

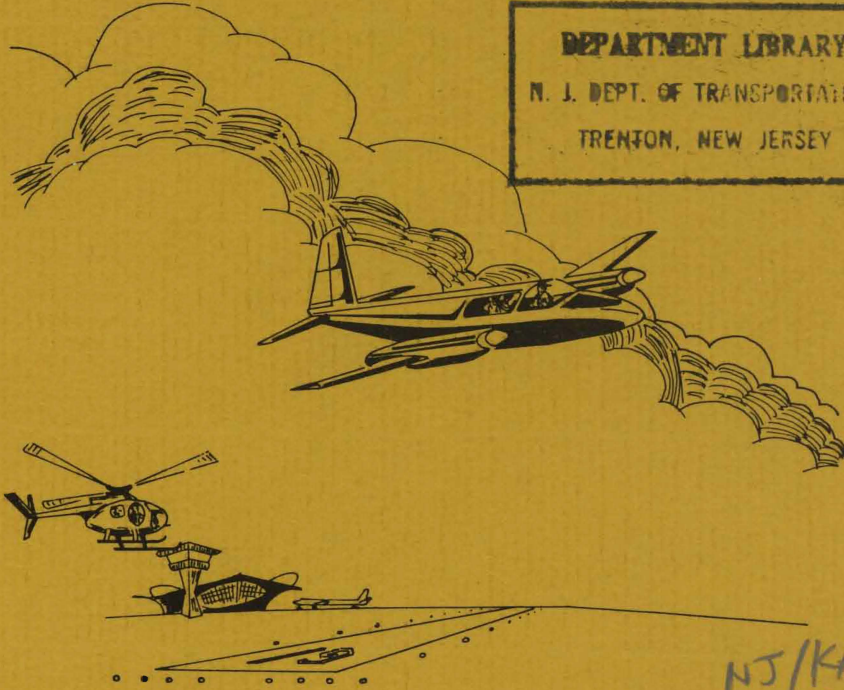


# AIRCRAFT ACCIDENT PROCEDURES MANUAL

January 1968

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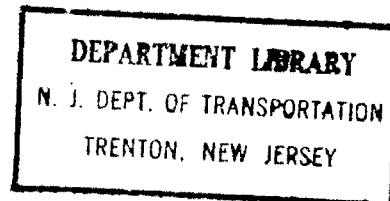
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TRENTON, NEW JERSEY



NJ/KAS  
TG/A2  
1968

NEW JERSEY DEPARTMENT OF TRANSPORTATION  
DIVISION OF AERONAUTICS

2.097



## THE NEW JERSEY AIRCRAFT ACCIDENT PROCEDURES MANUAL

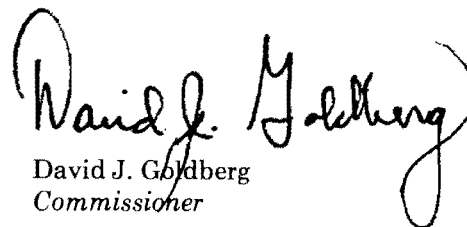
This manual has been published to standardize and facilitate the procedures used in the investigation of aircraft accidents occurring in the State of New Jersey.

Personnel and time considerations require that the Division of Aeronautics rely upon the additional resources provided by State and local law enforcement officials to conduct comprehensive aircraft accident investigations. The initiation of prompt action upon a report of an aircraft accident is an essential phase of the total effort required to improve flight safety. Such timely actions are invaluable in developing the data, analyses, findings and determinations relative to the cause factors of aircraft accidents.

The procedures, forms and diagrams presented in this manual are designed to aid in the investigation, and subsequently to provide the tools necessary for the maintenance and improvement of an effective flight safety program.

The prompt recording of aircraft accident data and the obtaining of witness statements are prime factors in the effectiveness of an aircraft accident investigation as it relates to the prevention of similar type accidents.

Your wholehearted cooperation in this endeavor is greatly appreciated as it is vitally necessary to its success. Personnel of the Division of Aeronautics, Department of Transportation are available to assist you in answering any questions that may develop or to conduct group training programs at your request.

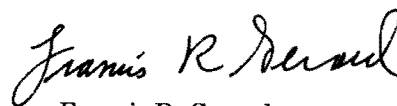
  
David J. Goldberg  
Commissioner

## INTRODUCTION

The Division of Aeronautics has a statutory responsibility to investigate aircraft accidents, violations of flight rules and regulations and to conduct periodic inspection of airports and avigational facilities. Certain of these investigations are accomplished independently or cooperatively with State or local police as the situation dictates. When a fatality results from an aircraft accident, the National Transportation Safety Board will normally assume primary responsibility for the investigation, with the State participating and assisting the Federal Bureau of Aviation Safety. Most accident investigations will be conducted in cooperation with personnel of the Federal Aviation Administration. However, in all cases the personnel of the Division of Aeronautics will represent the interest of the State of New Jersey.

Use of the airspace over the State of New Jersey increases greatly each year, therefore the proper performance of all flying activities has imposed a greater responsibility at state, federal, county and municipal levels.

Complaints of low flying, nuisance and aircraft noise will accelerate as activity increases and must be handled judicially in a manner to provide for the welfare of the general public and the economic benefits of aviation in consonance with the mandate to enforce the provisions of the aeronautics code. This standard procedures manual has been developed in coordination with the Federal Aviation Administration and the Bureau of Aviation of the National Transportation Safety Board to assist the various echelons of government that may be involved in the investigation of alleged aeronautical violations, complaints or aircraft accidents.



Francis R. Gerard  
*Director*

## REPORTING OF AIRCRAFT ACCIDENTS

Notify New Jersey Division of Aeronautics (duty hours) 609/292-3112 (after duty hours) may be reached through New Jersey State Police 609/882-2000.

The accident notification should contain the following:

1. Location
2. Date
3. Time
4. Aircraft make, model and N- number
5. Number of occupants
6. Injuries
7. Brief description of occurrence

The New Jersey Aircraft Accident Form (see Page 13) is to be completed for any occurrence involving the operation of an aircraft on the ground or in the air to include the following: fatal or serious injury, substantial damage to an aircraft, fire on the ground, taxiing collision, damage to persons or property, and emergency landings of any kind regardless of amount, or absence of damage to aircraft or property.

### Definitions of above:

1. Fatal injury — results in death within 7 days.
2. Serious injury — one that requires hospitalization for more than 48 hours. Bone fractures of major structure — 3rd degree burns of 5% of body surface.
3. Substantial damage can be to either the engine or aircraft.
  - a. In aircraft of 12,500 lbs. maximum gross take-off weight or under, any estimate over \$500.00 is considered substantial damage.
  - b. Substantial damage to aircraft over 12,500 lbs. maximum take-off weights, means damage affecting structural strength, performance, or flight characteristics of aircraft.

### Notification of Next of Kin:

Extreme care must be taken to insure that absolutely no release is made of names of pilots or passengers who are seriously or fatally injured until after positive notification of next of kin has been accomplished.

Responsibility for notifying next of kin is the responsibility of the next of kin agency.

### Preservation of Aircraft Wreckage

The operator of an aircraft or the enforcement agent on the scene, to the greatest extent possible, any and all records of the aircraft, and all records of the maintenance of the aircraft and

Wreckage should be disturbed

1. To remove person injured
2. To protect the wreckage
3. To protect the public from

Where it is necessary to disturb wreckage, cargo, sketches, descriptive notes, or other possible, of the accident scene and the wreckage.

The aircraft wreckage will be preserved for investigation, to the first official representative of the N. J. Division of Aeronautics, National Transportation Safety Board, or the event officials from both State and Federal. The Federal representative will

**NOTE:** In the event of a forced landing at a facility; i.e., highway, farm, etc., no landing is permitted without the express permission of the N. J. Division of Aeronautics and will be granted by the N. J. Division has adjudged the site of the experience involved. This regulation applies to local officials. This regulation applies to no aircraft damage was incurred by the aircraft caused the forced landing has

## RAFT ACCIDENTS

Aeronautics (duty hours) 609/292-  
through New Jersey State Police

contain the following:

umber

nt Form (see Page 13) is to be  
g the operation of an aircraft on  
following: fatal or serious injury,  
on the ground, taxiing collision,  
emergency landings of any kind  
age to aircraft or property.

within 7 days.  
requires hospitalization for more  
of major structure – 3rd degree

either the engine or aircraft.  
lbs. maximum gross take-off  
mate over \$500.00 is considered

o aircraft over 12,500 lbs.  
ghts, means damage affecting  
rformance, or flight charac-

ure that absolutely no release is  
ho are seriously or fatally injured  
t of kin has been accomplished.

Responsibility for notifying next of kin lies with the initial investigating agency.

### Preservation of Aircraft Wreckage, Mail, Cargo and Records

The operator of an aircraft, or if incapable, the first law enforcement agent on the scene is responsible for preserving, to the greatest extent possible, any aircraft wreckage, cargo and mail aboard the aircraft, and all records pertaining to the operation and maintenance of the aircraft and to persons involved in an accident.

Wreckage should be disturbed only to the extent necessary:

1. To remove person injured or trapped,
2. To protect the wreckage from further damage, and
3. To protect the public from injury.

Where it is necessary to disturb or move aircraft wreckage, mail or cargo, sketches, descriptive notes, and photographs should be made, if possible, of the accident scene including original position and condition of wreckage.

The aircraft wreckage will be released for the period of the investigation, to the first official that appears on the scene from the N. J. Division of Aeronautics, Federal Aviation Administration or the National Transportation Safety Board, Bureau of Aviation Safety. In the event officials from both State and Federal Aeronautics are present, the Federal representative will take precedence.

**NOTE:** In the event of a forced landing on other than a licensed air facility; i.e., highway, farm or field, a subsequent take-off is *not* permitted without the express authorization of the *N. J. Division of Aeronautics* and will be granted only after a representative of the Division has adjudged the site to be safe for the type of aircraft and pilot experience involved. This permission *cannot* be granted by federal or local officials. This regulation is non-waivable regardless of the fact that no aircraft damage was incurred or that the malfunction or mishap that caused the forced landing has been corrected.

## FEDERAL AVIATION REGULATIONS

(Quoted in Part)

### 91.1 APPLICABILITY

- (a) This part prescribes rules governing the operation of aircraft (other than moored balloons, kites, and unmanned rockets, and unmanned free balloons) within (except as provided in paragraphs (b) and (c) of this section) the United States.
- (b) Each person operating an aircraft of U. S. registry in air commerce over the high seas shall comply with Annex 2 (Rules of the Air) to the convention of International Civil Aviation.
- (c) Sections 91.8, 91.19, 91.45, and 91.47 also govern the operation of aircraft of U. S. registry outside of the United States so far as these sections are not inconsistent with applicable regulations of any foreign country or Annex 2 to the convention on International Civil Aviation.

### 91.9 CARELESS OR RECKLESS OPERATION

No person may operate an aircraft in a careless or reckless manner so as to endanger the life and property of another.

**NOTE:** Examples of aircraft operations which may endanger the lives or property of others are:

- (a) Any person who "buzzes," dives on, or flies in close proximity to a farm, home, any structure, vehicle, vessel, or group of persons on the ground. In rural districts the flight of aircraft at low altitude often causes injury to livestock. A pilot who engages in careless or reckless flying and who does not own the aircraft which he is flying unduly endangers the aircraft, or the property of another.
- (b) The operation of aircraft at an insufficient altitude endangers persons or property on the surface or passengers within the aircraft. Such a flight may also constitute a violation.

### 91.79 MINIMUM SAFE ALTITUDES; GENERAL

Except when necessary for take-off or landing, no person may

operate an aircraft below the foll

- (a) *Anywhere* An altitude agency landing without the surface.
- (b) *Over congested areas* ( or settlement, or over a tude of 1,000 feet above radius of 2,000 feet of th
- (c) *Over other than cong* above the surface, exc lated areas. In that ca closer than 500 feet structure.
- (d) *Helicopters* Helicopter minimums prescribed if the operation is con property on the surfac a helicopter shall con cally prescribed for l the Federal Aviation Ac

## REGULATIONS

Part)

governing the operation of balloons, kites, and unmanned balloons) within (except as and (c) of this section) the

aircraft of U. S. registry in as shall comply with Annex 2 convention of International

and 91.47 also govern the registry outside of the United ns are not inconsistent with foreign country or Annex 2 al Civil Aviation.

## OPERATION

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es on, or flies in close proximity re, vehicle, vessel, or group of l districts the flight of aircraft jury to livestock. A pilot who lying and who does not own the ly endangers the aircraft, or the

insufficient altitude endangers ce or passengers within the air- stitute a violation.

## S; GENERAL

ff or landing, no person may

operate an aircraft below the following altitudes:

- (a) *Anywhere* An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
- (b) *Over congested areas* Over any congested area of a city, town or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.
- (c) *Over other than congested areas* An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In that case, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.
- (d) *Helicopters* Helicopters may be operated at less than the minimums prescribed in paragraph (b) or (c) of this section if the operation is conducted without hazard to persons or property on the surface. In addition, each person operating a helicopter shall comply with routes or altitudes specifically prescribed for helicopters by the Administrator [of the Federal Aviation Administration].

# STATE OF NEW JERSEY REGULATIONS OF AERIAL NAVIGATION

The following excerpts from the New Jersey Statutes are quoted in part:

### 6:1-20 Purpose

The purpose of this act is to provide in the interest of public safety and of aeronautic progress for the regulation of aeronautics in and over this State; to require that aircraft, airports, airport managements, landing fields, landing strips, and other avigational facilities, airmen, ground personnel and all persons conform to standards of safety and sound practice as prescribed by the laws of this State and any rules or regulations thereunder, and for uniformity in certain regards with the laws, rules and regulations of the United States Government.

### 6:1-33 Police and departmental cooperation

It shall be the duty of all departmental and political subdivisions of this State, all peace officers, and every county and municipal officer charged with the enforcement of State and municipal laws to enforce and assist in the enforcement of the provisions of this act and the rules, regulations and orders issued and promulgated pursuant thereto and all laws of the State of New Jersey with reference to aeronautics. Airport regulations adopted by any local subdivisions operating an airport shall be inoperative in so far as such regulations are inconsistent with the provisions of this act or with the rules, regulations and orders issued and promulgated pursuant thereto.

### 6:1-43 Licenses: airports, airport managements, fixed base operators, avigation facilities, et cetera; requirements for

It shall be unlawful, except as hereinafter provided, to use, operate or cause to be used or operated any airport, landing field, landing strip, fixed base operator or other avigation facility, unless it, and, in the case of airports, its management, shall be licensed as provided in this Chapter; and except in case of emergency no aircraft shall land upon, or take off from, any airport, landing field or landing strip, not so licensed; provided, however, that neither the provisions of this Chapter, nor the rules, regulations or orders issued pursuant thereto, shall apply to any airport, landing field, landing strip, fixed base operator, or other

avigation facility, owned and operated in this State.

### 6:1-49 Malicious interference

No person shall willfully interfere with the operation of any aircraft, airport, landing field, or the equipment thereon.

### 6:2-6. Flight over lands

Flight in aircraft over the lands or water of this State shall be lawful unless at such a low altitude as to constitute a nuisance to the owner, or unless so conducted as to injure any person or property lawfully on the lands or water. The landing of aircraft on the lands or water shall be unlawful, except in the case of a forced landing, however, the pilot or airman shall be liable as provided in this act.

### 6:2-11. Acrobatic stunts; prohibited; penalty

Any airman or passenger who, while in flight, performs in trick or acrobatic flying, or in landing or taking off, fly at a low altitude over the surface beneath, or drop or discharge ballast, shall be guilty of a misdemeanor if the penalty of not more than one thousand dollars, or more than one year, or both.

**AVIATION REGULATIONS**  
**AVIGATION**

se Statutes are quoted in part:

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ation of aeronautics in and over  
airports, airport managements,  
r avigational facilities, airmen,  
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s of this State and any rules or  
nity in certain regards with the  
States Government.

**eration**

atal and political subdivisions of  
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and municipal laws to enforce  
visions of this act and the rules,  
ulgated pursuant thereto and all  
eference to aeronautics. Airport  
visions operating an airport shall  
tions are inconsistent with the  
egulations and orders issued and

**managements, fixed base  
a; requirements for**

inafter provided, to use, operate  
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cility, unless it, and, in the case  
e licensed as provided in this  
y no aircraft shall land upon, or  
or landing strip, not so licensed;  
visions of this Chapter, nor the  
uant thereto, shall apply to any  
fixed base operator, or other

avigation facility, owned and operated by the Government of the United States.

**6:1 – 49 Malicious interference with avigation facilities**

No person shall willfully and maliciously interfere or tamper with any aircraft, airport, landing field, landing strip, or any other avigation facility, or the equipment thereof.

**6:2 – 6. Flight over lands permitted; liability for forced landing**

Flight in aircraft over the lands and waters of this state is lawful, unless at such a low altitude as to interfere with the then existing use to which the land or water, or the space over the land or water, is put by the owner, or unless so conducted as to be imminently dangerous to persons or property lawfully on the land or the water beneath. The landing of an aircraft on the lands or waters of another, without his consent, is unlawful, except in the case of a forced landing. For the damages caused by a forced landing, however, the owner or lessee of the aircraft or the airman shall be liable as provided in section 6:2 – 7 of this title.

**6:2 – 11. Acrobatic stunts; low flying over public gatherings prohibited; penalty**

Any airman or passenger who, while in flight over a thickly inhabited area or over a public gathering within this State, shall engage in trick or acrobatic flying, or in any acrobatic feat, or shall, except while in landing or taking off, fly at such a low level as to endanger the persons on the surface beneath, or drop any object except loose sand or water ballast, shall be guilty of a misdemeanor and shall be punished by a fine of not more than one thousand dollars or imprisonment for not more than one year, or both.

**GENERAL  
ENFORCEMENT PROCEDURE  
COMPLAINT OF AN ALLEGED VIOLATION**

**GLOSSARY**

1. Identification of the pilot and aircraft will undoubtedly be one of the difficulties experienced by local enforcement officers in the successful prosecution of alleged violations. Unlike automobile violations, an aircraft cannot be stopped and the alleged violator's identity determined. Difficulties will be experienced in some cases in locating the airport on which the aircraft is based, particularly in those areas where there are numerous flying fields. Even where the location of the airport is ascertained, it may not be possible to identify the aircraft or pilot immediately.

2. The local law enforcement agencies will find that alleged violations of safety regulations fall in two categories: (a) those which are observed by law enforcement officers, and (b) those which are brought to the officer's attention by complaints. In each case the essential element is identification of the individual responsible for the alleged violation. In most cases at the time the violation is observed the only information available is the make of the aircraft, its color, and its registration number such as (N-4004) which appears on the fuselage or wing and tail. This will require an investigation at the local airports. If the aircraft is locally based, it will undoubtedly be relatively easy to identify the owner and to obtain from him the name of the pilot. Even if the number of the aircraft is not known, identification of the violator may yet be secured through a description of the aircraft. In checking such information against known aircraft of the same kind and color based at local airports, the probable aircraft involved and its operator can be obtained. If the aircraft involved is not based at one of the local airports, it is probable that the aircraft was not locally owned. In such cases, it will be necessary for the local enforcement agency to use the facilities of the New Jersey Division of Aeronautics by telephoning 609/292-3112.

The principles to be followed in bringing an enforcement action against the violator will, of course, be governed by the applicable laws of the particular jurisdiction. However, the procedure to follow:

1. Obtain a written statement from each of the known witnesses setting forth in detail information regarding the identification of the aircraft.
2. Description of the exact maneuvers which occurred in the flight.
3. The height of the aircraft.
4. Time of day → especially as related to Sunup and Sundown.
5. Report the case to the New Jersey Division of Aeronautics.

This glossary of aviation terms is applied to various components of an aircraft to in reporting an accident (See also listed with \*).

**AILERON\***

A hinged or movable portion of the trailing edge.

**AIRFOIL**

Any surface, such as an airfoil.

**BULKHEAD**

An upright partition which separates one part of an aircraft from another.

**CABIN**

Enclosed area for passengers.

**COCKPIT**

An open or covered space in an aircraft.

**CONTROL COLUMN**

A lever having a rotatable knob for operating the control surfaces of an aircraft.

**CONTROLS**

A general term applied to the devices used to control the speed, direction of flight, and attitude of an aircraft.

**COWL FLAPS**

Adjustable cowling sections on an aircraft that the trailing end may be opened. They may consist of cowl flaps arranged in a row.

**COWLING**

Removable covering around an engine.

**ELEVATOR\***

A movable surface hinged to the trailing edge of the wing.

**EMPENNAGE**

Tail assembly including stabilizer.

## PROCEDURE ALLEGED VIOLATION

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Sunup and Sundown.

sion of Aeronautics.

## GLOSSARY OF AVIATION TERMS

This glossary of aviation terms is to familiarize you with the terms applied to various components of the airplane which might be referred to in reporting an accident (See Page 10 for illustration of components listed with \*).

### **AILERON\***

A hinged or movable portion of an airplane wing, usually a part of the trailing edge.

### **AIRFOIL**

Any surface, such as an airplane wing, or helicopter rotor blade.

### **BULKHEAD**

An upright partition which separates one compartment from another.

### **CABIN**

Enclosed area for passengers.

### **COCKPIT**

An open or covered space in the fuselage for pilots.

### **CONTROL COLUMN**

A lever having a rotatable wheel mounted at its upper end for operating the control surfaces of an airplane.

### **CONTROLS**

A general term applied to the means provided to enable the pilot to control the speed, direction of flight, attitude, power, etc., of an aircraft.

### **COWL FLAPS**

Adjustable cowling section of flaps hinged on the leading end, so that the trailing end may be opened or closed. Part of the engine cowling may consist of cowl flaps arranged for adjustment by the pilot.

### **COWLING**

Removable covering around engine sections.

### **ELEVATOR\***

A movable surface hinged to the horizontal stabilizer.

### **EMPENNAGE**

Tail assembly including stabilizers, elevators, rudders, etc.

## ENGINE NUMBERS

Engines of a multi-engine airplane are numbered from left to right – 1,2,3,4 – relative to left and right of the pilot seated in the cockpit.

The left and right sides of an airplane are determined from a position facing forward within the airplane.

## FLAPS\*

A hinged portion of an airplane wing, usually attached to the trailing edge of the wing which improves the aerodynamic performance of the airplane during landings and take-offs.

## FUSELAGE\*

The body, of approximately streamline form, to which the wings and tail unit of an airplane are attached.

## LANDING GEAR\*

Also called undercarriage and includes the main wheels and tail or nose wheel assemblies.

Retractable landing gear: A type of landing gear which may be withdrawn into the body or wings of an airplane while it is in flight.

## LEADING EDGE\*

The foremost edge of a wing or similar element, as distinguished from the "trailing edge" or rear edge.

## LONGERON

The principal longitudinal structural members of the fuselage.

## NACELLE

The enclosed streamlined housing for a power plant.

## RUDDER\*

The upright movable part of the tail assembly.

## SKIN

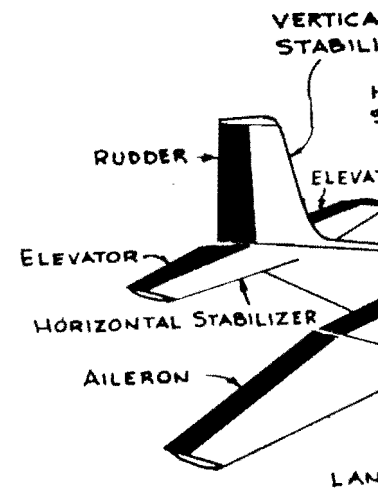
The outer cover of an airplane including the fuselage and wings.

## SPAR

The principal longitudinal structural member or beam of a wing.

## STABILIZERS\*

The fixed sections of the tail assembly which stabilize the aircraft in flight. The term refers to the fixed horizontal tail surfaces and the fixed vertical surfaces.



AIRCRAFT

are numbered from left to right  
the pilot seated in the cockpit.  
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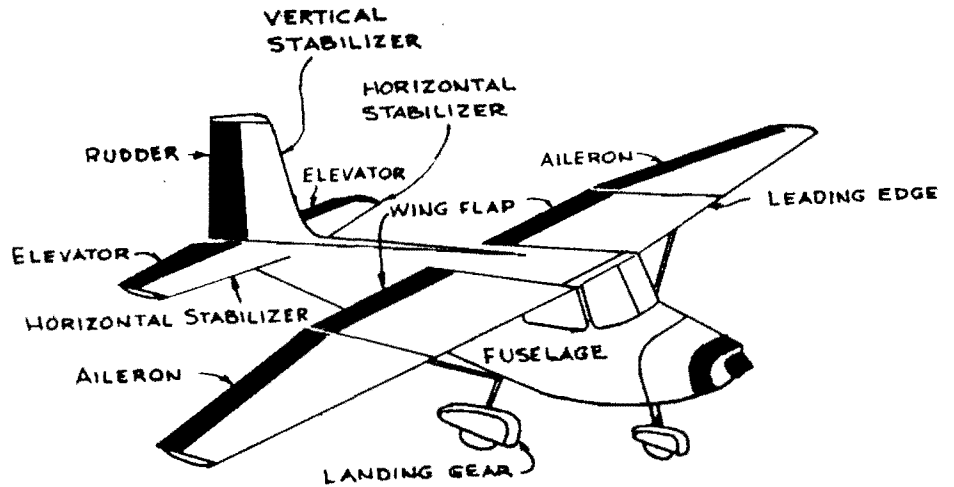
a power plant.

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## AIRCRAFT COMPONENTS



SPORTATION

5

NEW JERSEY DEPARTMENT OF TRANSPORTATION  
Division of Aeronautics  
STATEMENT OF WITNESS

Phone \_\_\_\_\_

Time \_\_\_\_\_

Color \_\_\_\_\_

ing, spinning and looping, approximate altitude:

\_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

Place \_\_\_\_\_

Date \_\_\_\_\_

1. Place of Accident \_\_\_\_\_ Date \_\_\_\_\_ Hour \_\_\_\_\_

2. Make of Aircraft \_\_\_\_\_ FAA Certificate No. and Symbol \_\_\_\_\_

3. What is your name \_\_\_\_\_

Address \_\_\_\_\_ Age \_\_\_\_\_

4. Occupation \_\_\_\_\_ Employed by \_\_\_\_\_

5. Where were you at the time of the accident? \_\_\_\_\_

6. Tell in your own words what you saw before and at the time the accident occurred.

(Complainant)

Signature \_\_\_\_\_

(Use reverse side of sheet for diagram and additional statement)

**ACTION C  
AIRCRA**

NEW JERSEY DEPARTMENT OF TRANSPORTATION Division of Aeronautics <b>AIRCRAFT ACCIDENT REPORT</b>		This form is to be used in reporting civil aircraft accidents.	
<b>1. LOCATION OF ACCIDENT, DATE AND TIME</b>			
City or place and State		Local time A.M. P.M.	Date
If accident occurred on approach to, or takeoff from an airport, or on an airport, give name of Airport		Runway Direction Length	Type of surface and condition
<b>2. AIRCRAFT</b>			
Aircraft make	Engine make	Name, Address of owner	
Model	Model		
Registration No.	Horsepower		
Serial No.	Serial No.(s)		
Describe aircraft damage	Est. cost of repairs \$	Last airworthiness inspection	
		<input type="checkbox"/> Periodic	Date
Will it be rebuilt or repaired? <input type="checkbox"/> Yes <input type="checkbox"/> No		Operational time since last inspection	
Where is it located now?		Total time on aircraft	
<b>3. KIND OF FLYING AND PURPOSE (Check each applicable item)</b>			
<input type="checkbox"/> Commercial operator		<input type="checkbox"/> Noncommercial operator	
<input type="checkbox"/> Cross-country		<input type="checkbox"/> Local	
<input type="checkbox"/> Business transportation		<input type="checkbox"/> Instructional, If so, Solo _____ Dual _____	
<input type="checkbox"/> Other (Describe)		<input type="checkbox"/> Pleasure/Personal transportation	
		<input type="checkbox"/> Aerial application/Crop control	
<b>4. PILOT DATA</b>			
Name and address		Telephone No.	Business or profession
		Age	
Pilot certificate		Class/type ratings	
Certificate No.	<input type="checkbox"/> Airplane	<input type="checkbox"/> Rotorcraft	Pilot time - hours flown
<input type="checkbox"/> Student	<input type="checkbox"/> Single-engine	<input type="checkbox"/> Helicopter	Last 24 hours
<input type="checkbox"/> Private	<input type="checkbox"/> Multiengine	<input type="checkbox"/> Gyroplane	Last 90 days
<input type="checkbox"/> Commercial	<input type="checkbox"/> Land	<input type="checkbox"/> Instrument	Total time
	<input type="checkbox"/> Lighter-than-air	<input type="checkbox"/> Sea	Instrument
			Night
			This make/model
Medical certificate issued	Type rating(s) and limitations (include medical)		
Date	Class		
<b>5. LIST OF OCCUPANTS</b>			
Name and Address (Indicate injuries to pilot, other occupants and persons on the ground)		Total persons aboard	Degree injury
			Crew Passenger Nonoccupant Fatal Serious Minor None
<b>6. FILL IN ONLY IF A COLLISION ACCIDENT (Complete on other aircraft)</b>			
Make	Damage	Est. cost \$	Name and address of owner
Model			
Registration No.			

**I. Primary Actions (immediate Fire Fighting, etc.)**

1. Notify New Jersey Division of Aeronautics, 3112 (after duty hours) or Police 609/882-2000

**a. Contents of Notification**

1. Location
2. Date/time
3. Aircraft identification
4. Fatalities
5. Did fire occur
6. Injuries to third party at airport

**II. Secondary Actions**

1. Insure security of accident scene

- a. Preserve aircraft wreckage
- b. Obtain name of operator
- c. Other persons aboard
- d. Wreckage will be released to the Federal Aviation Administration Transportation Safety Board  
NOTE: In case of simultaneous accidents, this report will take precedence

**III. Notification of Next of Kin**

1. Next of kin must be notified by newspaper media. Notification via radio or television investigating agency.

**IV. Accomplish New Jersey Air**

This form is to be used in reporting civil aircraft accidents.							
Local time		Date					
A.M.	P.M.						
Way	Type of surface and condition						
Length							
Name, Address of owner							
Last airworthiness inspection		Date					
<input type="checkbox"/> Periodic							
<input type="checkbox"/> 100 Hour							
<input type="checkbox"/> Progressive		Time					
Operational time since last inspection							
Total time on aircraft							
<input type="checkbox"/> Local <input type="checkbox"/> Pleasure/Personal transportation <input type="checkbox"/> Aerial application/Crop control							
Business or profession							
Pilot time - hours flown	Last 24 hours	Last 90 days	Total time				
Total time							
Instrument							
Night							
This make/model							
ca)							
Total persons aboard	Crew	Passenger	Nonoccupant	Degree injury			
				Fatal	Serious	Minor	None
Name and address of owner							

## ACTION CHECKLIST FOR AIRCRAFT ACCIDENT

### I. Primary Actions (immediately after accomplishment of First Aid, Fire Fighting, etc.)

1. Notify New Jersey Division of Aeronautics (duty hours) 609/292-3112 (after duty hours) may be reached through New Jersey State Police 609/882-2000

a. Contents of Notification should include:

1. Location
2. Date/time
3. Aircraft identification number (if known)
4. Fatalities
5. Did fire occur
6. Injuries to third persons or damage to property off the airport

### II. Secondary Actions

1. Insure security of accident scene

- a. Preserve aircraft wreckage, mail, cargo and records
- b. Obtain name of operator and crew
- c. Other persons aboard
- d. Wreckage will be released to the first official appearing on the scene from the New Jersey Division of Aeronautics, the Federal Aviation Administration, or the National Transportation Safety Board.

NOTE: In case of simultaneous arrival, the Federal agency will take precedence

### III. Notification of Next of Kin

1. Next of kin must be notified prior to release of names to news media. Notification will be accomplished by the initial investigating agency.

### IV. Accomplish New Jersey Aircraft Accident Report Form

**DIVISION OF AERONAUTICS**

