

**SUMMARY OF CHANGES MADE TO TASK FORCE REPORT  
VOLUMES I and II  
FROM  
MARCH 1985 to JANUARY 1986**

**KEY TO REASONS FOR CHANGES**

- EDIT** signifies EDITorial correction for grammar, spelling, typographical error or wording change
- COR** signifies change to CORrect error
- ACC** signifies change made to improve ACCuracy
- CLA** signifies change made to improve CLArity (or to expand for clarification)

Task Force Report: V-tail Bonanza Investigation Draft Report Comparison

PAGE		CHANGE FROM 3/85 VERSION	REASON			
3/85	1/86		EDIT	COR	ACC	CLA
Through-out	Through-out	Move all References to end of report, remove duplicates and renumber	X			
Through-out	Through-out	Change "CAM-03" to "CAM 3"		X		
*	iii	Add Preface				X
iii	iv	Expand Table of Contents; add lists of Figures and Tables	X			
v 111	x 113	Insert "including load distribution"; insert "the same"				X
2	2	Change "This task primarily involved getting information from the FAA and Beech Aircraft Corporation" to "Information required for this effort was obtained from the FAA and Beech Aircraft Corporation".			X	
2	2	Change "versus" to "and"	X			
2	2	Change "nose" to "torsional divergence"				X
3	3	Change "that could not be answered" to "that were identified"			X	
3	3	Change "aerodynamic" to "aeroelastic effects"			X	
3	3	Change: "Reference sources relevant to each chapter are listed at the end of the chapter." to "Reference sources relevant to each chapter are listed at the end of Section 8."	X			
5	5	Change V-tail drag reduction from "5 mph" to "3 mph" in Table 2-1		X		
5	5	Insert "the" (word missing)	X			
5	5	Change "evolved toward" to "evolved seeking"				X
5	5	Insert "The Model V35A version of the V-tail Bonanza is shown in Figure 2-1."				X
5	5	Change "S35" to "C35"		X		
*	6	Insert FIGURE 2-1 Model V35A V-tail Bonanza				X
6	6	Change "S35" to "A35"		X		
6	6	Change: "As documented in several Beech structural analyses" to "As documented in several Beech structural analysis reports"	X			
6	6	Change "At Model C35" to "For Model C35"	X			

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3/85	1/86		EDIT	COR	ACC	CLA
6	7	Insert "a" before "stub spar kit"	X			
6	7	Move Reference to end of paragraph				X
6	7	Change "Technical Service Order" to "Supplemental Type Certificate"		X		
6	8	Change "The V-tail was replaced by flattened and a vertical fin and rudder were added to create a conventional three-surface tail" to "The V-tail was replaced by a conventional three-surface tail"				X
6	8	Delete word "Bonanza"	X			
7	7	Change production run of V35B from "1970-80" to "1970-82" in Table 2-2		X		
8	8	Add "and the tail configuration" after "the V-tail's longer cabin" and merge with next paragraph				X
10	8	Change "early 1960's" to "1965"			X	
10	8	Change "hose" to "those"	X			
10	10	Change "trace the appearance" to "trace the first appearance"				X
10	11	Change "Regulatory amendments and interpretive guidelines are now issued as Airworthiness Directives (AD) or Advisory Circulars (AC)" to "Interpretive guidelines are now issued as Advisory Circulars (AC)."			X	
9	10	Insert Acrobatic Category data where applicable; add caption to Table 2-4				X
12	12	Take parentheses from "(the early 1950's)"	X			
13	13	Change "has documented for" to "has documented aerodynamic"				X
14	14	Change: "Dutch roll is not unusual in high performance general aviation aircraft, but the aircraft handling quality studies consistently list it as a possible problem in the case of the V-tail Bonanza" to "Dutch roll is not unusual in high performance general aviation aircraft and these studies involving the Models B35 and S35 along with pilot interviews identify it as an inherent characteristic of the V-tail Bonanza" and move to next paragraph.				X

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3/85	1/86		EDIT	COR	ACC	CLA
14	14	Delete sentence: "Adams and Whitten (Reference 3-3) list marginal damping of the lateral oscillations as a deficiency in the handling qualities of Model B35 Bonanza."				X
14	14	Add paragraph: "These study conclusions are based on test pilot .... as an inherent characteristic if the V-tail Bonanza."				X
14	14	Change "Dutch roll can sometimes cause a nose-down dive-type motion in the extreme situation" to "Extreme yaw can sometimes cause a nose-down dive-type motion according to Stearman"			X	
14	14	Change "as the airplane is pitching up in the Dutch roll" to "as the airplane is rolling in the Dutch roll"			X	
15	15	Change "is a main contributing factor" to "is a significant contributing factor"			X	
16	16	Delete "as previously noted"	X			
16	16	Change: "which involved a simulated condition" to "which involved the pilot in a simulated condition"	X			
20	19	Add "If the airplane happens to encounter turbulence in flight, the disturbance and/or pilot overcorrection in the situation of low longitudinal stability can place the airplane at higher positive or negative angles of attack. It is then possible to literally fly the wings (or tail) off the airplane by developing maximum aerodynamic load above maneuvering speed."				X
23	22	Correct spelling of "aerodynamic"	X			
23	22	Change "which is 10 percent" to "which is 11 percent"			X	
23	22	Change "V <sup>2</sup> " to "the velocity squared"	X			
24	23	Change "generally occur only at speeds well above V <sub>D</sub> " to "may occur at airspeeds well above V <sub>D</sub> "			X	
23	22	Correct envelope boundary on Figure 4-7.		X		
25	24	Delete comma after "simplified method"	X			
25	24	Change location of asterisk and add years to description of Distribution 1.				X

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3/85	1/86		EDIT	COR	ACC	CLA
25	24	Change "The amount of extra load is required to be 20 percent for the fin and rudder, or 40 percent for the stabilizer and elevator when the wing flaps are retracted" to "The amount of extra load is required to be 20 percent of the load on the fixed surface in the case of a vertical fin and rudder, or 40 percent of the load on the fixed surface for a horizontal stabilizer and elevator configuration when the wing flaps are retracted".				X
26	25	Combine two paragraphs	X			
26	25	Change "was partly resolved" to "was addressed"			X	
27	26	Add equation numbers	X			
33	30	Change "upper skin of a wing" to "upper skin of a wing panel"				X
33	32	Delete sentence: "Since DLL represents extreme conditions that are expected to occur only infrequently, some damage to the airframe can be tolerated."			X	
33	32	Change "At or above DLL" to "Above DLL"			X	
34	32	Change "DUL is intended to account for the following uncertainties inherent in flying and flight structures" to "DUL will allow for uncertainties inherent in flying and flight structures such as the following:"			X	
34	33	Delete "o <u>Airframe Strength</u> " bullet			X	
35	33	Changed order of sentences in paragraph 3				X
36	34	In "o <u>Load redistribution</u> " change "as the structure" to "when the structure"; add "(1.5 x DLL)"; change "ultimate strength" to "ultimate failure"; change "Load concentration may be slower in a test rig than in flight because component failures may also relieve some of the test loads or may redistribute them away from the most critical component." to "Load concentration may be different in a test rig than in flight because component failures may redistribute the test loads away from the most critical component."				X
36	35	Change "Engineering design of airframes is not an exact science, and a manufacturer is thus not able to control a design on paper to the precise strength requirements for DLL and DUL." to "Engineering design of airframes requires test verification to assure that the precise strength requirements for DLL and DUL are satisfied."			X	

PAGE		CHANGE FROM 3/85 VERSION	REASON			
3/85	1/86		EDIT	COR	ACC	CLA
36	35	Delete asterisk and related WWII footnote				X
37	35	Change order of CAR 03 citings			X	
37	35	Change equation numbers	X			
38	36	Change: "lift spanwise" to "spanwise lift"	X			
38	36	Change "for the Model 35 is only:" to "for the Model 35 is:"			X	
39	37	Add sentence: "This method is comparable to that used by Beech in SAR 49-700 (Reference 4-47, page 17) in which wing-fuselage combination effects were considered for Model H35."				X
41	38	Changed top reference line to intersect y-axis at 0.40 instead of at 0.38			X	
39	39	Change: "From Figure 4-21, the angle of attack corresponding to this lift coefficient is found to be 0.8 degrees, and the lift coefficient is $C_L = 0.4$ for the wing if it is alone and at the same angle of attack." to "From Figure 4-21, the angle of attack corresponding to this lift coefficient is found to be 0.8 degrees using the combined lift coefficient, $C_{L_{W+F}}$ for the fuselage and exposed wing. In order to estimate the portion of lift provided by the exposed wing area, the lift coefficient based on wing lift only, $C_{L_W}$ , is used with the reference area reduced by the portion of the wing area that is contained by the fuselage. The lift coefficient for the exposed wing area is $C_L = 0.4$ at the same angle of attack."				X
40	39	Change "4890" to "4771" in Eq (4-12)		X		
40	39	Add sentence: "The fuselage carries less than 2 percent of the total lift."				X.
40	39	Add sentence: "This approach to estimating wing load leads to the conclusion that the fuselage carries only two percent of the total lift for the subject flight condition as opposed to 16 percent assumed by Beech."				X
40	39	Add paragraph: "The estimate above is likely to be very conservative. Using the same procedure to calculate the wing load at 160 mph, the cruising speed, we obtain: $F_R = 5547$ lb.  ( $C_{L_{W+F}} = 0.83$ , $C_L = 0.854$ ) which is only about six percent higher than the force estimated by Beech."				X

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40	39	Change: "However, the load estimates have not taken into account the change of lift coefficient due to wing-body interference, and there is no substantiation for lift distribution on the wing in the presence of the fuselage. Therefore, the loads on the wing can have the same percentage difference as discussed in Section 4.3.2. In this case, the margin can be substantially less." to "However, prediction of the design ultimate load of the Model A35 wing is subject to the same uncertainty as the prediction of the design ultimate load on the original Model 35 (Section 4.3.2). More conservative assumptions, as discussed in Section 4.3.2 will result in a similar reduction in the extra structural margins."				X
40	39	Correct citings of gross weight and V <sub>C</sub> : 2665, 2995, 173, 200 changed to 2650, 2950, 160, 180, respectively.		X		
40	39	Change "They simply justified the adequacy of these later models" to "The adequacy of these later models was simply justified"	X			
40	40	Add sentence: "This assumption is clearly very conservative and there is no apparent reason for the drastic change in the distribution. It appears that because of the available structural margin, someone at Beech decided to use the more conservative assumptions"				X
42	41	Change "Test measurements" to "Test records"				X
44	42	Insert "conservative"			X	
44	42	Delete phrase: "If the wing (Reference 4-53), the strength can be much lower." Add "Similarly" before "if the design ultimates"				X
44	42	Change "Otherwise, some of the wings may have only slight margin or may not meet the requirements" to "Otherwise, the extra margin of the wings will be reduced."			X	
45	43	Insert "(1946)"				X
45	43	Change "CAR 3.301d" to "CAM 3.171(c) (1954)"; and "CAR 03" to "CAM 3.216(a) (1954)"		X		
46	44	Add "(page 10)"	X			
46	45	Delete all citings of 03.210 in CAR 03 column in Table 4-3		X		
48	44	Change "tests at Condition J" to "tests for Condition J"	X			
48	44	Change "and at Condition A" to "and for Condition A"	X			

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3/85	1/86		EDIT	COR	ACC	CLA
48	44	Add phrase "for the later models"				X
50	48	Change "Taking this ratio from the data in Table 4-5" to "Taking this ratio from the data in Table 4-6"		X		
50	49	Change "(versus 87 percent for Distribution 1/1a)" to "(versus 86 percent for Distribution 1/1a)"		X		
51	50	Insert "(Table 4-10, page 59)"				X
49	47	In caption, change "48-22" to "49-22" in Table 4-5		X		
49	47	Delete "Reference" column in Table 4-6				X
52	50	Change "the Bonanza" to "the Model 35"			X	
52	51	Change "which have approximately the same aspect ratio as that of the Model 35" to "The Model 35 tail has approximately the same aspect ratio as Planform 10 or 12."	X			
52	51	Change footnote from " *These charts are the same as in FAR 23, Appendix B." to " *These charts are the same as in Appendix B of FAR-23 13"	X			
54	51	Change "on which the Model 35 design was based" to "on which the V-tail Bonanza design was based"	X			
54	54	Move explanatory footnote into text below related equation	X			
55	54	Change "presents the envelopes" to "presents the load limit envelopes"; add "for two specific angles of attack on the tail, $\alpha = -3^\circ$ and $\alpha = -10^\circ$ . Any point on the figure represents the limit for the parameters indicated, assuming static conditions."				X
55	54	Change "leading" to "trailing"		X		
55	54	Delete "and can exceed the tail's flight envelope at permitted airspeeds exceeding $V_C$ . More dramatic results occur for counter-sideslip, where it appears that the flight envelope can be exceeded at speeds below $V_A$ . One might expect the either scenario in flight situations involving an inexperienced pilot who overcorrects in an attempt to damp out Dutch roll in turbulent weather."; add "In the case for $23^\circ$ counter-sideslip rudder, the limit for $\alpha = -10^\circ$ is exceeded at $V_A$ . Such a scenario could possibly occur in flight situations involving an inexperienced pilot who overcorrects in an attempt to damp out Dutch roll in turbulent weather. However, whether or not a typical pilot could physically achieve $23^\circ$ counter-sideslip rudder at $15^\circ$ yaw has not been established."				X

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55	55	Change: "exceed the envelope" to "exceed the limit envelope"				X
58	55	Change caption of Figure 4-23 from "FIGURE 4-23. MODEL C35 TAIL FLIGHT FAILURE ENVELOPES ESTIMATED BY TASK FORCE" to "(Flight conditions in the hatched region will exceed the limit tail load. However, the conditions above $V_D$ , and those which imply counter-sideslip rudder at max sideslip, i.e., those shown at $\alpha = -10^\circ$ with negative rudder deflection are not required for certification.) FIGURE 4-23. MODEL C35 TAIL FLIGHT LIMIT ENVELOPES ESTIMATED BY TASK FORCE USING NACA TN-688"				X
55	55	Add sentence: "In addition, the factor of 1.5 will allow 22.5 percent additional velocity before the ultimate load is reached."				X
55	55	Change: "production airplanes" to "production airplanes at $V_A$ "				X
55	56	Change sentence: "Table 4-9 shows that, although the V-tail strength consistently exceeds DUL for Maneuver Condition C with a single pilot limit of effort, the corresponding DUL estimates for dual controls exceed the tail strength in all cases except the Model H35." to "Table 4-9 shows that, although the V-tail strength consistently exceeds DUL for Maneuver Condition C with $\frac{1}{2}$ elevator and $\frac{1}{2}$ rudder (single pilot limit of effort), the corresponding DUL estimates for full elevator and rudder, which might be achieved with dual controls, exceed the tail strength in all cases except the Model H35"				X
55	56	Add sentence: "The dual pilot condition is unusual, however, and the probability of two pilots combining their efforts for maximum deflection is low."				X
56	57	Change "can reach twice the amplitude" to "may approach twice the amplitude"			X	
57	57	Reference numbers				X
57	57	Add sentence: "Similarly, the torsional vibration frequency of the Bonanza tail is about 40 Hertz <sup>61</sup> and the corresponding period is about 0.025 seconds"				X
57	57	Add phrase: "and 0.05 second for torsion"				X
57	57	Delete: "although they are counter-intuitive"				X
58	55	Add cross-hatching to Figure 4-23				X

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3/85	1/86		EDIT	COR	ACC	CLA
59	58	Change "prevents skin buckling from starting" to "prevents the skin of the torque box from severe buckling and takes up some load reducing the transfer of torque the front spar"				X
60	59	Change: "have much higher torque" to "result in a higher torque"			X	
60	59	Change: "There exist maneuvers at, or even below, the maneuver speed that can produce loads exceeding the strength of the tail." to "There exist maneuvers, which, when executed at, or even below, the maneuver speed, can produce loads exceeding the limit load of the tail."				X
60	59	Change: "could be fatal" to "by inexperienced pilots might be possible"			X	
68	63	Change "heads" to "beads"	X			
68	63	Add "(on the H35 and later Models)"			X	
*	64	Add footnote: "** Failure caused by bending loads can result in tail deformations that look similar to those caused by torsion."				X
69	64	Change "flutter problem of the Model 35" to "flutter problem of the Model 35 tail"				X
69	65	Change "was mounted in one of the tail to excite" to "was mounted in one of the stabilizers to excite"			X	
69	65	Change "The CAA rejected this series of tests " to "The CAA considered this series of tests inconclusive"			X	
70	65	Change "Although the disturbance did not damp out in one cycle, this" to "The reason the disturbance did not damp out in one cycle"				X
70	65	Change "and tab cable stiffness" to "tab cable and stabilizer stiffness"			X	
70	65	Insert "a" (for sonic speed at sea level)	X			
71	66	Add sentence: "According to Beech, there have been no cases involving flutter for the Model A35 and newer V-tail configurations."			X	
71	66	Change "structural damping" to "critical structural damping"			X	
71	66	Change "the effective damping" to "the structural damping"			X	
73	67	Change "evidence was not found" to "evidence was generally not found"			X	

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3/85	1/86		EDIT	COR	ACC	CLA
73	67	Combine second two sentences in fifth paragraph	X			
73	67	Replace "IFAF" with "in-flight airframe failure (IFAF)"				X
77	70	Combined two sentences of fifth full paragraph	X			
77	70	Changed "remarkably safe" to "remarkably accident-free"			X	
83	76	Change "As discussed earlier, the FIFAF accident rate for single engine airplanes with retractable landing gear is ten times higher than for twin engine airplanes by a factor of four." to "As discussed earlier, the FIFAF accident rate for single engine airplanes with retractable landing gear is ten times higher than that for single engine aircraft with fixed landing gear and exceeds that for twin engine airplanes by a factor of four"		X		
84	77	Change "233 V-tail accidents" to "234 V-tail accidents"		X		
84	77	Delete "(FIFAF)"	X			
84	77	Change "Appendix B" to "Appendix D"	X			
84	77	Change "Since 1977, flight hours have been estimated by a sampling procedure and a 'General Aviation Activity and Avionics Survey Report' (Referenc 6-5) has been published." to "Since 1977, flight hours have been estimated by a sampling procedure and are published annually in a 'General Aviation Activity and Avionics Survey Report'. 86"				X
84	77	Change "Earlier data is from accident studies as noted on the table. Since 1977, the available data was not broken down by V-tail sub-model. The total V-tail flight hours are presented here" to "Earlier data, from various accident studies is not complete and is not reproduced here. The available data from Reference 90 was not broken down by V-tail sub-model, so the total V-tail flight hours are presented here."				X
88	78	Change "Bonanza" to "Bonanzas"	X			
88	81	Change: "10,404 Model 35's" to "10,405 Model 35's"		X		
88	81	Change "Registration numbers based on extrapolation or interpolation are indicated by shading. Notice that 636 of the original 1280 Model 35's sold in the United States in 1947 and 1948 are still registered today" to "Where data was incomplete, registration numbers were estimated based on extrapolation or interpolation. It is noted that 636 of the original 1500 Model 35's produced in 1947 and 1948 are still registered in the United States today"				X

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3/85	1/86		EDIT	COR	ACC	CLA
88	81	Correct spelling of "either"	X			
88	85	Change "i + m" to "i = m" in denominator of Eq 6-1	X			
92	86	Moved: "The original 35 stands out as expected with 6.3 percent of the 1280 originally registered having been involved in FIFAF accidents" to next paragraph				X
92	86	Add sentence: "It is acknowledged that the experience level of pilots, V-tail accident publicity, improved training techniques and weather education could also contribute to improved accident rates."				X
97	90	Delete 2 sentences: "Models of the 35 manufactured prior to the the introduction of the Model 33 are not included in this comparison. The Model 36 comparison similarly is made against Model 35 aircraft that have been manufactured since 1968."				X
97	90	Change "The comparison with the Model 33 was" to "The comparisons with the Model 33 were"	X			
97	90	Change "accident the comparison" to "accident rate comparison"	X			
97	90	Change "nineteen year period" to "seventeen year period"		X		
97	90	Change "Appendix B" to "Appendix D"	X			
100	94	Change "238" to "234"; change "231" to "234"		X		
100	94	Change "The distribution of accidents relative to the pilot's age is basically bell-shaped with the 46-50 category highest (31 accidents). Eighty-nine" to "The distribution of accidents relative to the pilot's age is basically bell-shaped with the 36-40 and 46-50 categories highest with 30 accidents each. Eighty-eight"; corrected Figure 6-11 to be consistent.		X		
100	94	Change "In-type experience is significantly different. Nearly 75 percent of all FIFAF accidents" to "In-type experience is significantly different with 75.3 percent of all FIFAF accidents"; change "Another 10 percent" to "Another 10.3 percent"; change "remaining 14.3 percent" to "remaining 14.4 percent"			X	
101	95	Corrected some numbers in Table 6-14		X		

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104	96	Change "It is doubtful that the original 35 airplane is flown any more conservatively than its newer counterpart. Therefore, the original Model 35 would be expected to have the highest FIFAF accident rate of all Model 35 Bonanzas." to "If the original Model 35 airplane were not flown any more conservatively than its newer counterpart, the original Model 35 would be expected to have the highest FIFAF accident rate of all Model 35 Bonanzas."			X	
104	96	Change "° The torsional load is less severe on the shorter chord of the Model 33 tail." to "° The torsional load is less severe on the Model 33 tail which has a shorter chord."	X			
105	97	Change "some difference should be expected" to "some difference is not surprising"			X	
106	98	Change "The issue of estimating aerodynamic loads" to "The issue of reviewing certification requirements and estimating aerodynamic loads"; change "Dr. Terry Barnes" to "Terry Barnes"; change "the problem of estimating loads" to "the problem of reviewing certification requirements and estimating loads"			X	
108	100	Change "Low tension in rudder cables or tab cables will not cause flutter within the permissible flight envelope because flutter speed depends on cable resilience rather than tension." to "Low tension in rudder cables or tab cables will not cause flutter within the permissible flight envelope because flutter speed is independent of cable tension level, provided it is not zero."				X
A-1	111	Change "by MIT" to "from the Massachusetts Institute of Technology"; change "test evaluation" to "test, evaluation"; change "Institute of Electronic" to "Institute of Electronics"	X			
A-3	113	Delete: "and Buffalo Transit Construction Investigation"; change "Construction Management Supervision Assessment" to "the assessment of construction management supervision requirements"			X	
A-3	113	Delete word "has" in paragraph 2	X			
A-3	113	Change "Subspace Iteration and Component Modal" to "subspace iteration and component modal"	X			
A-4	114	Insert: "PROFESSOR Department of Aeronautics and Astronautics"; delete "once again" and one comma.	X			

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Changes to Volume II consist of the following additions and deletions to the accident summaries. Also, editorial changes are made throughout the document to correct spelling, typographical errors, etc.

REFERENCE NUMBER		ADDITION or DELETION and REASON
3/85	1/86	
	5505	Added accident in Sioux Falls, SD of a Model 35 on 6/8/55
	5602	Added accident in Eagles Mere, PA of a Model C35 on 4/13/56
5801		Deleted accident in Clinton, MD of a Model A35 on 1/25/58
	5803	Added accident in Williamsport, VA of a Model D35 on 10/17/58
5901		Deleted accident in Mason City, IO of a Model 35 on 3/5/59 because it was not caused by an inflight structural failure.
	6508	Added accident in Coutts, CT of a Model B35 on 9/10/65
	7002	Added accident in Baja, Mexico of a Model C35 on 4/19/70
	7202	Added accident in Grand Bahama Island, BF of a D35 on 12/18/72
7301		Deleted accident in Adaven, NV on 2/21/73 because there was no information indicating that it was caused by a structural failure
8402		Deleted reference to accident in Wichita, KA of a Model 35 because the accident could not be verified