURS IN CROP CONTROL - 1150			KIND OF OPERATION - OTHER				
		KIND OF CROP - OTHER			TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC				
		PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED			GLOVES - NOT USED				
		GOGGLES - NOT USED			CRASH HELMET - AVAILABLE USED				
		COCKPIT CRASHPAD - INSTALLED			CRASH BAR - INSTALLED				
		TANK/HOPPER-LOCATION - FORWARD OF PILOT			TERRAIN-TYPE - ROLLING				
		ELEVATION-AREA BEING TREATED-FEET - 980			HILLY				
		SWATH RUN-HOW FLOWN - CROSSWIND							
		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			EVASIVE ACTION TAKEN - NO				
		ANTI-COLLISION LIGHTS - NOT INSTALLED							
		REMARKS- SECOND ACFT IN 3 ACFT FLT LOST SIGHT OF LEAD (N80010) DURING CLIMB. FIRE ANT CONTROL - MIREX.							

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3987	8/30/76	NR.ASHLAND,AL	AERO CMDR 600SPR N8801Q DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0 OT- 0 0 1	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 48, 9000 TOTAL HOURS, 6500 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - ASHLAND-LINEVILLE				
		DEPARTURE POINT ASHLAND,AL		INTENDED DESTINATION LOCAL		
		TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT		PHASE OF OPERATION IN FLIGHT SWATH RUN		
PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - 6000			KIND OF OPERATION - OTHER			
KIND OF CROP - OTHER			TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTXIC			
PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED			GLOVES - NOT USED			
GOGGLES - NOT USED			CRASH HELMET - AVAILABLE-NOT USED			
COCKPIT CRASHPAD - INSTALLED			CRASH BAR - INSTALLED			
TANK/HOPPER-LOCATION - FORWARD OF PILOT			TERRAIN-TYPE - ROLLING HILLY			
ELEVATION-AREA BEING TREATED- FEET - 980						
SWATH RUN-HOW FLOWN - CROSSWIND						
SPECIAL DATA						
SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.			RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT			
CONTROLLING AGENCY - NO CONTROL			CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT			
TRAFFIC ADVISORY ISSUED - NONE			EVASIVE ACTION TAKEN - NO			
CONTROL ZONE/AREA - NO						
ANTI-COLLISION LIGHTS - NOT INSTALLED						
REMARKS- FLIGHT WAS FIRE ANT CONTROL SPRAYING MIREX.ACFT WAS LEAD IN 3 PLANE FORMATION SPRAY FLT.						
3-2505	9/6/76	HUNTSVILLE,AL	CESSNA 188 N5606J DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	AIRLINE TRANSPORT, AGE 44, 6508 TOTAL HOURS, 46 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT HUNTSVILLE,AL		INTENDED DESTINATION LOCAL		
		TYPE OF ACCIDENT STALL MUSH		PHASE OF OPERATION IN FLIGHT PULLUP FROM SWATH RUN		
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED			KIND OF OPERATION - SPRAYING CROPS			
KIND OF CROP - COTTON			TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC			
PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED			GLOVES - USED			
GOGGLES - NOT USED			CRASH HELMET - AVAILABLE USED			
COCKPIT CRASHPAD - INSTALLED			CRASH BAR - INSTALLED			
TANK/HOPPER-LOCATION - FORWARD OF PILOT			TERRAIN-TYPE - LEVEL,FLAT			
ELEVATION-AREA BEING TREATED- FEET - 700			SWATH RUN-HOW FLOWN - WIND CALM			
PROCEDURE TURNAROUND - FIRST 1/3 TURN						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3052	9/9/76 TIME - 1700	NR.ASHFORD.AL	GRUMMAN G-164A N9936 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 26, 1397 TOTAL HOURS, 260 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT ASHFORD.AL		INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT RETURN TO STRIP 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 - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND					
	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED				KIND OF OPERATION - FERRY PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT	
	REMARKS- NO FUEL IN CAB OR GASOLATOR.					
3-3718	10/2/76 TIME - 1723	NR.PANSEY.AL	GRUMMAN G-164 N23RA DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 26, 1493 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - GODFREYS STRIP DEPARTURE POINT PANSEY.AL		INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT EN ROUTE TO RELOADING AREA	
	TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED					
	PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED					
	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 873 KIND OF CROP - BEANS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED ELEVATION-AREA BEING TREATED- FEET - 300				KIND OF OPERATION - FERRY TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED TANK/HOPPER-LOCATION - FORWARD OF PILOT SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED	

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES		FLIGHT PURPOSE	PILOT DATA
				F	S M/N		
3-406R	10/13/76	MONTGOMERY,AL TIME - 1100	BOEING 75 N75869 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0		COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, FL.INSTR., AGE 39, 7300 TOTAL HOURS, 300 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT MONTGOMERY,AL	INTENDED DESTINATION LOCAL			PHASE OF OPERATION TAKEOFF RUM TAKEOFF ABORTED	
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH OBJECT					
		PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS TERRAIN - HIDDEN OBSTRUCTIONS					
		FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE					
		SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 50 KIND OF CROP - BEANS GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT				KIND OF OPERATION - SEEDING CROPS GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT	
		REMARKS- OPERATING FRM PASTURE,WHEEL HIT HOLE COLLAPSING GEAR.					
3-0746	3/30/76	POSTON,AZ TIME - 0630	CESSNA AIRRR NR4470 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0		COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, FL.INSTR., AGE 38, 4150 TOTAL HOURS, 900 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - NO NAME DEPARTURE POINT POSTON,AZ	INTENDED DESTINATION LOCAL			PHASE OF OPERATION TAXI OTHER	
		TYPE OF ACCIDENT COLLIDED WITH DITCHES					
		PROBABLE CAUSE(S) POWERPLANT - IGNITION SYSTEM MAGNETOS MISCELLANEOUS ACTS,CONDITIONS - LOOSE,PART/FITTING MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY SECURED PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION					
		FACTOR(S) TERRAIN - ROUGH/UNEVEN REMARKS- PULLED ENG THRU BY HAND,THROTTLE RETARDED & MAG SWITCHES OFF,ENG STARTED,LOOSE NUT PRIMARY LEAD-					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
2-1827	5/11/76 TIME - 1330	SOMERTON, AZ	HILLER ACFT OH-12F N9278Z DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, FL INSTR., AGE 56, 15800 TOTAL HOURS, 2830 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT SOMERTON, AZ	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING			PHASE OF OPERATION IN FLIGHT SWATH RUN LANDING POWER-OFF AUTOROTATIVE LANDING	
PROBABLE CAUSE(S)						
PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
PILOT IN COMMAND - MISMANAGEMENT OF FUEL						
MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION						
FACTOR(S)						
TERRAIN - ROUGH/UNEVEN						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - 9999			KIND OF OPERATION - SPRAYING CROPS			
KIND OF CROP - OTHER			TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC			
PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED			GLOVES - NOT USED			
GOGGLES - NOT USED			CRASH HELMET - AVAILABLE USED			
COCKPIT CRASHPAD - INSTALLED			CRASH BAR - INSTALLED			
TANK/HOPPER-LOCATION - SIDES			TERRAIN-TYPE - HILLY			
ELEVATION-AREA BEING TREATED-FEET - 150			SWATH RUN-HOW FLOWN - WIND CALM			
REMARKS- SPRAYING WEEDS.						
3-1829	8/5/76 TIME - 1400	NR.COOLIDGE, AZ	NAVAL FCTY N3N-3 N4473R DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 55, 16000 TOTAL HOURS, 2000 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT COOLIDGE, AZ	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH FENCE, FENCEPOSTS			PHASE OF OPERATION IN FLIGHT EN ROUTE TO TREAT CROP LANDING ROLL	
PROBABLE CAUSE(S)						
POWERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLY						
MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE						
FACTOR(S)						
TERRAIN - OTHER						
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - 2000			KIND OF OPERATION - DUSTING CROPS			
KIND OF CROP - COTTON			TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC			
PILOT'S SEAT BELT - FASTENED-PROPERLY			GLOVES - NOT USED			
GOGGLES - USED			CRASH HELMET - AVAILABLE USED			
COCKPIT CRASHPAD - INSTALLED			CRASH BAR - NOT INSTALLED			
TANK/HOPPER-LOCATION - FORWARD OF PILOT			ELEVATION-AREA BEING TREATED-FEET - 2			
REMARKS- NR 9 CYL LINKRD ASSY FAILED. HIT DIXES & FENCE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2037	8/12/76 TIME - 0950	TEMPE, AZ	NAVAL FCY N3N-3 N44744 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AFRIAL APPLICATION	COMMERCIAL, AGE 26, 1252 TOTAL HOURS, 15 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT TEMPE, AZ		INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND	
	TYPE OF ACCIDENT STALL MUSH					
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED					
	FACTOR(S) WEATHER - HIGH TEMPERATURE MISCELLANEOUS ACTS, CONDITIONS - LOAD NOT JETTISONED WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED					
	SKY CONDITION CLEAR				CEILING AT ACCIDENT SITE UNLIMITED	
	VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED)				PRECIPITATION AT ACCIDENT SITE NONE	
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE				TEMPERATURE-F 95	
	TYPE OF WEATHER CONDITIONS VFR				TYPE OF FLIGHT PLAN NONE	
	REMARKS- ACFT SETTLED TO GRND.					
3-2430	8/12/76 TIME - 0530	NR. GILA BEND, AZ.	GRUMMAN G-164A N4529 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 44, 14500 TOTAL HOURS, 5000 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT BUCKEYE, AZ		INTENDED DESTINATION GILA BEND, AZ.		PHASE OF OPERATION IN FLIGHT EN ROUTE TO TREAT CROP LANDING LEVEL OFF/TOUCHDOWN	
	TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED					
	PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE					
	FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND					
	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9999 KIND OF CROP - COTTON PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-ARFA BEING TREATED- FEET - 1000				KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND	
	REMARKS- FORCED LNDG ON UNSUITABLE TERRAIN, GILA RIVER DRY RIVER BED, NR 1 CYL CRACKED.					



BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-2543	9/2/76	POSTON,AZ	CESSNA 180 N53219	CR- 0	0	1	COMMERCIAL	COMMERCIAL, AGE 52, 5800
	TIME - 0800		DAMAGE-SUBSTANTIAL	PX- 0	0	0	AERIAL APPLICATION	TOTAL HOURS, 250 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT	POSTON,AZ	INTENDED DESTINATION					
	TYPE OF ACCIDENT	TURBULENCE	LOCAL				PHASE OF OPERATION	
		STALL					IN FLIGHT PULLUP FROM SWATH RUN	
							IN FLIGHT PULLUP FROM SWATH RUN	
	PROBABLE CAUSE(S)	MISCELLANEOUS - VORTEX TURBULENCE						
		PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
	FACTOR(S)	MISCELLANEOUS ACTS,CONDITIONS - LOAD NOT JETTISONED						
	SPECIAL DATA	TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED					KIND OF OPERATION - SPRAYING CROPS	
		KIND OF CROP - OTHER					TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC	
		PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED					GLOVES - NOT USED	
		GOGGLES - NOT USED					CRASH HELMET - AVAILABLE-NOT USED	
		COCKPIT CRASHPAD - INSTALLED					CRASH BAR - INSTALLED	
		TANK/HOPPER-LOCATION - FORWARD OF PILOT					TERRAIN-TYPE - LEVEL,FLAT	
		ELEVATION-AREA BEING TREATED-FEET - 300					SWATH RUN-HOW FLOWN - CROSSWIND	
		PROCEDURE TURNAROUND - FIRST 1/3 TURN						
	REMARKS-	2 SHIP SPRAY OPN.TURBO FRM LEAD ACFT.SPRAYING ALFALFA.						
3-3248	9/26/76	QUAIL MESA,AZ	CESSNA 180R N5647J	CR- 0	0	1	COMMERCIAL	COMMERCIAL, FL INSTR.,
	TIME - 1100		DAMAGE-SUBSTANTIAL	PX- 0	0	0	AERIAL APPLICATION	AGE 41, 7800 TOTAL HOURS, 2500 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT	ELYTHE,CA	INTENDED DESTINATION					
	TYPE OF ACCIDENT	COLLIDED WITH DIRT BANK	LOCAL				PHASE OF OPERATION	
		GEAR COLLAPSED					IN FLIGHT SWATH RUN	
							IN FLIGHT SWATH RUN	
	PROBABLE CAUSE(S)	PILOT IN COMMAND - MISJUDGED CLEARANCE						
	FACTOR(S)	MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE						
		MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT						
	SPECIAL DATA	TOTAL HOURS IN CROP CONTROL - 7000					KIND OF OPERATION - SPRAYING CROPS	
		KIND OF CROP - LETTUCE					TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC	
		PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED					GLOVES - NOT USED	
		GOGGLES - NOT USED					CRASH HELMET - AVAILABLE USED	
		COCKPIT CRASHPAD - INSTALLED					CRASH BAR - INSTALLED	
		TANK/HOPPER-LOCATION - FORWARD OF PILOT					TERRAIN-TYPE - LEVEL,FLAT	
		ELEVATION-AREA BEING TREATED-FEET - 300					SWATH RUN-HOW FLOWN - WIND CALM	
		PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN						
	REMARKS-	PLT HIT DITCH,KNOCKED LT MAIN BR OFF.FLEW BACK TO ELYTHE.FURTHER DMC ON LOC.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2951	9/27/76	NR. SAFFORD, AZ	PIPER PA-25 N7670Z DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 51, 10943 TOTAL HOURS, 4000 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT SAFFORD, AZ	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN	PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND LANDING LEVEL OFF/TOUCHDOWN			
PROBABLE CAUSE(S) POWERPLANT - REDUCTION GEAR ASSEMBLY GEARS, ACCESSORY DRIVE MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED TERRAIN - OTHER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - OTHER PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 3000 PROCEDURE TURNAROUND - FIRST 1/3 TURN REMARKS- FORCED LGD AT LOW ALT. CROSS ROWS OF COTTON FIELD, SEEDING ALFAIFA.						
				KIND OF OPERATION - SEEDING CROPS TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RISE-HOW FLOWN - WIND CALM		
3-3068	9/30/76	NR. SUN CITY, AZ	GRUMMAN G-164 N638U DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CH ACTIVITY	COMMERCIAL, AGE 31, 7000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - FARM STRIP DEPARTURE POINT SUN CITY, AZ	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH FENCE, FENCEPOSTS	PHASE OF OPERATION TAKEOFF RUN TAKEOFF RUN			
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED MISCELLANEOUS ACTS, CONDITIONS - WINDSHIELD, DIRTY, FOGGY, ETC.-RESTRICTED VISION						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - UNKNOWN/NOT REPORTED PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED TERRAIN-TYPE - LEVEL, FLAT REMARKS- HOPPER LID CAME OPEN ON TKOF. LIQUID SPRAY OBSTRUCTED VISION.						
				KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC TANK/HOPPER-LOCATION - FORWARD OF PILOT		

RIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3246	10/5/76 TIME - 1430	NR. RUCKEYE, AZ	CESSNA 418A N9997G DAMAGE-DESTROYED INTENDED DESTINATION FL MIRAGE, AZ.	CR- 1 0 0 PX- 1 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 31, 7000 TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT WINTERSBURG, AZ TYPE OF ACCIDENT STALL SPIN			PHASE OF OPERATION IN FLIGHT RETURN TO STRIP	
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. MISSING AIRCRAFT - LATER RECOVERED						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - COTTON PILOT'S SEAT BELT - NOT FASTENED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- BLOOD ALCOHOL 0.357%. SINGLE SEAT EQUIPPED.						
					KIND OF OPERATION - DEFOLIATION (LIQUID) TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-NOT USED CRASH BAR - INSTALLED	
3-0421	3/15/76 TIME - 1134	TUCKERMAN, AR	PIPER PA-25 N4808Y DAMAGE-DESTROYED INTENDED DESTINATION LOCAL	CR- 0 1 0 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 30, 533 TOTAL HOURS, 20 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT TUCKERMAN, AR TYPE OF ACCIDENT STALL SPIN			PHASE OF OPERATION IN FLIGHT STARTING SWATH RUN	
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - LOAD NOT JETTISONED						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 500 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 240 FIRE AFTER IMPACT						
					KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - DOWNWIND	

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES		FLIGHT PURPOSE	PILOT DATA
				F	S M/N		
3-1007	5/14/76	WYNNE, AR	CESSNA 188B N9376G DAMAGE-SUBSTANTIAL	CR- 0 0 1	PX- 0 0 0	COMMERCIAL ASSOC CROP CIL ACTIVITY	COMMERCIAL, AGE 28, 5546 TOTAL HOURS, 1220 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - POWELL FARM			INTENDED DESTINATION		PHASE OF OPERATION		
DEPARTURE POINT			LOCAL		LANDING LEVEL OFF/DIRCHDOWN		
WYNNE, AR					LANDING ROLL		
TYPE OF ACCIDENT							
OVERSHOOT							
COLLIDED WITH DITCHES							
PROBABLE CAUSE(S)							
PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND							
PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED							
FACTOR(S)							
AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT RUNWAY							
MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND							
MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY							
SPECIAL DATA							
TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED				KIND OF OPERATION - FERTILIZING (DUST)			
KIND OF CROP - RICE				TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC			
PILOT'S SEAT BELT - FASTENED-PROPERLY				GLOVES - NOT USED			
GOGGLES - NOT USED				CRASH HELMET - AVAILABLE USED			
COCKPIT CRASHPAD - INSTALLED				CRASH BAR - INSTALLED			
TANK/HOPPER-LOCATION - FORWARD OF PILOT							
3-1012	5/14/76	NR. CARLISLE, AR	GRUMMAN G-164A N975X DAMAGE-SUBSTANTIAL	CR- 0 0 1	PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	ATP, FLIGHT INSTR., AGE 44, 22400 TOTAL HOURS, 4000 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT			INTENDED DESTINATION		PHASE OF OPERATION		
UNKNOWN/NOT REPORTED			LOCAL		IN FLIGHT SWATH RUN		
TYPE OF ACCIDENT							
COLLIDED WITH WIRES/POLES							
PROBABLE CAUSE(S)							
PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING							
PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS							
SPECIAL DATA							
TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED				KIND OF OPERATION - SPRAYING CROPS			
KIND OF CROP - RICE				TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC			
PILOT'S SEAT BELT - FASTENED-PROPERLY				GLOVES - USED			
GOGGLES - NOT USED				CRASH HELMET - AVAILABLE USED			
COCKPIT CRASHPAD - INSTALLED				CRASH BAR - INSTALLED			
TANK/HOPPER-LOCATION - FORWARD OF PILOT				TERRAIN-TYPE - LEVEL, FLAT			
ELEVATION-AREA BEING TREATED- FEET - 230				SWATH RUN-HOW FLOWN - WIND CALM			
REMARKS- PLT STATED HE DIDNT SURVEY FLD. HIT WIRES.							

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1434	5/19/76 TIME - 1930	ST.CHARLES,AR	GRUMMAN G-164A N8766H DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AFRIAL APPLICATION	COMMERCIAL, FL. INSTR., AGE 29, 2800 TOTAL HOURS, 700 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT ST.CHARLES,AR	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN	PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND LANDING ROLL			
PROBABLE CAUSE(S)						
PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
PILOT IN COMMAND - MISMANAGEMENT OF FUEL						
MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION						
FACTOR(S)						
TERRAIN - WFT, SOFT GROUND						
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - 1050			KIND OF OPERATION - SPRAYING CROPS			
KIND OF CROP - RICE			TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC			
PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED			GLOVES - NOT USED			
GOGGLES - NOT USED			CRASH HELMET - AVAILABLE USED			
COCKPIT CRASHPAD - INSTALLED			CRASH BAR - INSTALLED			
TANK/HOPPER-LOCATION - FORWARD OF PILOT			TERRAIN-TYPE - LEVEL, FLAT			
ELEVATION-AREA BEING TREATED- FEET - 240			SWATH RUN-HOW FLOWN - DOWNWIND			
PROCEDURE TURNAROUND - THIRD 1/3 TURN						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1439	5/20/76	NR, HICKORY PLAINS, AR	PIPER PA-25 N74207 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 28, 333 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - STRIP DEPARTURE POINT HICKORY PLAINS, AR	INTENDED DESTINATION LOCAL	PHASE OF OPERATION TAKEOFF INITIAL CLIMB		
		TYPE OF ACCIDENT STALL MUSH				
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD TERRAIN - HIGH OBSTRUCTIONS WEATHER - HIGH TEMPERATURE MISCELLANEOUS ACTS, CONDITIONS - DOWNDRAFT WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED						
		SKY CONDITION CLEAR	CEILING AT ACCIDENT SITE UNLIMITED			
		VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED)	PRECIPITATION AT ACCIDENT SITE NONE			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE	TEMPERATURE-F 85			
		WIND DIRECTION-DEGREES 195	WIND VELOCITY-KNOTS 7			
		TYPE OF WEATHER CONDITIONS VFR	TYPE OF FLIGHT PLAN NONE			
		SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 100 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT FIRE AFTER IMPACT REMARKS- TEMP 85 DEG.	KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-NOT USED CRASH BAR - INSTALLED			

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1333	5/24/76 TIME - 1730	HARRISBURG, AR	GRUMMAN G-164A N8960H DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	PRIVATE, AGE 46, 12058 TOTAL HOURS, 2500 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT UNKNOWN/NOT REPORTED	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DIRT BANK	PHASE OF OPERATION IN FLIGHT SWATH RUN LANDING ROLL			
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION						
FACTORS(S) TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT						
REMARKS- HIT LEVFE IN DRY RICE FLD.				KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC CRASH HELMET - AVAILABLE USED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 250		
3-1126	5/25/76 TIME - 0740	GIBSON SWITCH, AR	CESSNA 188B N21854 DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 19, 300 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT GIBSON SWITCH, AR	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES	PHASE OF OPERATION IN FLIGHT SWATH RUN			
PROBABLE CAUSE(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - MISCELLANEOUS EQUIPMENT SPRAY, DUSTING EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - OVERTIGHTENED LOAD						
FACTORS(S) TERRAIN - HIGH OBSTRUCTIONS						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 100 KIND OF CROP - RICE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 250						
REMARKS- RUN UNDER PWR LINES, HOPPER GATE RODS FAILED, DUMPED LOAD, ACFT PITCHED UP SHARPLY INTO LINES.				KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND		

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1440	5/29/76	ULM, AR	GRUMMAN G-164A N5239 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 35, 2500 TOTAL HOURS, 210 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT ULM, AR	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES	PHASE OF OPERATION IN FLIGHT SWATH RUN			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED			KIND OF OPERATION - SPRAYING CROPS			
KIND OF CROP - RICE			TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTXIC			
PILOT'S SEAT BELT - FASTENED-PROPERLY			GLOVES - USED			
GOGGLES - NOT USED			CRASH HELMET - AVAILABLE USED			
COCKPIT CRASHPAD - INSTALLED			CRASH PAR - INSTALLED			
TANK/HOPPER-LOCATION - FORWARD OF PILOT			TERRAIN-TYPE - LEVEL, FLAT			
ELEVATION-AREA BEING TREATED-FFFT - 210			SWATH RUN-HOW FLOWN - WIND CALM			
3-1335	5/29/76	STUTTGART, AR	GRUMMAN G-164A N5330 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, FL INSTR., AGE 44, 8000 TOTAL HOURS, 1100 IN TYPE, NOT INSTRU- MENT RATED.
		NAME OF AIRPORT - FARMERS AERIAL SF	DEPARTURE POINT UNKNOWN/NOT REPORTED	INTENDED DESTINATION STUTTGART, AR		
		TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH DITCHES	PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL			
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND						
FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT RUNWAY MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY						
REMARKS- MUDDY SPOTS LENGTH OF STRIP, NO LOAD AID.						



BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1553	5/31/76 TIME - 0830	HOLLY GROVE, AR	GRUMMAN G-164A N550Y DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 28, 800 TOTAL HOURS, 560 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - DON PARKS	INTENDED DESTINATION	PHASE OF OPERATION		
		DEPARTURE POINT HOLLY GROVE, AR	LOCAL	TAKEOFF INITIAL CLIMB TAKEOFF INITIAL CLIMB		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES				
PROBABLE CAUSE(S)						
PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL						
FACTOR(S)						
TERRAIN - HIGH OBSTRUCTIONS						
PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED			KIND OF OPERATION - FERTILIZING (DUST)			
KIND OF CROP - RICE			TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC			
PILOT'S SEAT BELT - FASTENED-PROPERLY			GLOVES - USED			
GOGGLES - NOT USED			CRASH HELMET - AVAILABLE USED			
COCKPIT CRASHPAD - INSTALLED			CRASH BAR - INSTALLED			
TANK/HOPPER-LOCATION - FORWARD OF PILOT						
3-1437	6/7/76 TIME - 1000	TILLAR, AR	GRUMMAN G-164A N8682H DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 33, 3270 TOTAL HOURS, 2409 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - TILLAR	INTENDED DESTINATION	PHASE OF OPERATION		
		DEPARTURE POINT TILLAR, AR	LOCAL	LANDING FINAL APPROACH LANDING FINAL APPROACH		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES				
PROBABLE CAUSE(S)						
POWERPLANT - ENGINE CONTROLS THROTTLE-POWER LEVER ASSEMBLIES						
MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED						
FACTOR(S)						
TERRAIN - HIGH OBSTRUCTIONS						
PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED			KIND OF OPERATION - SPRAYING CROPS			
KIND OF CROP - RICE			TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC			
PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED			GLOVES - USED			
GOGGLES - NOT USED			CRASH HELMET - AVAILABLE USED			
COCKPIT CRASHPAD - INSTALLED			CRASH BAR - INSTALLED			
TANK/HOPPER-LOCATION - FORWARD OF PILOT						
REMARKS- THROTTLE CTL CABLE CAME LOOSE AT CAB.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1442	6/8/76 TIME - 1915	FISHER, AR	CESSNA 41000 N79555 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 24, 1052 TOTAL HOURS, 275 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT FISHER, AR	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES	PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED			KIND OF OPERATION - SPRAYING CROPS			
KIND OF CROP - RICE			TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC			
PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED			GLOVES - USED			
CRASH HELMET - AVAILABLE USED			COCKPIT CRASHPAD - INSTALLED			
CRASH BAR - INSTALLED			TANK/HOPPER-LOCATION - FORWARD OF PILOT			
TERRAIN-TYPE - LEVEL, FLAT			ELEVATION-AREA BEING TREATED- FEET - 255			
SWATH RUN-HOW FLOWN - WIND CALM			PROCEDURE TURNAROUND - THIRD 1/3 TURN			
3-1430	6/11/76 TIME - 1130	TURRELL, AR	GRUMMAN G-164A N5074 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	AIRLINE TRANSPORT, AGE 44, 13000 TOTAL HOURS, 12000 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - TURRELL	INTENDED DESTINATION LOCAL			
		DEPARTURE POINT TURRELL, AR	PHASE OF OPERATION IN FLIGHT PULLUP FROM SWATH RUN			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER CONTROLLED	IN FLIGHT PULLUP FROM SWATH RUN			
PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE OTHER MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMFOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED			KIND OF OPERATION - SPRAYING CROPS			
KIND OF CROP - COTTON			TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC			
PILOT'S SEAT BELT - FASTENED-PROPERLY			GOGGLES - NOT USED			
CRASH HELMET - AVAILABLE USED			COCKPIT CRASHPAD - INSTALLED			
TANK/HOPPER-LOCATION - FORWARD OF PILOT			TERRAIN-TYPE - LEVEL, FLAT			
ELEVATION-AREA BEING TREATED- FEET - 212			SWATH RUN-HOW FLOWN - WIND CALM			
PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN						
REMARKS- ENG FAILED INTERNALLY, HAD TO AVOID TREES, MG HIT GRND.						

SUMMARY OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1550	6/11/76 TIME - 1530	NR.WYNNE.AR	PIPER PA-25 NR540L DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 32, 336 TOTAL HOURS, 78 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - HESS DEPARTURE POINT WYNNE,AR	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED		PHASE OF OPERATION LANDING ROLL LANDING ROLL		
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS,CONDITIONS - DETERIORATED PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION						
FACTORS(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 100 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- O RING SEALS IN L BRAKE WORN.						
				KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED		
3-1551	6/17/76 TIME - 0800	RAVENDEN.AR	BELL 47B N163B DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 49, 6900 TOTAL HOURS, 1800 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT RAVENDEN,AR	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES		PHASE OF OPERATION IN FLIGHT PULLUP FROM SWATH RUN		
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE						
FACTORS(S) MISCELLANEOUS ACTS,CONDITIONS - SINGLE						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - FOREST-TREES PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - UNKNOWN/NOT REPORTED ELEVATION-AREA BEING TREATED- FEET - 500 REMARKS- SPRAY BOOM HIT PWR LINE.						
				KIND OF OPERATION - SPRAYING FORESTS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-NOT USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - HILLY SWATH RUN-HOW FLOWN - WIND CALM		

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1556	6/21/76 TIME - 1100	GREENWAY, AR	PIPER PA-25 N45R2Y DAMAGE-SUBSTANTIAL INTENDED DESTINATION GREENWAY, AR	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 40, 349 TOTAL HOURS, 14 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT PIGGOTT, AR TYPE OF ACCIDENT COLLIDED WITH TREES				PHASE OF OPERATION IN FLIGHT PHUUP FROM SWATH RUN	
	PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS					
	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 60 KIND OF CROP - BEANS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 275 PROCEDURE TURNAROUND - FIRST 1/3 TURN REMARKS- HIT TOP OF 125FT TREE.				KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - UNKNOWN/NOT REPORTED GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM	
3-1547	7/1/76 TIME - 1800	REDEVILLE, AR	BELL 47G-2 N64R77 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 32, 3700 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT REDEVILLE, AR TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING				PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND LANDING POWER-OFF AUTOROTATIVE LANDING	
	PROBABLE CAUSE(S) POWERPLANT - IGNITION SYSTEM SPARK PLUG MISCELLANEOUS ACTS, CONDITIONS - CARBON DEPOSITS PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND					
	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1800 KIND OF CROP - RICE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES ELEVATION-AREA BEING TREATED- FEET - 230 REMARKS- PLUGS FOULED IN 3 CYLS.				KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM	

RIFFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1548	7/2/76 TIME - 0915	MARIANNA, AR	GRUMMAN G-164B N48397 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 47, 25000 TOTAL HOURS, 7000 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT MARIANNA, AR	INTENDED DESTINATION LOCAL			PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND LANDING FINAL APPROACH	
	TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL MUSH					
	PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED					
	FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND					
	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9999 KIND OF CROP - BEANS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 215 PROCEDURE TURNAROUND - SECOND 1/3 TURN FIRE AFTER IMPACT				KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND	
3-1693	7/5/76 TIME - 1500	BEEDEVILLE, AR	GRUMMAN G-164A N7930 DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 32, 5000 TOTAL HOURS, 3000 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT UNKNOWN/NOT REPORTED	INTENDED DESTINATION LOCAL			PHASE OF OPERATION IN FLIGHT SWATH RUN IN FLIGHT SWATH RUN	
	TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES					
	PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS					
	FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND					
	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 3000 KIND OF CROP - RICE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED REMARKS- CAUSE OF REPORTED ENG FAILURE WAS NOT FOUND, CRASHED IN FLOODED RICE FLD.				KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED ELEVATION-AREA BEING TREATED- FEET - 200 PROCEDURE TURNAROUND - THIRD 1/3 TURN	

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1694	7/6/76 TIME - 0850	BRADLEY, AR	AERO COMDR 600S2R NR9630 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, FL INSTR., AGE 29, 5000 TOTAL HOURS, 600 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT BRADLEY, AR	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DITCHES		PHASE OF OPERATION IN FLIGHT EN ROUTE TO TREAT CROP LANDING ROLL		
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS						
FACTOR(S) TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMMOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT						
				KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT		
3-1696	7/8/76 TIME - 1600	WEST RIDGE, AR	PIPER PA-25 NR9361 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 34, 500 TOTAL HOURS, 150 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - EVANS-MORGAN DEPARTURE POINT WEST RIDGE, AR	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLIDED WITH DIRT BANK GEAR COLLAPSED		PHASE OF OPERATION IN FLIGHT SWATH RUN LANDING LEVEL OFF/TOUCHDOWN		
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 410 KIND OF CROP - BEANS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 250 REMARKS- HIT DIRT MOUND, L GR SEPARATED. CONT FLT TO BASE.						
				KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED		

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1695	7/9/76 TIME - 0930	BRINKLEY, AR	GRUMMAN G-164A N678U DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	PRIVATE PILOT, AGE 46, 5000 TOTAL HOURS, 2000 IN TYPE, NOT INSTRU- MENT RATED.
		NAME OF AIRPORT - STRIP DEPARTURE POINT BRINKLEY, AR	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLIDED WITH TREES		PHASE OF OPERATION TAKEOFF INITIAL CLIMB		
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - LOAD NOT JETTISONED WEATHER - HIGH TEMPERATURE WEATHER BRIFFING - RECEIVED RECORDED BRIFFING BY LFME RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION CLEAR		CEILING AT ACCIDENT SITE UNLIMITED		
		VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED)		PRECIPITATION AT ACCIDENT SITE NONE		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE		TEMPERATURE-F 87		
		TYPE OF WEATHER CONDITIONS VFR		TYPE OF FLIGHT PLAN NONE		
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED			KIND OF OPERATION - FERTILIZING (DUST)			
KIND OF CROP - RICE			TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC			
PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED			GLOVES - NOT USED			
GOGGLES - NOT USED			CRASH HELMET - AVAILABLE USED			
COCKPIT CRASHPAD - INSTALLED			CRASH BAR - INSTALLED			
TANK/HOPPER-LOCATION - FORWARD OF PILOT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2307	7/10/76	NK, CORNING, AR TIME - 0757	BOINN BK-5A NR429 DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 34, 5000 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT CORNING, AR	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE	TAIL ROTOR	PHASE OF OPERATION IN FLIGHT PULLUP FROM SWATH RUN		
PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED						
FACTOR(S) ROTORCRAFT - ROTOR ASSEMBLIES TAIL ROTOR BLADES MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT MISCELLANEOUS ACTS, CONDITIONS - MISSING EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 500 KIND OF CROP - RICE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES ELEVATION-AREA BEING TREATED- FEET - 375				KIND OF OPERATION - SPRAYING CRUUPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM		
REMARKS- NO SHIMS WERE FOUND UNDER MAIN BOLT.						



BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1697	7/12/76 TIME - 1740	STUTTGART,AR	GRUMMAN G-164 N645U DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, FL INSTR., AGE 51, 15000 TOTAL HOURS, 6000 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT STUTTGART,AR		INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND		
TYPE OF ACCIDENT STALL MUSH						
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - HIGH TEMPERATURE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
SKY CONDITION CLEAR		CEILING AT ACCIDENT SITE UNLIMITED				
VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED)		PRECIPITATION AT ACCIDENT SITE NONE				
OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE		TEMPERATURE-F 91				
TYPE OF WEATHER CONDITIONS VFR		TYPE OF FLIGHT PLAN NONE				
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - BEANS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 210 PROCEDURE TURNAROUND - FIRST 1/3 TURN FIRE AFTER IMPACT				KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTXIC GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL FLAT SWATH RUN-HOW FLOWN - CROSSWIND		

RIFFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2567	7/22/76	GARLAND, AR TIME - 1400	AERO COMDR 60052R NR4500 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 29, 942 TOTAL HOURS, 68 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT GARLAND, AR		PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND		
		TYPE OF ACCIDENT STALL MUSH				
		PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED				
		FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - LOAD NOT JETTISONED				
		SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 654 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 100 PROCEDURE TURNAROUND - THIRD 1/3 TURN		KIND OF OPERATION - DUSTING CROPS TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM		
3-2044	7/26/76	GIRSON SWITCH, AR TIME - 1520	GRUMMAN G-164 NR4501 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 39, 2972 TOTAL HOURS, 171 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT GIRSON SWITCH, AR		PHASE OF OPERATION IN FLIGHT PICKUP FROM SWATH RUN LANDING ROLL		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DITCHES				
		PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING				
		FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION POWERPLANT - POWERPLANT-INSTRUMENTS FUEL QUANTITY GAUGE MISCELLANEOUS ACTS, CONDITIONS - ERRATIC TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND				
		SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 2600 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 260 PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN		KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM		

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2045	7/27/76	GARLAND CITY, AR	SNOW 600S2R NR8570 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 37, 4000 TOTAL HOURS, 600 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - REED AND JOSEPH				
		DEPARTURE POINT		INTENDED DESTINATION		
		GARLAND CITY, AR		LOCAL		
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		COLLIDED WITH DITCHES		TAKEOFF ABORTED		
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF				
		FACTOR(S)				
		WEATHER - HIGH TEMPERATURE				
		MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY				
		WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED				
		SKY CONDITION		CEILING AT ACCIDENT SITE		
		CLEAR		UNLIMITED		
		VISIBILITY AT ACCIDENT SITE		PRECIPITATION AT ACCIDENT SITE		
		5 OR OVER (UNLIMITED)		NONE		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE		RELATIVE BEARING OF WIND		
		NONE		HEAD WIND 338-022 DEGREES		
		TEMPERATURE-F		WIND DIRECTION-DEGREES		
		95		180		
		WIND VELOCITY-KNOTS		TYPE OF WEATHER CONDITIONS		
		5		VFR		
		TYPE OF FLIGHT PLAN				
		NONE				
		SPECIAL DATA		KIND OF OPERATION - FERTILIZING (DUST)		
		TOTAL HOURS IN CROP CONTROL - 3000		TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC		
		KIND OF CROP - RICE		GLOVES - NOT USED		
		PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED		CRASH HELMET - AVAILABLE USED		
		GOGGLES - NOT USED		CRASH BAR - INSTALLED		
		COCKPIT CRASHPAD - INSTALLED				
		TANK/HOPPER-LOCATION - FORWARD OF PILOT				

RIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2566	7/27/74 TIME - 1700	WHEATLEY, AR	GRUMMAN G-164A N6531 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CIL ACTIVITY	COMMERCIAL, AGE 60, 15000 TOTAL HOURS, 2500 IN TYPE, HIT INSTRUMENT RATED.
		NAME OF AIRPORT - FARM STRIP DEPARTURE POINT WHEATLEY, AR TYPE OF ACCIDENT COLLIDED WITH DIRT BANK	INTENDED DESTINATION LOCAL	PHASE OF OPERATION TAKEOFF RUN		
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
FACTOR(S) PILOT IN COMMAND - FAILED TO ABORT TAKEOFF MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND WEATHER - SUDDEN WINDSHIFT WEATHER - HIGH TEMPERATURE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED						
SKY CONDITION CLEAR			CEILING AT ACCIDENT SITE UNLIMITED			
VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED)			PRECIPITATION AT ACCIDENT SITE NONE			
OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE			RELATIVE BEARING OF WIND TAIL WIND 158-202 DEGREES			
TEMPERATURE-F 98			WIND VELOCITY-KNOTS 5			
TYPE OF WEATHER CONDITIONS VFR			TYPE OF FLIGHT PLAN NONE			
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9999 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 200			KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - UNKNOWN/NOT REPORTED GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT			
REMARKS- HIT 3FT DIKE. TEMP 98DFG.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2040	7/27/76 TIME - 1015	MARION, AR	PIPER PA-25 N7779Z DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 42, 1112 TOTAL HOURS, 653 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT MARION, AR	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLISION WITH GRIND/WATER	CONTROLLED	PHASE OF OPERATION IN FLIGHT EN ROUTE TO TREAT CROP		
PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING						
SPECIAL DATA						
		TOTAL HOURS IN CROP CONTROL - 668		KIND OF OPERATION - SPRAYING CROPS		
		KIND OF CROP - OTHER		TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC		
		PILOT'S SEAT BELT - FASTENED-PROPERLY		GLOVES - NOT USED		
		GOGGLES - NOT USED		CRASH HELMET - AVAILABLE USED		
		COCKPIT CRASHPAD - NOT INSTALLED		CRASH BAR - INSTALLED		
		TANK/HOPPER-LOCATION - FORWARD OF PILOT				
REMARKS- PLT SAID HE HAD SMOKE IN COCKPIT. NO EVIDENCE FOUND.						
3-2390	7/31/76 TIME - 1030	GILLETT, AR	GRUMMAN G-164 N984X DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 50, 9000 TOTAL HOURS, 4500 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - NICHOLS STRIP DEPARTURE POINT GILLETT, AR	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DITCHES		PHASE OF OPERATION TAKEOFF INITIAL CLIMB TAKEOFF ABORTED		
PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - IGNITION SYSTEM MAGNETOS MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPAD.						
SPECIAL DATA						
		TOTAL HOURS IN CROP CONTROL - 9000		KIND OF OPERATION - SPRAYING CROPS		
		KIND OF CROP - RICE		TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC		
		PILOT'S SEAT BELT - FASTENED-PROPERLY		GLOVES - NOT USED		
		GOGGLES - NOT USED		CRASH HELMET - AVAILABLE USED		
		COCKPIT CRASHPAD - INSTALLED		CRASH BAR - INSTALLED		
		TANK/HOPPER-LOCATION - FORWARD OF PILOT				
REMARKS- BOTH MAGS LOOSE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2046	8/3/76 TIME - 1130	COTTON PLANT, AR	GRUMMAN G-164 N8644H DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 39, 7300 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT COTTON PLANT, AR		INTENDED DESTINATION LOCAL		PHASE OF OPERATION LANDING ROLL	
	TYPE OF ACCIDENT NOSE OVER/DOWN					
	PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN TERRAIN - WET, SOFT GROUND					
	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 7100 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT				KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED	
3-1831	8/16/76 TIME - 0955	ALTHEIMER, AR	PIPER PA-25 N54885 DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 62, 7000 TOTAL HOURS, 21 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT WABBASEKA, AR		INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT STARTING SWATH RUN	
	TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES					
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH VEGETATION					
	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 31 KIND OF CROP - COTTON PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 201				KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM	

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S N/A	FLIGHT PURPOSE	PILOT DATA
3-2431	8/19/76	EIDORA, AR	AERO CMDR 60052R N4903X	CA- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 27, 1000 TOTAL HOURS, 311 IN TYPE, NOT INSTRUMENT RATED.
	TIME - 1500		DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL			
	DEPARTURE POINT EIDORA, AR					
	TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WISE OVER/DOWN				PHASE OF OPERATION (IN FLIGHT) PULLUP FROM SWATH RUN LANDING ROLL	
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING					
	PILOT IN COMMAND - MISMANAGEMENT OF FUEL					
	MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION					
	TERRAIN - HIGH VEGETATION					
	FACTOR(S)					
	POWERPLANT - POWERPLANT-INSTRUMENTS FUEL QUANTITY GAUGE					
	MISCELLANEOUS ACTS, CONDITIONS - ERRATIC					
	COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE					
	EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND					
	SPECIAL DATA					
	TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED			KIND OF OPERATION - SPRAYING CROPS		
	KIND OF CROP - COTTON			TYPE OF CHEMICAL USED - LIQUID CHEMICAL-DUST		
	PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED			GLOVES - NOT USED		
	GOGGLES - NOT USED			CRASH HELMET - AVAILABLE USED		
	COCKPIT CRASHPAD - INSTALLED			CRASH BAR - INSTALLED		
	TANK/HOPPER-LOCATION - FORWARD OF PILOT			TERRAIN-TYPE - LEVEL, FLAT		
	ELEVATION-AREA BEING TREATED- FEET - 110			SWATH RUN-HOW FLOWN - CROSSWIND		
	PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2306	8/23/76	STUTT GART, AR	GRIMMAN G-164 N636H DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 38, 6014 TOTAL HOURS, 2500 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT STUTT GART, AR	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOISE OVER/DOWN			PHASE OF OPERATION IN FLIGHT PROCEDURE TOWARD LANDING ROLL	
PROBABLE CAUSE(S)						
POWERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLY						
MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE						
FACTOR(S)						
TERRAIN - WFT, SOFT GROUND						
TERRAIN - RUGH/UNEVEN						
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - 5000			KIND OF OPERATION - FERTILIZING (LIQUID)			
KIND OF CROP - BEANS			TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC			
PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED			GLOVES - NOT USED			
GOGGLES - NOT USED			CRASH HELMET - AVAILABLE-NOT USED			
COCKPIT CRASHPAD - INSTALLED			CRASH BAR - INSTALLED			
TANK/HOPPER-LOCATION - FORWARD OF PILOT			TERRAIN-TYPE - LEVEL, FLAT			
ELEVATION-AREA BEING TREATED- FEET - 220			SWATH RUN-DIR FLOWN - UNKNOWN/NOT REPORTED			
PROCEDURE TOWARD - FIRST 1/3 TURN						
REMARKS- NR 2 CYL FAILED AT BASE.						
3-2393	9/6/76	DUMAS, AR	BOEING B75 N3996R DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 23, 708 TOTAL HOURS, 532 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT DUMAS, AR	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLIDED WITH WINES/POLES			PHASE OF OPERATION IN FLIGHT SWATH RUN	
PROBABLE CAUSE(S)						
PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
FACTOR(S)						
TERRAIN - HIGH OBSTRUCTIONS						
MISCELLANEOUS ACTS, CONDITIONS - SINGLE						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - 532			KIND OF OPERATION - SPRAYING CROPS			
KIND OF CROP - COTTON			TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC			
PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED			GLOVES - NOT USED			
GOGGLES - NOT USED			CRASH HELMET - AVAILABLE USED			
COCKPIT CRASHPAD - INSTALLED			CRASH BAR - NOT INSTALLED			
TANK/HOPPER-LOCATION - FORWARD OF PILOT			TERRAIN-TYPE - LEVEL, FLAT			
ELEVATION-AREA BEING TREATED- FEET - 170			SWATH RUN-DIR FLOWN - CROSSWIND			



BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2568	10/4/76 TIME - 0930	MANILA,AR	PIPER PA-25 N9511P DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 33, 6000 TOTAL HOURS, 1000 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT MANILA,AR	INTENDED DESTINATION LOCAL			PHASE OF OPERATION IN FLIGHT EN ROUTE TO TREAT CROP LANDING ROLL	
	TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED					
	PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION TERRAIN - ROUGH/UNEVEN					
	FACTOR(S) POWERPLANT - POWERPLANT-INSTRUMENTS FUEL QUANTITY GAUGE MISCELLANEOUS ACTS,CONDITIONS - ERRATIC COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND					
	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1000 KIND OF CROP - GRAIN FIELDS GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED				KIND OF OPERATION - SEEDING CROPS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT	
3-0151	1/1/76 TIME - 0145	NR.CAPISTRAND,CA	BELL 47D-1 N9673Z DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AFRIAL APPLICATION	COMMERCIAL, AGE 38, 996 TOTAL HOURS, 96 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT CAPISTRAND,CA	INTENDED DESTINATION LOCAL			PHASE OF OPERATION IN FLIGHT SWATH RIN LANDING LEVEL OFF/TOUCHDOWN	
	TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES					
	PROBABLE CAUSE(S) POWERPLANT - IGNITION SYSTEM SPARK PLUG MISCELLANEOUS ACTS,CONDITIONS - CARBON DEPOSITS PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - WATER IN FUEL					
	FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ANTI-FROST CTL. LND IN LEMON TREES.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-0306	2/12/76 TIME - 1115	CASTROVILLF,CA	STEARMAN A75N1 N67800 DAMAGE-SUBSTANTIAL	CR-	0	0	1	COMMERCIAL ASSOC. CROP CTL ACTIVITY	COMMERCIAL, AGE UNK/NR, 20000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT PAID.
NAME OF AIRPORT - SHANNON AG STRIP			INTENDED DESTINATION			PHASE OF OPERATION			
DEPARTURE POINT			LOCAL			TAKEOFF INITIAL CLIMB			
CASTROVILLF,CA						LANDING ROLL			
TYPE OF ACCIDENT									
ENGINE FAILURE OR MALFUNCTION									
COLLIDED WITH DITCHES									
PROBABLE CAUSE(S)									
PERSONNEL - MAINTENANCE, SERVICING, INSPECTION			INADEQUATE MAINTENANCE AND INSPECTION						
POWERPLANT - IGNITION SYSTEM MAGNETS									
MISCELLANEOUS ACTS, CONDITIONS - GROUNDED									
POWERPLANT - ENGINE STRUCTURE PISTON, PISTON RINGS									
MISCELLANEOUS ACTS, CONDITIONS - STUCK									
FACTOR(S)									
TERRAIN - ROUGH/UNEVEN									
MISCELLANEOUS ACTS, CONDITIONS - LOAD NOT JETTISONED									
PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE									
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND									
SPECIAL DATA									
TOTAL HOURS IN CROP CONTROL - 9999			KIND OF OPERATION - SPRAYING CROPS						
KIND OF CROP - OTHER			TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC						
PILOT'S SEAT BELT - FASTENED-PROPERLY			GLOVES - USED						
GOGGLES - USED			CRASH HELMET - AVAILABLE USED						
COCKPIT CRASHPAD - INSTALLED			CRASH BAR - INSTALLED						
TANK/HOPPER-LOCATION - FORWARD OF PILOT			TERRAIN-TYPE - LEVEL, FLAT						
ELEVATION-AREA BEING TREATED- FEET - 30									
REMARKS- MAG HAD SHORTED COIL. NR 3 COMP RING & OIL CTL RING, NR 9 PISTON STUCK. SPRAYING ARTICHOKE.									

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-0485	2/13/76	NR.FRESNO,CA TIME - 1600	AERO COMDR 6052R N5684X DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0			COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 52, 20000 TOTAL HOURS, 900 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT FRESNO,CA	INTENDED DESTINATION LOCAL					
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED					PHASE OF OPERATION IN FLIGHT EN ROUTE TO TREAT CROP LANDING ROLL	
		PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION						
		FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE TERRAIN - HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
		SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9999 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 340 REMARKS- LND IN ALFALFA FLD.					KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - WIND CALM	
3-0576	2/17/76	NR.BRAWLEY,CA TIME - 1045	NAVAL FCTY N3N N4496R DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0			COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 54, 15365 TOTAL HOURS, 4150 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT BRAWLEY,CA	INTENDED DESTINATION LOCAL					
		TYPE OF ACCIDENT COLLIDED WITH TREES					PHASE OF OPERATION IN FLIGHT EN ROUTE TO TREAT CROP	
		PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
		FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS						
		SPECIAL DATA TOTAL HOURS IN CROP CONTRL - UNKNOWN/NOT REPORTED KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 0					KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL,FLAT	

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0233	2/18/76	NR.RIPLEY.CA	NAVAL FCTY N3N N44846 DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 53, 11100 TOTAL HOURS, 457 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT RIPLEY.CA	INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND	
		TYPE OF ACCIDENT COLLIDED WITH TREES				
		PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT				
		FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS				
		SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9999 KIND OF CROP - LETTUCE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - DOWNWIND			KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 260 PROCEDURE TURNAROUND - FIRST 1/3 TURN	
		REMARKS- LOOKING FOR FLAG MAN.				
3-0410	7/25/76	WESTLEY.CA	FAIRCHILD M-62 N50007 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, FL INSTR., AGE 27, 1340 TOTAL HOURS, 500 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT WESTLEY.CA	INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT RETURN TO STRIP LANDING ROLL	
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GROUND-WATER LOOP-SWERVE				
		PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS				
		FACTOR(S) TERRAIN - WET,SOFT GROUND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND				
		SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 700 KIND OF CROP - FRUIT ORCHARDS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 70			KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT	

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-0585	2/28/76 TIME - 1430	NR.MARYSVILLE,CA	GRUMMAN G-164A N7807 DAMAGE-SUBSTANTIAL	CR- 0 0	PX- 0 0 0		COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 31, 4800 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - YUBA CITY						
		DEPARTURE POINT YUBA CITY,CA	INTENDED DESTINATION LOCAL					
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES		PHASE OF OPERATION IN FLIGHT STARTING SWATH RIM LANDING LEVEL OFF/TOUCHDOWN				
		PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE MASTER AND CONNECTING RODS MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE						
		FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS,CONDITIONS - JETTISONED LOAD COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
		SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - FRUIT ORCHARDS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 80		KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT				
		REMARKS- TERRAIN WAS A LEVEL ORCHARD,FAILED ROD ENDS SO DAMAGED AS TO PRECLUDE DETERM OF CAUSE OF FAILURE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES		FLIGHT PURPOSE	PILOT DATA
				F	S M/N		
3-0028	3/3/76	WATSONVILLE, CA	BOEING B75 N68986 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0		COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 48, 17010 TOTAL HOURS, 14005 IN TYPE, INSTRUMENT RATED.
	TIME - 0550						
	NAME OF AIRPORT - ATWOOD STRIP						
	DEPARTURE POINT	INTENDED DESTINATION					
	WATSONVILLE, CA	LOCAL					
	TYPE OF ACCIDENT					PHASE OF OPERATION	
	ENGINE FAILURE OR MALFUNCTION					TAKOFF INITIAL CLIMB	
	NOSE OVER/DOWN					LANDING ROLL	
	PROBABLE CAUSE(S)						
	POWERPLANT - MISCELLANEOUS	POWERPLANT FAILURE FOR UNDETERMINED REASONS					
	FACTOR(S)						
	TERRAIN - ROUGH/UNEVEN						
	PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE						
	EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
	SPECIAL DATA						
	TOTAL HOURS IN CROP CONTROL - 9999					KIND OF OPERATION - FERTILIZING (DUST)	
	KIND OF CROP - OTHER					TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC	
	PILOT'S SEAT BELT - FASTENED-PROPERLY					GLOVES - USED	
	GOGGLES - USED					CRASH HELMET - AVAILABLE USED	
	COCKPIT CRASHPAD - INSTALLED					CRASH BAR - NOT INSTALLED	
	TANK/HOPPER-LOCATION - FORWARD OF PILOT					ELEVATION-AREA BEING TREATED- FEET - 400	
	SWATH RUN-HOW FLOWN - WIND CALM						
	FIRE AFTER IMPACT						
	REMARKS- DUSTING BROCCOLI.						
3-0411	3/3/76	TRACY, CA	PIPER PA-25 N4429Y DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0		COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 30, 1200 TOTAL HOURS, 12 IN TYPE, INSTRUMENT RATED.
	TIME - 1635						
	DEPARTURE POINT	INTENDED DESTINATION					
	TRACY, CA	LOCAL					
	TYPE OF ACCIDENT					PHASE OF OPERATION	
	ENGINE FAILURE OR MALFUNCTION					IN FLIGHT SWATH RUN	
	GEAR COLLAPSED					LANDING LEVEL OFF/TOUCHDOWN	
	PROBABLE CAUSE(S)						
	PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
	PILOT IN COMMAND - MISMANAGEMENT OF FUEL						
	MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION						
	PILOT IN COMMAND - IMPROPER LEVEL OFF						
	FACTOR(S)						
	MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE						
	TERRAIN - HIGH VEGETATION						
	COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE						
	EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
	REMARKS- LND IN WHEAT FLD.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0407	3/5/76 TIME - 1730	NR-VISALIA CA	BOEING A75N1 N49701 DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 29, 3830 TOTAL HOURS, 3500 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT VISALIA CA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES		PHASE OF OPERATION IN FLIGHT SWATH RUN		
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - 1720			KIND OF OPERATION - SPRAYING CRUFS			
KIND OF CROP - GRAIN FIELDS			TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC			
PILOT'S SEAT BELT - FASTENED-PROPERLY			GLOVES - USED			
GOGGLES - USED			CRASH HELMET - AVAILABLE USED			
COCKPIT CRASHPAD - NOT INSTALLED			CRASH BAR - NOT INSTALLED			
TANK/HOPPER-LOCATION - FORWARD OF PILOT			TERRAIN-TYPE - LEVEL-FLAT			
ELEVATION-AREA BEING TREATED-FEET - 340			SWATH RUN-HOW FLOWN - WIND CALM			
REMARKS- HIT WNK GUY WIRE.						
3-0591	3/9/76 TIME - 1630	WALNUT GROVE,CA	PIPER PA-25 N76777 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CUL ACTIVITY	COMMERCIAL, FL INSTR., AGE 53, 15100 TOTAL HOURS, 3000 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - SPEZIA AG STRIP	INTENDED DESTINATION LOCAL			
		DEPARTURE POINT WALNUT GROVE,CA		PHASE OF OPERATION IN FLIGHT EN ROUTE TO TREAT CROP		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN		LANDING ROLL		
PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE PISTON,PISTON RINGS						
MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE						
FACTOR(S) TERRAIN - WET,SOFT GROUND						
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - 9999			KIND OF OPERATION - FERTILIZING (DUST)			
KIND OF CROP - GRAIN FIELDS			TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTXIC			
PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED			GLOVES - USED			
GOGGLES - NOT USED			CRASH HELMET - AVAILABLE USED			
COCKPIT CRASHPAD - INSTALLED			CRASH BAR - INSTALLED			
TANK/HOPPER-LOCATION - FORWARD OF PILOT			ELEVATION-AREA BEING TREATED-FEET - 0			
REMARKS- NR 3 PISTON FAILED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0488	3/14/76 TIME - 0935	CASTROVILLE,CA	CESSNA 188 N8106V DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, FL.INSTR., AGE 36, 2150 TOTAL HOURS, 900 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT CASTROVILLE,CA	INTENDED DESTINATION LOCAL	PHASE OF OPERATION IN FLIGHT STARTING SWATH RUN		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED				
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS.CONDITIONS - INTERFERENCE WITH FLIGHT CONTROLS						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 20 KIND OF CROP - OTHER PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 20 FIRE AFTER IMPACT REMARKS- GUST LOCK IMPROPERLY STOWED,G FORCES CAUSED LOCK TO RESTRICT ALL TRAVEL,SPRAYING ARTICHOKE.						
3-0486	3/14/76 TIME - 1530	NR.KINGSBURG,CA	BOEING A75 N56397 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 39, 8325 TOTAL HOURS, 505 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - MILLER AG STRIP	INTENDED DESTINATION LOCAL	PHASE OF OPERATION LANDING ROLL LANDING ROLL		
		DEPARTURE POINT KINGSBURG,CA				
		TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN				
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT TERRAIN - WET,SOFT GROUND						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 8100 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 280 REMARKS- RT BRAKE HALF ON PREV FLT.						



## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-1161	3/16/76	NR. WINTERS, CA TIME - 1800	NAVAL FCTY N3N-3 N5256R DAMAGE-SUBSTANTIAL	CR- PX-	0 0	0 0	1 0	COMMERCIAL ASSIC CROP CTL ACTIVITY	COMMERCIAL, AGE 45, 15000 TOTAL HOURS, 5160 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - WALLACE STRIP DEPARTURE POINT WINTERS, CA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED	INTENDED DESTINATION LOCAL		PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING ROLL				
PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND									
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9999 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 150 REMARKS- NR 9 CYL HEAD CRACKED.									
3-0479	3/18/76	BAKERSFIELD, CA TIME - 0655	GRUMMAN G-164A N7980 DAMAGE-DESTROYED	CR- PX-	1 0	0 0	0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 34, 7700 TOTAL HOURS, 1800 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT BAKERSFIELD, CA TYPE OF ACCIDENT FIRE OR EXPLOSION IN FLIGHT	INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT SURVEY FIELD/AREA				
PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) PILOT IN COMMAND - INCAPACITATION MISCELLANEOUS ACTS, CONDITIONS - FIRE OF UNDETERMINED ORIGIN									
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 7500 KIND OF CROP - OTHER PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED CRASH HELMET - AVAILABLE-NOT USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND FIRE AFTER IMPACT REMARKS- PILOT WAS LOOKING OVER FLD AT 75 FT WHEN FIRE BROKE OUT BOTTOM OF ACFT. HAZARDOUS VAPORS AVAIL.									

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-133A	3/26/76 TIME - 1455	LEMOORE, CA	CESSNA 180C N44510 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	COMMERCIAL AFRIAL APPLICATION	COMMERCIAL, AGE 54, 9500 TOTAL HOURS, 2500 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT LEMOORE, CA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES		PHASE OF OPERATION IN FLIGHT SWATH RUN		
		PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) PILOT IN COMMAND - PSYCHOLOGICAL CONDITION				
		SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9500 KIND OF CROP - OTHER PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 280		KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM		
		REMARKS- PLT DIED 3/29/76. SPRAYING ALFALFA. PLT SUFFERED FM MENTAL STRAIN.				
3-0754	4/9/76 TIME - 1045	NR. BAKERSFIELD, CA	GRUMMAN G-164A N7692. DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, FL INSTR., AGE 29, 3768 TOTAL HOURS, 550 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT BAKERSFIELD, CA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLIDED WITH OBJECT		PHASE OF OPERATION IN FLIGHT SWATH RUN		
		PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING TERRAIN - HIGH OBSTRUCTIONS				
		SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - POTATOES PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 346		KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM		
		REMARKS- HIT 30FT CONCRETE STAND PIPE.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0919	4/19/76	RICHVALE,CA	NAVAL FCTY N3N-3 N45303 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 31, 4187 TOTAL HOURS, 1800 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT RICHVALE,CA	INTENDED DESTINATION LOCAL	PHASE OF OPERATION IN FLIGHT OTHER		
		TYPE OF ACCIDENT STALL				
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - 1800			KIND OF OPERATION - FERTILIZING (DUST)			
KIND OF CROP - RICE			TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC			
PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED			GLOVES - USED			
GOGGLES - NOT USED			CRASH HELMET - AVAILABLE-NOT USED			
COCKPIT CRASHPAD - NOT INSTALLED			CRASH BAR - NOT INSTALLED			
TANK/HOPPER-LOCATION - FORWARD OF PILOT			TERRAIN-TYPE - LEVEL,FLAT			
ELEVATION-AREA BEING TREATED-FFET - 112						
REMARKS- CIRCLING AT LOW ALT WAITING FOR OTR ACFT TO DEP STRIP.						
3-0832	4/21/76	RICHVALE,CA	GRUMMAN G-164 N10284 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 41, 10164 TOTAL HOURS, 1534 IN TYPE, UNK/NR INSTRUMENT RATED.
		NAME OF AIRPORT - LA MALFA RANCH		PHASE OF OPERATION		
		DEPARTURE POINT RICHVALE,CA	INTENDED DESTINATION LOCAL	TAKEOFF INITIAL CLIMB		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN		LANDING ROLL		
PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE CYLINDER ASSMRLY MISCELLANEOUS ACTS.CONDITIONS - MATERIAL FAILURE						
FACTOR(S) TERRAIN - ROUGH/UNEVEN PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED			KIND OF OPERATION - FERTILIZING (DUST)			
KIND OF CROP - UNKNOWN/NOT REPORTED			TYPE OF CHEMICAL USED - UNKNOWN/NOT REPORTED			
PILOT'S SEAT BELT - FASTENED-PROPERLY			GLOVES - USED			
GOGGLES - USED			CRASH HELMET - AVAILABLE USED			
COCKPIT CRASHPAD - INSTALLED			TANK/HOPPER-LOCATION - FORWARD OF PILOT			
TERRAIN-TYPE - LEVEL,FLAT			ELEVATION-AREA BEING TREATED-FFET - 112			
SWATH RUN-HOW FLOWN - WIND CALM						
REMARKS- NR 7 CYL SPLIT ACROSS TOP.						

BRIFES OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1574	4/27/76	NR.COLUSA,CA TIME - 0700	AFRO COMDR 60052R N4983X DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 37, 15000 TOTAL HOURS, 350 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT COLUSA,CA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOISE OVER/DOWN	PHASE OF OPERATION IN FLIGHT EN ROUTE TO TREAT CROP LANDING ROLL			
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS.CONDITIONS - FUEL EXHAUSTION						
FACTOR(S) TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9999 KIND OF CROP - RICE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 47						
				KIND OF OPERATION - SEEDING CROP TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT		
3-1018	4/28/76	BUTTONWILLOW.CA TIME - 1535	GRUMMAN G-1648 N31184 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 35, 4175 TOTAL HOURS, 662 IN TYPE NOT INSTRUMENT RATED.
		DEPARTURE POINT BUTTONWILLOW,CA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOISE OVER/DOWN	PHASE OF OPERATION IN FLIGHT SWATH RUN LANDING ROLL			
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS						
FACTOR(S) TERRAIN - ROUGH/UNEVEN PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 3620 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 260 REMARKS- INSPECTION FAILED TO DISCLOSE REASON FOR PWR LOSS.						
				KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT		

BRIFFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1560	4/29/76	NR.COALINGA,CA	BELL 47G3R1 N73959 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, FL INSTR., AGE 31, 4009 TOTAL HOURS, R09 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT COALINGA,CA	INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND LANDING POWER-OFF AUTHORITY LANDING	
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER CONTROLLED				
PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM FREE WHEEL UNIT MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 118 KIND OF CROP - PASTURE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES ELEVATION-AREA BEING TREATED- FEET - 800 PROCEDURE TURNAROUND - SECOND 1/3 TURN REMARKS- ENG OVR SPEED KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLY USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - ROLLING SWATH RUN-HOW FLOWN - UPWIND						
3-1133	5/3/76	MARYSVILLE,CA	GRUMMAN G-164A NR97X DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, FL INSTR., AGE 60, 10009 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT MARYSVILLE,CA	INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT SWATH RUN LANDING ROLL	
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED				
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 50 KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTXIC GLOVES - NOT USED CRASH HELMET - AVAILABLY USED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - CROSSWIND						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1162	5/8/76 TIME - 0930	RUTTE CITY,CA	GRUMMAN G-164A N9925 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 22, 1728 TOTAL HOURS, 1317 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - FINN STRIP	INTENDED DESTINATION			
		DEPARTURE POINT RUTTE CITY,CA	LOCAL			
		TYPE OF ACCIDENT	ENGINE FAILURE OR MALFUNCTION	PHASE OF OPERATION		
		NOSE OVER/DOWN		TAKOFF INITIAL CLIMB LANDING ROLL		
PROBABLE CAUSE(S)						
POWERPLANT - FUEL SYSTEM CARBURETOR						
MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY INSTALLED						
MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY SECURED						
MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION						
PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION						
FACTOR(S)						
TERRAIN - WFT.SOFT GROUND						
PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED				KIND OF OPERATION - FERTILIZING (DUST)		
KIND OF CROP - RICE				TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC		
PILOT'S SEAT BELT - FASTENED-PROPERLY				GLOVES - NOT USED		
GOGGLES - USED				CRASH HELMET - AVAILABLE USED		
COCKPIT CRASHPAD - INSTALLED				CRASH BAR - INSTALLED		
TANK/HOPPER-LOCATION - FORWARD OF PILOT				TERRAIN-TYPE - LEVEL,FLAT		
ELEVATION-AREA BEING TREATED-FEET - 75						
REMARKS- CARR ACCL PUMP STEM,PN MAY9E1 AND NUT,PN P1229 NOT SAFETIED. LND IN RICE FLD.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1565	5/8/76 TIME - 0223	NR, DELANO, CA	PIPER PA-25 N4684Y DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	COMMERCIAL ASSOC CROP CTI ACTIVITY	COMMERCIAL, FL INSTR., AGE 38, 1406 TOTAL HOURS, 215 IN TYPE, NOT INSTRU- MENT RATED.
		NAME OF AIRPORT - BAKER FARM STRIP DEPARTURE POINT INTENDED DESTINATION DELANO, CA LOCAL		PHASE OF OPERATION TAKEOFF INITIAL CLIMB		
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES				
		PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE FACTORS(S) TERRAIN - HIGH OBSTRUCTIONS				
		SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 500 KIND OF CROP - COTTON PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT FIRE AFTER IMPACT REMARKS- HIT PWR LINES 36FT AGL ART ROOFT FRM END OF RWY.		KIND OF OPERATION - DUSTING CROPS TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL FLAT		
3-1448	5/19/76 TIME - 1630	MARYSVILLE, CA	GRUMMAN G-164A N5398 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, FL INSTR., AGE 29, 6050 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
		NAME OF AIRPORT - HOFMAN STRIP DEPARTURE POINT INTENDED DESTINATION MARYSVILLE, CA LOCAL		PHASE OF OPERATION TAKEOFF INITIAL CLIMB		
		TYPE OF ACCIDENT STALL MUSH				
		PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED				
		SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 65		KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL FLAT SWATH RUN-HOW FLOWN - WIND CALM		

BRIFFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1447	5/21/76 TIME - 0530	CLOVERDALE,CA	BELL 47G-5 N6277N DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	ATP, FLIGHT INSTR., AGE 27, 4000 TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT CLOVERDALE,CA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLIDED WITH TREES		PHASE OF OPERATION IN FLIGHT STARTING SWATH RUN		
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA						
		TOTAL HOURS IN CROP CONTROL - 1800		KIND OF OPERATION - SPRAYING CROPS		
		KIND OF CROP - GRAPES		TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC		
		PILOT'S SEAT BELT - FASTENED-PROPERLY		GLOVES - USED		
		GOGGLES - NOT USED		CRASH HELMET - AVAILABLE USED		
		COCKPIT CRASHPAD - NOT INSTALLED		CRASH BAR - NOT INSTALLED		
		TANK/HOPPER-LOCATION - AFT OF PILOT		TERRAIN-TYPE - LEVEL,FLAT		
		ELEVATION-AREA BEING TREATED- FEET - 300		SWATH RUN-HOW FLOWN - WIND CALM		
3-1138	6/7/76 TIME - 1217	NR.RIVERDALE,CA	AERO COMDR 60052C N5523X DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 24, 1350 TOTAL HOURS, 250 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - RIVERDALE	INTENDED DESTINATION LOCAL			
		DEPARTURE POINT RIVERDALE,CA		PHASE OF OPERATION IN FLIGHT RETURN TO STRIP LANDING ROLL		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DITCHES				
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - MISMANAGEMENT OF FUEL						
FACTOR(S) TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA						
		TOTAL HOURS IN CROP CONTROL - 575		KIND OF OPERATION - FERTILIZING (LIQUID)		
		KIND OF CROP - OTHER		TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC		
		PILOT'S SEAT BELT - FASTENED-PROPERLY		GLOVES - NOT USED		
		GOGGLES - NOT USED		CRASH HELMET - AVAILABLE USED		
		COCKPIT CRASHPAD - INSTALLED		CRASH BAR - INSTALLED		
		TANK/HOPPER-LOCATION - FORWARD OF PILOT		TERRAIN-TYPE - LEVEL,FLAT		
		ELEVATION-AREA BEING TREATED- FEET - 200		SWATH RUN-HOW FLOWN - DOWNWIND		
REMARKS- OPERATION WAS SPRAYING ZINC SULPHATE ON FALLOW GROUND.						



BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1576	6/10/76 TIME - 0530	PRINCETON,CA	GRUMMAN G-164A N729Y DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, FL INSTR., AGE 30, 4000 TOTAL HOURS, 50 IN TYPE, INSTRUMENT RATED.
<p>NAME OF AIRPORT - BARHAM DEPARTURE POINT INTENDED DESTINATION PRINCETON,CA LOCAL</p> <p>TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE ON GROUND TAKEOFF RIN COLLIDED WITH WIRES/POLES TAKEOFF ABORTED</p> <p>PROBABLE CAUSE(S) AIRFRAME - FLIGHT CONTROL SURFACES ELEVATOR ASSEMBLY, ATTACHMENTS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY</p> <p>SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 2500 KIND OF CROP - CORN PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 80 REMARKS- FAILED ELEVATOR HORN BOLT NOT RECOVERED</p> <p>KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT</p>						
3-2059	6/23/76 TIME - 0500	GREENFIELD,CA	WEATHERLY 201A N2930W DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0 OT- 0 0 1	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 30, 4300 TOTAL HOURS, 4000 IN TYPE, NOT INSTRUMENT RATED.
<p>NAME OF AIRPORT - METZ DEPARTURE POINT INTENDED DESTINATION GREENFIELD,CA GREENFIELD,CA</p> <p>TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT LANDING GO-AROUND</p> <p>PROBABLE CAUSE(S) PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES OTHER</p> <p>SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 4000 KIND OF CROP - UNKNOWN/NOT REPORTED PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED REMARKS- HIT N2937W TAXIING ON RWY TO FUELING AREA, NO TAXIWAYS ON STRIP.</p> <p>KIND OF OPERATION - FERRY TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC</p>						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1850	6/27/76	NR, DIXON, CA TIME - 0600	CESNA 188 N4450Q DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 27, UNK/NR TOTAL HOURS, 1900 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT DIXON, CA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT FIRE OR EXPLOSION IN FLIGHT COLLISION WITH GROUND/WATER UNCONTROLLED		PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND IN FLIGHT UNCONTROLLED DESCENT		
PROBABLE CAUSE(S) MISCELLANEOUS ACTS, CONDITIONS - FIRE IN CABIN, COCKPIT, BAGGAGE COMPARTMENT						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1100 KIND OF CROP - OTHER PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 40 PROCEDURE TURNAROUND - FIRST 1/3 TURN FIRE AFTER IMPACT				KIND OF OPERATION - DUSTING CROPS TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HIGH FLOWN - WIND CALM		
REMARKS- FIRE, EXPLOSION IN HOPPER TANK CONTAINING SULFUR DUST, IGNITION SOURCE UNDETERMINED, DUSTING SUGAR BEET						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1849	6/27/76	NR. WILLOWS, CA	GRUMMAN G-164A N594Y DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	AIRLINE TRANSPORT, AGE 33, 3900 TOTAL HOURS, 560 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT WILLOWS, CA	INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND	
		TYPE OF ACCIDENT STALL MUSH				
PROBABLE CAUSE(S)						
PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S)						
MISCELLANEOUS ACTS/CONDITIONS - LOAD NOT JETTISONED						
WEATHER - HIGH TEMPERATURE						
WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED						
WEATHER FORECAST - UNKNOWN/NOT REPORTED						
SKY CONDITION				CEILING AT ACCIDENT SITE		
CLEAR				UNLIMITED		
VISIBILITY AT ACCIDENT SITE				PRECIPITATION AT ACCIDENT SITE		
5 OR OVER (UNLIMITED)				NONE		
OBSTRUCTIONS TO VISION AT ACCIDENT SITE				TEMPERATURE-F		
NONE				105		
WIND DIRECTION-DEGREES				WIND VELOCITY-KNOTS		
135				3		
TYPE OF WEATHER CONDITIONS				TYPE OF FLIGHT PLAN		
VFR				NONE		
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - 560				KIND OF OPERATION - FERTILIZING (DUST)		
KIND OF CROP - RICE				TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC		
PILOT'S SEAT BELT - FASTENED-PROPERLY				GLOVES - USED		
GOGGLES - USED				CRASH HELMET - AVAILABLE USED		
COCKPIT CRASHPAD - INSTALLED				CRASH BAR - INSTALLED		
TANK/HOPPER-LOCATION - FORWARD OF PILOT				TERRAIN-TYPE - LEVEL, FLAT		
ELEVATION-AREA BEING TREATED- FEET - 130				SWATH RUN-HOW FLOWN - CROSSWIND		
PROCEDURE TURNAROUND - SECOND 1/3 TURN						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1578	6/29/76	NR. LOS BANOS, CA	AERO CMDR 60052D N1744S DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, FL. INSTR., AGE 50, 13636 TOTAL HOURS, 3191 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT LOS BANOS, CA	INTENDED DESTINATION LOCAL	PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND		
		TYPE OF ACCIDENT STALL MUSH				
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTORS(S) MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - LOAD NOT JETTISONED						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 8077 KIND OF CROP - TOMATOES PILOT'S SEAT BELT - FAILED ON IMPACT CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND FIRE AFTER IMPACT REMARKS- TREES PREVENTED RECOVERY ATTEMPT.						
		KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 300 PROCEDURE TURNAROUND - THIRD 1/3 TURN				
3-1706	7/13/76	BRAWLEY, CA	PIPER PA-36 N9977P DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 48, 13000 TOTAL HOURS, 700 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - VONDEANE AIRSTRIP	INTENDED DESTINATION LOCAL	PHASE OF OPERATION TAKOFF INITIAL CLIMB		
		DEPARTURE POINT BRAWLEY, CA				
		TYPE OF ACCIDENT STALL MUSH				
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - COTTON PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- SETTLED INTO DITCH.						
		KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1842	7/24/76	TULARE, CA	BOEING A75 N4792V DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 38, 600 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - GALLAHER DEPARTURE POINT TULARE, CA	INTENDED DESTINATION LOCAL		PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING ROLL	
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN				
		PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS FACTOR(S) TERRAIN - WET, SOFT GROUND	POWERPLANT FAILURE FOR UNDETERMINED REASONS			
		COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND				
		SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 500 KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 310			KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT	
		REMARKS- ACFT LND IN FRESHLY IRRIGATED ALFALFA FIELD IMMEDIATELY AFTER TAKEOFF. NO ENG MALFUNCTION FOUND.				
3-3269	7/24/76	NR. DAVIS, CA	WEATHERLY 2018 N2935W DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 30, 2500 TOTAL HOURS, 2450 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT DAVIS, CA	INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND LANDING LEVEL OFF/TOUCHDOWN	
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER CONTROLLED				
		PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS FACTOR(S) TERRAIN - ROUGH/UNEVEN	POWERPLANT FAILURE FOR UNDETERMINED REASONS			
		PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND				

BRIFFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1707	7/27/76	NR. SHAFTER, CA	BOEING B75A N53406 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 23, 2173 TOTAL HOURS, 1554 IN TYPE, NO INSTRUMENT RATED.
		DEPARTURE POINT SHAFTER, CA	INTENDED DESTINATION SHAFTER, CA			
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLFS		PHASE OF OPERATION IN FLIGHT CLEANUP SWATH		
		PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE				
		FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING				
		SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1854 KIND OF CROP - BEANS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 400 FIRE AFTER IMPACT		KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND, CALM		

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2060	7/27/76	NR.HERLONG,CA	PIPER PA-36 N9907P	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 20, 2250 TOTAL HOURS, 129 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT HERLONG,CA	DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND	
		TYPE OF ACCIDENT STALL MUSH				
PROBABLE CAUSE(S)						
PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S)						
TERRAIN - HIGH OBSTRUCTIONS						
MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD						
WEATHER - HIGH DENSITY ALTITUDE						
WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED						
SKY CONDITION						
CLEAR						
VISIBILITY AT ACCIDENT SITE						
5 OR OVER (UNLIMITED)						
OBSTRUCTIONS TO VISION AT ACCIDENT SITE						
NONE						
WIND VELOCITY-KNOTS						
CALM						
TYPE OF FLIGHT PLAN						
NONE						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED						
KIND OF CROP - OTHER						
PILOT'S SEAT BELT - FASTENED-PROPERLY						
GOGGLES - NOT USED						
COCKPIT CRASHPAD - INSTALLED						
TANK/HOPPER-LOCATION - FORWARD OF PILOT						
ELEVATION-AREA BEING TREATED- FEET - 4200						
PROCEDURE TURNAROUND - SECOND 1/3 TURN						
REMARKS- ACFT SPRAYING CHEMICAL WEED CONTROL ON ALFALFA, DENSITY ALT ART 7000FT.						
CEILING AT ACCIDENT SITE UNLIMITED						
PRECIPITATION AT ACCIDENT SITE NONE						
TEMPERATURE-F 75						
TYPE OF WEATHER CONDITIONS VFR						
KIND OF OPERATION - SPRAYING CROPS						
TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC						
GLOVES - NOT USED						
CRASH HELMET - AVAILABLE USED						
CRASH BAR - INSTALLED						
TERRAIN-TYPE - HILLY						
SWATH RIN-HOW FLOWN - WIND CALM						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-185A	7/30/76	NR, FIREBAUGH, CA TIME - 0625	AFRO COMDR 600SPR N4237X DAMAGE-SUBSTANTIAL	CR- 0 0 1	PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	AIRLINE TRANSPORT, AGF 32, 3457 TOTAL HOURS, 130 IN TYPE, INSTRUMENT RATED.	
		DEPARTURE POINT FIREBAUGH, CA	INTENDED DESTINATION LOCAL				PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND	
		TYPE OF ACCIDENT STALL MUSH						
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED								
SPECIAL DATA								
TOTAL HOURS IN CROP CONTROL - .69				KIND OF OPERATION - SPRAYING CROPS				
KIND OF CROP - COTTON				TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC				
PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED				GLOVES - NOT USED				
GOGGLES - NOT USED				CRASH HELMET - AVAILABLE USED				
COCKPIT CRASHPAD - NOT INSTALLED				CRASH BAR - NOT INSTALLED				
TANK/HOPPER-LOCATION - FORWARD OF PILOT				TERRAIN-TYPE - LEVEL, FLAT				
ELEVATION-AREA BEING TREATED- FEET - 130				SWATH RUN-HOW FLOWN - CROSSWIND				
PROCEDURE TURNAROUND - SECOND 1/3 TURN								
REMARKS- ACFT COLLIDED WITH CANAL BANK.								
3-2433	8/20/76	CHOWCHILLA, CA TIME - 1155	BOEING A75 N5206R DAMAGE-DESTROYED	CR- 0 0 1	PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, FL. INSTR.. AGE 25, 2300 TOTAL HOURS, 90 IN TYPE, NOT INSTRU- MENT RATED.	
		DEPARTURE POINT MADERA, CA	INTENDED DESTINATION CHOWCHILLA, CA				PHASE OF OPERATION IN FLIGHT SWATH RUN LANDING ROLL	
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES						
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS								
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS								
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE								
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND								
SPECIAL DATA								
TOTAL HOURS IN CROP CONTROL - 300				KIND OF OPERATION - DUSTING CROPS				
KIND OF CROP - GRAPES				TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC				
PILOT'S SEAT BELT - FASTENED-PROPERLY				GLOVES - USED				
GOGGLES - USED				CRASH HELMET - AVAILABLE USED				
COCKPIT CRASHPAD - NOT INSTALLED				CRASH BAR - INSTALLED				
TANK/HOPPER-LOCATION - FORWARD OF PILOT				TERRAIN-TYPE - LEVEL, FLAT				
ELEVATION-AREA BEING TREATED- FEET - 280				SWATH RUN-HOW FLOWN - DOWNWIND				
FIRE AFTER IMPACT								



## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2717	8/28/76 TIME - 2230	TRACY,CA	CESSNA 188B N4901R DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 32, 2842 TOTAL HOURS, 476 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - UN NAMED STRIP				
		DEPARTURE POINT TRACY,CA		INTENDED DESTINATION LOCAL		
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES		PHASE OF OPERATION IN FLIGHT PULLUP FROM SWATH RUN		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - SPATIAL DISORIENTATION						
PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
FACTOR(S)						
PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - 2842			KIND OF OPERATION - SPRAYING CROPS			
KIND OF CROP - TOMATOES			TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC			
PILOT'S SEAT BELT - FASTENED-PROPERLY			GLOVES - USED			
GOGGLES - NOT USED			CRASH HELMET - AVAILABLE USED			
COCKPIT CRASHPAD - INSTALLED			CRASH BAR - INSTALLED			
TANK/HOPPER-LOCATION - FORWARD OF PILOT			TERRAIN-TYPE - LEVEL,FLAT			
ELEVATION-AREA BEING TREATED- FEET - 25			SWATH RUN-HOW FLOWN - CROSSWIND			
REMARKS- PLT ATTENDING TO EQUIP IN COCKPIT DRG NITE OPS.						
3-2437	9/3/76 TIME - 1005	NR,DELANO,CA	PIPER PA-25 N3269Z DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 41, 3100 TOTAL HOURS, 900 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - DELANO				
		DEPARTURE POINT DELANO,CA		INTENDED DESTINATION LOCAL		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING		PHASE OF OPERATION IN FLIGHT SWATH RUN LANDING LEVEL OFF/TOUCHDOWN		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - MISMANAGEMENT OF FUEL						
MISCELLANEOUS ACTS,CONDITIONS - INATTENTIVE TO FUEL SUPPLY						
MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION						
PILOT IN COMMAND - IMPROPER LEVEL OFF						
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - 2200			KIND OF OPERATION - SPRAYING CROPS			
KIND OF CROP - OTHER			TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC			
PILOT'S SEAT BELT - FASTENED-PROPERLY			GLOVES - NOT USED			
GOGGLES - NOT USED			CRASH HELMET - AVAILABLE USED			
COCKPIT CRASHPAD - INSTALLED			CRASH BAR - INSTALLED			
TANK/HOPPER-LOCATION - FORWARD OF PILOT			TERRAIN-TYPE - LEVEL,FLAT			
ELEVATION-AREA BEING TREATED- FEET - 300			SWATH RUN-HOW FLOWN - CROSSWIND			
REMARKS- SPRAYING ALFALFA AND MILOMAZE						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2714	9/10/76 TIME - 0800	SALINAS,CA	HILLER ACFT UM-12F N9770C DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE UNK/NR, 7005 TOTAL HOURS, 3000 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT SALINAS,CA	INTENDED DESTINATION LOCAL			PHASE OF OPERATION IN FLIGHT SWATH RUN	
	TYPE OF ACCIDENT COLLIDED WITH OBJECT					
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING					
	FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS					
	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 7005 KIND OF CROP - OTHER PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - BELLY ELEVATION-AREA BEING TREATED-FEET - 80 REMARKS- COLLIDED WITH STAND-PIPE 12FT HIGH. SPRAYING CELERY					
	KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-NOT USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - WIND CALM					
3-2436	9/12/76 TIME - 0800	LOMPOC,CA	BELL 47G-5 N7915S DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 29, 4250 TOTAL HOURS, 2000 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - LOMPOC DEPARTURE POINT LOMPOC,CA	INTENDED DESTINATION LOCAL			PHASE OF OPERATION TAKEOFF RUNNING LANDING POWER-OFF AUTOROTATIVE LANDING	
	TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING					
	PROBABLE CAUSE(S) POWERPLANT - IGNITION SYSTEM MAGNETOS MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE MISCELLANEOUS - EVASIVE MANUEVER TO AVOID COLLISION					
	FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.					
	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - TOMATOES PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES REMARKS- ROTOR RPM DECAYED WHEN PILOT STRETCHED GP TO AVOID FENCE. BREAKER PTS SPRING BKN ON L MAG.					
	KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED ELEVATION-AREA BEING TREATED-FEET - 80					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-2535	9/18/76 TIME - 1415	NR.PARTIER,CA	BOEING A75 N68497 DAMAGE-DESTROYED	CR- PX-	1 0	0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 30, 4130 TOTAL HOURS, 3800 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT REEDLY,CA		INTENDED DESTINATION LOCAL					
	TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE COLLISION WITH GROUND/WATER		PROPELLER UNCONTROLLED				PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND IN FLIGHT UNCONTROLLED DESCENT	
	PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION POWERPLANT - PROPELLER AND ACCESSORIES BLADES MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE						INADEQUATE MAINTENANCE AND INSPECTION	
	FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT							
	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 3800 KIND OF CROP - GRAPES PILOT'S SEAT BELT - FAILED ON IMPACT COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 350 PROCEDURE TURNAROUND - SECOND 1/3 TURN						KIND OF OPERATION - DUSTING CROPS TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND	
	REMARKS- BLADE BROKE 5 IN. FROM BUTT. WESTERN PROPELLER REPAIR MDL W2,S/N127.FNG & PROP SEPARATED.							
3-3264	9/19/76 TIME - 0930	NR. IMPERIAL, CA	AERO COMDR A-9A N7659V DAMAGE-DESTROYED	CR- PX-	1 0	0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 34, 1000 TOTAL HOURS, 40 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT IMPERIAL, CA		INTENDED DESTINATION LOCAL					
	TYPE OF ACCIDENT STALL SPIN						PHASE OF OPERATION IN FLIGHT PULLUP FROM SWATH RUN	
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED							
	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 300 KIND OF CROP - CLOVER PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 50 PROCEDURE TURNAROUND - SECOND 1/3 TURN FIRE AFTER IMPACT						KIND OF OPERATION - DUSTING CROPS TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM	

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2442	9/22/76 TIME - 1330	EASTON, CA	GRUMMAN G-164A N859AH DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 42, 12000 TOTAL HOURS, 5000 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT EASTON, CA.	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES			PHASE OF OPERATION IN FLIGHT SWATH RUN	
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING TERRAIN - HIGH OBSTRUCTIONS						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - 9999			KIND OF OPERATION - DUSTING CROPS			
KIND OF CROP - GRAPES			TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC			
PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED			GLOVES - NOT USED			
GOGGLES - USED			CRASH HELMET - AVAILABLE USED			
COCKPIT CRASHPAD - INSTALLED			CRASH BAR - INSTALLED			
TANK/HOPPER-LOCATION - FORWARD OF PILOT			ELEVATION-AREA BEING TREATED- FEET - 200			
SWATH RUN-HOW FLOWN - WIND CALM						
REMARKS- HIT GUY WIRE FLYING UNDER PWR LINES.						
3-2534	10/1/76 TIME - 1330	NR. LEMOORE, CA	AERO COMDR 600S2R N8886D DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSIC CROP CTL ACTIVITY	COMMERCIAL, FL. INSTR., AGE 36, 8485 TOTAL HOURS, 750 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - BIGLER AIRSTRIP	INTENDED DESTINATION RETURN			
		DEPARTURE POINT LEMOORE, CA		LAST ENROUTE STOP STRATFORD, CA		
		TYPE OF ACCIDENT NOSE OVER/DOWN			PHASE OF OPERATION LANDING ROLL	
PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL)						
AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM)						
MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED						
MISCELLANEOUS ACTS, CONDITIONS - UNDER TORQUED						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - 6000			KIND OF OPERATION - DEFOLIATION (LIQUID)			
KIND OF CROP - COTTON			TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC			
PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED			GLOVES - NOT USED			
GOGGLES - NOT USED			CRASH HELMET - AVAILABLE USED			
COCKPIT CRASHPAD - NOT INSTALLED			CRASH BAR - INSTALLED			
TANK/HOPPER-LOCATION - FORWARD OF PILOT			TERRAIN-TYPE - LEVEL, FLAT			
ELEVATION-AREA BEING TREATED- FEET - 220			SWATH RUN-HOW FLOWN - WIND CALM			
REMARKS- BRAKE DRUM ATTACH BOLT JAMMED BETWEEN DRUM AND BRAKE SHOE, WHEEL LOCKED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2721	10/4/76 TIME - 0645	NR. OLD RIVER, CA	GRUMMAN G-164A N8507H DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, FL. INSTR., AGE 25, 2960 TOTAL HOURS, 550 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - LAKEVIEW DUSTER				
		DEPARTURE POINT METLER STATION, CA		INTENDED DESTINATION OLD RIVER, CA		
		TYPE OF ACCIDENT NOSE OVER/DOWN		PHASE OF OPERATION LANDING ROLL		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN						
TERRAIN - WET, SOFT GROUND						
MISCELLANEOUS ACTS, CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA						
FACTOR(S)						
MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE						
EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT						
ADVERSE/UNFAVORABLE WEATHER						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - 1750			KIND OF OPERATION - DEFOLIATION (LIQUID)			
KIND OF CROP - UNKNOWN/NOT REPORTED			TYPE OF CHEMICAL USED - UNKNOWN/NOT REPORTED			
PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED			GLOVES - USED			
GOGGLES - USED			CRASH HELMET - AVAILABLE USED			
COCKPIT CRASHPAD - INSTALLED			CRASH BAR - INSTALLED			
TANK/HOPPER-LOCATION - UNKNOWN/NOT REPORTED			ELEVATION-AREA BEING TREATED- FEET - 500			
REMARKS- LANDED ALONG SIDE OF ASPHALT STRIP ON SOFT ALKALI DIRT, FOG IN SPRAY AREA.						
3-3267	10/4/76 TIME - 1815	NR. WASCO, CA	FL TOMCAT MK5A N9001T DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AFRIAL APPLICATION	COMMERCIAL, AGE 30, 5164 TOTAL HOURS, 120 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT WASCO, CA		INTENDED DESTINATION LOCAL		
		TYPE OF ACCIDENT COLLIDED WITH CROP		PHASE OF OPERATION IN FLIGHT FLAREOUT FOR SWATH RUN		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS						
PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, ALTITUDE OR CLEARANCE						
FACTOR(S)						
MISCELLANEOUS ACTS, CONDITIONS - VIBRATION, EXCESSIVE						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - 2500			KIND OF OPERATION - DEFOLIATION (LIQUID)			
KIND OF CROP - COTTON			TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC			
PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED			GLOVES - USED			
GOGGLES - USED			CRASH HELMET - AVAILABLE USED			
COCKPIT CRASHPAD - NOT INSTALLED			CRASH BAR - NOT INSTALLED			
TANK/HOPPER-LOCATION - AFT OF PILOT			TERRAIN-TYPE - LEVEL, FLAT			
ELEVATION-AREA BEING TREATED- FEET - 350			SWATH RUN-HOW FLOWN - WIND CALM			
REMARKS- FLARED BECAUSE OF VIBRATION, T/R HIT COTTON PLANTS & TURNED OVER.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3074	10/20/76	NR.CALIPATRIA,CA TIME - 0705	AERO COMDR 60052R N98700 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 24, 1776 TOTAL HOURS, 93 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - VAIL DEPARTURE POINT CALIPATRIA,CA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED	INTENDED DESTINATION LOCAL	PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING ROLL		
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS						
FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMFOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - COTTON PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- MIX CONTROL FOUND SET MORE THAN 1/2 TOWARDS IDLE CUT OFF POSITION.						
		KIND OF OPERATION - DEFOLIATION (LIQUID) TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT				
3-3076	10/30/76	NR.HOLTVILLE,CA TIME - 1700	PIPER PA-36 N57610 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 33, 8621 TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - OUSTER STRIP DEPARTURE POINT HOLTVILLE,CA TYPE OF ACCIDENT COLLIDED WITH PARKED AIRCRAFT	INTENDED DESTINATION LOCAL	PHASE OF OPERATION TAXI TO TAKEOFF		
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE PILOT IN COMMAND - TAXIED/PARKED WITHOUT PROPER ASSISTANCE						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - LETTUCE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- PILOT STRUCK THREE PARKED AIRCRAFT,ONE SUBSTL DMG,OTHERS MINOR DMG.						
		KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED				

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