

# Aircraft accident report - midair collision, Reeds Aviation, Inc., Piper PA-28R-200, N7941C, and Piper PA-28-181, N8592C, near Huntsville, Missouri, July 24, 1976.

Dept. of Transportation, National Transportation Safety Board, Bureau of Accident Investigation - Aircraft Accident Reports



Description: -

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Aircraft accidents -- Missouri -- Huntsville -- 1976. Aircraft accident report - midair collision, Reeds Aviation, Inc., Piper PA-28R-200, N7941C, and Piper PA-28-181, N8592C, near Huntsville, Missouri, July 24, 1976.

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Report - National Transportation Safety Board ; NTSB-AAR-77-2 Aircraft accident report - midair collision, Reeds Aviation, Inc., Piper PA-28R-200, N7941C, and Piper PA-28-181, N8592C, near Huntsville, Missouri, July 24, 1976.

Notes: Report date: Apr. 14, 1977.

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Tags: #Aircraft #Accident #Reports

## Aviation Accident Reports

Thomas, Virgin Islands; Trans Caribbean Airways, Inc. The pilot's second-class medical certificate was issued on May 25, 2016, with the limitation: must wear corrective lenses.

## Database index

Airport, New York; Trans International Airline Corp. The pilot's last medical certificate that was issued on May 22, 2003 as a second class with no limitations.

## Aviation Accident Reports

All traffic within a 10-mile radius of a non-towered airport or a part-time-towered airport when the control tower is not operating should continuously monitor and communicate, as appropriate, on the designated CTAF until leaving the area or until clear of the movement area. The Federal Aviation Administration's FAA Bioaeronautical Sciences Research Laboratory, Oklahoma City, Oklahoma, conducted toxicological testing on both pilots. The reports for the years 1947-50 are currently missing.

## Kathryn's Report: Midair Collision: Piper PA

The Federal Aviation Administration's FAA Bioaeronautical Sciences Research Laboratory, Oklahoma City, Oklahoma, conducted toxicological testing on both pilots. Both airplanes were owned and operated by private individuals. The pilot may use discretion to choose an alternate type of

entry, especially when intending to cross over midfield, based upon the traffic and communication at the time of arrival.

### **Piper Aircraft**

All similar types of aircraft, including those entering on the 45-degree angle to downwind, should be at the same pattern altitude so that it is easier to visually acquire any traffic in the pattern. The Piper's low wing configuration may also have restricted the Piper pilot's ability to see the Luscombe that was in front of and likely slightly below him. Paint and transfer marks on the Luscombe were consistent with the Piper impacting the left rear of the Luscombe.

### **Database index**

The pilot was reportedly a former US Air Force pilot; however, investigators did not receive the pilot's total flight time, which would have included his military flight time.

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