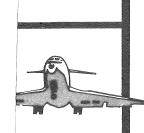
Doc NTSB AAB 83 03 Suppl.

1 AT -



PB83-916903





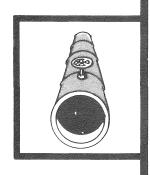
WASHINGTON, D.C. 20594



AIRCRAFT ACCIDENT/INCIDENT REPORTS

BRIEF FORMAT SUPPLEMENTAL ISSUE 1981 ACCIDENTS

NTSB/AAB-83/03



Doc NTSB AAB 83 03 Suppl.



UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

| 1 D | | L KETOKT BOCOMENT | |
|---|---|---|---|
| l. Report No. NTSB/AAB-83/03 | 2.Government Accession No. PB83-916903 | 3.Recipient's Ca | italog No. |
| 4. Title and Subtitle | | 5.Report Date | |
| Aircraft Accident/Incid | lent Reports - | March 31, 1983 | , |
| Brief Format-Supplement | | 6.Performing Org | anization |
| brice rounds supprement | i i | Code | |
| 7. Author(s) | 8.Performing Org | anization | |
| , | Report No. | | |
| | · | Report No. | |
| 9. Performing Organization | (Name and Address | 10.Work Unit No. | |
| | 1 | IU. WORK UNIT NO. | 1 |
| Bureau of Safety Progra | | | |
| National Transportation | | 11.Contract or G | Grant No. |
| Washington, D.C. 2059 | 14 | | |
| _ | | 13.Type of Repor | |
| · | | Period Covere | ed · |
| 12.Sponsoring Agency Name | and Address | Aircraft Accide | nt/Incident |
| | | Reports in Brie | |
| | | 1981 Supplement | al Teche |
| NATIONAL TRANSPORTATI | ON SAFETY BOARD | 1901 bappianerie | ar issue |
| Washington, D. C. 20: | 594 | 14.Sponsoring Ag | iency Code |
| | | , , , o p c , , s c , , , , g , , , g | ,01107 0000 |
| | | | |
| 15.Supplementary Notes | | | |
| 1 13. Supprementary Notes | • | • | |
| | | | |
| | | | |
| 17. | | · <u></u> | |
| | ion contains reports of aircra | | |
| incidents that occurred | l in 1981 and have not been inc | luded in a prior | |
| | | | |
| issue of briefs. Includ | | | ir |
| | led are 27 U.S. air carrier acc | idents, 27 U.S. a | |
| carrier incidents, 76 g | led are 27 U.S. air carrier acc general aviation accidents occu | idents, 27 U.S. a rring on U.S. soi | .1, |
| carrier incidents, 76 g and 66 general aviation | led are 27 U.S. air carrier acc general aviation accidents occu n incidents. Five foreign air | idents, 27 Ū.S. a rring on U.S. soi carrier accidents | 1, |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie | led are 27 U.S. air carrier acc general aviation accidents occu incidents. Five foreign air er incidents, 14 foreign genera | idents, 27 Ū.S. a rring on U.S. soi carrier accidents 1 aviation accide | 1, s, ents |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a | led are 27 U.S. air carrier acc general aviation accidents occu incidents. Five foreign air or incidents, 14 foreign genera eviation incidents that were in | idents, 27 U.S. a rring on U.S. soi carrier accidents I aviation accide westigated by the | 1, ents |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation | led are 27 U.S. air carrier acc general aviation accidents occu- i incidents. Five foreign air or incidents, 14 foreign general eviation incidents that were in a Safety Board are also include | didents, 27 U.S. a rring on U.S. soi carrier accidents accidents accide westigated by the d. This publicat | 1, nts ion |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of B | led are 27 U.S. air carrier acc general aviation accidents occu incidents. Five foreign air or incidents, 14 foreign genera eviation incidents that were in | didents, 27 U.S. a rring on U.S. soi carrier accidents accidents accide westigated by the d. This publicat | 1, nts ion |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation | led are 27 U.S. air carrier acc general aviation accidents occu- i incidents. Five foreign air or incidents, 14 foreign general eviation incidents that were in a Safety Board are also include | didents, 27 U.S. a rring on U.S. soi carrier accidents accidents accide westigated by the d. This publicat | 1, nts ion |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of E 1981. | led are 27 U.S. air carrier accepted aviation accidents occur general aviation accidents occur incidents. Five foreign air er incidents, 14 foreign general eviation incidents that were in a Safety Board are also include eriefs of Accidents that occurr | didents, 27 U.S. a rring on U.S. soi carrier accidents accidents accide westigated by the d. This publicat | 1, nts ion |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of B | led are 27 U.S. air carrier accepted aviation accidents occur general aviation accidents occur incidents. Five foreign air er incidents, 14 foreign general eviation incidents that were in a Safety Board are also include eriefs of Accidents that occurr | didents, 27 U.S. a rring on U.S. soi carrier accidents accidents accide westigated by the d. This publicat | 1, nts ion |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of E 1981. File Number: 1 - U.S. | led are 27 U.S. air carrier accepted aviation accidents occur general aviation accidents occur incidents. Five foreign air er incidents, 14 foreign general eviation incidents that were in a Safety Board are also include eriefs of Accidents that occurr | didents, 27 U.S. a rring on U.S. soi carrier accidents accidents accide westigated by the d. This publicat | 1, nts ion |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of E 1981. File Number: 1 - U.S. 3 - U.S. | led are 27 U.S. air carrier accepeneral aviation accidents occupation incidents. Five foreign air are incidents, 14 foreign general viation incidents that were in Safety Board are also included riefs of Accidents that occurrate air carrier accident general aviation accident | didents, 27 U.S. a rring on U.S. soi carrier accidents accidents accide westigated by the d. This publicat | 1, nts ion |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of E 1981. File Number: 1 - U.S. 3 - U.S. 4 - U.S. | led are 27 U.S. air carrier accepeneral aviation accidents occupation incidents. Five foreign air incidents, 14 foreign general viation incidents that were in Safety Board are also include triefs of Accidents that occurrate air carrier accident general aviation accident air carrier incident | didents, 27 U.S. a rring on U.S. soi carrier accidents accidents accide westigated by the d. This publicat | 1, nts ion |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of E 1981. File Number: 1 - U.S. 3 - U.S. 4 - U.S. 5 - U.S. | led are 27 U.S. air carrier acceptance aviation accidents occurs incidents. Five foreign air incidents, 14 foreign general viation incidents that were in Safety Board are also include triefs of Accidents that occurrate air carrier accident general aviation accident air carrier incident general aviation incident | idents, 27 U.S. a rring on U.S. soi carrier accidents. I aviation accide westigated by the ed. This publicated in calendar ye | 1, nts ion |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of E 1981. File Number: 1 - U.S. 3 - U.S. 4 - U.S. 5 - U.S. A - forei | ded are 27 U.S. air carrier accepted aviation accidents occurs incidents. Five foreign air incidents, 14 foreign general viation incidents that were in Safety Board are also include the carrier accident general aviation accident air carrier incident general aviation incident general aviation incident general aviation incident gn air carrier accident in U.S. | idents, 27 U.S. a rring on U.S. soi carrier accidents I aviation accide westigated by the d. This publicated in calendar ye | 1, nts ion |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of E 1981. File Number: 1 - U.S. 3 - U.S. 4 - U.S. 5 - U.S. A - forei C - forei | ded are 27 U.S. air carrier accepted aviation accidents occurs incidents. Five foreign air or incidents, 14 foreign general aviation incidents that were in Safety Board are also include the price of Accidents that occurrate air carrier accident air carrier incident general aviation incident general aviation incident gn air carrier accident in U.S. gn air carrier incident in U.S. | idents, 27 U.S. a rring on U.S. soi carrier accidents I aviation accide westigated by the d. This publicated in calendar ye | 1, nts ion |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of E 1981. File Number: 1 - U.S. 3 - U.S. 4 - U.S. 5 - U.S. A - forei C - forei E - forei | ded are 27 U.S. air carrier accepted aviation accidents occurs incidents. Five foreign air representation incidents that were in Safety Board are also included air carrier accident general aviation accident air carrier incident general aviation accident in U.S. gn air carrier incident in U.S. gn general aviation accident | idents, 27 U.S. a rring on U.S. soi carrier accidents I aviation accidents westigated by the d. This publicated in calendar ye | 1, nts ion |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of E 1981. File Number: 1 - U.S. 3 - U.S. 4 - U.S. 5 - U.S. A - forei C - forei E - forei G - forei | ded are 27 U.S. air carrier accepted aviation accidents occurs incidents. Five foreign air or incidents, 14 foreign general aviation incidents that were in Safety Board are also included air carrier accident general aviation accident air carrier incident general aviation incident general aviation incident general aviation incident general aviation accident in U.S. gn general aviation accident gn general aviation accident gn general aviation incidents | idents, 27 U.S. a rring on U.S. soi carrier accidents I aviation accidents westigated by the d. This publicated in calendar ye | 1, nts ion |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of E 1981. File Number: 1 - U.S. 3 - U.S. 4 - U.S. 5 - U.S. A - forei C - forei E - forei G - forei See Page ia for Specifi | ded are 27 U.S. air carrier accepted aviation accidents occurs incidents. Five foreign air or incidents, 14 foreign general aviation incidents that were in Safety Board are also include the price of Accidents that occurrate air carrier accident air carrier incident general aviation incident general aviation incident gn air carrier incident in U.S. gn general aviation accident gn general aviation accident gn general aviation incident gn general aviation incident gn general aviation incidents c Docket No. | idents, 27 U.S. a rring on U.S. soi carrier accidents I aviation accidents westigated by the d. This publicated in calendar years in U.S. | l, nts ion ar |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of E 1981. File Number: 1 - U.S. 3 - U.S. 4 - U.S. 5 - U.S. A - forei C - forei E - forei G - forei See Page ia for Specifi 17. Key Words Aviation Acc | ded are 27 U.S. air carrier accepted aviation accidents occurs incidents. Five foreign air ar incidents, 14 foreign general viation incidents that were in Safety Board are also included air carrier accident general aviation accident air carrier incident general aviation incident general aviation incident general aviation incident general aviation accident in U.S. gn general aviation accident gn general aviation incidents gn general aviation incidents cocket No. | idents, 27 U.S. a rring on U.S. soi carrier accidents. I aviation accidents estigated by the ed. This publicated in calendar years. in U.S. | 1, ents eion ear |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of E 1981. File Number: 1 - U.S. 3 - U.S. 4 - U.S. 5 - U.S. A - forei C - forei E - forei G - forei See Page ia for Specifi 17. Key Words Aviation Accurrent U.S. Civil Aviation, U. | ded are 27 U.S. air carrier acceptance aviation accidents occurs incidents. Five foreign air ar incidents, 14 foreign general viation incidents that were in Safety Board are also included air carrier accident general aviation accident air carrier incident general aviation incident general aviation incident gn air carrier incident in U.S. gn general aviation accident gn general aviation incident gn general aviation incidents cocket No. | idents, 27 U.S. a rring on U.S. soi carrier accidents. I aviation accide westigated by the d. This publicated in calendar year in U.S. 18.Distribution of this document i | 1, ints ints ion ear Statement s available |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of E 1981. File Number: 1 - U.S. 3 - U.S. 4 - U.S. 5 - U.S. A - forei C - forei E - forei G - forei G - forei See Page ia for Specifi 17. Key Words Aviation Acc U.S. Civil Aviation, U. Incidents, U.S. General | ded are 27 U.S. air carrier acceptance aviation accidents occurs incidents. Five foreign air ar incidents, 14 foreign general aviation incidents that were in Safety Board are also included air carrier accident general aviation accident air carrier incident general aviation incident general aviation incident gn air carrier incident in U.S. gn general aviation accident gn general aviation accident gn general aviation incident gn general aviation incidents c. Docket No. idents, Aviation Incidents, S. Air Carrier Accidents/ Aviation Accidents/Incidents, | idents, 27 U.S. a rring on U.S. soi carrier accidents. I aviation accide westigated by the d. This publicated in calendar year in U.S. 18.Distribution of the council to the public to the public to soil arcidents. | 1, ints ints ion ear Statement is available ihrough the |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of E 1981. File Number: 1 - U.S. 3 - U.S. 4 - U.S. 5 - U.S. A - forei C - forei E - forei G - forei See Page ia for Specifi 17. Key Words Aviation Acc U.S. Civil Aviation, U. Incidents, U.S. General Foreign Registered Airc | ded are 27 U.S. air carrier accepted aviation accidents occurs incidents. Five foreign air or incidents, 14 foreign general aviation incidents that were in Safety Board are also included riefs of Accidents that occurrate air carrier accident general aviation accident air carrier incident general aviation incident gn air carrier accident in U.S. gn general aviation accident in general aviation accident gn general aviation accident gn general aviation accident gn general aviation incidents of Docket No. idents, Aviation Incidents, S. Air Carrier Accidents/Incidents, aviation Accidents/Incidents, araft Accidents, Probable | idents, 27 U.S. a rring on U.S. soi carrier accidents. I aviation accide westigated by the d. This publicated in calendar year in U.S. 18.Distribution of this document i | 1, ints ints ion ear Statement is available ihrough the |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of E 1981. File Number: 1 - U.S. 3 - U.S. 4 - U.S. 5 - U.S. A - forei C - forei E - forei G - forei See Page ia for Specifi 17. Key Words Aviation Acc U.S. Civil Aviation, U. Incidents, U.S. General Foreign Registered Airc | ded are 27 U.S. air carrier acceptance aviation accidents occurs incidents. Five foreign air ar incidents, 14 foreign general aviation incidents that were in Safety Board are also included air carrier accident general aviation accident air carrier incident general aviation incident general aviation incident gn air carrier incident in U.S. gn general aviation accident gn general aviation accident gn general aviation incident gn general aviation incidents c. Docket No. idents, Aviation Incidents, S. Air Carrier Accidents/ Aviation Accidents/Incidents, | idents, 27 U.S. a rring on U.S. soi carrier accidents l aviation accide vestigated by the d. This publicated in calendar year in U.S. 18.Distribution to the public to the public to National Techni | 1, ints ion ion ear Statement s available through the cal Infor- |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of E 1981. File Number: 1 - U.S. 3 - U.S. 4 - U.S. 5 - U.S. A - forei C - forei E - forei G - forei G - forei See Page ia for Specifi 17. Key Words Aviation, U. Incidents, U.S. General Foreign Registered Airo Cause, Type of Accident | ded are 27 U.S. air carrier accepted aviation accidents occurs incidents. Five foreign air or incidents, 14 foreign general aviation incidents that were in Safety Board are also include triefs of Accidents that occurrate air carrier accident general aviation accident air carrier incident general aviation incident gn air carrier accident in U.S. gn air carrier incident in U.S. gn general aviation accident gn general aviation accident gn general aviation incidents c. Docket No. idents, Aviation Incidents, S. Air Carrier Accidents/Incidents, aviation Accidents/Incidents, araft Accidents, Probable of Operation, Kind | idents, 27 U.S. a rring on U.S. soi carrier accidents. I aviation accide vestigated by the d. This publicated in calendar year in U.S. 18.Distribution This document in to the public to the public to mation Service, | 1, ints ion ion ar Statement s available cal Infor- Spring- |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of E 1981. File Number: 1 - U.S. 3 - U.S. 4 - U.S. 5 - U.S. A - forei C - forei E - forei G - forei G - forei See Page ia for Specifi 17 Key Words Aviation Acc U.S. Civil Aviation, U. Incidents, U.S. General Foreign Registered Airo Cause, Type of Accident of Flying, Aircraft Dam | ded are 27 U.S. air carrier accepted aviation accidents occurs incidents. Five foreign air or incidents, 14 foreign general aviation incidents that were in Safety Board are also include the riefs of Accidents that occurrate air carrier accident general aviation accident air carrier incident general aviation incident general aviation incident general aviation incident general aviation accident in U.S. gn air carrier incident in U.S. gn general aviation accident gn general aviation incidents of Docket No. Eidents, Aviation Incidents, S. Air Carrier Accidents/Incidents, aviation Accidents/Incidents, raft Accidents, Probable of Operation, Kind age, Injuries, Pilot Data. | idents, 27 U.S. a rring on U.S. soi carrier accidents l aviation accide vestigated by the d. This publicated in calendar year in U.S. 18.Distribution This document in to the public to the public to the public to field, Virginia | Statement s available cal Infor- Spring- |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of E 1981. File Number: 1 - U.S. 3 - U.S. 4 - U.S. 5 - U.S. A - forei C - forei E - forei G - forei E - forei G - forei See Page ia for Specifi 17 Key Words Aviation Acc U.S. Civil Aviation, U. Incidents, U.S. General Foreign Registered Airc Cause, Type of Accident of Flying, Aircraft Dam | ded are 27 U.S. air carrier accepted aviation accidents occurs incidents. Five foreign air or incidents, 14 foreign general aviation incidents that were in Safety Board are also include the riefs of Accidents that occurrate air carrier accident general aviation accident air carrier incident general aviation incident general aviation incident general aviation incident general aviation accident in U.S. gn air carrier incident in U.S. gn general aviation accident gn general aviation incidents of Docket No. Eidents, Aviation Incidents, S. Air Carrier Accidents/Incidents, aviation Accidents/Incidents, raft Accidents, Probable of Operation, Kind age, Injuries, Pilot Data. | idents, 27 U.S. a rring on U.S. soi carrier accidents. I aviation accide vestigated by the d. This publicated in calendar year in U.S. 18.Distribution This document in to the public to the public to mation Service, | I, ints ion ion ar Statement s available hrough the cal Infor- Spring- |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of E 1981. File Number: 1 - U.S. 3 - U.S. 4 - U.S. 5 - U.S. A - forei C - forei E - forei G - forei E - forei G - forei See Page ia for Specifi 17 Key Words Aviation Acc U.S. Civil Aviation, U. Incidents, U.S. General Foreign Registered Airc Cause, Type of Accident of Flying, Aircraft Dam | ded are 27 U.S. air carrier accepted aviation accidents occurs incidents. Five foreign air or incidents, 14 foreign general aviation incidents that were in Safety Board are also include the riefs of Accidents that occurrate air carrier accident general aviation accident air carrier incident general aviation incident general aviation incident general aviation incident general aviation accident in U.S. gn air carrier incident in U.S. gn general aviation accident gn general aviation incidents of Docket No. Eidents, Aviation Incidents, S. Air Carrier Accidents/Incidents, aviation Accidents/Incidents, raft Accidents, Probable of Operation, Kind age, Injuries, Pilot Data. | idents, 27 U.S. a rring on U.S. soi carrier accidents. I aviation accide vestigated by the d. This publicated in calendar year in U.S. 18.Distribution This document in to the public to the field, Virginia 21.No. of Pages | Statement s available cal Infor- Spring- |
| carrier incidents, 76 g and 66 general aviation four foreign air carrie and 2 foreign general a National Transportation is the final issue of E 1981. File Number: 1 - U.S. 3 - U.S. 4 - U.S. 5 - U.S. A - forei C - forei E - forei G - forei G - forei See Page ia for Specifi 17 Key Words Aviation Acc U.S. Civil Aviation, U. Incidents, U.S. General Foreign Registered Airo Cause, Type of Accident of Flying, Aircraft Dam | ded are 27 U.S. air carrier accepted aviation accidents occurs incidents. Five foreign air or incidents, 14 foreign general aviation incidents that were in Safety Board are also included air carrier accident general aviation accident air carrier incident general aviation accident in U.S. gn general aviation accident gn general aviation accident gn general aviation incidents of Docket No. idents, Aviation Incidents, S. Air Carrier Accidents, Aviation Incidents, araft Accidents, Probable of Operation, Kind age, Injuries, Pilot Data. | idents, 27 U.S. a rring on U.S. soi carrier accidents l aviation accide vestigated by the d. This publicated in calendar year in U.S. 18.Distribution This document in to the public to the public to the public to field, Virginia | Statement s available cal Infor- Spring- |

Technical Report Documentation Page (Cont.)

| Ţ | 74 | 1 | _ | Νħ | m | her | |
|---|----|---|---|----|---|-----|--|
| | | | | | | | |

1-0001 thru 1-0027

4-0001 thru 4-0027

3-3601 thru 3-3624

3-3626 thru 3-3644 3-3647 thru 3-3664 3-3668, 3-3671 thru 3-3679 3-3681, 3-3683 thru 3-3685

5-0001 thru 5-0005 5-0007 thru 5-0067

A-0001 thru A-0005

C-0001 thru C-0004

E-0001 thru E-0014

G-0001 thru G-0002

FOREWORD

The National Transportation Safety Board, in accordance with the provisions of Title VII of the Federal Aviation Act of 1958 (as amended) and Section 304 of the Independent Safety Board Act of 1974, has determined the probable cause(s) of the accidents reported herein.

The enclosed computer briefs are the reports of the 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 accidents or the investigations 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."

This supplemental issue contains reports of aircraft accidents and incidents that occurred in calendar year 1981 that have not been included in previous issues of Briefs of Accidents. The briefs of these accidents/incidents have been assembled by the following categories:

- 1. U.S. Air Carrier accidents and incidents.
- 2. U.S. General Aviation accidents and incidents occurring in the United States, its territories or possessions.
- 3. Foreign Air Carrier and Foreign General Aviation accidents/incidents occurring in the United States, and investigated by the National Transportation Safety Board.

In addition, this issue contains several statistical tables which tabulate and summarize selected accident information, such as type of accident, phase of operation, injuries, cause/factor and pilot certificates for all U.S. General Aviation accidents occurring in 1981.

In reading these reports, it should be borne in mind that they are reproduced 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 items of information which fulfill the requirements of the majority 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 costs will be assessed per printed page and photograph(s) reproduced.

Copies of material ordered will be mailed from the Washington business firm that holds the current contract for commercial reproduction of the Board's public files. Billing is also direct to you by the same company.

Orders for this material will also involve a user service charge by the Board for special services. This charge is in addition to the cost of commercial reproduction of material and will be included in the bill from the commercial reproduction firm.

Request for reproduction should be forwarded to the:

NATIONAL TRANSPORTATION SAFETY BOARD Administrative Operations Staff Public Inquiries Section Washington, D.C. 20594

TABLE OF CONTENTS

| | Page |
|---|-----------|
| Foreword | iii |
| Table of Contents | v |
| Explanatory Notes | vi |
| List of Abbreviations | x |
| Initial Release Previous Year | 1-12 |
| U.S. GENERAL AVIATION TABLES (Total Accidents-1981) | I-LVI |
| U.S. AIR CARRIER BRIEFS | |
| Accidents and Incidents | 1-41 |
| U.S. GENERAL AVIATION BRIEFS | |
| Accidents | 2827-2890 |
| Incidents | 1-47 |
| FOREIGN REGISTERED AIRCRAFT BRIEFS | • |
| Accidents | 1-16 |

U.S. GENERAL AVIATION

U.S. general aviation refers to the operations of U.S. civil aircraft owned and operated by persons, businesses, corporations, etc., excluding the operations of U.S. air carriers.

U.S. AIR CARRIER

U.S. air carrier operations include the following three operational categories:
1) certificated route air carriers 2) supplemental air carriers and 3) commercial operators of large aircraft.

DEFINITIONS

The following definitions contained in CFR 49, Part 830, paragraph 830.2 apply when used in this publication.

Aircraft Accident

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage.

Fatal Injury

Any injury which results in death within 30 days of the accident.

Serious Injury

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

Substantial Damage

1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component.

2) Engine failure, damage limited to an engine, bent fairings or cowling, 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.

INJURY INDEX

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

TYPE OF ACCIDENT

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

Gear Collapsed

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

Gear Retracted

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

Airframe Failure

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

Engine Failure/Malfunction

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

PHASE OF OPERATION

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

KIND OF FLYING

Refers to the purpose for which the aircraft is being operated at the time of the accident. There are four broad categories of kind of flying.

1. Instructional Flying
Refers to flying accomplished in supervised training under the direction of an accredited instructor.

KIND OF FLYING

2. Noncommerical Flying

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

Pleasure

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

Business

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

Corporate/Executive Operations

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

3. Commercial Flying

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

4. Miscellaneous Flying

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

COLLISION BETWEEN AIRCRAFT

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

CAUSES AND RELATED FACTORS

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

AIRCRAFT WEIGHT CATEGORIES

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

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

SMALL FIXED-WING AIRCRAFT

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

LARGE FIXED-WING AIRCRAFT

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

ROTORCRAFT

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

TYPES OF WEATHER CONDITIONS

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

LIST OF ABBREVIATIONS USED IN BRIEFS

ABBREVIATION

MEANING

· AERIAL ADVERTISE AERIAL ADVERTISING AIRLINE TRANSPORT INSTRUCTOR ATR, FLIGHT INSTR. AIR SHOW/AIR RACING AIR SHOW/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 ASSOCIATED FIRE CONTROL ACTIVITIES ASSOC FIRE CTL ACTIVITIES COMMERCIAL FLIGHT INSTRUCTOR COMMERCIAL, FLIGHT. INSTR. CORP /E XEC CORPORATION/EXECUTIVE CR-CREW CTR CARGO-D CONTRACT/ CHARTER-CARGO-DOMEST IC CTR CARGO-I CONTRACT/ CHARTER-CARGO-INTERNATIONAL CTR PASSG-D CONTRACT/ CHARTER-PASS ENGER-DOMESTIC CTR PASSG-I CONTRACT/CHARTER-PASS ENGER-INTERNATIONAL LAST ENROUTE STOP LAST PLANNED EN ROUTE LANDING POINT MAPPING/PHOTO AERIAL MAPPING/PHOTOGRAPHY MILITARY CONTRACT-CARGO-INTERNATIONAL MIL CONTRACT CARGO INTL MIL CONTRACT PASS6 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 NONSCHEDULED/CHARTER REVENUE PASSENGER-INTERNATL NS/CTR REVENUE PASSG INTL CTHER AIRCRAFT AND GROUND 0 T-PARACHUTE JUMP PARAJUMP PRIVATE .FL. INST R. PRIVATE FLIGHT INSTRUCTOR PX-**PASSENGERS** RADAR CTL/SURVEILLANCE RADAR CONTROL/SURVEILLANCE SCHED CARGO SRV SCHEDULED CARGO SERVICE SCHEDULED DOMESTIC CARGO SERVICE SCHED DOM CARGO SRV SCHEDULED DOMESTIC PASSENGER SERVICE SCHED DOM PASSG SRV SCHED INTERNATL CARGO SRV SCHEDULED INTERNATIONAL CARGO SERVICE SCHED INTERNATL PASSG SRV SCHEDULED INTERNATIONAL PASSENGER SERVICE SCHEDULED PASSENGER SERVICE SCHED PASSG SRV S-D SCHEDULED-DOMESTIC S- I SCHEDULED-INTERNATIONAL UNK/NR UNKNOWN/NOT REPORTED

BRIEFS OF ACCIDENTS
INITIAL RELEASE
PREVIOUS YEAR(S)

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | | LIGHT PURPOSE | PILOT DATA |
|--------|--|--|--------------------------|--------|------|-----------------|------------|-----------------------|--|
| 3-3346 | 9/20/80 TIME - 184 | | BLN WORKS FF-7 N4062L | _ | | | | | COMMERCIAL, AGE 37, 401 TOTAL HOURS, 63 IN TYPE |
| | 11HE - 104 | J , | DAMAGE-SUBSTANTIAL | L Y- | • | 0 1 | PLEF | ISURE/FERSONAL INHASF | NOT INSTRUMENT RATED. |
| | DEPARTURE | POINT | INTENDED DESTINATION | | | | | | NOT INSTRUMENT NATES. |
| | TYLER,TX | | LOCAL | | | | | | |
| | TYPE OF AC | | | PH | ASE | OF OPE | RATION | | |
| | AIRFRAM | E FAILURE: IN FL: | I GHT | | | IN | FLIGHT | : NORMAL CRUISE | |
| | MISCELL FACTOR(S) WEATHER WEATHER | ANEOUS ACTS, COND - UNFAVORABLE WI - DOWNDRAFT, UPDI | | - | LAN | D | | | |
| | SKY CONDIT | TON | | | CE | TI TAI | C AT A | CCIDENT SITE | |
| | SCATTERE | | | | | | MITED | | |
| | | AT ACCIDENT SITE | • | | | | | N AT ACCIDENT SITE | |
| | 5 OR OVE | R(UNLIMITED) | | | | NONE | | | |
| | | NS TO VISION AT A | ACCIDENT SITE | | TΞ | | ATURE- | ·F | |
| | NONE | | | | | 92 | | W RUSTS | |
| | · - · · · · · · · | TION-DEGREES | | | 91.1 | אט אוא וא מא | ELUCII | Y-KNOTS | |
| | 180 TYPE OF WE | ATHER CONDITIONS | | | ΤY | - | E ELTO | SHT PLAN | |
| | VFR VFR | HINER CORDITIONS | | | | NONE | | 1 2011 | |
| | DEMARKS. F | ACTOR HORET ACCE | AGL, ASCD TO 2000FT, ENV | EL 00E | DOM. | TOD | M - HM - C | TOD BOOME TEET TEAD | CLDV CTODAY CCTV |

•

| | DATE LOCATION | AIRCRAFT DATA | INJURIES FSM/N | FLIGHT PURPOSE | PILOT DATA | | | | |
|--------|--|--|--|--|---|--|--|--|--|
| 3-3506 | 10/23/80 MILLEDGEVILLE,GA TIME - 1854 | CESSNA 310 N3882M DAMAGE-DESTROYED | CR- 1 0 0 FX- 3 0 0 | NONCOMMERCIAL CORP/EXEC | AIRLINE TRANSPORT, AGE 46, 3000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. | | | | |
| | DEPARTURE POINT | | | | | | | | |
| | ATLANTA, GA | SAVANNAH, GA | | | | | | | |
| | TYPE OF ACCIDENT | | | F OPERATION | | | | | |
| | COLLISION WITH GROUND/WATER: UNCONTROLLED IN FLIGHT: UNCONTROLLED DESCENT | | | | | | | | |
| | MISCELLANEOUS ACTS,COND PILOT IN COMMAND - SPATI FACTOR(S) | TIONS - MATERIAL FAILU | | ! INSTRUMENTS: ATTITU | DE GYRO | | | | |
| | MISCELLANEOUS ACTS, CONDI PILOT IN COMMAND - SPATI | TIONS - MATERIAL FAILU AL DISORIENTATION BY FLIGHT SERVICE PERS | RE ONNEL, BY PHONE | • | DE GYRU | | | | |
| | MISCELLANEOUS ACTS, CONDI- PILOT IN COMMAND - SPATI FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED WEATHER FORECAST - FORECAST SKY CONDITION | TIONS - MATERIAL FAILU AL DISORIENTATION BY FLIGHT SERVICE PERS | RE ONNEL, BY PHONE CEILING | AT ACCIDENT SITE | DE GYRU | | | | |
| | MISCELLANEOUS ACTS, CONDI- PILOT IN COMMAND - SPATI FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED WEATHER FORECAST - FORECAST SKY CONDITION OVERCAST | TIONS - MATERIAL FAILU AL DISORIENTATION BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT | RE ONNEL, BY PHONE CEILING 1300 | AT ACCIDENT SITE | | | | | |
| | MISCELLANEOUS ACTS, CONDI- PILOT IN COMMAND - SPATI FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED WEATHER FORECAST - FORECAST SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE | TIONS - MATERIAL FAILU AL DISORIENTATION BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT | RE ONNEL, BY PHONE CEILING 1300 PRECIPI | AT ACCIDENT SITE | | | | | |
| | MISCELLANEOUS ACTS, CONDI- PILOT IN COMMAND - SPATIFACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED WEATHER FORECAST - FORECAST SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | TIONS - MATERIAL FAILU AL DISORIENTATION BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT | RE ONNEL, BY PHONE CEILING 1300 PRECIFI DRIZZ | AT ACCIDENT SITE TATION AT ACCIDENT S | | | | | |
| | MISCELLANEOUS ACTS, CONDI- PILOT IN COMMAND - SPATIFACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED WEATHER FORECAST - FORECAST SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT A | TIONS - MATERIAL FAILU AL DISORIENTATION BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT | RE ONNEL, BY PHONE CEILING 1300 PRECIPI DRIZZ TEMPERA | AT ACCIDENT SITE TATION AT ACCIDENT S | | | | | |
| | MISCELLANEOUS ACTS, CONDI- PILOT IN COMMAND - SPATIFACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED WEATHER FORECAST - FORECAST SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | TIONS - MATERIAL FAILU AL DISORIENTATION BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT | RE ONNEL, BY PHONE CEILING 1300 PRECIPI DRIZZ TEMPERA 60 | AT ACCIDENT SITE TATION AT ACCIDENT S | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU F | RIES S M | | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--|--|--|---|-------------------------------------|--|--|
| 3-3778 | TIME - 10 DEPARTURI ALBUQUI TYPE OF A COLLI: PROBABLE PILOT PERSOI PERSOI FACTOR(S | E POINT ERGUE, NM ACCIDENT SION WITH AIRCRAFT CAUSE(S) IN COMMAND - FAIL NNEL - MISCELLANEO NNEL - TRAFFIC COM | CESSNA TU206G N7393N DAMAGE-DESTROYED INTENDED DESTINATION CLOVIS,NM I: BOTH IN FLIGHT LED TO FOLLOW APPROVED PI OUS-PERSONNEL: PILOT OF OUTPOL PERSONNEL: FAILURE AVOID CONCEPT IN TERM ARI | PX- 1 OT- 2 I ROCEDURE OTHER AII | O O AST TU PHAS I S, DI | O EN CUM E O N F REC | BUSINESS ROUTE STOP CARI, NM F OPERATION LIGHT: NORMAL TIVES, ETC. | TOTAL HOURS, 69 IN TYPE, NOT INSTRUMENT RATED. |
| | CONTROI TRAFFIC CONTROI HORIZOI | TS OF AVIATION INV LLING AGENCY - NO C ADVISORY ISSUED L ZONE/AREA - YES NTAL COLLISION ANG | - NONE | | RA CO | DAR NTR | | ANCE - NOT UNDER RADAR CONTACT OLLED AIRPORT - CONTROLLED AIRPORT DEGREES - 59 |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | RIES | | - | PILOT DATA |
|--------|---|--|---|-----------------|-----|------|------------|---|---|
| 3-3778 | 2/6/80 TIME - 10 | | GEN DYNAMIC F-111D USAF45 DAMAGE-DESTROYED INTENDED DESTINATION | PX- | 0 | 0 | 0 | MISCELLANEOUS OTHER PUBLIC | COMMERCIAL, FL.INSTR., AGE 34, 2505 TOTAL HOURS 980 IN TYPE, INSTRUMENT RATED. |
| | CANNON AFB, NM LOCAL TYPE OF ACCIDENT COLLISION WITH AIRCRAFT: BOTH IN FLIGHT | | | | | | | OF OPERATION DING: INITIAL APPROACH | |
| | PILOT PERSON FACTOR(S) | IN COMMAND - FAIL IN COMMAND - FAIL NEL - TRAFFIC COM | ED TO FOLLOW APPROVED PI ED TO SEE AND AVOID OTHI TROL PERSONNEL: FAILURE VOID CONCEPT IN TERM ARI | ER AIR TO AC | CRA | FT | | | |
| | CUNTROL: TRAFFIC CONTROL HORIZON' FIRE AFT | S OF AVIATION INV LING AGENCY - APP ADVISURY ISSUED ZONE/AREA - YES TAL COLLISION ANG ER IMPACT | | | | R A | D A N T | R CTL/SURVEILLANCE - UN ROLLED/UNCONTROLLED AIR ERGENCE ANGLE-DEGREES - | PORT - CONTROLLED AIRPORT |

| DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---|---|---|--|
| 10/4/80 NR.SILVERTON, CO TIME - 1015 | HUGHES 369HS N9153F Damage-Substantial | CR- 0 0 1 PX- 3 0 0 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 43, 7183 TOTAL HOURS, 336 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT HOWARDSVILLE,CO TYPE OF ACCIDENT COLLIDED WITH: WIRES/ | INTENDED DESTINATION LOCAL POLES | • | | |
| PILOT IN COMMAND - EXI PILOT IN COMMAND - DI PILOT IN COMMAND - FA FACTOR(S) | RCISED POOR JUDGMENT VERTED ATTENTION FROM OPER | ATION OF AIRCR | | |
| 7 F | TIME - 1015 DEPARTURE POINT HOWARDSVILLE,CO TYPE OF ACCIDENT COLLIDED WITH: WIRES/E PROBABLE CAUSE(S) PILOT IN COMMAND - IME PILOT IN COMMAND - EXE PILOT IN COMMAND - DIV PILOT IN COMMAND - FAI FACTOR(S) TERRAIN - OTHER | N9153F DAMAGE-SUBSTANTIAL DEPARTURE POINT HOWARDSVILLE,CO TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - DIVERTED ATTENTION FROM OPER PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJE FACTOR(S) TERRAIN - OTHER | 10/4/80 NR.SILVERTON,CO HUGHES 369HS CR- 0 0 1 IIME - 1015 N9153F PX- 3 0 0 DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION HOWARDSVILLE,CO LOCAL TYPE OF ACCIDENT PHASE OF COLLIDED WITH: WIRES/POLES IN FOR PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCR PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUC FACTOR(S) TERRAIN - OTHER | 10/4/80 NR.SILVERTON,CO HUGHES 369HS CR- 0 0 1 COMMERCIAL IIME - 1015 N9153F PX- 3 0 0 AIR TAXI-PASSG DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION HOWARDSVILLE,CO LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: WIRES/POLES IN FLIGHT: LOW PASS PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) |

| 3-3783 3, | /27 /00 NB BARKER 00 | | | | | | | | |
|-----------|--|--|---------------------------------------|----------------------------|---|--|--|--|--|
| | 1452 | BEECH 200 N456L DAMAGE-DESTROYED | CR- 2 0 0 PX- 8 0 0 | NONCOMMERCIAL CORP/EXEC | ATP, FLIGHT INSTR., AGE 52, 10225 TOTAL HOURS, 550 IN TYPE, INSTRUMENT RATED. | | | | |
| DI | EPARTURE POINT | | | | | | | | |
| m s | LUFKIN,TX YPE OF ACCIDENT | RETURN | DENV | | | | | | |
| 1: | COLLISION WITH GROUND/ | NATER: CONTROLLED | IN I | FLIGHT: DESCENDING | | | | | |
| W. | MISCELLANEOUS ACTS, CON MISCELLANEOUS ACTS, CON EATHER BRIEFING - BRIEFE EATHER FORECAST - FORECA MERGENCY CIRCUMSTANCES - | OITIONS - IMPROPERLY LOA O BY FLIGHT SERVICE PERS ST SUBSTANTIALLY CORRECT | ONNEL, BY PHON ORT ON LAND THER | E | | | | | |
| SI | KY CONDITION . | | CEILIN 400 | G AT ACCIDENT SITE | | | | | |
| v. | OBSCURATION ISIBILITY AT ACCIDENT SI | rr | | ITATION AT ACCIDENT SITE | | | | | |
| ٠. | 1/4 MILE OR LESS | | SNOW | ITATION AT ACCIDENT DITE | | | | | |
| 01 | BSTRUCTIONS TO VISION AT NONE | ACCIDENT SITE | TEMPER | ATURE-F | | | | | |
| T | TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR | | | | | | | | |

| FILE | DATE | LOCATION | `AIRCRAFT DATA | | | | | FLIGHT PURPOSE | PILOT DATA | | |
|----------------|---|---|---|------------|-----|------------|-----|---|--|--|--|
| 3-3 790 | | CARLSBAD,CA 719 | CESSNA TU206G N5384U DAMAGE-DESTROYED | CR- PX- | 2 | 0 | 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 47, 102 TOTAL HOURS, 64 IN TYPE NOT INSTRUMENT RATED. | | |
| | NAME OF A | AIRPORT - PALOMAR | | | | | | | | | |
| | DEPARTURE | E POINT ESERT, CA | INTENDED DESTINATION | | | | | | | | |
| | | | CARUSBAD, CA | | D | HASI | . 0 | F ODERATION | | | |
| | COPPI | TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: CONTROLLED LANDING: INITIAL APPROACH | | | | | | | | | |
| | PROBABLE CAUSE(S) | | | | | | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - EXERCISED POOR JUDGMENT | | | | | | | | | | |
| | PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | | | | | |
| | FACTOR(S) WEATHER - LOW CEILING | | | | | | | | | | |
| | WEATHER - FOG | | | | | | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | | | | |
| | SKY COND | | | | С | | | AT ACCIDENT SITE | | | |
| | OBSCUR | | _ | | | 0 | | | | | |
| | | TY AT ACCIDENT SIT LE OR LESS | 'E | | | REC: | | TATION AT ACCIDENT SITE | | | |
| | OBSTRUCTI FOG | IONS TO VISION AT | ACCIDENT SITE | | | IND CAL | | LOCITY-KNOTS | | | |
| | TYPE OF | MEATHER CONDITIONS | , | | | YPE | 0F | FLIGHT PLAN | | | |
| | | MINIMUMS | | | | NO | | | | | |
| | KEMARKS- | AUZU VER FLT NUT | RCMDD.BOTH PLTS HAD STU | DENT (| CRT | . CR | IOH | ED DEG TOO ALCH EMIST. | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | _ | | IES S M | | FLIGHT PURPOSE | PILOT DATA |
|--------|-----------------------------------|---------------------|---|------------|---|------------|-----|---|--|
| 3-3797 | 10/30/80 TIME - 09 | BRIDGEPORT,NJ 30 | PIPER PA-28 N8135B DAMAGE-SUBSTANTIAL | CR- PX- | - | | _ | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 21, 111 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE BRIDGEP TYPE OF A | ORT, NJ | INTENDED DESTINATION LOCAL | | | | AKE | OFF: INITIAL CLIMB | |

PROBABLE CAUSE(S)

POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS
PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED

COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE
EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT.

| FILE | DATE | LOCATION | AIRCRAFT DATA | 11 | | | | FLIGHT PURPOSE | PILOT DATA |
|--------|------------------------------------|------------------|--|--------|------|-------|-----|--|---|
| 3-3798 | 12/6/80 TIME - 161 | | MITSUBISHI MU-2 N969MA DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRA | PRIVATE, AGE 54, 4949 NSP TOTAL HOURS, 875 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE | _ | INTENDED DESTINATION | | | | | | |
| | FARGO, ND TYPE OF AC | | MINNEAPOLIS, MN | | | u a c | | F OPERATION | |
| | | | ATER: UNCONTROLLED | | _ | | | ING: INITIAL APPROACH | |
| | FACTOR(S) WEATHER WEATHER BR | - ICING CONDITI | ED TO OBTAIN/MAINTAIN F ONS-INCLUDES SLEET,FREE: BY FLIGHT SERVICE PERS T SUBSTANTIALLY CORRECT | ZING I | RAII | , ET | С. | : | |
| | SKY CONDIT | ION | | | (| EIL | ING | AT ACCIDENT SITE | |
| | | AT ACCIDENT SIT | E | | I | | |) ITATION AT ACCIDENT SIT | E |
| | 4 MILES OBSTRUCTIO FOG | NS TO VISION AT | ACCIDENT SITE | | 1 | | OF | WEATHER CONDITIONS | |
| | TYPE OF FL | IGHT PLAN | | | | | | | • |
| | REMARKS- I | CING REPORTED BY | ANOTHER PILOT. | | | | | | |

| FILE | DATE | | AIRCRAFT DATA | F | S M | /N | FLIGHT PURPOSE | PILOT DATA |
|--------|---------------------------------------|-------------------------------------|--|----------------|-----------------|-------------------|--|--|
| 3=3799 | TIME - 071 | | | CR= 2 PX= 1 | 0 | 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | ATP, FLIGHT INSTR., AGE 34, 3670 TOTAL HOURS, 117 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE HAZELTON TYPE OF AC TURBULE | CIDENT | | | RE Phas L | ADI E O AND | NG,PA F OPERATION ING: FINAL APPROACH | |
| | MISCELL | N COMMAND - FAIL ANEOUS - VORTEX | | | | | TIVES,ETC. DE PATH OF BOEING 727,WN | D CALM. |
| 3-3800 | 5/2/80 TIME - 063 | EDWARDS AFB,CA 4 | DOUGLAS DC-9 N980DC DAMAGE-SUBSTANTIAL | | | | MISCELLANEOUS EXPERIMENTATION | AIRLINE TRANSPORT, AGE 57, 6000 TOTAL HOURS, 700 IN TYPE, INSTRUMENT RATED. |
| | | CIDENT | AFB INTENDED DESTINATION LOCAL | | | | F OPERATION ING: LEVEL OFF/TOUCHDOWN | |
| | | | | | | | | |

| FILE | DATE L | OCATION | AIRCRAFT DATA | | | | | FLIGHT PURPOSE | PILOT DATA |
|-------|---|---|---|-----------------------|-----------------------|---------|-------------------|--------------------------------|--|
| -3801 | 5/19/80 GULF TIME - 1205 | | N125NE DAMAGE-DESTROYED | | | | | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 59, 15740 TOTAL HOURS, 6062 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | | | | |
| | TYPE OF ACCIDENT | | NEW ORLEANS, LA | | n. | 3 4 6 1 | - 0 | F OPERATION | • |
| | COLLISION WIT | SCENT | | | | | | | |
| | PILOT IN COMM FACTOR(S) PERSONNEL - P INSTRUMENTS/E MISCELLANEOUS PERSONNEL - O MISCELLANEOUS WEATHER BRIEFING WEATHER FORECAST | AND - INAC RODUCTION- QUIPMENT A ACTS, CONC PERATIONAL ACTS, CONC BRIEFEC | ATION OF FLIGHT CONTROL EQUATE SUPERVISION OF F. DESIGN-PERSONNEL: OTHER ND ACCESSORIES - FLIGHT ITIONS - UNAPPROVED MOD SUPERVISORY PERSONNEL: ITIONS - AIRCRAFT CAME BY FLIGHT SERVICE PERSON SUBSTANTIALLY CORRECT | AND NA IFICATI INADEG | ON UAI IN BY | PHO | FLI ATE ONE | GHT TRAINING-PROCEDURE R | s |
| | SKY CONDITION | | | | CE | | | AT ACCIDENT SITE | |
| | SCATTERED VISIBILITY AT AC | CIDENT CIT | er. | | D.E | | | ITED TATION AT ACCIDENT SIT | F |
| | 5 OR OVER(UNLI | | | | - | NO! | | TATION AT ACCIDENT SIL | - |
| | OBSTRUCTIONS TO | | ACCIDENT SITE | | TE | | ERA | TURE-F | |
| | WIND DIRECTION-D | EGREES | | | W] | | VE | LOCITY-KNOTS | |
| | TYPE OF WEATHER | CONDITIONS | i e | | T | _ | OF | FLIGHT PLAN | |
| | REMARKS- CAT,FL4 | | | | | | • | | |

| | DATE LOCATION | N AIRCRAFT DATA | | ES M/N | | PILOT DATA |
|--------|--|--|------------|---------------------|---|---|
| 3-3802 | 1/24/80 RANDOLPH, VT TIME - 1330 | CESSNA 210L N94069 Damage-Destroyed | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 35, 350 TOTAL HOURS, ALL IN TYPE NOT INSTRUMENT RATED. |
| | | INTENDED DESTINATION | | | | |
| | WARREN, VT TYPE OF ACCIDENT | PORTLAND, ME | מח | ACE OF | F OPERATION | |
| | COLLIDED WITH: TREES | 5 | rn | | LIGHT: NORMAL CRUISE | |
| | FACTOR(S) WEATHER - LOW CEILIN | CONDITIONS - WHITEOUT | | | | |
| | WEATHER - SNOW | RECORD OF BRIEFING RECEIVED | | | | |
| | WEATHER - SNOW WEATHER BRIEFING - NO E WEATHER FORECAST - UNKE | RECORD OF BRIEFING RECEIVED | | | AT ACCIDENT SITE | |
| | WEATHER - SNOW WEATHER BRIEFING - NO F WEATHER FORECAST - UNK | RECORD OF BRIEFING RECEIVED | CE . PR | 0 | AT ACCIDENT SITE | |
| | WEATHER - SNOW WEATHER BRIEFING - NO R WEATHER FORECAST - UNKN SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT | RECORD OF BRIEFING RECEIVED NOWN/NOT REPORTED SITE | CE PR | 0 ECIPIT SNOW | | |

| FILE | DATE | LOCATI | ON AIRCRAFT DATA | | | | | IGHT JRPOSE |) TO SE | PILOT DATA |
|--------|--|---|---|-------|---|------|----------|----------------|---|---|
| C=0005 | 6/8/80 TIME - 090 | LOS ANGELE 5 | ES,CA LOCKHEED L=1011 CF=TNF DAMAGE=NONE | CR= | | | |) INTERNATI | PASSG SRV | AIRLINE TRANSPORT, AGE 48, 20000 TOTAL HOURS, 700 IN TYPE, INSTRUMENT RATED. |
| | | | S ANGELES INTL | | | | | | | |
| | OPERATOR - | AIR CANADA | l | | | | | | | |
| | DEPARTURE : | POINT | INTENDED DESTINATION | | | | | | | |
| | LOS ANGE | LES,CA | TORONTO, CANADA | | | | | | | |
| | TYPE OF AC | CIDENT | | | P | HASE | OF OPER | RATION | | |
| | FIRE OR | EXPLOSION: | ON GROUND | | | 57 | ATIC: ST | TARTING ENG | INE(S) | |
| | FACTOR(S) POWERPL MISCELL MISCELL | N COMMAND - ANT - FUEL ANEOUS ACTS ANEOUS ACTS | • IMPROPER STARTING PROCEDURES SYSTEM: FUEL CONTROL S,CONDITIONS - IMPROPER ALIGNM S,CONDITIONS - FIRE IN ENGINE HI TGT.6 PAX RECEIVED MINOR IN | ent/a | | | | ATION. | | |

U. S. GENERAL AVIATION TABLES

TYPE OF AIRCRAFT AND CONDITIONS OF LIGHT CONDITIONS OF LIGHT

NICHT DARK RECORDS ACCIDENTS TYPE OF AIRCRAFT 3333 3298 FIXED-WING 53 33 2723 137 358 29 HELICOPTER 6 255 13 12 290 290 GLIDER 60 60 59 BALLOON 23 24 23 BLIMP DIRIGIBLE ROCKET CONVERTIPLANE 15 GYROPLANE 15 15 OTHER 1 OTHER 3723 RECORDS 39 3077 151 370

3684

57 29

39 3041 150 369

ACCIDENTS

KIND OF FLYING BY PILOT CERTIFICATE

| | | | | | PIL | от с | ERTIF | CATE | | œ. | | | | | |
|------------|-----------------------------|-----|---------|--------|--------|--------|--------|-----------------|--------|--------|-------|-------------|---------|-------|-------|
| <u>KII</u> | ND OF FLYING | SU | OEM PRI | ATECOM | MERCIA | , PRIN | ATE ON | MERCIAL MERCIAL | FL INS | s AOUR | JENOT | WE OF THE O | RECORDS | ACCIE | DENTS |
| | INSTRUCTIONAL | | | | | | | | | | | | | | |
| | DUAL | | 1 | 14 | | | 136 | 31 | | | 1 | | 18 | | 182 |
| | SOLÜ | 131 | 6 | 2 | 1 | | | | | | | | 14 | | 138 |
| | CHECK | | 5 | 3 | | | 2 | | | | | | | . 0 | 10 |
| | TRAINING | 83 | 5 | 4 | 1 | | 3 | 2 | | | | | 9 |) d | 98 |
| | NONCOMMERCIAL | | | | | | | | | | | | | | |
| | PLEASURE | 90 | 1242 | 319 | 27 | 3 | 121 | 33 | | 24 | 1 | | 186 | 0 | 1851 |
| | PRACTICE | 32 | 48 | 19 | 4 | | 6 | 1 | | 1 | | | 11 | . 1 | 111 |
| | BUSINESS | 2 | 154 | 68 | 5 | 1 | 30 | 5 | 1 | | 1 | | 26 | ,7 | 264 |
| | CORPORATE/EXECUTIVE | | 2 | 28 | 27 | | 14 | 13 | | | | | . 8 | 34 | 84 |
| | AERIAL SURVEY | | 6 | 6 | 2 | | 2 | | | | | | 1 | . 6 | 16 |
| | COMPANY FLIGHT | | | 1 | 1 | | | | | | | | | 2 | 2 |
| | OTHER | | | 6 | 1 | | | 1 | | 1 | 1 | | 1 | 0 | 10 |
| | COMMERCIAL | | | | | | | | | | | | | | |
| | AERIAL APPLICATION | | 5 | 144 | 4 | | 31 | 8 | | | | | 19 | 12 | 191 |
| | CROP CONTROL RELATED FLIGHT | | 1 | 129 | 3 | | 39 | 12 | | | | | 18 | 14 | 183 |
| | FIRE CONTROL | | | | | | 1 | | | | | | | 1 | 1 |
| | FIRE CONTROL RELATED FLIGHT | | | 1 | | | | 1 | | | | | | 2 | 2 |
| | AERIAL MAPPING/PHOTOGRAPHY | | 1 | 9 | 1 | | 2 | 1 | | | | | 1 | 4 | 14 |
| | | | | | | | | | | | | | | | |

PAGE II

KIND OF FLYING BY PILOT CERTIFICATE

| | | | | PILO | OT CERTIF | ICATI | <u> </u> | | | |
|---------------------------------|---|------------|---------|-------------|------------|-----------------|-----------|----------------|---------|-----------|
| D OF FLYING AERIAL ADVERTISING | ક | UDENT PRIV | ATE COM | MERCIAL ATR | PRIVATE OF | MSTR. MERCIA | OTHER NOW | Juka kilo kilo | RECORDS | ACCIDENTS |
| POWER AND PIPELINE PATROL | | | 5 | 2 | 5 | | | | 12 | 2 12 |
| FISH SPOTTING | | | 1 | | | 1 | | ÷ | 2 | 2 2 |
| AIR TAXI-PASSENGER OPERATIONS | | | 64 | 27 | 26 | -21 | | | 138 | 3 137 |
| AIR TAXI-CARGO OPERATIONS | | | 17 | 17 | 13 | 8 | | | 55 | 5 55 |
| CONSTRUCTION WORK | | | 5 | 1 | 2 | 2 | | | 10 | 10 |
| SCHEDULED PASSENGER SERVICE | | | | | | | | | | |
| SCHEDULED CARGO SERVICE | | | | | | | | | | |
| INTRA-STATE CHARTER PASSG. | | | | | | | | | | |
| INTRA-STATE CHARTER CARGO. | | | | | | | | | | |
| MILITARY CONTRACT-PASSENGER | | | | | | | | | | |
| MILITARY CONTRACT-CARGO | | | | | | | | | | |
| CHARTER CARGO-DOMESTIC | | | 2 | 1 | | | | | 3 | 3 |
| CHARTER PASSG-DOMESTIC | | | 1 | | | | • | | 1 | 1 |
| CHARTER-CARGO-INTERNATIONAL | | | | 1 | | | , | | 1 | . 1 |
| CHARTER-PASSG-INTERNATIONAL | | | | | | | | | | |
| OTHER | | 2 | 12 | 2 | 2 | | | 1 | 19 | 19 |
| UNKNOWN/NOT REPORTED | | | 1 | | | | | | 1 | . 1 |
| MISCELLANEOUS | | | | | | | | | | |
| EXPERIMENTATION | | 1 | | | 1 | 1 | | | 3 | 3 |
| TEST | | 18 | 18 | 4 | 9 | 5 | | | . 54 | 54 |
| DEMONSTRATION | | 3 | 6 | 3 | 5 | 2 | | | 19 | 19 |

PAGE

III

KIND OF FLYING BY PILOT CERTIFICATE

PILOT CERTIFICATE

| | | JUDEN'S | WATE CO | MMERCI | ۶ | ATE F | MAR ATR | el fel. | STR. | JE JEHOV | HE CELED | | |
|--------------------------|-----|---------|---------|--------|-------|---------|---------|---------|--------|----------|----------|-------|----------|
| KIND OF FLYING | Ś | 177 66 | ى " | W. WA | . 66j | , O | n Pl | i o' | YER MO | , 120, | RECO | RDS A | CCIDENTS |
| FERRY | 1 | | 40 | 5 | | 20 | 11 | | 1 | 1 | | 107 | 107 |
| SEARCH AND RESCUE | | 3 | 1 | | | 1 | 1 | | | | | 6 | . 6 |
| AIR SHOW/AIR RACING | | 5 | 5 | 1 | | , 9 | | | | | | 20 | 19 |
| PARACHUTE JUMP | | 4 | 6 | 2 | | 1 | 2 | | | | | 15. | 15 |
| PARACHUTE JUMP-AIR SHOW | | 1 | | | | | | | | | | 1 | 1 |
| TOWING GLIDERS | | 1 | 3 | | | 2 | | | | | • | 6 | -6 |
| SEEDING CLOUDS | | | | | | | | | | | | | |
| HUNTING | - | | 1 | | | | | | | | | 1 | 1 |
| POLICE PATROL | | ٠ | | | | | | | | | | | |
| HIGHWAY TRAFFIC ADVISORY | | | | | | 1 | | | | | | 1 | 1 |
| ALL OTHER PUBLIC FLYING | | | 3 | 1 | | 2 | 1 | 1 | | | | 8 | 8 |
| OTHER | 1 | 4 | 6 | 1 | | 1 | | | 3 | 9 | | 25 | 25 |
| UNKNOWN/NOT REPORTED | 1 | 4 | 8 | 1 | | 2 | | | 1 | 13 | | 30 | 30 |
| OTHER | | | | | | | | | | | | | |
| RECORDS | 341 | 1550 | 965 | 148 | 4 | 490 | 164 | 2 | 31 | 28 | | 3723 | |
| ACCIDENTS | 340 | 1541 | 962 | 148 | 4 | 488 | 164 | 2 | 31 | 28 | | | 3684 |

KIND OF FLYING BY INJURY INDEX

INJURY INDEX

| | | ¿A ^t | AL O | IOUS | 40¢ | e | | | | | | |
|-----------------------------|---|-----------------|------|------|-----|---|---|--|---|---|---------|-----------|
| KIND OF FLYING | | 4P | SE. | 4, | 4, | | | | | | RECORDS | ACCIDENTS |
| INSTRUCTIONAL | | | | | | | | | | | | |
| DUAL | | 19 | 16 | 27 | 121 | | • | | | | 183 | 182 |
| SoLo | | .13 | 4 | 19 | 104 | | | | | | 140 | 138 |
| CHECK | • | 3 | | 2 | 5 | | | | | | 10 | 10 |
| TRAINING | | 6 | 1 | 13 | 78 | | | | | | 98 | 98 |
| NONCOMMERCIAL | | | | | | | | | | | | |
| PLEASURE | | 370 | 198 | 324 | 968 | | | | | | 1860 | 1851 |
| PRACTICE | | 16 | 9 | 16 | 70 | | | | | | 111 | 111 |
| BUSINESS | | 76 | 23 | 33 | 135 | | | | | | 267 | 264 |
| CORPORATE/EXECUTIVE | | 30 | 10 | 6 | 38 | | | | | | 84 | 84 |
| AERIAL SURVEY | | 9 | | 1 | 6 | | | | | | 16 | 16 |
| COMPANY FLIGHT | | | 1 | | 1 | | | | | | 2 | 2 |
| OTHER | | 3 | | 2 | 5 | | | | | - | 10 | 10 |
| COMMERCIAL | | | | ¥ | | | | | • | | | |
| AERIAL APPLICATION | | 24 | 39 | 29 | 100 | | | | | | 192 | 191 |
| CROP CONTROL RELATED FLIGHT | | 5 | 7 | 19 | 153 | | | | | | 184 | 183 |
| FIRE CONTROL | | | | 1 | | | | | | | 1 | 1 |
| FIRE CONTROL RELATED FLIGHT | | 1 | | 1 | | | | | | | 2 | 2 |
| AERIAL MAPPING/PHOTOGRAPHY | | 2 | 3 | 2 | 7 | | | | | | 14 | 14 |

PAGE

KIND OF FLYING BY INJURY INDEX

INJURY INDEX

| | | IAL SE | PIOUS | HOR | AF. | | | | | |
|-------------------------------|----|----------------------|-------|------|-----|--|--|--|---------|-----------|
| KIND OF FLYING | 4b | . e _{&} | , h | , 4, | | | | | RECORDS | ACCIDENTS |
| AERIAL ADVERTISING | 1 | 2 | 3 | 5 | | | | | 11 | 11 |
| POWER AND PIPELINE PATROL | 4 | 1 | 1 | 6 | | | | | 12 | 12 |
| FISH SPOTTING | | | | 2 | | | | | 2 | 2 |
| AIR TAXI-PASSENGER OPERATIONS | 36 | 13 | 29 | 60 | | | | | 138 | 137 |
| AIR TAXI-CARGO OPERATIONS | 15 | 4 | 4 | 32 | | | | | 55 | 55 |
| CONSTRUCTION WORK | 2 | 3 | | 5 | | | | | 10 | 10 |
| SCHEDULED PASSENGER SERVICE | • | | | | | | | | | |
| SCHEDULED CARGO SERVICE | | | | | | | | | | |
| INTRA-STATE CHARTER PASSG. | | | | | | | | | | |
| INTRA-STATE CHARTER CARGO. | | | | | | | | | | |
| MILITARY CONTRACT-PASSENGER | | | | | | | | | | |
| MILITARY CONTRACT-CARGO | • | | | | | | | | | |
| CHARTER CARGO-DUMESTIC | 1 | 1 | | 1 | | | | | 3 | 3 |
| CHARTER PASSG-DOMESTIC | | 1 | | | | | | | . 1 | 1 |
| CHARTER-CARGO-INTERNATIONAL | | | | 1 | | | | | 1 | 1 |
| CHARTER-PASSG-INTERNATIONAL | | | | | | | | | | |
| OTHER | 5 | 4 | 3 | 7 | | | | | 19 | 19 |
| UNKNOWN/NOT REPORTED | | | | 1 | | | | | 1 | 1 |
| MISCELLANEOUS | | | | | | | | | | |
| EXPERIMENTATION | | 1 | 1 | 1 | | | | | 3 | 3 |
| TEST | 11 | 7 | 8 | 28 | | | | | 54 | 54 |
| DEMONSTRATION | 3 | 1 | 6 | 9 | | | | | 19 | 19 |

PAGE

KIND OF FLYING BY INJURY INDEX

INJURY INDEX

| UD OF ELVING | é b | (AL SK | RIOUS | HORON | • | | RECORDS | ACCIDENTS |
|--------------------------|-----|--------|-------|-------|---|---|---------|-----------|
| ND OF FLYING FERRY | 17 | 7 | 26 | 57 | | | 107 | 107 |
| SEARCH AND RESCUE | 4 | | 1 | 1 | | | 6 | 6 |
| AIR SHOW/AIR KACING | 7 | 5 | 3 | 5 | | | 20 | 19 |
| PARACHUTE JUMP | 3 | 2 | 2 | 8 | | | 15 | 15 |
| PARACHUTE JUMP-AIR SHOW | 1 | | , | | | | 1 | 1 |
| TOWING GLIDERS | 1 | | 2 | 3 | | | 6 | 6 |
| SEEDING CLOUDS | • | | | | | | | |
| HUNTING | | 1 | | | | ÷ | 1 | 1 |
| POLICE PATROL | | | | | | | | |
| HIGHWAY TRAFFIC ADVISORY | | | | 1 | | | 1 | 1 |
| ALL OTHER PUBLIC FLYING | 6 | | 2 | | • | | . 8 | 8 |
| OTHER | 8 | 4 | | 13 | | | 25 | 25 |
| UNKNOWN/NGT REPORTED | 11 | | 4 | 15 | | | 30 | 30 |
| OTHER | | | | | | | | |
| RECURDS | 713 | 368 | 590 | 2052 | | | 3723 | |
| ACCIDENTS | 700 | 365 | 585 | 2034 | | | | 3684 |

FIRST TYPE OF ACCIDENT BY INJURY INDEX

INJURY INDEX

| FIRST TYPE OF ACCIDENT | 48 | ARV SE | FIOUS | HORACK | ę. | | | RECORDS | ACCIDENTS |
|------------------------------|-----|--------|-------|--------|----|---|-----|---------|-----------|
| GROUND-WATER LOUP-SWERVE | . 3 | 7 | 33 | 340 | | | • | 38 | 3 383 |
| DRAGGED WINGTIP POD OR FLOAT | | | | 2 | | | | | 2 2 |
| WHEELS-UP LANDING | | 1 | 1 | 56 | | | • | 5 | 8 58 |
| WHEELS-DOWN LANDING IN MATER | 1 | | 1 | 5 | | * | | • | 7 7 |
| GEAR COLLAPSED | | | 3 | 50 | | | * * | 5 | 3 53 |
| GEAR HETRACIED | | | 1 | 38 | | | | 3 | 9 39 |
| HARD LANDING | 3 | 13 | 21 | 172 | | | | 20 | 9 209 |
| hose over/pown | | . 1 | 8 | 90 | | | | . 9 | 9 99 |
| ROUL OVER | 2 | 2 | 10 | 12 | | | | 2 | 6 26 |
| OVERSHOUT | 4 | 6 | 30 | 128 | | | | 16 | 8 168 |
| UNDERSHOOT | 9 | 17 | 22 | 67 | | | | 11 | 5 115 |
| COLLISION BETWEEN AIRCRAFT | | | | | | | | | |
| BOTH IN FEIGHT | 26 | 6 | 6 | 22 | | | | 6 | 0 30 |
| ONE AIREONNE | | | 2 | | | | | | 2 1 |
| BOTH ON GROUND | | | 2 | 12 | | | | 1 | 4 8 |
| COLLISION WITH GROUND/WATER | | | | | | | | | |
| CONTROLLED | 135 | 22 | 40 | 49 | | | | . 24 | 6 246 |
| UNCUNTROLLED | 111 | 17 | 9 | 9 | | | | 14 | 6 146 |
| COLLIDEO WITH | | | | | | | ı | | |

PAGE VIII

FIRST TYPE OF ACCIDENT BY INJURY INDEX

INJURY INDEX

| <u> </u> | FIRST E OF ACCIDENT | | e Pi | AL SER | MIN | 40k | ૯ | | | | RECORDS | ACCIDENTS |
|----------|------------------------------|-----|------|--------|-----|-----|---|---|---|---|---------|-----------|
| | wires/Poles | 4 | 49 | 28 | 22 | 57 | | | | | 15 | 6 156 |
| | TREES | | 57 | 26 | 34 | 46 | | | | | 17 | 3 173 |
| | RESIDENCE/S | | 2 | | | | | • | | | | 2 2 |
| | BUILDING/S | | 1 | 1 | 1 | .7 | | | | • | 1 | 0 10 |
| | FENCE, FENCEPOSTS | | | • | ₿ | 37 | | | , | | 4 | 5 45 |
| | ELECTRONIC TOWERS | | 6 | 1 | | | | | | | | 7 7 |
| | RUNWAY OR APPROACH LIGHTS | | 1 | | | 5 | | | | | | 6 6 |
| | AIRPORT HAZARD | | | | | 7 | | • | | | | 7 7 |
| | ANIMALS | | | | | 5 | | | | | | 5 5 |
| | CROP | | 1 | | 4 | 10 | | | | | 1 | 5 15 |
| | FLAGMAN LOADER | | | | | | | | | | | |
| | DITCHES | | | 1 | 3 | 27 | | | | | . 3 | 1 31 |
| | SHOWBANK | | | | 1 | 9 | | | | • | 1 | 0 10 |
| | PARKED AIRCRAFT (UNATTENDED) | | | | 1 | 12 | | | | | 1 | 3 13 |
| | AUTOMOBILE | | 1 | | 2 | . 6 | | | | | | 9 9 |
| | DIRT BANK | | | 3 | 8 | 23 | | | | | 3 | 4 34 |
| | OTHER | | 5 | 4 | 12 | 60 | | | | | 8 | 1 81 |
| | BIRD STRIKE | | 2 | | | 2 | | | | | • | 4 4 |
| | STALL | | 38 | 43 | 16 | 32 | | | | | 12 | 9 . 129 |
| | SPIN | . : | 59 | 7 | 5 | 1 | | | | | 7 | 2 72 |
| | SPIRAL | | 4 | | | | | | | | | 4 4 |
| | MUSH | : | 19 | 19 | 25 | 65 | | | | | 12 | 8 128 |

PAGE IX

FIRST TYPE OF ACCIDENT BY INJURY INDEX

INJURY INDEX

| PE OF ACCIDENT | 4P | A SER | WIN | NO ME | | | RECORDS | ACCIDE |
|-------------------------------|------|-------|-----|-------|---|---|---------|--------|
| FIRE OR EXPLOSIUN | | | | | | | | |
| IN FLIGHT | 5 | | 4 | 4 | | | 1 | 13 |
| On GROUND | | | 2 | 6 | | | | 8 |
| AIRFRAME FAILURE | 1 | | | 1 | | | | 2 |
| IN FLIGHT | 47 | 1 | 3 | . 7 | | • | 5 | 58 |
| ON GROUND | | | 1 | 8 | | | | 9 |
| ENGINE TEARAWAY | | | | 1 | | | | 1 |
| ENGINE FAILURE OR MALFUNCTION | . 83 | 122 | 237 | 510 | | | 95 | 52 |
| PROPELLER/ROTOR FAILURE | * | | | 2 | | | | 2 |
| PROPELLER | | 2 | 3 | 16 | | | 2 | 21 |
| TAIL ROTOR | . 1 | 5 | 3 | 9 | | | . 1 | 16 |
| MAIN ROTOR | . 2 | | 2 | . 8 | | | 1 | 12 |
| PROP ROTOR ACONT TO PERSON | 2 | 6 | | | | | | 8 |
| JET INTAKE/EXH ACONT TO PERS | | | | | | | | |
| PROPELLER/JET/ROTOR BLAST | | | | 1 | | | | 1 |
| TURBULENCE | 2 | 2 | 3 | 3 | | | 1 | 10 |
| HAIL DAMAGE TO AIRCRAFT | | | | 1 | | | | 1 |
| LIGHTNING STRIKE | | | | | | | | |
| EVASIVE MANEUVER | | | | | ٠ | | | |
| UNCONTROLLED ALT DEVIATION | | | | | | | | |
| DITCHING | 1 | | | 3 | | | | 4 |
| MISSING ACFT NOT RECOVERED | 10 | | | | | | . 1 | 1 Ó |

PAGE X

FIRST TYPE OF ACCIDENT BY INJURY INDEX

INJURY INDEX

| FIRST TYPE OF ACCIDENT | FATA SERIOUS AND A ONE | RECORDS ACCIDENTS |
|---------------------------|------------------------|-------------------|
| MISCELLANEOUSZOTHER | 1 5 1 5 | 12 12 |
| UNDETERMINED | 9 4 | 13 13 |
| OTHER | | |
| PECURUS | 713 368 590 2052 | 3723 |
| ACCIDENTS | 700 365 585 2034 | 3684 |

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

AIRCRAFT DAMAGE

| FIRST TYPE OF ACCIDENT | 0E | STROTED SUR | STANTIA | DR ME | | • | RECORDS | ACCIDENTS |
|------------------------------|-----|-------------|---------|-------|---|---|---------|-----------|
| GROUND-WATER LOOP-SWERVE | 32 | 351 | | | • | | 38 | 3 383 |
| DPAGGED WINGTIP POD UR FLOAT | | 2 | | | | | | |
| WHEELS-UP LANDING | 1 | 57 | 2 | | | | 5 | |
| WHEELS-DOWN LANDING IN WATER | 1 | 6 | | | | | | 7 7 |
| GEAR COLLAPSED | 1 | 52 | | | | | 5 | |
| GEAR RETRACTED | ક | 36 | | | | | 39 | |
| HARD LANDING | 23 | 183 | | 3 | | | . 209 | |
| MOSE OVER/DOWN | 4. | 95 | | | | | 99 | |
| ROLL OVEK | 5 | 21 | | | | | 26 | |
| UVERSHOOT | 18 | 149 | 1 | | | | | |
| . UNDERSHOOT | 27 | 88 | | | | | 168 | |
| CULLISION BETWEEN AIRCRAFT | | | | | | | 115 | 115 |
| BOTH IN FLIGHT | 30 | 24 | 5 | 1 | | | | |
| OME AIRDORNE | 1 | | 1 | | | | 60 | |
| BOTH OA GROUND | 1 | 11 | 2 | | | | 2 | |
| CULLISION WITH GROUND/WATER | | | | | | | 14 | 8 |
| CUNTROLLED | 156 | 90 | | | | | | |
| UNCONTROLLED | 122 | 24 | | | | | 246 | |
| COLLIDED WITH | | | | | | | 146 | 146 |

PAGE XII

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

AIRCRAFT DAMAGE

| | | TED | ANTIAL | | • . | | |
|-----------------------------------|-------|------|-------------|---|-----|-----------|----------|
| FIRST TYPE OF ACCIDEN <u>T</u> | DESTR | SUBS | ANTIAL HOME | | | RECORDS A | CCIDENTS |
| WIRES/POLES | 79 | 77 | | | • | 156 | 156 |
| TREES | 106 | 67 | | | | 173 | 173 |
| RESIDENCE/S | 1 | 1 | | | | 2 | 2 |
| BUILDING/S | 2 | 8 | | | | 10 | 10 |
| FENCE, FENCEPOSTS | 3 | 42 | • | | | 45 | 45 |
| ELECTRONIC TOWERS | 7 | | | | | 7 | 7 |
| RUNWAY OR APPROACH LIGHTS | . 1 | 5 | | | | 6 | 6 |
| AIRPORT HAZARD | | 7 | | | | 7 | 7 |
| ANIMALS | • | 5 | | | | 5 | 5 |
| CROP | 2 | 13 | | | | 15 | 15 |
| FLAGMAN LOADER | | | | | | | |
| DITCHES | 1 | 29 | 1 | | | 31 | 31 |
| SNOWBANK | 1 | 9 | | | | 10 | 10 |
| PARKED AIRCRAFT (UNATTENDED) | 1 | 12 | | | - | 13 | - 13 |
| AUTOMOBILE | 1 | 8 | | | | 9 | 9 |
| DIRT BANK | . 6 | 27 | , 1 | | | . 34 | 34 |
| OTHER | 11 | 90 | 1 | | | 81 | 81 |
| BIRD STRIKE | . 2 | 1 | 1 | | | 4 | 4 |
| STALL | 63 | 66 | | | | 129 | 129 |
| SPIN | 58 | 14 | | | | 72 | 72 |
| SPIRAL | 3 | . 1 | | | | 4 | 4 |
| мизн | 50 | 76 | 1 | 1 | | 128 | 128 |

PAGE XIII

. FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

AIRCRAFT DAMAGE

| FIRST YPE OF ACCIDENT | Q.E. | STROYED SUR | TRUTO HOME | RECORDS | ACCIDENTS |
|-------------------------------|------|-------------|------------|---------|-----------|
| FIRE OR EXPLOSION | | | | | |
| IN FLIGHT | ઇ | 5 | | . 13 | 13 |
| ON GROUND | 5 | 3 | | 8 | . 8 |
| AIRFRAME FAILURE | 1 | 1 | | 2 | 2 |
| IN FLIGHT | 49 | 9 | | 58 | 58 |
| ON GROUND | 2 | 7 | | 9 | . 9 |
| ENGINE TEARAWAY | | 1 | | 1 | 1 |
| ENGINE FAILURE OR MALFUNCTION | 244 | 707 | 1 | 952 | 952 |
| PROPELLER/ROTOR FAILURE | | 2 | | 2 | 2 |
| PROPELLER | 5 | 16 | | 21 | 21 |
| TAIL ROTOR | 8 | 10 | | 18 | 18 |
| MAIN ROTOR | 4 | 8 | | 12 | 12 |
| PROP ROTOR ACONT TO PERSON | | 2 | 6 | Ŕ | 8 |
| JET INTAKE/EXH ACONT TO PERS | | | | | |
| PROPELLER/JET/ROTOR BLAST | | 1 | | 1 | · . 1 |
| TURBULENCE | 6 | 4 | | 10 | 10 |
| HAIL DAMAGE TO AIRCRAFT | | 1 | | | 1 |
| LIGHTNING STRIKE | | | | | |
| EVASIVE MANEUVER | | | | | |
| UNCONTROLLED ALT DEVIATION | | | | | |
| DITCHING | 2 | 2 | | 4 | 4 |
| MISSING ACFT NOT RECOVERED | 10 | | · | 10 | 10 |

PAGE XIV

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

AIRCRAFT DAMAGE

| | RST ACCIDENT | OF | IROTED SUB | STANTIN | OR NOW | ¢. | | RECORDS | ACCIDENTS |
|--------|-----------------|------|------------|---------|--------|----|-----|---------|-----------|
| MISC | ELLANEOUS/OTHER | 3 | 8 | | 1 | | | 12 | 12 |
| UNDE | TERMINED | 12 | 1 | | | | | 13 | 13 |
| - OTHE | R | | | | | | | | |
| RECO | RDS | 1182 | 2514 | 18 | 7 | 2 | | 3723 | |
| ACCI | DENTS | 1170 | 2504 | 18 | 7 | 2 | * . | | 3684 |

FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

| | | | | PILO | T CE | RTIFI | CATE | ر | ÿ. | | | | |
|------------------------------|-----|-------|------------|---------|-------|--------|--------------------------------|---------|-------|------|----------|---------|-----------|
| FIRST TYPE OF ACCIDENT | şīV | SEN'I | ate on | MERCIAL | PRIVI | ATE ON | CATE MSTR. MERCIA ATR | FL. HER | MONE. | JENO | REPORTED | RECORDS | ACCIDENTS |
| GROUND-WATER LOOP-SafeVE | 69 | 159 | 7 8 | 10 | 1 | 47 | 11 | | 4 | 4 | | 383 | 383 |
| DRAGGED WINGTIP PUD OR FLUAT | | 2 | | | | | | | | | | 2 | 2 |
| WHEELS-UP LAWDING | 2 | 21 | 12 | 11 | 1 | 4 | 6 | | | 1 | | 58 | 58 |
| WHEELS-BORN DANDING IN WATER | | | 5 | | | 2 | | | | | | 7 | 7 |
| GEAR CULLAPSED | 3 | 24 | 13 | 5 | | 4 | 2 | | 1 | 1 | | 53 | 53 |
| GEAR KETRACTED | | 16 | 13 | 2 | | 7 | 1 | | | | | 39 | 39 |
| HARD LANDING | 66 | 75 | 20 | 6 | | 30 | 10 | | 1 | 1 | | 209 | 209 |
| NOSÉ OVERZOOWA | 15 | 42 | 23 | 2 | | 11 | 5 | | | 1 | | 99 | 99 |
| ROJL OVEK | | 1 | 16 | | | 6 | 3 | | | | • | 26 | 26 |
| OVERSHOUT | 18 | 103 | 24 | 2 | | 17 | 2 | | 2 | | | 168 | 168 |
| ÜNDERSHUUT | 11 | 58 | 21 | 2 | 1 | 13 | 7 | | 1 | 1 | | 115 | 115 |
| COLLISION BETWEEN AIRCRAFT | | | | | | | | | | | | • | |
| BOTH IN FLIGHT | 4 | 27 | 12 | 3 | | 11 | 2 | i | | | | 60 | 30 |
| ONE AIRBORNE | | 2 | | | | | | | | | | 2 | 1 |
| FOTH OS GROUND | 1 | 6 | 2 | 3 | | 2 | | | | | | 14 | . 8 |
| COLLISION WITH GROUND/WATER | | | | | | | | | | | | | |
| CONTROLLED | 14 | 98 | 72 | 15 | | 28 | 15 | | 2 | 2 | | 246 | 246 |
| UWCONTROLLED | 12 | 72 | 33 | 8 | | 15 | 4 | | 1 | 1 | | 146 | 146 |
| CULLIDED wITH | | | | | 6. | | | | | | | | |

PAGE XVI

15

FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

PILOT CERTIFICATE

| | | | | | | STR. | FL.IT | | | | |
|------------------------------|----|------|------|--------|---------------|-------|------------|----------|---------|---------|-----------|
| | | | | MMERCY | AL PRIVATE FO | MACIA | OTHER HOME | E JHENOY | NE PIED | | |
| FIRST | A) | DENT | VATE | MMET | WATE | MMER | er age as | E MARIO | FEB | | |
| TYPE OF ACCIDENT | | | ىن . | P. | 662 CO | PIL | OTHER HOM | 2,40 | | RECORDS | ACCIDENTS |
| wires/poles | 8 | 49 | 70 | 1 | 10 | 9 | | • | | 156 | 156 |
| TREES | 5 | 87 | 49 | 4 | 21 | 4 | | 3 | | 1.73 | 173 |
| RESIDENCE/S | 1 | | | | | | 1 | | | 2 | 2 |
| BUILDING/S | 3 | . 2 | 3 | | 1 | | 1 | | | 10 | 10 |
| FENCE, FENCEPOSIS | 2 | 26 | 10 | 1 | 4 | 2 | • | | | 45 | 45 |
| ELECTRONIC TOWERS | | 3 | 2 | 1 | | 1 | | | | . 7 | 7 |
| RUNWAY OR APPROACH LIGHTS | 3 | 2 | | | 1 | | | | | 6 | 6 |
| AIRPORT HAZARD | | 2 | 1 | 1 | 3 | | | | | 7 | 7 |
| ANIMALS | | 4 | 1 | | | | | | | 5 | 5 |
| CROP | 2 | 9 - | 3 | 1 | | | | | | 15 | 15 |
| FLAGMAN LOADER | | | | | | | | | | | |
| DITCHES | | 11 | . 7 | 1 | 10 | 1 | | 1 - | | 31 | 31 |
| SNOWBANK | | 4 | 2 | | 2 | 2 | | | | 10 | 10 |
| PARKED AIRCRAFT (UNATTENDED) | 1 | 8 | 1 | | | 2 | | 1 | | 13 | 13 |
| AUTOMOBILE | | 2 | 4 | 1 | 2 | | | | | 9 | 9 |
| DIRT BANK | 5 | 13 | 11 | | 5 | | | | | 34 | 34 |
| OTHER | 8 | 32 | 15 | . 8 | 11 | 5 | 1 | 1 | | 81 | 81 |
| BIRD STRIKE | | | 1 | 1 | | 1 | 1 | | | 4 | 4 |
| STALL | 12 | 56 | 34 | 5 | 14 | 5 | 3 | | | 129 | 129 |
| SPIN | ò | 26 | 17 | 4 | 12 | 4 | 3 | | | 72 | 72 |
| SPIRAL | | 2 | 2 | | | | | | | 4 | 4 |
| MUSH | 3 | 52 | 40 | 4 | 25 | 4 | | | | 128 | 128 |
| | | | | | | | | | | | |

PAGE XVII

FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

| | | | PILC | OT CERTIF | ICATE | _ | æ. | | | | |
|-------|-------------------|--------------------------------|--|------------------------------|--|--|--|--|--|----------------------|--|
| કૃષ્ય | DEM'S | ATE COM | MERCIA | L PRIVATE C | MAFR | AL FL. ME | ig Monte | JHY N | OWA PER OR TEL | RECORDS | ACCIDENTS |
| 1 | 4 | 4 | 1 | 2 | 1 | | | | | 1 | 3 13 |
| 1 | 4 | 1 | | | 1 | - | | | | | ช 8 |
| | 1 | | | 1 | | | | | • | | 2 2 |
| 1 | 35 | 12 | 1 | 6 | 2 | - | 1 | | | 5 | 8 58 |
| 1 | 2 | 4 | | 1 | 1 | | | | | | 9 9 |
| | | 1 | | | | | | | | | 1 1 |
| 62 | 379 | 278 | 36 | 141 | 42 | 1 | 8 | 5 | | 95 | 2 952 |
| | | 1 | 1 | | | | | | | | 2 2 |
| | 10 | 7 | 1 | 2 | 1 | | | | | 2 | 1 21 |
| | 1 | 11 | 3 | 3 | | | | | | . 1 | 8 18 |
| | 1 | 6 | ٠ | 2 | 3 | | | | | 1 | 2 12 |
| | 4 | 1 | 2 | | 1 | | | | | • | 8 8 |
| | • | | | | | | | | | | |
| | | | . 1 | | | | | | | | 1 1 |
| | 5 | 4 | | 1 | | | | | | 1 | 0 10 |
| | | | | | 1 | | | | | | 1 1 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| • | | | | | | | | | | | |
| . 1 | 1 | 2 | | • | | | | | | | 4 4 |
| | 3 | 6 | | | 1 | | | | | 1 | 0 10 |
| | 1 1 1 62 | 1 4 1 4 1 35 1 2 62 379 10 1 4 | 1 4 4 1 4 1 1 35 12 1 2 4 1 62 379 278 1 10 7 1 11 1 6 4 1 | Stipper Repark Econnected 1 | Stippent Commercial Province Commercial Provin | Student Commercial Printer Commerce Com | 1 4 4 1 2 1 1 4 1 1 1 1 35 12 1 6 2 1 2 4 1 1 1 1 1 1 1 62 379 278 36 141 42 1 1 1 1 2 1 1 1 1 3 4 1 2 3 4 1 2 3 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | Sticker to the part of the par | Supples And Commence of the Co | Student Correctat 1 | Student Land Commercial Records Commercial Records Rec |

PAGE XVIII

FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

| FIRST TYPE OF ACCIDENT | STUDGER NATE COMMERCIAL PRIVATE COMMERCIAL PLINSTR. | RECORDS ACCIDENTS |
|---------------------------|---|-------------------|
| MISCELLANEOUS/OTHER | 1 8 2 1 | 12 12 |
| UNDETERMINED | 3 2 3 1 4 | 13 13 |
| OTHER | | |
| RECORDS | 341 1550 965 148 4 490 164 2 31 28 | 3723 |
| ACCIDENTS | 340 1541 962 148 4 488 164 2 31 28 | 3684 |

FIRST PHASE OF OPERATION BY INJURY INDEX

INJURY INDEX

| FIRST FRATIONAL PHASE | FATALSERIO | WINDS HE | | | RECORDS | ACCIDE |
|------------------------------|------------|----------|---|---|---------|--------|
| STATIC | • | | | | | |
| STARTING ENGINE/S | 1 | 2 | | | | |
| IDLING ENGINE/S | 1 3 | 4 | | | 3 | |
| ENGINE RUNUP | 1 | 1 | | | 8 | |
| IDLING ROTORS | 1 | 1 | | • | 2 | |
| PARKED-ENGINES NOT OPERATING | • | | | | 2 | |
| OTHER | 1 | 1, | | | 1 | |
| TAXI | · . | | | | 1 | |
| TO TAKEOFF | | 34 | | - | | |
| FROM LANDING | i | | | | . 34 | |
| OTHER | • | | | | 45 | |
| GROUND TAXI TO TAKEOFF | | 2 9 | | | 11 | |
| GROUND TAXI FROM LANDING | | | | | | |
| GROUND TAXI, OTHER | | | | | | |
| AERIAL TAXI TO TAKEOFF | | 1 | | | 1 | |
| AERIAL TAXI TO/FROM LANDING | | 3 | | | 3 | • |
| AERIAL TAXI, OTHER | | | | | | |
| TAKEOFF | | 1 4 | | | 5 | |
| RUN | 5 5 2 | | • | | | |
| | 5 5 2 | 1 140 | • | | 171 | |

PAGE XX

FIRST PHASE OF OPERATION BY INJURY INDEX

INJURY INDEX

| FIRST | 443 | AL a | IOUS M | HORON | • | | |
|--------------------------------|-----|------|--------|-------------------|-----|-----------|-----------|
| OPERATIONAL PHASE | 4 P | SE | 4 | , ⁴ 0. | | RECORDS A | ACCIDENTS |
| INITIAL CLIMB | 85 | 82 | 104 | 224 | | 495 | 494 |
| VERTICAL | 1 | - 3 | 16 | 8 | | 28 | 28 |
| RUNNING (ROTORCRAFT/VTOL-STOL) | | | | 2 | · · | 2 | 2 |
| ABORTED (FIXED-WING) | 1 | 3 | 14 | 47 | | 65 | 65 |
| ABORTED (ROTORCRAFT/VTOL) | | | | 1 | | 1 | 1 |
| ABORTED (ROTORCRAFT/STOL) | | | | 2 | | 2 | 2 |
| OTHER | 2 | 1. | | 2 | | 5 | 5 |
| INFLIGHT | | | | | | | |
| CLIMB TO CRUISE | 28 | 10 | 24 | 35 | | 97 | 97 |
| NORMAL CRUISE | 130 | 55 | 109 | 213 | | 507 | 499 |
| DESCENDING | 17 | 3 | 11 | 42 | | 73 | 73 |
| HOLDING (IFR) | | | 1 | | | 1 | 1 |
| HOVERING | 1 | 2 | 7 | 12 | | 22 | 22 |
| POWER-ON DESCENT (ROTORCRAFT) | | | | | | | |
| AUTOROTATIVE DESCENT | | 1 | 1 | 1 | | 3 | 3 |
| ACROBATICS | 42 | 5 | 1 | 3 | | 51 | 51 |
| BUZZING | 25 | 3 | 3 | | | 31 | 31 |
| UNCONTROLLED DESCENT | 88 | 4 | 1 | 3 | | 96 | 96 |
| EMERGENCY DESCENT | | | | | | | |
| LOW PASS | 31 | 8 | 15 | 13 | | 67 | 67 |
| OTHER | 84 | 18 | 21 | 30 | | 153 | 153 |
| EN ROUTE TO TREAT CROP | 1 | 2 | 1 | 4 | | 8 | 8 |

PAGE XXI

FIRST PHASE OF OPERATION BY INJURY INDEX

INJURY INDEX

| FIRST | e pri | P . | OUS | HOR | ¢. | | | | |
|-------------------------------|------------|-----|-----|------|----|---|---|--------|-----------|
| OPERATIONAL PHASE | éb. | SEL | W | . 40 | | | R | ECORDS | ACCIDENTS |
| EN ROUTE TO RELUADING AREA | .1 | 1 | 1 | 3 | | | | 6 | 6 |
| SURVEY FIELD/AREA | 1 | | 3 | 2 | | | | 6 | 6 |
| STARTING SWATH RUN | . 2 | 5 | 3 | 13 | • | | | 23 | 23 |
| SWATH RUN | 4 | 12 | 5 | 32 | | | | 53 | 53 |
| FLAREOUT FOR SWATH RUN | | | | 2 | | | | 2 | 2 |
| PULLUP FROM SWATH RUN | 6 | 5 | 4 | 20 | • | | | 35 | 35 |
| PROCEDURE TURNAROUND | 10 | 14 | 14 | 27 | | | | 65 | 65 |
| CLEANUP SWATH | 1 | 2 | | 3 | | | | 6 | 6 |
| MANEUVER TO AVOID OBSTRUCTION | | 1 | 1 | | | | | 2 | 2 |
| RETURN TO STRIP | | 1 | 2 | 8 | | | | 11 | 11 |
| LANDING | | | | | | | | | |
| TRAFFIC PATTERN-CIRCLING | 27 | 17 | 27 | 32 | | | • | 103 | 101 |
| FINAL APPROACH (VFR) | 35 | 40 | 42 | 122 | | | | 239 | 231 |
| INITIAL APPROACH | 4 | | 1 | 1 | | | | 6 | . 6 |
| FINAL APPROACH (IFR) | 23 | 4 | 6 | 3 | | - | | 36 | 36 |
| LEVEL OFF/TOUCHDOWN | 13 | 28 | 58 | 433 | | | | 532 | 530 |
| ROLL (FIXED WING) | 2 | 5 | 34 | 378 | | | | 419 | 419 |
| ROLL-ON/RUN-ON (ROTORCRAFT) | | | | 2 | V. | | | 2 | 2 |
| PUWER-ON LANDING (ROTORCRAFT) | , 1 | 2 | 8 | 13 | | | | 24 | 24 |
| POWER-OFF AUTOROTATIVE LDG | 1 | 1 | 3 | 19 | | | | 24 | 24 |
| GO-AROUND (VFR) | 9 - | 12 | 20 | 39 | | | | 80 | 80 |
| MISSED APPROACH (IFR) | 6 | 3 | | 1 | | | | 10 | 10 |

PAGE XXII

FIRST PHASE OF OPERATION BY INJURY INDEX

INJURY INDEX

| FIRST OPERATIONAL PHASE | tata serious MIN 40 He | RECORDS ACCIDENTS |
|----------------------------|------------------------|-------------------|
| OTHER | 3 3 3 8 | 17 17 |
| UNKNOWN/NOT REPORTED | 20 7 | 27 27 |
| OTHER | 1 | 1 1 |
| RECORDS | 713 368 590 2052 | 3723 |
| ACCIDENTS | 700 365 585 2034 | 3684 |

INJURIES, ACCIDENTS SUPPLEMENTAL ISSUE U. S. GENERAL AVIATION

1981

INJURIES

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL | |
|-----------------|-------|---------|-------|------|---------|--------|-------|--|
| PILOT | 662 | 320 | 543 | 2198 | | | 3723 | |
| COPILOT | 45 | 12 | 12 | 55 | | | 124 | |
| DUAL STUDENT | 18 | 13 | 24 | 130 | | | 185 | |
| CHECK PILOT | 2 | | 2 | 6 | | | 10 | |
| FLIGHT ENGINEER | 2 | | | 1 | | | 3 | |
| NAVIGATOR | | 1 | 1 | | | | 2 | |
| CABIN ATTENDANT | | 1 | | 2 | | | 3 | |
| EXTRA CREW | 7 | 1 | 2 | 11 | | | 21 | |
| PASSENGERS | 648 | 302 | 461 | 1862 | | | 3273 | |
| TOTAL | 1384 | 650 | 1045 | 4265 | | ABUARD | 7344 | |
| OTHER AIRCRAFT | | | | | | | | |
| OTHER GROUND | 6 | 4 | 13 | 2 | | | 25 | |
| GRAND TOTAL | 1390 | 654 | 1058 | 4267 | | | 7369 | |
| JULIUD TOTAL | 1370 | 001 | 2000 | 1201 | | | | |

INVOLVES 3684 TOTAL ACCIDENTS INVOLVES 700 FATAL ACCIDENTS

PAGE- XXIV

INJURIES, ACCIDENTS SMALL FIXED-WING AIRCRAFT(INCLUDES GLIDERS) U. S. GENERAL AVIATION SUPPLEMENTAL ISSUE 1981

INJURIES

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL | |
|------------------|-------|---------|-------|------|---------|--------|-------|--|
| PILOT | 629 | 277 | 481 | 2056 | | | 3443 | |
| COPILOT | 41 | 12 | 11 | 59 | | | 123 | |
| DUAL STUDENT | 16 | 10 | 19 | 111 | | | 156 | |
| CHECK PILOT | 2 | | 1 | 5 | | | 8 | |
| FLIGHT ENGINEER | 1 | | | | | | 1 | |
| NAVIGATOR | | 1 | 1 | | | | 2 | |
| CABIN ATTENDANT | | 1 | | | | | 1 | |
| EXTRA CREW | 5 | 1 | 1 | 4 | | | 11 | |
| PASSENGERS | 608 | 274 | 399 | 1827 | | | 3108 | |
| TOTAL | 1302 | 576 | 913 | 4062 | | ABOARD | 6853 | |
| * OTHER AIRCRAFT | 5 | 3 | 2 | 110 | | | 120 | |
| OTHER GROUND | 3 | 3 | 10 | 2 | | | 18 | |
| GRAND TOTAL | 1310 | 582 | 925 | 4174 | • | | 6991 | |

INVOLVES 3408 TOTAL ACCIDENTS INVOLVES 662 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.

PAGE-XXV

INJURIES, ACCIDENTS ROTORCRAFT U. S. GENERAL AVIATION

SUPPLEMENTAL ISSUE 1981

INJURIES

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL | | |
|---|-------|---------|--------|------|---------|--------|--------|--|--|
| PILOT | 26 | 36 | 57 | 171 | | | 290 | | |
| COPILOT | 1 | • | • | 1 | | | 2 | | |
| DUAL STUDENT | 2 | 3 | . 5 | 19 | | | 29 | | |
| CHECK PILOT FLIGHT ENGINEER NAVIGATOR | | | 1 | 1 | | | 2 | | |
| CABIN ATTENDANT | | | | 2 | | | 2 | | |
| EXTRA CREW | 1 | | • | 2 | | | 2 3 | | |
| PASSENGERS | 33 | 19 | 58 | 120 | | | 230 | | |
| TOTAL | 63 | 58 | 121 | 316 | | ABOARD | 558 | | |
| * OTHER AIRCRAFT | | 1 | 2 | | | | 3 | | |
| OTHER GROUND | 3 | ī | 2 3 | | | | 7 | | |
| GRAND TOTAL | 66 | 60 | 126 | 316 | | | 568 | | |

INVOLVES 290 TUTAL ACCIDENTS INVOLVES 33 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.

PAGE XXVI

INJURIES, ACCIDENTS LARGE FIXED-WING AIRCRAFT U. S. GENERAL AVIATION

SUPPLEMENTAL ISSUE 1981

INJURIES

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL | |
|-------------------------------|-------|---------|-------|------|---------|--------|-------|--|
| PILOT | 6 | 1 | | 9 | | | 16 | |
| COPILOT | 4 | | | 8 | | | 12 | |
| DUAL STUDENT | | | | 1 | | | 1 | |
| CHECK PILOT | | | | | | | | |
| FLIGHT ENGINEER | 1 | | | 1 | | | 2 | |
| NAVIGATOR | | | | | | | | |
| CABIN ATTENDANT | | | | | | | | |
| EXTRA CREW | 1 | | 1 | 5 | • | | 7 | |
| PASSENGERS | 9 | 2 | 1 | 4 | | | 16 | |
| TOTAL | 21 | 3 | 2 | 28 | | ABOARD | 54 | |
| * OTHER AIRCRAFT OTHER GROUND | 14 | | | | | | 14 | |
| GRAND TOTAL | 35 | 3 | 2 | 28 | | | 68 | |

INVOLVES 16 TOTAL ACCIDENTS INVOLVES 7 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.

PAGE XXVII

INJURIES, ACCIDENTS KIND OF FLYING INSTRUCTIONAL

SUPPLEMENTAL ISSUE 1981

INJURIES

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL | |
|----------------------------------|-------|---------|-------|------|---------|--------|-------|--|
| PILOT | 38 | 18 | 60 | 315 | | | 431 | |
| COPILOT | | 1 | | 3 | | | 4 | |
| DUAL STUDENT | 17 | 13 | 24 | 126 | | | 180 | |
| CHECK PILOT | 2 | | 2 | 6 | | | 10 | |
| FLIGHT ENGINEER | | | | | | | | |
| NAVIGATOR . | | | | | | | | |
| CABIN ATTENDANT | | | | | | | | |
| EXTRA CREW | | | | 4 | | | 4 | |
| PASSENGERS | 6 | 1 | 5 | 19 | | | 31 | |
| TOTAL | 63 | 33 | 91 | 473 | | ABOARD | 660 | |
| * OTHER AIRCRAFT OTHER GROUND | . 7 | | 1 | 7 | | | 15 | |
| GRAND TOTAL | 70 | 33 | 92 | 480 | | | 675 | |
| GRAND TOTAL | 70 | 33 | 92 | 400 | | | 0/5 | |

INVOLVES 428 TOTAL ACCIDENTS INVOLVES 40 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.

PAGE XXVIII

INJURIES, ACCIDENTS KIND OF FLYING NONCOMMERCIAL - PLEASURE U. S. GENERAL AVIATION

SUPPLEMENTAL ISSUE 1981

INJURIES

| | INDUNIES | | | | | | | | | |
|-------------------------------|----------|---------|-------|------|---------|--------|----------|--|--|--|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL | | | |
| PILOT | 345 | 160 | 293 | 1062 | **** | | 1860 | | | |
| COPILOT | 16 | 6 | 7 | 15 | | | 44 | | | |
| DUAL STUDENT | | _ | • | 2 | | | 2 | | | |
| CHECK PILOT | | | | _ | | | _ | | | |
| FLIGHT ENGINEER | | | | | | | | | | |
| NAVIGATOR | | 1 | 1 | | | | 2 | | | |
| CABIN ATTENDANT | | | | | | | | | | |
| EXTRA CREW | 1 | | | 2 | | | 3 | | | |
| PASSENGERS | 355 | 188 | 315 | 1251 | | | 2109 | | | |
| TOTAL | 717 | 355 | 616 | 2332 | | ABOARD | 4020 | | | |
| Y OMILID STOODIES | 7 | | | 2.4 | | | 22 | | | |
| * OTHER AIRCRAFT OTHER GROUND | 7 4 | 1 2 | 5 | 24 | | | 32 11 | | | |
| | | | | | | | | | | |
| GRAND TOTAL | 728 | 358 | 621 | 2356 | | | 4063 | | | |
| | | | | | | | | | | |

INVOLVES 1851 TOTAL ACCIDENTS INVOLVES 367 FATAL ACCIDENTS

PAGE XXIX

^{*} INJURIES CARRIED UPPOSITE 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.

INJURIES, ACCIDENTS KIND OF FLYING NONCOMMERCIAL - BUSINESS U. S. GENERAL AVIATION

SUPPLEMENTAL ISSUE 1981

INJURIES

| FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL |
|-------|----------------------|--------------|--|--|--|---|
| 74 | 22 | 30 | 141 | | | 267 |
| 4 | 1 | 1 | 1 | | | 7 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| ٤٦ | 2.4 | 24 | 127 | | | 256 |
| 07 | 21 | 31 | 137 | | | 250 |
| 145 | 44 | 62 | 279 | | ABOARD | 530 |
| | | | | | | |
| | | | 25 | • | | 25 |
| | | | | | | |
| 145 | 44 | 62 | 304 | | | 555 |
| | 74 4 67 145 | 74 22 4 1 | 74 22 36 4 1 1 67 21 31 145 44 62 | 74 22 36 141 4 1 1 1 67 21 31 137 145 44 62 279 | 74 22 30 141 4 1 1 1 67 21 31 137 145 44 62 279 | 74 22 36 141 4 1 1 1 67 21 31 137 145 44 62 279 ABOARD |

INVOLVES 264 TOTAL ACCIDENTS 1NVOLVES 74 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 IMJURIES INVOLVED IN COLLISIONS BETWEEN AIRCRAFT.

PAGE XXX

INJURIES, ACCIDENTS KIND OF FLYING NONCOMMERCIAL - CORPORATE/EXECUTIVE U. S. GENERAL AVIATION

SUPPLEMENTAL ISSUE 1981

INJURIES

| * | | | | | | |
|-------|---------------|-----------------------------|----------------------------------|--|--|---|
| FATAL | SERIOUS | MINOR | NOŅE | UNKNOWN | | TOTAL |
| 30 | 8 | 5 | 41 | | | 84 |
| 8 | | | 8 | | | 16 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | • • | 4.3 | | | | 153 |
| 0.1 | 10 | 13 | . 01 | | | 123 |
| 99 | 26 | 18 | 110 | | ABOARD | 253 |
| | | | | | | |
| | | _ | 4 | | | · 4 |
| | , 1 | 3 | | | • | 4 |
| 99 | 27 | 21 | 114 | ÷ | | 261 |
| | 30 8 61 | 30 8 8 61 18 99 26 | 30 8 5 8 61 18 13 99 26 18 | 30 8 5 41 8 61 18 13 61 99 26 18 110 | 30 8 5 41 8 61 18 13 61 99 26 18 110 | 30 8 5 41 8 61 18 13 61 99 26 18 110 ABOARD |

INVOLVES 84 TOTAL ACCIDENTS INVOLVES 30 FATAL ACCIDENTS

PAGE XXXI

^{*} 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.

INJURIES, ACCIDENTS KIND OF FLYING AERIAL APPLICATION (INCLUDES FIRE CONTROL) U. S. GENERAL AVIATION

SUPPLEMENTAL ISSUE 1981

INJURIES

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL |
|-----------------|-------|---------|-------|------|---------|--------|-------|
| PILOT | 28 | 45 | 49 | 257 | | | 379 |
| COPILOT * | | | | 1 | | | 1 |
| DUAL STUDENT | | | | • | | | |
| CHECK PILOT | | | | | | | |
| FLIGHT ENGINEER | | | | | | | |
| NAVIGATUR | | | | | | | |
| CABIN ATTENDANT | | | | | | | |
| EXTRA CREW | | | 1 | 3 | | | 4 |
| PASSENGERS | 6 | 1 | | | | | 7 |
| TOTAL | 34 | 46 | 50 | 261 | | ABOARD | 391 |
| OTHER AIRCRAFT | | | | | | | |
| OTHER GROUND | 2 | | 2 | | | | 4 |
| GRAND TOTAL | 36 | , 46 | 52 | 261 | | | 395 |

INVOLVES 377 TOTAL ACCIDENTS INVOLVES 30 FATAL ACCIDENTS

PAGE XXXII

INJURIES, ACCIDENTS KIND UP FLYING AIR TAXI - PASSENGER/CARGO U. S. GENERAL AVIATION

SUPPLEMENTAL ISSUE 1981

INJURIES

| SERIOUS | 25 | NONE 112 | UNKNOWN | | TOTAL 193 |
|---------|------|--------------------|----------------------------|-------------|--------------------|
| | | 112 | | | 102 |
| | | | | | 193 |
| | 2 | 13 | | | 20 |
| | | | | | |
| | | | | | 1 |
| 1 | | 1 | | | 2 |
| | | 1 | | | 1 |
| | 56 | 254 | | | 430 |
| 59 | 83 | 380 | | ABOARD | 647 |
| 3 | 1 | 4 | | | 12 |
| 3 | 5 59 | 3 42 56 5 59 83 | 3 42 56 254 5 59 83 380 | 5 59 83 380 | 5 59 83 380 ABOARD |

1NVULVES 192 TOTAL ACCIDENTS INVULVES 50 FATAL ACCIDENTS

PAGE XXXIII

^{*} INJUPTES 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.

INJURIES, ACCIDENTS TYPE OF ACCIDENT OVERSHOOT U. S. GENERAL AVIATION

SUPPLEMENTAL ISSUE 1981

INJURIES

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL |
|----------------------------------|-------|---------|-------|--------|---------|--------|--------|
| PILOT | 4 | 2 | 25 | 137 | | | 168 |
| COPILUT DUAL STUDENT | | 1 | | 2 2 | | | 2 3 |
| CHECK PILUT FLIGHT ENGINEER | | | | | | | |
| NAVIGATUR | | ÷ | | | | | |
| CABIN ATTENDANT EXTRA CREW | | | | | | | , |
| PASSENGERS | 3 | 4 | 25 | 170 | | | 202 |
| TOTAL | 7 | 7 | 50 | 311 | | ABOARD | 375 |
| * OTHER AIRCRAFT OTHER GROUND | | | | 1 | | | 1 |
| GRAND TOTAL | 7 | 7 | 50 | 312 | | | 376 |

INVOLVES 168 TOTAL ACCIDENTS
INVOLVES 4 FATAL ACCIDENTS

PAGE XXXIV

^{*} 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.

INJURIES, ACCIDENTS TYPE OF ACCIDENT UNDERSHOOT U. S. GENERAL AVIATION

SUPPLEMENTAL ISSUE 1981

INJURIES

| | FATAL | SERIOUS | WINOR | NONE | UNKNOWN | | TOTAL |
|-----------------|-------|---------|-------|------|---------|--------|-------|
| PILOT | 7 | 16 | 21 | 72 | | | 116 |
| COPILOT | | | | 1 | | | 1 |
| DUAL STUDENT | | 1 | 1 | 9 | | | 11 |
| CHECK PILUT | | | | | | | |
| FLIGHT ENGINEER | | | | | | | |
| NAVIGATOR | | 1 | 1 | | | | 2 |
| CABIN ATTENDANT | | | • | | | | |
| EXTRA CREW | | | | | | | |
| PASSENGERS | 3 | 8 | 18 | 56 | | | 85 |
| TOTAL | 10 | 26 | 41 | 138 | | ABOARD | 215 |
| OTHER AIRCRAFT | | | | | | | |
| OTHER GROUND | | | | | | | |
| 31.31. | | | | | | | |
| GRAND TOTAL | 10 | 26 | 41 | 138 | | | 215 |

INVOLVES 116 TOTAL ACCIDENTS INVOLVES 9 FATAL ACCIDENTS

PAGE XXXV

INJURIES, ACCIDENTS TYPE OF ACCIDENT COLLISION WITH OBJECTS U. S. GENERAL AVIATION

SUPPLEMENTAL ISSUE 1981

INJURIES

| | | | | THOUNTED | | | |
|---|-------|---------|-------|----------|---------|--------|-------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL |
| PILOT | 149 | 131 | 234 | 823 | | | 1337 |
| COPILOT | 5 | 4 | 3 | 12 | | | 24 |
| DUAL STUDENT | 1 | 3 | ğ | 44 | | | 57 |
| CHECK PILOT | ī | J | • | 1 | | | 2 |
| FLIGHT ENGINEER NAVIGATOR CABIN ATTENDANT | | 1 | 1 | | | | 2 |
| EXTRA CREW | | | | 1 | | | 1 |
| PASSENGERS | 134 | 107 | 203 | 693 | | | 1137 |
| TOTAL | 290 | 246 | 450 | 1574 | | ABOARD | 2560 |
| OTHER AIRCRAFT | | | | | | | |
| OTHER GROUND | 1 | 3 | 8 | 2 | | | 14 |
| CDARD BOTAL | 204 | 240 | 450 | 4574 | | | 2574 |
| GRAND TOTAL | 291 | 249 | 458 | 1576 | | | 2574 |

INVOLVES 1337 TOTAL ACCIDENTS INVOLVES 165 FATAL ACCIDENTS

PAGE XXXVI

INJURIES, ACCIDENTS TYPE OF ACCIDENT STALL-SPIN, SPIRAL, MUSH U. S. GENERAL AVIATION

SUPPLEMENTAL ISSUE 1981

INJURIES

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL |
|---------------------------|-------|---------|-------|------|---------|--------|-------|
| PILOT | 148 | 76 | 62 | 128 | - | | 414 |
| COPILOT | 5 | 2 | 3 | 1 | | | 11 |
| DUAL STUDENT | 6 | 5 | 4 | 3 | | | 18 |
| CHECK PILOT | 1 | | | | | | 1 |
| FLIGHT ENGINEER NAVIGATOR | | | | | | | |
| CABIN ATTENDANT | | 1 | | | | | 1 |
| EXTRA CREW | 2 | 1 | | 1 | | | 4 |
| PASSENGERS | 104 | 69 | 67 | 125 | | | 365 |
| TOTAL | 266 | 154 | 136 | 258 | | ABOARD | 814 |
| OTHER AIRCRAFT | | | • | | | | |
| OTHER GROUND | 1 | | 2 | | | | 3 |
| GRAND TOTAL | 267 | 154 | 138 | 258 | | | 817 |

INVOLVES 414 TOTAL ACCIDENTS INVOLVES 153 FATAL ACCIDENTS

PAGE XXXVII

SUPPLEMENTAL ISSUE U. S. GENERAL AVIATION ACCIDENTS

1981

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 3681 TOTAL ACCIDENTS INVOLVES 697 FATAL ACCIDENTS

| | FATA | L ACCIDE | NTS | NONFAT | AL ACCID | ENTS | ALL | ACCIDEN | TS |
|-------------------------------------|--------------|--------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|
| BROAD CAUSE/FACTOR | | FACTOR | TOTAL* | CAUSE | FACTOR | | CAUSE | FACTOR | TOTAL* |
| PILOT | 591 84.79 | 121 17.36 | 602 86.37 | 2275 76.24 | 216 7.24 | 2295 76.91 | 2866 77.86 | 337 9.16 | 2897 78.70 |
| PERSONNEL | 50 7.17 | 27 3.87 | 72 . 10.33 | 234 7.84 | 53 1.78 | 282 9.45 | 284 7.72 | 80 2.17 | 354 9.62 |
| AIRFRAME | 11 1.58 | 30 4.30 | 39 5.60 | 10 •34 | 8 •27 | 18 | 21 •57 | 38 1.03 | 57 1.55 |
| LANDING GEAR | 1 •14 | .00 | 1 .14 | 109 3.65 | 27 •90 | 133 4.46 | 110 2.99 | 27 .73 | 134 3.64 |
| POWERPLANT | 49 7.03 | 6 .86 | 54 7.75 | 528 17.69 | 66 2.21 | 573 19.20 | 577 15.68 | 72 1.96 | 627 17.03 |
| SYSTEMS | 9 1.29 | 2 .29 | 11 1.58 | 32 1.07 | 24 .80 | 56 1.88 | 41 1.11 | 26 •71 | 67 1.82 |
| INSTRUMENTS/EQUIPMENT & ACCESSORIES | 1 •14 | 4 •57 | 5 •72 | . 1 | 7 •23 | 8 •27 | 2 .05 | 11 .30 | 13 .35 |

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

XXXVIII

^{*} 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 SUMMARY (CONTINUED)

| | FATA | L ACCIDE | NTS | NONFAT | AL ACCID | ENTS | ALL | ACCIDEN | TS |
|----------------------------|------------|--------------|--------------|------------|--------------|--------------|-------------|--------------|---------------|
| BROAD CAUSE/FACTOR | | FACTOR | | | FACTOR : | | | FACTOR | TOTAL* |
| ROTORCRAFT | 8 1.15 | .00 | 8 1.15 | 38 1.27 | 3 •10 | 41 1.37 | 46 1.25 | 3 .08 | 49 1.33 |
| AIRPORT/AIRWAYS/FACILITIES | 1 •14 | 8 1.15 | 9 1.29 | 20 •67 | 291 9.75 | 311 10.42 | 21 •57 | 299 8.12 | 320 8.69 |
| WEATHER | 2 •29 | 290 41.61 | 292 41.89 | 30 1.01 | 699 23.42 | 722 24.20 | 32 .87 | 989 26.87 | 1014 27.55 |
| TERRAIN | .00 | 52 7.46 | 52 7.46 | 14 •47 | 587 19.67 | 600 20.11 | 14 .38 | 639 17.36 | 652 17.71 |
| MISCELLANEOUS | 20 2.87 | 10 1.43 | 29 4.16 | 96 3.22 | 73 2.45 | 167 5.60 | 116 3.15 | 83 2.25 | 196 5.32 |
| UNDETERMINED | 54 7.75 | .00 | 54 7.75 | 30 1.01 | .00 | 30 1.01 | 84 2.28 | .00 | 84 2.28 |

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

SUPPLEMENTAL ISSUE U. S. GENERAL AVIATION ACCIDENTS

1981

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 3681 TOTAL ACCIDENTS 697 FATAL ACCIDENTS

| | FAT | FATAL ACCIDENTS NUNFATAL ACCIDENTS | | | | | | ALL ACCIDENTS | | | | |
|--|-------|------------------------------------|-------|-----|--------|-----|-----|---------------|-----|--|--|--|
| DETAILED CAUSE/FACTOR | CAUSE | | TOTAL | | FACTOR | | | FACTOR | | | | |
| ** PILOT ** | | | | | | | | | | | | |
| PILOT IN COMMAND | | | | • | | | | | | | | |
| ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT | 11 | 5 | 16 | 21 | 7 | 28 | 32 | 12 | 44 | | | |
| ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | 18 | 7 | 25 | 11 | 3 | 14 | 29 | 10 | 39 | | | |
| BECAME LOST/DISORIENTED | 12 | | . 12 | 23 | 6 | 29 | 35 | 6 | 41 | | | |
| CONTINUED VER FLIGHT INTO ADVERSE WEATHER CONDITIONS | 110 | 5 | 121 | 54 | 6 | 0.0 | 170 | 11 | 181 | | | |
| CONTINUED INTO KNOWN AREA OF SEVERE TURBULENCE | 5 | | 5 | | | | 5 | | 5 | | | |
| DELAYED ACTION IN ABORTING TAKEOFF | 1 | | 1 | 56 | 1 | 57 | 57 | 1 | 58 | | | |
| DELAYED IN INITIATING GO-AROUND | 7 | | 7 | 93 | 2 | 95 | 100 | 2 | 102 | | | |
| DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | 19 | 2 | 21 | 45 | 5 | 50 | 64 | 7 | 71 | | | |
| EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT | 30 | | 30 | 4 | | 4 | 34 | • | 34 | | | |
| FAILED TO EXTEND LANDING GEAR | | | | 17 | | 17 | 17 | | 17 | | | |
| FAILED TO RETRACT LANDING GEAR | 2 | 1 | 3 | 6 | . 2 | 8 | 8 | 3 | 11 | | | |
| RETRACTED GEAR PREMATURELY | 1 | | 1 | 2 | | 2 | 3 | | 3 | | | |
| INADVERTENTLY RETRACTED GEAR | | | | 13 | | 13 | 13. | | 13 | | | |
| FAILED TO SEE AND AVOID OTHER AIRCRAFT | 21 | | 21 | 37 | | 37 | 58 | | 58 | | | |
| - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | 36 | | 36 | 83 | | 83 | 119 | | 119 | | | |
| FAILED TO OBTAIN/MAINTAIN FLYING SPEED | 136 | | 136 | 210 | | 210 | 346 | | 346 | | | |
| MISJUDGED, SPEED, ALTITUDE OR CLEARANCE | 12 | | 12 | 6 | | 6 | 18 | | 18 | | | |
| FAILED TO MAINTAIN ADEQUATE ROTOR RPM | 3 | | 3 | 19 | 1 | 20 | 22 | 1 | 23 | | | |
| FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT | 1 | 2 | 3 | 3 | 1 | 4 | 4 | 3 | 7 | | | |
| FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC | 17 | 10 | 27 | 49 | . 9 | 58 | 66 | 19 | 85 | | | |
| IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS | . 4 | 1 | 5 | 61 | 5 | 66 | 65 | . 6 | 71 | | | |
| IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | 106 | 2 | 108 | 106 | 2 | 108 | | | |
| IMPROPER OPERATION OF FLIGHT CONTROLS | 10 | 3 | 13 | 42 | | 42 | 52 | 3 | 55 | | | |
| PREMATURE LIFT OFF | 1 | | 1 | 23 | 1 | 24 | 24 | 1 | 25 | | | |
| IMPROPER LEVEL OFF | 1 | | 1 | 170 | | 170 | 171 | | 171 | | | |
| IMPROPER IFR OPERATION | 32 | 1 | 33 | 9 | 1 | 10 | 41 | 2 | 43 | | | |
| IMPROPER IN-FLIGHT DECISIONS OR PLANNING | 35 | | 35 | 78 | 5 | 83 | 113 | 5 | 118 | | | |
| IMPROPER COMPENSATION FOR WIND CONDITIONS | 2 | | 2 | 116 | | 116 | 118 | | 118 | | | |
| INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | 61 | 27 | 88 | 317 | 26 | 343 | 378 | 53 | 431 | | | |
| INADEQUATE SUPERVISION OF FLIGHT | 10 | | 10. | 87 | | 87 | 97 | | 97 | | | |
| LACK OF FAMILIARITY WITH AIRCRAFT | | 18 | 18 | 6 | 82 | 88 | 6 | 100 | 106 | | | |

| MISMANAGEMENT OF FUEL (CONTINUED) | ድአጥ | AL ACCIE | FNTC | NONE | ATAL ACCI | DENTE | | L ACCIDE | NAC |
|---|-------|----------|------|-------|-----------|--------|------|----------|------|
| • | | AD ACCIE | | 7000 | TAL ACC | IDENIS | 7 | | |
| DETAILED CAUSE/FACTOR | CAUSE | FACTOR | | CAUSE | FACTOR | TOTAL | | FACTOR | |
| MISMANAGEMENT OF FUEL | 22 | , | 22 | 227 | 1 | 228 | 249 | 1 | 250 |
| EXERCISED POOR JUDGMENT | 28 | 12 | 40 | 44 | 2 | 46 | 72 | 14 | 86 |
| OPERATED CARELESSLY | | 1 | ĭ | i | - | 1 | 1 | i | 2 |
| SELECTED UNSUITABLE TERRAIN | 7 | _ | 7 | 178 | 2 | 180 | 185 | 2 | 187 |
| STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT | · | | • | 6 | - | 6 | 6 | - | 6 |
| TAXIED/PARKED WITHOUT PROPER ASSISTANCE | | | | 6 | | 6 | 6 | | 6 |
| FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED | | | | 18 | | 18 | 18 | | 18 |
| INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | 29 | 1 | 30 | 20 | 4 | 24 | 49 | 5 | 54 |
| SPONTANEOUS-IMPROPER ACTION | 1 | ī | 2 | 2 | | 2 | 3 | í | 4 |
| MISJUDGED DISTANCE, SPEED, AND ALTITUDE | 8 | _ | 8 | 30 | | 30 | 38 | - | 38 |
| MISJUDGED DISTANCE AND SPEED | 5 | 1 | 6 | 163 | | 163 | 168 | 1 | 169 |
| MISJUDGED DISTANCE | | _ | | 1 | | 1 | 1 | - | 1 |
| MISJUDGED DISTANCE AND ALTITUDE | 11 | ~ | 11 | 88 | | 88 | 99 | | 99 |
| MISJUDGED SPEED AND ALTITUDE | 1 | | 1 | 10 | | 10 | 11 | | 11 |
| MISJUDGED SPEED | - | | - | 3 | 1 | 4 | 3 | 1 | 4 |
| MISJUDGED SPEED AND CLEARANCE | | | | 2 | - | 2 | 2 | - | 2 |
| MISJUDGED ALTITUDE AND CLEARANCE | 26 | | 26 | 18 | | 18 | 44 | | 44 |
| MISJUOGED ALTITUDE | 18 | 1 | 19 | 6 | | 6 | 24 | 1 | 25 |
| MISJUDGED CLEARANCE | 11 | _ | 11 | 92 | 1 | 93 | 103 | ī | 104 |
| INADEQUATE TRAINING OF STUDENT | | | | 1 | _ | 1 | 1 | - | 1 |
| MISUNDERSTANDING OF ORDERS OR INSTRUCTIONS | 1 | | 1 | ī | | 1 | 2 | | 2 |
| IMPROPER RECOVERY FROM BOUNCED LANDING | 1 | | 1 | 86 | 1 | 87 | 87 | 1 | 88 |
| INCAPACITATION | 8 | 1 | 9 | - | 1 | 1 | 8 | 2 | 10 |
| PHYSICAL IMPAIRMENT | 27 | 17 | 44 | 5 | 6 | 11 | 32 | 23 | 55 |
| SPATIAL DISURIENTATION | 84 | _ | 84 | 15 | | 15 | 99 | | 99 |
| PSYCHOLOGICAL CONDITION | | 3 | 3 | | | | | 3 | 3 |
| MISUSED OR FAILED TO USE FLAPS | 3 | 8 | 11 | 14 | 24 | 38 | 17 | -32 | 49 |
| LEFT AIRCRAFT UNATTENDED ENGINE RUNNING | | | | 2 | | 2 | 2 | | 2 |
| FAILED TO MAINTAIN DIRECTIONAL CONTROL | 1 | 1 | 2 | 160 | 2 | 162 | 161 | - 3 | 164 |
| SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | 6 | 2 | 8 | 50 | 15 | 65 | 56 | 17 | 73 |
| FAILED TO ABORT TAKEOFF | 8 | | 8 | 59 | 2 | 61 | 67 | 2 | 69 |
| FAILED TO INITIATE GO-AROUND | | | • | 76 | 1 | 77 | 76 | ī | 77 |
| DIRECT ENTRIES | 1 | 2 | 3 | | _ | | 1 | 2 | 3 |
| SUBTOTAL | 911 | 133 | 1044 | 3151 | 228 | 3379 | 4062 | 361 | 4423 |
| COPILOT | | | | | | | | | |
| FAILED TO EXTEND LANDING GEAR | | | | 1 | | 1 | 1 | | 1 |
| IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | 1 | | 1 | 1 | | 1 |
| IMPROPER LEVEL OFF | | | | 1 | | 1 | 1 | | 1 |
| IMPROPER IFR OPERATION | | | | 1 | | 1 | 1 | | 1 |
| INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | 1 | | 1 | 1 | | 1 |
| INADEQUATE SUPERVISION OF FLIGHT | | | | 2 | | 2 | 2 | | 2 |
| LACK OF FAMILIARITY WITH AIRCRAFT | | | | | 2 | 2 | | 2 | 2 |

| MISJUDGED DISTANCE AND SPEED (CUNTINUED) | FAT | TAL ACCIO | ENTS | NONF | ATAL ACC | IDENTS | AI | L ACCIDE | ENTS |
|--|-----|-----------|------|------|----------|---------|---------|----------|------|
| DETAILED CAUSE/FACTUR | | FACTOR | | | FACTOR | | | FACTOR | |
| MISJUDGED DISTANCE AND SPEED | | \ | | 1 | | 1 | 1 | ((| 1 |
| MISJUDGED DISTANCE AND ALTITUDE | | | | ī | | ī | 1 | | 1 |
| MISUNDERSTANDING OF ORDERS OR INSTRUCTIONS | | | | 1 | | 1 | 1 | | 1 |
| PHYSICAL IMPAIRMENT | | 1 | 1 | | | | | 1 | 1 |
| SPATIAL DISORIENTATION | 3 | | 3 | | | | 3 | | 3 |
| FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | 1 | | 1 | 1 | | 1 |
| SUBTOTAL | 3 | 1 | 4 | 11 | 2 | 13 | 14 | 3 | 17 |
| DUAL STUDENT | | | | | | | | | |
| ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | 1 | | 1 | 1 | | 1 |
| DELAYED IN INITIATING GU-AROUND | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO EXTEND LANDING GEAR | | | | 4 | | 4 | 4 | | 4 |
| FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO OBTAIN/MAINTAIN FLYING SPEED | 5 | | 5 | 2 | | 2 | 7 | | 7 |
| FAILED TO MAINTAIN ADEQUATE ROTUR RPM | | | | 5 | | 5 | 5 | | 5 |
| FAILED TO FULLOW APPROVED PROCEDURES, DIRECTIVES, ETC | | | | 1 | | 1 | 1 | | 1 |
| IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS | | | | 4 | | 4 | 4 | | 4 |
| IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | 10 | | 10 | 10 | | 10 |
| IMPROPER OPERATION OF FLIGHT CONTROLS PREMATURE LIFT-OFF | 1 | | 1 | 5 | | 5 | 6 | | 6 |
| IMPROPER LEVEL OFF | | | | 13 | | 1 13 | 1 13 | | 13 |
| IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | 13 | | 13 | 1 | | 13 |
| INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | 1 | | • | 1 | | 1 |
| MISMANAGEMENT OF FUEL | | | | 2 | | 2 | 2 | | 2 |
| SELECTED UNSUITABLE TERRAIN | | | | 1 | | ī | ī | | ĩ |
| FAILURE TO RELINQUISH CONTROL | | | | 3 | | 3 | 3 | | 3 |
| CONTROL INTERFERENCE | | | | | 1 | 1 | _ | 1 | ī |
| SPONTANEOUS-IMPROPER ACTION | | | | . 2 | _ | 2 | 2 | _ | 2 |
| MISJUDGED DISTANCE, SPEED, AND ALTITUDE | | | | 1 | | 1 | 1 | | 1 |
| MISJUDGED DISTANCE AND SPEED | | | | 4 | | 4 | 4 | | 4 |
| MISJUDGED DISTANCE AND ALTITUDE | | | | 10 | | 10 | 10 | | 10 |
| MISJUDGED SPEED AND ALTITUDE | | | | 1 | | 1 | 1 | | 1 |
| MISJUDGED SPEED | | | | 1 | | . 1 | 1 | | 1 |
| MISJUDGED ALTITUDE AND CLEARANCE | | | | 2 | | 2 | 2 | | 2 |
| MISJUDGED ALTITUDE | | | | 1 | | 1 | 1 | | 1 |
| MISJUDGED CLEARANCE | | | | 1 | | 1 | 1 | | 1 |
| IMPROPER RECOVERY FROM BOUNCED LANDING | | | _ | 1 | | 1 | 1 | | 1 |
| SPATIAL DISURIENTATION | 3 | | 3 | _ | | - | 3 | | 3 |
| FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | 7 | | 7 | 7 | | 7 |
| SUBTOTAL | 9 | | 9 | 87 | 1 | 88 | 96 | 1 | .97 |

CHECK PILUT

| TWADEQUARE CUDEDVICTON OF PLICUM (COMMINIED) | | | | | | | | | |
|--|-------|---------|------|-------|---------|-------|-----|----------|------|
| INADEQUATE SUPERVISION OF FLIGHT (CONTINUED) | FATA | L ACCID | ENTS | NONFA | TAL ACC | DENTS | AL | L ACCIDE | ENTS |
| DETAILED CAUSE/FACTOR | CAUSE | FACTOR | | CAUSE | FACTOR | TOTAL | | FACTOR | |
| INADEQUATE SUPERVISION OF FLIGHT | 2 | | 2 | 3 | | 3 | 5 | (| 5 |
| SUBTOTAL | , 2 | | 2 | 3 | | 3 | 5 | | 5 |
| ** PERSONNEL ** | | | | | | | | | |
| RULES, REGULATIONS, STANDARDS PERSONNEL | 1 | 4 | 5 | | 2 | . 2 | 1 | 6 | . 7 |
| FLIGHT INSTRUCTOR | | | _ | _ | _ | _ | _ | | |
| INADEQUATE SUPERVISION OF FLIGHT | 1 | 2 | 3 | 2 | 3 | 5 | 3 | 5 | 8 |
| INADEQUATE TRAINING OF STUDENT | | 1 | 1 | | 1 | 1 | , | 2 | · 2 |
| MAINTENANCE, SERVICING, INSPECTION | | | | | | | | | _ |
| IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) | 1 | | 1 | 19 | | 19 | 20 | | 2υ |
| IMPROPER MAINTENANCE(OWNER PERSONNEL) | 2 | | 2 | 4 | · 1 | 5 | 6 | 1 | 7 |
| IMPROPERLY SERVICED AIRCRAFT (GROUND CREW) | 3 | | 3 | 5 - | | 5 | 8 | | 8 |
| INADEQUATE INSPECTION OF AIRCRAFT (MAINTENANCE PERSONNEL | | | | 3 | 1 | 4 | 3 | 1 | 4 |
| INADEQUATE INSPECTION OF ACFT (OWNER-PILOT PERSONNEL) | | | | . 3 | · 1 | 4 | 3 | 1 | 4 |
| INADEQUATE MAINTENANCE AND INSPECTION | 13 | 6 | 19 | 92 | 19 | . 111 | 105 | 25 | 130 |
| OTHER | 1 | | 1 | 22 | | 22 | 23 | | 23 |
| OPERATIONAL SUPERVISORY PERSONNEL | | | | | | | | | |
| INADEQUATE FLIGHT TRAINING-PROCEDURES | | 1 | 1 | | 1 | 1 | | 2 | 2 |
| INADEQUATE GROUND TRAINING-PROCEDURES | 1 | | 1 | | | | 1 | | 1 |
| INADEQUATE SUPERVISION OF FLIGHT CREW | | 2 | 2 | | | | | 2 | 2 |
| INADEGUATE SUPERVISION/TRAINING OF RAMP CREWS | | 1 | 1 | 1 | | . 1 | 1 | 1 | . 2 |
| FAILURE TO PROVIDE ADEQ DIRECTIVES, MANUALS, EQUIPMENT | 1 | 1 | 2 | 1 | | 1 | 2 | 1 | 3 |
| DEFICIENCY, COMPANY MAINTAINED EQMT, SERV, REGULATIONS | 2 | | 2 | 3 | 1 | 4 | 5 | 1 | 6 |
| WEATHER PERSONNEL | | | | | | | | | |
| INCORRECT WEATHER FORECAST | | 1 | 1. | | | | | 1 | . 1 |
| INADEQUATE/INCORRECT WEATHER BRIEFING | | 3 | 3 | | | | | 3 | . 3 |
| TRAFFIC CONTROL PERSONNEL | | | | | | | | | |
| FAILURE TO ADVISE OF UNSAFE WEATHER CONDITION | | 2 | 2 | | | | | 2 | 2 |
| FAILURE TO ADVISE OF UNSAFE AIRPORT CONDITION | | 1 | 1 | | | | | 1 | 1 |
| FAILURE TO ADVISE OF OTHER TRAFFIC | - 3 | 2 | 5 | | | | 3 | 2 | 5 |
| ISSUED IMPROPER OR CONFLICTING INSTRUCTIONS | 3 | | 3 | | | | 3 | | 3 |
| INADEQUATE SPACING OF AIRCRAFT | 4 | | 4 | | | | 4 | | 4 |
| OTHER | 2 | . 3 | 5 | | | | 2 | · 3 | 5 |
| AIRPORT SUPERVISORY PERSONNEL | | • | | | | | | | |
| IMPROPER MAINTENANCE-AIRPORT FACILITIES | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| FAILURE TO NOTIFY OF UNSAFE COND/AND OR FAILURE TO MARK | | | | 5 | 2 | 7 | 5 | . 2 | 7 |
| IMPROPER/INADEQUATE SNOW REMOVAL | | | | 1 | | 1 | 1 . | | 1 |
| OTHER | | | | 1 | | . 1 | 1 | | 1 |
| AIRWAYS FACILITIES PERSONNEL | | | | | | | | | |
| OTHER | | 1 | 1 | | 2 | 2 | | 3 | 3 |
| PRODUCTION-DESIGN-PERSONNEL | | | | | | | | | |
| SUBSTANDARD QUALITY CONTROL | 2 | | 2 | . 8 | | . 8 | 10 | | 10 |
| | | | | | | | | | |

| PERSONNEL (CONTINUED) | | AL ACCID | ENTS | NONFAT | AL ACCI | DENTS | ALL ACCIDENTS | | | |
|--|-------------|--------------|-------------------|------------------------------------|-----------------------|------------------------------|--|----------------------------|------------------------------|--|
| DETAILED CAUSE/FACTOR | CAUSE | FACTOR | TOTAL | | FACTOR | | CAUSE | FACTOR | | |
| INCORRECT FACTORY INSTALLATION POOR/INADEGUATE DESIGN OTHER | 2 6 3 | 1 | 2 7 4 | 2 4 8 | 1 4 2 | 3 8 10 | 4 10 11 | 1 5 3 | 5 15 14 | |
| MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT GROUND SIGNALMAN | 21 | | 21 | 41 | 2 1 | 43 1 | 62 | 2 1 | 64 1 | |
| SPECTATOR GROUND CREWMAN PASSENGER | 1 1 1 | , | 1 1 1 | 1 2 16 | 1 5 | 1 3 21 | 2 3 17 | 1 5 | 2 4 22 | |
| DRIVER OF VEHICLE OTHER THIRD PILOT FLIGHT ENGINEER | • | 1 | 1 | 8 4 | 1 4 | 9 | 8 4 | 1 5 | 9 | |
| FLIGHT PERSONNEL DISPATCHING (AIR CARRIER ONLY) | | - | | | | | | | | |
| SUBTOTAL | 75 | 34 | 109 | 257 | 56 | 313 | 332 | 90 | 422 | |
| ** AIRFRAME ** | | | | | | | | | | |
| WINGS SPARS RIBS, STRINGERS, CAP STRIPS WING ATTACHMENT FITTINGS, BOLTS WINGTIPS OTHER | 5 · 2 | 27 1 2 | 32 1 2 2 | 1 | | 1 | 5 2 1 | 27 1 2 | 32 1 2 2 | |
| FUSELAGE BULKHEADS FLOOR STRUCTURE SKIN AND ATTACHMENTS DUORS, DOOR FRAMES WINDSHIELDS, WINDOWS, CANOPIES SEATS WHEEL WELL DOORS | 1 1 | | 1 1 | 1 2 1 | 1 1 1 1 4 | 1 1 1 2 6 | 2 2 1 | 1 1 1 4 | 1 1 1 3 6 1 | |
| OTHER LANDING GEAR MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ET NORMAL RETRACTION/EXTENSION ASSEMBLY EMERGENCY/EXTENSION ASSEMBLY TAILWHEEL ASSEMBLIES NOSEWHEEL ASSEMBLIES WHEELS, TIRES, AXLES FLOAT ASSEMBLIES | 1 | 1, | 1 | 1 18 18 2 6 8 14 | 1 3 3 1 3 | 1 19 21 2 9 9 | 1 18 18 2 6 .8 14 2 | 1 1 3 3 1 3 | 2 19 21 2 9 9 | |
| SKID ASSEMBLY | - | | - | î | | 1 | 1 | | 1 | |

| ATDEDANG (COMMINUED) | | | | | | | | | |
|--|------------------|----------|----------------------------|--|----------------------------|--|---|----------------------------|--|
| AIRFRAME (CONTINUED) | FATA | L ACCIDE | NTS | NONE | TAL ACCI | DENTS | AL | L ACCIDE | NTS |
| DETAILED CAUSE/FACTOR | | FACTOR | | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | |
| BRAKING SYSTEM (NORMAL) LANDING GEAR WARNING AND INDICATING COMPONENTS GEAR LOCKING MECHANISM SWITCHES, LEVERS, CRANKING MECHANISM, ETC NOSEWHEEL STEERING OTHER | | ,,((| | 25 1 10 2 4 6 | 8 4 1 | 33 5 11 2 4 | 25 1 10 2 4 | 8 4 1 | 33 5 11 2 4 |
| FLIGHT CONTROL SURFACES ELEVATOR, ASSEMBLY ATTACHMENTS AILERON, SURFACES ATTACHMENTS HORIZONTAL STABILIZER, ATTACHMENTS SPOILERS AND SLOTS-LEADING EDGE FLAPS, SPEED BRAKES | 1 1 1 | 1 12 | 1 2 13 | 2 1 | | 2 1 | 3 2 1 1 | 1 12 | 3 3 13 1 |
| SUBTOTAL | 13 | 44 | 57 | 126 | 35 | 161 | 139 | 79 | 218 |
| ** POWERPLANT ** | | | | | | • | | | |
| ENGINE STRUCTURE CRANKCASE CRANKSHAFT MASTER AND CONNECTING RODS CYLINDER ASSEMBLY PISTON, PISTON RINGS VALVE ASSEMBLIES BLOWER, IMPELLER ASSEMBLY MOUNT AND VIBRATION ISOLATORS OTHER IGNITION SYSTEM | 1 1 2 1 | 1 1 1 1 | 1 1 1 3 1 2 | 1 7 22 25 7 19 8 1 8 | 1 . 4 | 1 8 22 25 8 23 8 1 | 1 8 23 27 7 20 8 1 | 1 1 2 5 | 2 9 23 28 9 25 8 1 |
| MAGNETOES SPARK PLUG LOW TENSION WIRING HIGH TENSION WIRING IGNITION HARNESS, SHIELDING SWITCHES LEADS | 1 | 2 1 | 3 2 | 11 6 1 2 2 | 3 5 1 1 1 | 14 11 2 3 1 2 5 | 12 7 1 2 2 3 | 5 6 1 1 1 | 17 13 2 3 1 2 5 |
| FUEL SYSTEM TANKS LINES AND FITTINGS SELECTOR VALVES FILTERS, STRAINERS, SCREENS CARBURETOR PUMPS FUEL INJECTION SYSTEM VENTS, DRAINS, TANK CAPS RAM AIR ASSEMBLY | 1 1 1 | 1 | 2 1 1 2 | 2 14 5 4 9 11 5 11 | 1 4 2 1 3 1 | 3 18 7 5 12 12 5 14 | 2 14 5 5 10 11 6 12 8 | 1 4 2 2 3 1 | 3 18 7 7 13 12 6 16 |

FATAL ACCIDENTS

NONFATAL ACCIDENTS

ALL ACCIDENTS

POWERPLANT (CONTINUED)

CLAMPS STACKS

EXTERNAL SUPERCHARGER

THROTTLE-POWER LEVER ASSEMBLIES

POWERPLANT FAILURE FOR UNDETERMINED REASONS

MIXTURE CONTROL ASSEMBLIES

POWERPLANT-INSTRUMENTS POWER INDICATORS

FUEL QUANTITY GAUGE

FOREIGN OBJECT DAMAGE

REDUCTION GEAR ASSEMBLY GEARS, ACCESSORY DRIVE

PROPELLER GOVERNOR CONTROLS

ENGINE ACCESSORIES
VACUUM PUMPS

GENERATORS

ENGINE CONTROLS

STARTERS

OTHER

MISCELLANEOUS

DETONATION

DIRECT ENTRIES

| • | | | | | | | | | | |
|----------------------------------|---|---------|----|---|-------|--------|-------|-----|--------|----|
| DETAILED CAUSE/FACTOR | | CAUSE F | | | CAUSE | FACTOR | TOTAL | | FACTOR | |
| | | // | \\ | | | | | // | \\\ | |
| OTHER | | 3 | | 3 | 6 | 1 | . 7 | . 9 | 1 | 10 |
| LUBRICATING SYSTEM | | - | | | | | | | | |
| LINES, HOSES, FITTINGS | | 2 | | 2 | . 11 | 1 | 12 | 13 | 1 | 14 |
| FILTERS, SCREENS | | 1 | | 1 | 3 | | . 3 | 4 | | 4 |
| PUMP-PRESSURE | | 1 | | 1 | 4 | | 4 | 5 | | 5 |
| OIL COOLERS | | | - | | 2 | | 2 | 2 | | 2 |
| MAGNETIC PLUGS | | | | | 1 | | 1 | 1 | | 1 |
| SEALS AND GASKETS | | | | | 1 | | 1 | 1 | | 1 |
| OTHER | | | | | 1 | | 1 | 1 | | 1 |
| COOLING SYSTEM | | • | | | | | | | | |
| JACKETS | | | | | 1 | | 1 | 1 | | 1 |
| OTHER | | 1 | | 1 | . 3 | | 3 | 4 | | 4 |
| PROPELLER AND ACCESSORIES | | | | | | | | | | |
| BLADES | | | 1 | 1 | 10 | 1 | 11 | 10 | 2 | 12 |
| HUBS | | 1 | | 1 | 3 | | 3 | 4 | | 4 |
| ELECTRIC PITCH CONTROL MECHANISM | | | | | | 1 | 1 | | 1 | 1 |
| SPINNERS, DOMES | | • | | | 1 | | 1 | 1 | | 1 |
| GOVERNORS | | | | | 2 | 1 | 3 | 2 | 1 | 3 |
| BLADE RETENTION MECHANISM | | | | | 1 | | 1 | 1 | | 1 |
| OTHER | | 1 | | 1 | 3 | 2 | . 5 | 4 | 2 | 6 |
| EXHAUST SYSTEM | | | | | | | | | | |
| MUFFLERS | • | 1 | | 1 | 2 | | 2 | 3 | | 3 |
| | | | | | | | | | | |

- 1

. 2

32.

NONFATAL ACCIDENTS

CAUSE FACTOR TOTAL

ALL ACCIDENTS

CAUSE FACTOR TOTAL

----\\-----\\-----

| POWERPLANT | (CONTINUED) |
|------------|-------------|
| LOMENLANI | (CONTINUED) |

| TOWER BANT (CONTINUED) | FATAL ACC | IDENTS |
|--|-------------|--------|
| DETAILED CAUSE/FACTOR | CAUSE FACTO | |
| 60VBB0666 | // | // |
| COMPRESSOR ASSEMBLY | | |
| CASTING | | |
| STATOR VANE | | |
| DISC, COMPRESSOR ROTOR | | |
| BLADE, COMPRESSOR ROTOR | | |
| BEARING, ROTOR SHAFT SEALS, AIR-OIL | | |
| OTHER | | |
| COMBUSTION ASSEMBLY | | |
| TURBINE ASSEMBLY | | |
| SUPPORT, GUIDE VANE | | |
| BLADE, TURBINE WHEEL | 1 | 1 |
| BEARING, SHAFT | 1 | 1 |
| OTHER | | |
| ACCESSORY DRIVE ASSEMBLY | | |
| LUBRICATING SYSTEM | | |
| FILTER, OIL | | |
| FUEL SYSTEM | | |
| PUMP, FUEL | | |
| FILTER, FUEL | | |
| NOZZLE, FUEL | 1 | 1 |
| FUEL CONTROL | | |
| OTHER | 1 | 1 |
| SAFETY SYSTEM | | |
| IGNITION SYSTEM | | |
| TORQUEMETER | | |
| AIR BLEED | | |
| OTHER | | |
| EXHAUST SYSTEM | | |
| THRUST REVERSER | | |
| PROPELLER SYSTEM | | |
| OTHER | | |
| CONSTANT SPEED DRIVE | | |
| POWER LEVER | | |
| PROPELLER LEVER | | |
| REVERSE THRUST LEVER ENGINE INDICATING EQUIPMENT | | |
| TACHOMETER | | |
| ENGINE INSTALLATION | | |
| ENGINE INDIVIDUALION | | |
| SUBTOTAL | 54 10 | 64 |
| | | |

** SYSTEMS **

PAGE XLVII

| RESERVOIR, LINES, FITTINGS FILTERS 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | SYSTEMS (CONTINUED) | | | | | | | | | |
|--|---|-----|----------|-------|-------|---------|--------|----|-----------|------|
| BATTERIES BATTERIES 1 1 1 2 3 2 2 4 6 8 2 6 8 REGULATOR SAUTERNATORS 2 6 6 8 2 6 8 8 2 6 8 8 2 6 8 8 8 2 6 8 8 8 2 6 8 8 8 8 | | FAI | IND ACCI | DENTS | NONFA | TAL ACC | IDENTS | IA | LL ACCIDI | ENTS |
| ELECTRICAL SYSTEM BATTERIES 1 1 1 1 2 3 3 2 2 4 6 6 8 2 6 6 8 | DETAILED CAUSE/FACTOR | | | | CAUSE | FACTOR | | | | |
| BATTERIES 1 1 1 2 3 2 2 4 4 6 8 8 REGULATOR GENERATORS 2 6 8 8 REGULATOR GENERATORS/ALTERNATORS 2 2 6 8 8 REGULATOR GENERATORS/ALTERNATORS 2 2 6 8 8 REGULATOR GENERATORS/ALTERNATORS 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | FI.FCTDTCAI. CYCTEM | // | // | / | | | | / | // | \ |
| GENERATORS/ALTERNATORS REGULATOR REGULATOR REGULATOR 1 1 2 4 6 3 4 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 | | 4 | | 4 | 1 | 2 | • | 2 | 2 | 4 |
| REGULATOR RELAYS AND WIRTING 1 1 2 2 4 6 3 4 7 7 PROTECTIVE DEVICES 1 1 2 2 4 6 3 4 7 7 PROTECTIVE DEVICES 1 1 2 2 5 3 4 7 7 PROTECTIVE DEVICES 1 1 2 2 5 3 4 6 4 10 11 2 5 5 3 8 6 6 4 10 10 10 11 1 1 1 1 1 1 1 1 1 1 1 1 1 | | * | | - | | | | | | |
| RELAYS AND WIRING PROTECTIVE DEVICES 1 1 2 4 6 3 4 7 PROTECTIVE DEVICES 1 1 2 5 3 8 6 4 10 PROTECTIVE DEVICES 1 1 2 5 3 8 6 4 10 PROTECTIVE DEVICES 1 1 2 5 3 8 6 4 10 PROTECTIVE DEVICES 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | | | | | Z | | | 2 | | |
| PROTECTIVE DEVICES OTHER 0 1 1 2 5 5 3 8 6 6 4 100 PROTECTIVE SYSTEM *** INSTRUMENTS/EQUIPMENT AND ACCESSORIES *** PRICE TION FOR SYSTEM 1 1 2 5 5 3 8 6 6 4 100 PRICE TO SYSTEM 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | | 1 | | 1 | 2 | 4 | | 3 | | |
| OTHER MYDRAULIC SYSTEM HYDRAULIC PUMPS HYDRAULIC PUMPS HYDRAULIC PUMPS HYDRAULIC MOTORS 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | | • | | • | | _ | | | _ | |
| #YDRAULIC SYSTEM HYDRAULIC PUMPS HYDRAULIC PUM | | 1 | 1 | 2 | | | | | | |
| HYDRAULIC PUMPS HYDRAULIC MOTORS RESERVOIR, LINES, FITTINGS 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | - · - · · | · | - | _ | _ | • | • | _ | - | |
| HYDRAULIC MOTORS RESERVOIR, LINES, FITTINGS 4 4 4 4 4 4 4 5 FILTERS BY-PASS VALVE 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | | | | | 1 | | 1 | 1 | | 1 |
| FILTERS BY-PASS VALVE 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | | | | | | 1 | | | 1 | 1 |
| BY-PASS VALVE OTHER OTHER OTHER OTHER OTHER FLIGHT CONTROL SYSTEMS ALLERON AND ALLERON TAB CONTROL SYSTEM ANDER AND RUDDER TAB CONTROL SYSTEM AND CONTROL SYSTEM (LECTRICAL) AND OTHER AND AND PELCING SYSTEM (HYDRAULIC) AND ANTI-ICING, DE-ICING SYSTEMS ANTI-ICING, DE-ICING ANTI-ICING | RESERVOIR, LINES, FITTINGS | | | | 4 | | 4 | 4 | | 4 |
| OTHER | FILTERS | | | | 1 | | 1 | 1 | | 1 |
| FLIGHT CONTROL SYSTEMS A ILERON AND ALLERON TAB CONTROL SYSTEM 1 1 1 1 2 2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | BY-PASS VALVE | | | | 1 | | 1 | 1 | | 1 |
| ALLERON AND ALLERON TAB CONTROL SYSTEM ALLERON AND ALLERON TAB CONTROL SYSTEM BLEVATOR AND ELEVATOR TAB CONTROL SYSTEM BLEVATOR AND ELEVATOR TAB CONTROL SYSTEM BLEVATOR AND RUDDER TAB CONTROL SYSTEM AND RUDDER SYSTEM BLEVATOR | OTHER | | | | 2 | | 2 | 2 | | 2 |
| ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM RUDDER AND RUDDER TAB CONTROL SYSTEM (HYDRAULIC) OTHER RUDDER AND RUDDER TYSTEM RUDDER TAB CONTROL SYSTEM (HYDRAULIC) RUDDER TO BE ICING SYSTEM (HYDRAULIC) RUDDER TO BE ICING SYSTEMS RUDDER TO | FLIGHT CONTROL SYSTEMS | | | | | | | | | |
| RUDDER AND RUDDER TAB CONTROL SYSTEM WING FLAP CONTROL SYSTEM (LECTRICAL) FLIGHT CONTROL BOOST SYSTEM (HYDRAULIC) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | AILERON AND AILERON TAB CONTROL SYSTEM | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| #ING FLAP CONTROL SYSTEM (ELECTRICAL) FLIGHT CONTROL BOOST SYSTEM (HYDRAULIC) OTHER 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 | ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM | 3 | | 3 | 2 | | 2 | 5 | | 5 |
| MING FLACE CONTROL STSTEM (HYDRAULIC) | RUDDER AND RUDDER TAB CONTROL SYSTEM | | | | 4 | 1 | 5 | 4 | 1 | 5 |
| OTHER ANTI-ICING, DE-ICING SYSTEMS WING ANTI-ICING, DE-ICING SYSTEMS WING ANTI-ICING, DE-ICING SYSTEMS CARBURETOR DE-ICING SYSTEM AIK CONDITION, HEATING AND PRESSURIZATION OTHER SYSTEM OTHER SYSTEM FIRE EXTINGUISHER SYSTEM OXYGEN SYSTEM OXYGEN SYSTEM OXYGEN SYSTEM OTHER SYSTEMS PITOT SYSTEM 1 1 2 1 1 1 1 1 1 1 1 1 2 2 2 1 3 3 3 3 | WING FLAP CONTROL SYSTEM (ELECTRICAL) | | | | | 1 | 1 | | 1 | 1 |
| ANTI-ICING, DE-ICING SYSTEMS WING ANTI-ICING, DE-ICING SYSTEMS I 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | | | | | 1 | | 1 | 1 | | 1 |
| WING ANTI-ICING, DE-ICING SYSTEMS CARBURETOR DE-ICING SYSTEM ALK CONDITION, HEATING AND PRESSURIZATION OTHER 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | | | | | 3 | | 3 | 3 | | 3 |
| CARBURETOR DE-ICING SYSTEM AIK CONDITION, HEATING AND PRESSURIZATION OTHER 1 1 1 1 1 2 2 1 3 AUTO PILOT FIRE WARNING SYSTEM OXYGEN SYSTEM OXYGEN SYSTEM OXYGEN SYSTEM OTHER SYSTEMS PITOT SYSTEM 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | | | | | | | | | | |
| AIR CONDITION, HEATING AND PRESSURIZATION OTHER OTHER 1 1 1 1 2 2 1 3 AUTO PILOT FIRE WARNING SYSTEM FIRE EXTINGUISHER SYSTEM OXYGEN SYSTEM OTHER SYSTEMS PITOT SYSTEM 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | | | | | | 1 | | | 1 | 1 |
| OTHER AUTO PILOT FIRE WARNING SYSTEM FIRE EXTINGUISHER SYSTEM OXYGEN SYSTEM OTHER SYSTEMS OTHER SYSTEMS PITOT SYSTEM VACUUM SYSTEM SUBTOTAL SUBTOTAL ** INSTRUMENTS/EQUIPMENT AND ACCESSORIES ** FLIGHT AND NAVIGATION INSTRUMENTS AIRSPEED DIRECTIONAL GYRO 1 1 1 1 2 2 1 3 3 3 4 4 2 8 72 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | | | | | 1 | | 1 | 1 | | 1 |
| AUTO PILOT FIRE WARNING SYSTEM FIRE EXTINGUISHER SYSTEM OXYGEN SYSTEMS PITOT SYSTEMS PITOT SYSTEM 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | | | | | | | | | | |
| FIRE WARNING SYSTEM FIRE EXTINGUISHER SYSTEM OXYGEN SYSTEM OTHER SYSTEMS PITOT SYSTEM VACUUM SYSTEM SUBTOTAL ** INSTRUMENTS/EQUIPMENT AND ACCESSORIES ** FLIGHT AND NAVIGATION INSTRUMENTS AIRSPEED DIRECTIONAL GYRO 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | | 1 | | 1 | 1 | 1 | 2 | 2 | 1 | 3 |
| FIRE EXTINGUISHER SYSTEM OXYGEN SYSTEMS OTHER SYSTEMS PITOT SYSTEM VACUUM SYSTEM 1 1 2 1 1 2 OTHER SUBTOTAL SUBTOTAL ** INSTRUMENTS/EQUIPMENT AND ACCESSORIES ** FLIGHT AND NAVIGATION INSTRUMENTS AIRSPEED DIRECTIONAL GYRO 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | • | | | | | | | | | |
| OXYGEN SYSTEM OTHER SYSTEMS PITOT SYSTEM | | | | | | | | | | |
| OTHER SYSTEMS PITOT SYSTEM VACUUM SYSTEM 1 1 2 1 1 1 2 OTHER SUBTOTAL SUBTOTAL ** INSTRUMENTS/EQUIPMENT AND ACCESSORIES ** FLIGHT AND NAVIGATION INSTRUMENTS AIRSPEED DIRECTIONAL GYRO 1 1 1 1 2 2 2 2 2 2 1 1 1 1 1 1 1 1 1 1 | | | | | | | | | | |
| PITOT SYSTEM VACUUM SYSTEM VACUUM SYSTEM OTHER 1 1 2 | | | | | | | | | | |
| VACUUM SYSTEM | | | | | | | | | | _ |
| OTHER 2 2 4 2 2 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | | | | | | 1 | 1 | | | |
| SUBTOTAL 9 2 11 35 26 61 44 28 72 ** INSTRUMENTS/EQUIPMENT AND ACCESSORIES ** FLIGHT AND NAVIGATION INSTRUMENTS AIRSPEED 2 2 2 2 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 | | 1 | 1 | 2 | • | | | | | |
| ** INSTRUMENTS/EQUIPMENT AND ACCESSORIES ** FLIGHT AND NAVIGATION INSTRUMENTS AIRSPEED DIRECTIONAL GYRO 1 1 1 1 1 1 1 2 2 2 | UTHER | | | | 2 | 2 | 4 | 2 | 2 | 4 |
| FLIGHT AND NAVIGATION INSTRUMENTS AIRSPEED DIRECTIONAL GYRO 1 1 1 1 1 2 2 2 | SUBTOTAL | 9 | 2 | 11 | 35 | 26 | 61 | 44 | 28 | 72 |
| AIRSPEED 2 2 2 2 2 2 2 2 1< | ** INSTRUMENTS/EQUIPMENT AND ACCESSORIES ** | | | | | | | | | |
| DIRECTIONAL GYRO 1 | FLIGHT AND NAVIGATION INSTRUMENTS | | | | | | | | | |
| COMPASS 1 1 1 1 1 2 2 | | | | | | 2 | 2 | | 2 | 2 |
| | DIRECTIONAL GYRO | | 1 | 1 | | | | | 1 | 1 |
| COMMUNICATIONS AND NAVIGATION EQUIPMENT | COMPASS | | 1 | 1 | | 1 | 1 | | 2 | 2 |
| | COMMUNICATIONS AND NAVIGATION EQUIPMENT | | | | | | | | | |

PAGE XLVIII

| INSTRUMENTS/EQUIPMENT AND ACCESSORIES (CONTINUED) | · | | | | | | | | |
|--|-----|-----------|-------|-------|----------|--------|--------|---------|--------|
| | FA! | TAL ACCII | DENTS | NONF | ATAL ACC | IDENTS | Al | L ACCID | ENTS |
| DETAILED CAUSE/FACTOR | | FACTOR | | CAUSE | FACTOR | TOTAL | | FACTOR | TOTAL |
| TRANSMITTERS AND/OR RECEIVERS | | 1 | 1 | - | 4 | 4 | .3222 | 5 1 | 5 1 |
| DME: | | 1 | 1 | | | | | 1 | 1 |
| OTHER | | | | | 1 | 1 | | 1 | 1 |
| MISCELLANEOUS EGUIPMENT SPRAY, DUSTING EQUIPMENT | | | | 1 | | 1 | 1 | | 1 |
| GLIDER LAUNCH/TOW EQUIPMENT | 1 | | 1 | 1 | | 4 | 1 | | 1 |
| SUBTOTAL | 1 | 4 | 5 | 1 | 9 | 10 | 2 | 13 | 15 |
| ** EOTURCRAFT ** | | | | | | | | | |
| ROTOR ASSEMBLIES | | | | | | | | • | |
| MAIN ROTOR BLADES | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| TAIL ROTOR BLADES | 1 | | ī | 3 | | 3 | 4 | | 4 |
| BEARINGS | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| MAIN ROTOR BRAKE ASSEMBLY | 1 | | 1 | | | | 1 | | 1 |
| TRANSMISSION ROTOR DRIVE SYSTEM ENGINE DRIVE SHAFT | 4 | | 1 | 2 | | | 3 | | 2 |
| MAIN ROTOR GEAR BUX | 1 1 | | 1 | 2 | | 2 | 1 | | 3 1 |
| TAIL KOTOR DRIVE SHAFT ASSEMBLY | 1 | | î | 9 | | 9 | 10 | | 10 |
| TAIL ROTOR GEAR BOX | | | | 3 | | 3 | 3 | | 3 |
| CLUTCH ASSEMBLY | | | | 7 | | 7 | 7 | | 7 |
| SPFAG SYSTEM | | | | 2 | | 2 | 2 | | 2 |
| OTHER FLIGHT CONTROL SYSTEMS | | | | 1 | | 1 | 1 | | 1 |
| CYCLIC PITCH CONTROL SYSTEM | 2 | | 2 | 3 | | 3 | 5 | | 5 |
| COLLECTIVE PITCH CONTROL SYSTEM | - | | - | 2 | | 2 | 2 | | 2 |
| TAIL ROTOR PITCH CONTROL SYSTEM | | | | 3 | | 3 | 3 | | 3 |
| STABILIZING SURFACES-DAMPERS | | | | 1 | | 1 | 1 | | 1 |
| MISCELLANEOUS UNITS AND ASSEMBLIES | | | | _ | | _ | _ | | |
| EMERGENCY FLOTATION GEAR TAIL BOOMS/PYLONS/CONES | | | | 2 | 2 | 2 3 | 2 1 | 2 | 2 3 |
| TAIL BOOMOT TRONGT CONES | | | | 1 | 2 | 3 | 1 | 2 | 3 |
| SUBTOTAL | 8 | | 8 | 41 | 3 | 44 | 49 | 3 | 52 |
| ** AIRPORTS/AIRWAYS/FACILITIES ** | | | | | | | | | |
| AIRPORT FACILITIES | | | | | | | | | |
| APPROACH LIGHTING | | | | | 1 | 1 | | 1 | 1 |
| RUNWAY LIGHTING | | | | | 4 | 4 | | 4 | 4 |
| TAXIWAY LIGHTING AND MARKING OTHER | | | | | 1 7 | 7 | | 1 7 | 1 7 |
| AIRPORT CONDITIONS | | | | | • | , | | , | • |
| | | | | | | | | | |

AIRPORTS/AIRWAYS/FACILITIES (CONTINUED)

| | | FATAL ACCIDENTS | | | ATAL ACCI | DENTS | ALL ACCIDENTS | | |
|--|-------|-----------------|---------|-------|-----------|---------|---------------|----------|-------------|
| DETAILED CAUSE/FACTOR | CAUSE | | | CAUSE | FACTOR | | CAUSE | FACTOR | |
| WET RUNWAY | (| // | / | 3 | 58 | 61 | 3 | ,\ 58 | 61 |
| ICE/SLUSH ON RUNWAY | | 2 | 2 | • | 15 | 15 | • | 17 | 17 |
| SNOW ON RUNWAY | | 1 | ī | 3 | 26 | 29 | 3 | 27 | 30 |
| SNOW WINDROWS | | - | _ | • | 19 | 19 | • | 19 | 19 |
| UNMARKED OBSTRUCTIONS | | 1 | 1 | 6 | 6 | 12 | 6 | 7 | 13 |
| SOFT SHOULDERS (RUNWAY) | | _ | - | • | 20 | 20 | • | 20 | 20 |
| ROUGH WATER | | | | | 2 | 2 | | 2 | 2 |
| HIGH VEGETATION | | 1 | 1 | 1 | 37 | 38 | 1 | 38 | 39 |
| HIDDEN HAZARD | | | | ī | 4 | 5 | ī | 4 | 5 |
| POORLY MAINTAINED RUNWAY SURFACE | | 1 | 1 | 2 | 36 | 38 | 2 | 37 | 39 |
| SOFT RUNWAY | | | | 1 | 26 | 27 | 1 | 26 | 27 |
| WET RAMP/TAXIWAY | | | | | 1 | 1 | _ | 1 | 1 |
| ICE/SLUSH ON RAMP/TAXIWAY | | | | | 1 | 1 | | 1 | 1 |
| SNOW ON RAMP/TAXIWAY | | | | | 1 | 1 | | 1 | 1 |
| SOFT TAXIWAY | | | | 1 | | 1 | 1 | | 1 |
| OTHER | | 3 | 3 | 4 | 82 | 86 | 4 | 85 | 89 |
| AIRWAYS FACILITIES | | | | | | | | | |
| VURTAC | 1 | | 1 | | | | 1 | | 1 |
| SUBTOTAL | 1 | 9 | 10 | 22 | 347 | 369 | 23 | 35,6 | 37 9 |
| ** WEATHER ** | | | | | | | | | |
| LOW CEILING | 1 | 163 | 164 | | 78 | 78 | 1 | 241 | 242 |
| RAIN | | 68 | 68 | | 34 | 34 | | 102 | 102 |
| FüG | | 118 | 118 | | 79 | 79 | | 197 | 197 |
| SnOw | | 29 | 29 | | 33 | 33 | | 62 | 62 |
| HAIL | | 2 | 2 | | 1 | 1 | | 3 | 3 |
| ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC | | 18 | 18 | | 16 | 16 | | 34 | 34 |
| CONDITIONS CONDUCTVE TO CARB/INDUCTION SYSTEM ICING | | 5 | 5 | | 47 | 47 | | 52 | 52 |
| UNFAVORABLE WIND CONDITIONS | | 29 | 29 | 11 | 331 | 342 | 11 | 360 | 371 |
| WIND SHEAR | 1 | 2 | 3 | 4 | 14 | 18 | 5 | 16 | 21 |
| SUDDEN WINDSHIFT | | 3 | 3 | 5 | 27 | 32 | 5 | 30 | 35 |
| TURBULENCE IN FLIGHT, CLEAR AIR | 1 | 1 | 2 | 1 | 23 | 24 | 2 | 24 | 26 |
| TURBULENCE ASSOCIATED WITH CLOUDS AND/OR THUNDERSTORMS | | 28 | 28 | 1 | 9 | 10 | 1 | 37 | 38 |
| DOWNDRAFTS, UPDRAFTS | | 12 | 12 | 7 | 62 | 69 | 7 | 74 | 81 |
| LOCAL WHIRLWIND | 1 | | 1 | 3 | 3 | 6 | 4 | 3 | 7 |
| SQUALL LINE | | | | | 2 | 2 | | 2 | 2 |
| ADVERSE WINDS ALOFT | | 1 | 1 | | 1 | 1 | | 2 | 2 |
| HIGH TEMPERATURE | | 2 | 2 | | 11 | 11 | | 13 | 13 |
| OBSTRUCTIONS TO VISION | | 12 | 12 | | 11 | 11 | | 23 | 23 |
| HIGH DENSITY ALTITUDE | | 32 | 32 | | 130 | 130 | | 162 | 162 |
| THUNDERSTURM ACTIVITY OTHER | | 44 4 | 44 4 | | 27 7 | 27 7 | | 71 11 | 71 11 |
| SUBTOTAL | 4 | 573 | 577 | 32 | 946 | 978 | 36 | 1519 | 1555 |
| 200,020,0 | - | 3,3 | 311 | J 2 | 770 | 710 | - 0 | 1313 | 1000 |

| | FAT | AL ACCID | ENTS | NONF | ATAL ACC | IDENTS | AL | L ACCIDE | NTS |
|---|------|----------|------|-------|----------|----------|-------|----------|----------|
| DETAILED CAUSE/FACTOR | | FACTOR | | CAUSE | FACTOR | TOTAL | | FACTOR | |
| ** TERRAIN ** | | | | | | | | | |
| WET, SOFT GROUND | | 1 | 1 | 3 | 133 | 136 | 3 | 134 | 137 |
| SNOW-COVERED | | 1 | 1 | 1 | 16 | 17 | 1 | 17 | 18 |
| ICY | | | | | 6 | 6 | | 6 | 6 |
| HIGH VEGETATION | | 4 | 4 | | 78 | 78 | _ | 82 | 82 |
| HIDDEN OBSTRUCTIONS | | | | 3 | 14 | 17 | 3 | 14 | 17 |
| ROUGH/UNEVEN | | 10 | 10 | 6 | 183 | 189 | 6 | 193 | 199 |
| ROUGH WATER | | 1 | 1 | | 5 | 5 | *. | 6 | 6 |
| GLASSY WATER | | 1 | 1 | | 4 | 4 | 4. | 5 | 5 |
| HIGH OBSTRUCTIONS LOOSE GRAVEL | | 31 | 31 | 1 | 160 7 | 161 7 | 1 | 191 7 | 192 7 |
| SANDY | | 1 | . 1 | | 13 | 13 | | 14 | 14 |
| OTHER | | 4 | 4 | | 38 | 38 | | 42 | 42 |
| SUBTOTAL | | 54 | 54 | 14 | 657 | 671 | 14 | 711 | 725 |
| ** MISCELLANEOUS ** | | | | | | | | | |
| BIRD COLLISION | 5 | | 5 | 12 | | 12 | 17 | | 17 |
| VORTEX TURBULENCE | 2 | | 2 | 5 | 2 | 7 | 7 | 2 | 9 |
| PROP/JET/ROTOR BLAST | | | | 2 | | 2 | 2 | | 2 |
| ANIMAL(S) ON RUNWAY/TAXIWAY/RAMP | | | | 11 | 2 | 13 | 11 | 2 | 13 |
| EVASIVE MANEUVER TO AVOID COLLISION | 3 | 2 | 5 | 40 | 43 | 83 | 43 | 45 | 88 |
| UNQUALIFIED PERSON OPERATED AIRCRAFT | 8 | . 6 | 14 | 6 | 9 | 15 | 14 | 15 | 29 |
| FOREIGN OBJECT DAMAGE | 1 | _ | 1 | 4 | 1.2 | 4 | 5 | | 5 |
| SMOKE IN COCKPIT | | 2 | 2 | 1 | 13 | 14 | 1 | 15 | 16 |
| FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS | 2 | | 2 | 20 | 4 | 24 | 22 | 4 | 26 |
| UNDETERMINED | 54 | | 54 | 30 | | 30 | 84 | | 84 |
| SUBTOTAL | 75 | 10 | 85 | 131 | 73 | 204 | 206 | 83 | 289 |
| GRAND TOTAL | 1165 | 874 | 2039 | 4468 | 2465 | 6933 | 5633 | 3339 | 8972 |
| ** MISCELLANEOUS ACTS, CONDITIONS ** | | | | | | | | | |
| ALTIMETER SETTING-INCORRECT | | 4 | 4 | 1 | 1 | 2 | 1 | 5 | 6 |
| ANTI-ICING/DEICING EQUIP-IMPROPER OPER. OF/FAILED TO US | 3 | 1 | 4 | 44 | | 44 | 47 | 1 | 48 |
| CHECKLIST-FAILED TO USE | | 1 | 1 | | 2 | 2 | | 3 | 3 |
| CREW COORDINATION-POOR | | | | 1 | | 1 | 1 | | . 1 |
| DISREGARD OF GOOD OPERATING PRACTICE | | 2 | 2 | | 2 | 2 | | 4 | . 4 |
| IMPROPER EMERGENCY PROCEDURES | 11 | 2 | 13 | 34 | 4 | 38 | 45 | 6 | 51 |
| GUST LOCKS ENGAGED | | | | 1 | | 1 | · · 1 | | 1 |
| INSTRUCTIONS-MISINTERPRETED | | | | 1 | | 1 | 1 | | 1 |
| | | | | | | | | | |

| MISCELLANEOUS | ACTS, | CONDITIONS (| (CONTINUED) |
|---------------|-------|--------------|-------------|
|---------------|-------|--------------|-------------|

| | FATAL ACCIDENTS | | | NONE | TAL ACCI | DENTS | ALL ACCIDENTS | | |
|---|-----------------|--------|------|-------|--------------|-------|---------------|--------|-----|
| DETAILED CAUSE/FACTOR | CAUSE | FACTOR | | CAUSE | FACTOR | TOTAL | | FACTOR | |
| INSTRUMENTS-MISREAD OR FAILED TO READ | 2 | ((| 2 | 1 | 1 | 2 | 3 | ,\ | 4 |
| SEAT BELT NOT FASTENED | 1 | 2 | 3 | | 1 | 1 | 1 | 3 | 4 |
| NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA | | | | 16 | 5 | 21 | 16 | 5 | 21 |
| UNWARRANTED LOW FLYING | 27 | 42 | . 69 | 14 | 23 | 37 | 41 | 65 | 106 |
| FAILED TO USE ALL AVAILABLE RUNWAY | | | | 2 | 6 | 8 | 2 | 6 | 8 |
| LANDED AT WRONG AIRPORT | | | | 1 | | 1 | 1 | | 1 |
| INATTENTIVE TO FUEL SUPPLY | | | | 54 | | 54 | 54 | | 54 |
| FLEW INTO BLIND CANYON | 5 | 4 | 9 | 9 | 1 | 10 | 14 | 5 | 19 |
| POORLY PLANNED APPROACH | | | | 2 | 8 | 10 | 2 | 8 | 10 |
| MISCALCULATED FUEL CONSUMPTION | 2 | | 2 | 30 | 4 | 34 | 32 | 4 | 36 |
| JETTISONED LOAD | | 2 | 2 | | 39 | 39 | | 41 | 41 |
| STOLEN OR UNAUTHORIZED USE OF AIRCRAFT | | 12 | 12 | | 12 | 12 | | 24 | 24 |
| LANDED ON FOAMED RUNWAY | α, | | | | 2 | 2 | | 2 | 2 |
| CORRECTING LENSES-NUT USED | | | | | 1 | 1 | | 1 | 1 |
| IMPROPERLY SECURED | 1 | | 1 | 12 | 4 | 16 | 13 | 4 | 17 |
| BOGUS PART | | | | 1 | | 1 | 1 | | 1 |
| COMMUNICATIONS FAILURE | | | | | 3 | 3 | | 3 | 3 |
| ELECTRICAL FAILURE | 1 | 1 | 2 | 5 | 18 | 23 | 6 | 19 | 25 |
| ENGINE LOADED UP | | | | 4 | | - 4 | 4 | | 4 |
| FATIGUE FRACTURE | 15 | 1 | 16 | 45 | | 45 | 60 | 1 | 61 |
| FUEL GRADE-IMPROPER | 2 | 1 | 3 | 3 | 1 | 4 | 5 | 2 | 7 |
| HYDRAULIC FAILURE | | | | 3 | 1 | 4 | 3 | 1 | 4 |
| RPM-UNCONTROLLABLE-OVERSPEED | . 1 | | 1 | | 1 | 1 | 1 | 1 | 2 |
| THRUST REVERSAL-ASYMETRICAL | | | | 1 | | 1 | 1 | - | 1 |
| WINDSHIELD, DIRTY, FOGGY, ETC-RESTRICTED VISION | | 1 | 1 | 2 | 11 | 13 | 2 | 12 | 14 |
| WRONG PART | 2 | 1 | 3 | 8 | 2 | 10 | 10 | 3 | 13 |
| IMPROPER ALIGNMENT/ADJUSTMENT | | | | 18 | 6 | 24 | 18 | 6 | 24 |
| FAILURE OF TWO OR MURE ENGINES | | 5 | 5 | | 23 | 23 | | 28 | 28 |
| SEPARATION IN FLIGHT | | 44 | 44 | | 17 | 17 | | 61 | 61 |
| FIRE IN CABIN/ COCKPIT/ BAGGAGE COMPARTMENT | 1 | | 1 | 3 | 1 | 4 | 4 | 1 | 5 |
| FIRE IN ENGINE | 1 | 2 | 3 | 4 | 7 | 11 | 5 | 9 | 14 |
| ASYMETRICAL FLAPS | | | | 1 | | 1 | 1 | | 1 |
| LATERAL IMBALANCE | | | | | 1 | 1 | | 1 | 1 |
| CORRODED/CORROSION | 3 | | 3 | 8 | 2 | 10 | 11 | 2 | 13 |
| INCORRECT TRIM SETTING | 1 | | 1 | 3 | 2 | 5 | 4 | 2 | 6 |
| CARGO SHIFTED | | 1 | 1 | 1 | _ | 1 | 1 | 1 | 2 |
| CONGESTED TRAFFIC-PATTERN | | 3 | 3 | | 3 | 3 | _ | 6 | 6 |
| PILOT FATIGUE | | 5 | 5 | | 2 | 2 | • | 7 | 7 |
| FUEL EXHAUSTION | 15 | | 15 | 185 | | 185 | 200 | | 200 |
| FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL | 3 | | 3 | 20 | 1 | 21 | 23 | 1 | 24 |
| PILOT SUFFERED HEART ATTACK | 4 | 1 | 5 | | - | | 4 | ī | 5 |
| ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | 26 | 12 | 38 | 4 | 4 | 8 | 30 | 16 | 46 |
| HYPOXIA | 1 | | 1 | _ | - | | | | 1 |
| NIFUXIA | | | 1 | | | | 1 | | |

| MISCELLANFOUS ACTS, CUNDITIONS (CONTINUED) | FATA | L ACCID | ENTS | NONF | ATAL ACC | IDENTS. | ALL ACCIDENTS | | | |
|---|------|---------|-------|------|----------|---------|-----------------|------------------|-----|--|
| DETAILED CAUSE/FACTOR | | FACTOR | TOTAL | | FACTOR | | CAUSE | FACTOR | | |
| ICE-IN FUEL | (\- | | | 3 | | 3 | 3 | ,, | 3 | |
| ICE-ENGINE | | | | ĭ | | ī | 1 | | 1 | |
| 1CH-CARBURETOR | 3 | | 3 | 42 | | 42 | 45 | | 45 | |
| AIRFRAME ICE | 5 | 3 | 8 | 7 | 9 | 16 | 12 | 12 | 24 | |
| ICE-WINDSHIELD | • | , | J | • | 5 | 5 | | 5 | 5 | |
| IMPROPERLY BOADED AIRCRAFT-WEIGHT-AND/OR CG | 5 | 17 | 22 | 8 | 11 | 19 | 13 | 28 | 41 | |
| INTERFERENCE WITH FLIGHT CONTROLS | 1 | • ' | 1 | 9 | - 3 | 12 | 10 | 3 | 13 | |
| WHITEGUT | • | 2 | 2 | 1 | 6 | 7 | 1 | 8 | 9 | |
| SUNGLARE | | 4 | 4 | | 18 | 18 | | 22 | 22 | |
| LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM | 1 | 7 | 1 | 10 | 10 | 10 | 11 | 22 | 11 | |
| OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM | 1 | | | 12 | | 12 | 12 | | 12 | |
| SIMULATED CONDITIONS | | 2 | 2 | 12 | 24 | 24 | 12 | 26 | 26 | |
| | | 2 | Z | 3 | | 4 | 3 | | | |
| FOEL SIPHONING WATER IN FUEL | 4 | | 4 | 39 | 1 | 39 | | 1 | 4 | |
| | ** | 4.0 | 4 | 39 | 400 | | 43 | ⁹ 162 | 43 | |
| AIRCRAFT CAME TO REST IN WATER | | 40 | 40 | | 122 | 122 | | | 162 | |
| FROZEN, MOISTURE | | • | | | 1 | 1 | 4.7 | 1 | 1 | |
| MISSING | 1 | | 1 | 16 | 1 | 17 | _* 17 | 1 | 18 | |
| TOUCH AND GO LANDING | | 11 | 11 | | 75 | 75 | | 86 | 86 | |
| HYDROPLANING ON WET RUNWAY | | | _ | 1 | 7 | 8 | 1 | 7 | - 8 | |
| OVERLOAD FAILURE | . 3 | 25 | 28 | 12 | 234 | 246 | . 15 | 259 | 274 | |
| MATERIAL FALLURE | 12 | 3 | 15 | 182 | 19 | 201 | 194 | 22 | 216 | |
| FUEL STARVATION | 17 | 1 | 18 | 112 | 1 | 113 | 129 | 2 | 131 | |
| OIL STARVATION | 2 | | 2 | 5 | 1 | 6 | 7 | 1 - | 8 | |
| IMPROPER CLEARANCE-TOLERANCE | | | | , 1 | 1 | 2 | 1 | 1 | 2 | |
| FUEL SELECTOR POSITIONED RETWEEN TANKS | 2 | | 2 | 2 | | 2 | 4 | | 4 | |
| TIEDOWN LINES SHAPPED | | | | | 1 | 1 | | 1 | 1 | |
| FIRE OF UNDETERMINED URIGIN | | | | 2 | 4 | 6 | 2 | 4 | 6 | |
| UNAPPROVED MODIFICATION | | 1 | 1 | | | | | 1 | 1 | |
| IMPROPER/IMADEQUATE VENTING | | | | 1 | | 1 | 1 | | 1 | |
| POOR WELD | . 2 | | 2 | 5 | 1 | 6 | 7 | 1 | 8 | |
| PREVIOUS DAMAGE | 1 | | 1 | 7 | 6 | 1.3 | 8 | 6 | 14 | |
| LEAK/LEAKAGE | 2 | 2 | 4 | 27 | 10 | 37 | 29 | 12 | 41 | |
| LUW FAUID LEVEL | | | | 5 | 3. | 8 | 5 | 3 | 8 | |
| CIRCUIT BREAKER POPPED | | | | | 3 | 3 | | 3 | 3 | |
| ARCING | | 1 | 1 | 3 | 1 | 4 | . 3 | 2 | 5 | |
| LOW COMPRESSION | | - | - | • | ī | ī | _ | ī | 1 | |
| RUNWAY CLUSED | | 2 | 2 | 1 | 7 | 8 | 1 . | 9 | 10 | |
| DOWNWIND | | 14 | 14 | _ | 125 | 125 | | 139 | 139 | |
| CARBON DEPOSITS | | | | 5 | 2 | 7 | 5 | 2 | 7 | |
| OVER TORQUED | | 1 | 1 | 1 | | í | i | ī | 2 | |
| UNDER TORGUED | 1 | î | . 2 | 2 | | 2 | 3 | ī | 4 | |
| LOOSE, PART/FITTING | 2 | 1 | 3 | 18 | 2 | 20 | 20 | 3 | 23 | |
| GROUND RESONANCE | | - | • | 2 | • | 2 | 2 | ~ | 2 | |
| BENT | 1 | · 2 | 3 | | . 1 | 4 | 4 | 3 | . 7 | |

MISCELLANEOUS ACTS, CONDITIONS (CONTINUED)

| MISCELLANEOUS ACIS, CUMDITIONS (CONTINUED) | FAT | AL ACCI | DENTS | NONFA | TAL ACC | DENTS | ALL ACCIDENTS | | |
|--|-----|---------|-----------|-------|------------|-------|---------------|--------|-----|
| DETAILED CAUSE/FACTOR | | FACTOR | | CAUSE | FACTOR | TOTAL | | FACTOR | |
| BINDING | (, | ,, | (| 15 | | 15 | 15 | ,, | 15 |
| BURST | 1 | | 1 | | | _ | 1 | | 1 |
| BURNED | 1 | | 1 | 1 | 1 | 2 | 2 | 1 | 3 |
| CHAFFED | 1 | | 1 | 4 | 1 | 5 | 5 | 1 | 6 |
| COLLAPSED | | | | | 1 | 1 | | 1 | 1 |
| DETERIORATED | | 1 | 1 | 4 | 3 | 7 | 4 | 4 | 8 |
| DISCONNECTED | 1 | | 1 | 28 | 2 | 30 | 29 | . 2 | 31 |
| EXCESSIVE-WEAR/PLAY | 1 | | 1 | 14 | 9 | 23 | 15 | 9 | 24 |
| ERRATIC | | 1 | 1 | 1 | 35 | 36 | 1 | 36 | 37 |
| FLUTTER | . 2 | | $\bar{2}$ | | | • - | . 2 | • • | 2 |
| FRAYED | _ | | _ | | 2 | .2 | _ | 2 | 2 |
| FUNGUS, EFFECT | 1 | | 1 | | _ | | 1 | - | 1 |
| GROUNDED | 2 | | 2 | 7 | | 7 | 9 | | 9 |
| EXCESSIVE VOLTAGE | ~ | | _ | • | 1 | i | • | 1 | 1 |
| IMPROPERLY INSTALLED | 4 | | 4 | 22 | . <u>.</u> | 25 | 26 | 3 | 29 |
| JAMMED | 1 | | 1 | 10 | 2 | 12 | 11 | 2 | 13 |
| NICKED | - | | - | 1 | _ | 1 | 1 | _ | 1 |
| OBSTRUCTED | 7 | | 7 | 33 | 2 | 35 | 40 | 2 | 42 |
| OPEN | · | | • | . 2 | 1 | 3 | 2 | ī | 3 |
| OVERHEATED | 1 | | 1 | 4 | - | 4 | 5 | - | 5 |
| PINCHED | - | | - | 4 3 | | á | 3 | | 3 |
| EXCESSIVE PRESSURE | | | | 2 | | 2 | 2 | | 2 |
| PRESSURE TOO LOW | | | | ĩ | | 1 | . 1 | | 1 |
| PRESSURE, NONE | | | | - | 1 | 1 | • | 1 | 1 |
| SCURED | | | | 1 | • | 1 | 1 | • | î |
| SHEARED | | | | 5 | 1 | 6 | 5 | 1 | 6 |
| STICKING | | | | 5 | î | 6 | 5 | ī | 6 |
| STRIPPED | | 1 | 1 | 1 | • | 1 | 1 | ī | 2 |
| TEMPERATURE TOO LOW . | | • | • | 2 | | 2 | • | • | 2 |
| VIBRATION, EXCESSIVE | | , | | ā | 11. | 19 | 8 | 11 | 19 |
| WARPED | | | | ĭ | 2 | ž | 1 | * 12 | ์จั |
| ICE-IWDUCTION | 1 | | 1 | ī | - | 1 | 2 | _ | 2 |
| FIRE IN WING | • | 1 | 1 | 2 | 1 | 3 | 2 | 2 | 4 |
| LOAD NOT JETTISONED | • | • | • | 1 | 17 | 18 | 1 | 17 | 18 |
| INTENTIONAL GROUND-WATER LOOP-SWERVE | | | | 10 | 7 | 17 | 10 | 7 | 17 |
| INTENTIONAL WHEELS UP | | | | 17 | 9 | 26 | 17 | ģ | 26 |
| RAN UFF END OF RUNWAY | | 3 | 3 | - 1 | 139 | 139 | - / | 142 | 142 |
| MAN OFF LATE OF MONTHS | | 3 | | | 139 | 133 | | 142 | 142 |

DIRECT ENTRY CAUSES

PIGOT-FAILED TO MAINTAIN POSITIVE RATE OF CLIMB MISC-OTHER AIRCHAFT
MISC-FUEL EXHAUSTION FOR UNDETERMINED REASON
MISC-OIL EXHAUSTION FOR UNDETERMINED REASON

FATAL ACCIDENTS NONFATAL ACCIDENTS ALL ACCIDENTS

DETAILED CAUSE/FACTOR

CAUSE FACTOR TOTAL

CAUSE FACTOR TOTAL

CAUSE FACTOR TOTAL

DIRECT ENTRY CAUSES (CONTINUED)

MISC-OIL EXHAUSTION FOR UNDETERMINED REASON
MISC-FUEL SIPHONED FOR UNKNOWN REASON
MISC-EMERG TKOF, CRITICALLY INJ PAX.HVY WT, DRY LAKE
MISC-FUEL STARVATION FOR UNKNOWN REASON
MISC-BURNER IGNITED AFTER TOUCHDOWN FOR UNK REASON
MISC-PREMATURE CHUTE OPENING
MISC-TOW LINE BCM WRAPPED ARND TAIL WHL/RUD SPG.
PWR PLT-OIL PRESS LOSS FOR UNDETERMINED REASON
MISC-FUEL STARVATION FOR UNDETERMINED REASON
MISC-NUMEROUS WASPS IN CABIN, WNG, ENG AREAS OF ACFT
PWR PLT-3RD STAGE STATOR VANES ERODED.
MISC-LOSS OF CONTROL
MISC-INACCURATE POSITION REPORT
PILOT-FAILED TO ACTIVATE MARKER BEACON RECEIVER

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

PAGE LV

- 3 0782 PILOT-FAILED TO MAINTAIN POSITIVE RATE OF CLIMB
- 3 1002 MISC-OTHER AIRCRAFT
- 3 1159 MISC-FUEL EXHAUSTION FOR UNDETERMINED REASON
- 3 1383 MISC-OIL EXHAUSTION FOR UNDETERMINED REASON
- 3 1584 MISC-OIL EXHAUSTION FOR UNDETERMINED REASON
- 3 2363 MISC-FUEL SIPHONED FOR UNKNOWN REASON
- 3 2373 MISC-EMERG TKOF, CRITICALLY INJ PAX. HVY WT, DRY LAKE
- 3 2685 MISC-FUEL STARVATION FOR UNKNOWN REASON
- 3 2802 MISC-BURNER IGNITED AFTER TOUCHDOWN FOR UNK REASON
- 3 3049 MISC-PREMATURE CHUTE OPENING
- 3 3057 MISC-TOW LINE BCM WRAPPED ARND TAIL WHL/RUD SPG.
- 3 3388 PWR PLT-DIL PRESS LOSS FOR UNDETERMINED REASON
- 3 3415 MISC-FUEL STARVATION FOR UNDETERMINED REASON
- 3 3564 MISC-NUMEROUS WASPS IN CABIN, WNG, ENG AREAS OF ACFT
- 3 3671 PWR PLT-3RD STAGE STATOR VANES ERODED.
- 3 3681 MISC-LOSS OF CONTROL
- 3 3685 PILOT-INACCURATE POSITION REPORT
- 3 3685 PILOT-FAILED TO ACTIVATE MARKER BEACON RECEIVER

U.S.

AIR CARRIER

SECTION

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS/INCIDENTS

U. S. CERTIFICATED ROUTE AND SUPPLEMENTAL AIR CARRIERS

ALL OPERATIONS

SUPPLEMENTAL ISSUE

1981

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJ F | | ES M/ | | FLIGHT PURPOS | | PILOT DATA |
|--------|------------------------|------------------|--|------------|----|----------|-------------|--------------------------|------------------|--|
| 1-0001 | 4/18/81 TIME - 1400 | SAND POINT, AK | NIHON YS-11A N173RV DAMAGE-SUBSTANTIAL | CR- PX- | | | | SCHED DOM | PASSG SRV | AIRLINE TRANSPORT, AGE 42, 10000 TOTAL HOURS, 4500 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIR | PORT - SAND POI | NT | | | | | | | |
| | | REEVE, ALEUTIAN | - · | | | | | | | |
| | DEPARTURE P | | INTENDED DESTINATION | | | | | ROUTE STOP | | |
| | | , AK | COLD BAY, AK | | | | | POINT, AK | NY. | |
| | TYPE OF ACC | | | | РН | | | F OPERATIO Ing: Final | | |
| | BIRD STA | _ | R APPROACH LIGHTS | | | | _ | | OFF/TOUCHDOWN | |
| | COLLIDEL | MILM: KONMAI O | R AFFROACH DIGHTS | | | חת | ND. | ING. DEVEL | Ot 1 / 100CHDOWN | |
| | | NEOUS - BIRD CO | LLISION UDGED DISTANCE AND ALTIT | UDE . | | | | | | |
| • | FACTUR(S) MISCELLA | NEOUS ACTS, COND | ITIONS - WINDSHIELD, DIRT | Y,FOGG | | TC. | - RI | ESTR ICT ED | VISION | |
| | | | SHIELD ON SHORT FINAL RS | | | N M | ΑTI | N GEAR STR | UCK EMBANKMENT | AT END OF RWY. |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | ES M/N | FLIGHT PURPOSE | | PILOT DATA |
|------|--|---|--|------------|----------|---------------------|-------------------|---------------|---|
| | 2/10/81 TIME - 194 | NEWPORT NEWS, VA | BOEING 737 N9019V DAMAGE-NONE | CR- PX- | - | | SCHED DOM | PASSG SRV | AIRLINE TRANSPORT, AGE 49, 13100 TOTAL HOURS, 560 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE CHICAGO, | IL CIDENT | INC. INTENDED DESTINATION NEWPORT NEWS,VA | | PH | | OF OPERATION | | |
| | PERSONN MISCELL MISCELL FACTOR(S) MISCELL WEATHER BR | - TÜRBULENCE, ASS EL - FLIGHT PERSON ANEOUS ACTS, CONDI ANEOUS ACTS, CONDI ANEOUS ACTS, CONDI IEFING - COMPANY I | SOCIATED W/CLOUDS AND/ONEL: FLIGHT ATTENDANT FLONS - INSTRUCTIONS-MITONS - SEAT BELT NOT FLONS - SEAT BELT SIGN DISPATCH | (SINTE) | RPRE | | MS | | |
| • | 5 OR OVE | AT ACCIDENT SITE R(UNLIMITED) NS TO VISION AT A | CCIDENT SITE | | PR TY | 200 ECIP NONE | ITATION AT A | ACCIDENT SITE | |

| FILE | DATÉ | LOCATION | AIRCRAFT DATA | INJURIES F S m | / N | FLIGHT PURPOSE | | ATAD TOJIG | | | | |
|-------|---|--|--|--------------------|------|-------------------|-------|---|--|--|--|--|
| -0003 | TIME - 112 | | DOUGLAS DC-6A N1036F DAMAGE-SUBSTANTIAL | CR= 0 0 PX= 0 0 | | SCHED DOM CARG | O SRV | AIRLINE TRANSPORT, AGE 36, 11000 TOTAL HOURS, 8000 IN TYPE, INSTRUMEN RATED. | | | | |
| | | NORTHERN AIR CAR | = | | EMD | OUME CHOD | | | | | | |
| | DEPARTURE | POINT E, AK | INTENDED DESTINATION | LAST | | | | | | | | |
| | | | | | | | | | | | | |
| | | TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: CONTROLLED IN FLIGHT: NORMAL CRUISE | | | | | | | | | | |
| | MISCELLA PILOT IN FACTOR(S) WEATHER WEATHER WEATHER BR | ANEOUS ACTS, CONDI N COMMAND - MISJU - LOW CEILING - ICING CONDITIO IEFING - COMPANY | NUED VFR FLIGHT INTO AD TIONS - ICE-WINDSHIELD DGED ALTITUDE AND CLEAR NS-INCLUDES SLEET, FREEZ DISPATCH SUBSTANTIALLY CORRECT | ANCE | | UNDITIONS | | | | | | |
| | SKY CONDIT | ION | | | | AT ACCIDENT SI | | • | | | | |
| | VISIBILITY | AT ACCIDENT SITE | | PREC | PIT | ATION AT ACCID | | | | | | |
| | OBSTRUCTION | NS TO VISION AT A NOT REPORTED | CCIDENT SITE | | OF | WEATHER CONDIT | IONS | | | | | |
| | TYPE OF FL | | • | | | | | } | | | | |
| | | NCTED FZRA WING T | IP HIT ICE PACK DRG TUR | N TO OFVEDS | . co | HDSF | | · · · · · · · · · · · · · · · · · · · | | | | |

| FILE | DATE LOCATION | AIRCRAFT DATA | | JUF F | | - | FLIGHT Purpose | PILOT DATA |
|--------|--|------------------------------------|-------------------|----------|---|----|---|--|
| 1-0004 | 6/3/81 ST LOUIS,MO TIME - 0718 | BOEING 707 N6728 DAMAGE-NONE | CR- PX- OT- | Ö | 0 | 63 | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE 45, 9900 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - LAMBE OPERATOR - TRANS WORLD DEPARTURE POINT ST LOUIS,MO TYPE OF ACCIDENT MISCELLANEOUS | | | F | • | | DF OPERATION FIC: PARKED-ENGINES NOT | |

PROBABLE CAUSE(S)
PERSONNEL - MISCELLANEOUS-PERSONNEL: GROUND CREWMAN
REMARKS- GND CREWMAN BCM CAUGHT IN MAIN LNDG GEAR DOOR WHILE PERFORMING PRE-FLT GND CKS.

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | - | | PILOT DATA |
|-------|----------------------------|--|--|-------------------------|----------------|-------------|---|
| -0005 | 6/2/81 T1ME - 2 | | AIRBUS A300 N291EA DAMAGE-NONE | CR- 0 1 8 PX- 0 0160 | SCHED DOM PA | ASSG SRV | AIRLINE TRANSPORT, AGE 52, 15740 TOTAL HOURS, 704 IN TYPE, INSTRUMENT RATED. |
| | OPERATOR | R - EASTERN AIR LINE | S.INC. | | | | NAZED. |
| | DEPARTUR | RE POINT | INTENDED DESTINATION | | | | |
| | ORLAND | O,FL | PHILADELPHIA, PA | | | | |
| | | ACCIDENT | | | OF OPERATION | | |
| | TURBU | ILENCE | | IN F | FLIGHT: NORMAL | CRUISE | • |
| | MISCE FACTOR(S WEATH | ELLANEOUS ACTS,CONDI S) HER - THUNDERSTORM A | NNEL: FLIGHT ATTENDANT TIONS - SEAT BELT NOT CTIVITY TIONS - SEAT BELT SIGN | FASTENED | | | |
| | SKY COND | | • | CEILING 3000 | G AT ACCIDENT | SITE | |
| | | ITY AT ACCIDENT SITE OVER(UNLIMITED) | | PRECIPI NONE | ITATION AT ACC | CIDENT SITE | |
| | | TIONS TO VISION AT A | CCIDENT SITE | TEMPERA | ATURE-F | | |
| | WIND DIRECTION-DE | RECTION-DEGREES | | | ELOCITY-KNOTS | | |
| | | WEATHER CONDITIONS | | | F FLIGHT PLAN | | |
| | | | | | | | |

| FILE | DATE LOCATIO | N AIRCRÀFT DATA | INJURIES F S M/N | | PILOT DATA |
|--------|--|--|--------------------------------------|---|--|
| 1-0006 | 2/12/81 JAMAICA,NY TIME - 1432 | BOEING 727 N3606 DAMAGE-NONE | CR- 0 0 6 PX- 0 1 80 | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE UNK/NR, 10532 TOTAL HOURS, 4151 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - JF K OPERATOR - PAN AMERICA DEPARTURE POINT SAVANNAH,GA TYPE OF ACCIDENT MISCELLANEOUS | | WASHI PHASE C | ROUTE STOP NGTON,DC F OPERATION CC: PARKED-ENGINES NOT (| |
| | | ANEOUS-PERSONNEL: GROUND CR ANEOUS-PERSONNEL: PASSENGER ACTED JETWAY,PAX FELL. | | | |
| 1-0007 | 2/6/81 MIAMI,FL TIME - 1830 | AIRBUS A300 N206EA DAMAGE-NONE | CR- 0 0 9 PX- 0 0 40 OT- 1 0 0 | SCHED INTERNATL PASSG | SRV AIRLINE TRANSPORT, AGE 54, 23000 TOTAL HOURS, 9 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - MIAM OPERATOR - EASTERN AIR DEPARTURE POINT MIANI,FL TYPE OF ACCIDENT MISCELLANEOUS | LINES, INC. | | OF OPERATION IIC: ENGINE RUNUP | RAILD. |
| | PERSONNEL-FAILED TO | ANCE, SERVICING, INSPECTION: FOLLOW SAFETY PROCEDURES. AR DOOR FATALLY INJURED MEC | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------|-----------------------------------|--------------------------------------|--|-------------------------|------------------------|--|
| -0008 | 6/30/81 NR TIME - 1750 | .PITTSBURGH,PA | BRITISH AC 1-11 N1127J DAMAGE-NONE | CR- 0 1 3 PX- 0 0 66 | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE 50, 20190 TOTAL HOURS, 3060 IN TYPE, INSTRUMENT RATED. |
| | OPERATOR - | | · | | | |
| | DEPARTURE P | | INTENDED DESTINATION | | | |
| | NEWARK, NJ | | PITTSBURGH, PA | | | |
| | TYPE OF ACC | | | | OF OPERATION | |
| | TURBULEN | CE | • | IN F | LIGHT: DESCENDING | |
| | PERSONNE MISCELLA FACTOR(S) | L - FLIGHT PERSO NEOUS ACTS,CONDI | SOCIATED W/CLOUDS AND/(NNEL: FLIGHT ATTENDANT TIONS - SEAT BELT NOT I TIONS - SEAT BELT SIGN | FASTENED | | |
| | SKY CONDITI | ON | | CEILING | AT ACCIDENT SITE | |
| | OBSCURATI | ON | | 3500 | | |
| | VISIBILITY | AT ACCIDENT SITE | | PRECIPI | TATION AT ACCIDENT SIT | È |
| | 4 MILES O | R LESS | | NONE | | |
| | | S TO VISION AT A | CCIDENT SITE | TEMPERA | TURE-F | |
| | HAZE | | • | 86 | | |
| | | ION-DEGREES | | | CLOCITY-KNOTS | |
| | 330 | | | 8 | | |
| | | THER CONDITIONS | | TYPE OF | FLIGHT PLAN | |
| | IFR | | | IFR | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | JUR F | | 5 4/N | FLIGHT PURPOSE | PILOT DATA |
|--------|------------------------|----------|---------------------------------------|--------------|---|----------|-------------------|--|
| 1-0009 | 5/20/81 TIME - 1715 | MIAMI,FL | DOUGLAS DC-10 N66NA DAMAGE-NONE | 0 | 0 | | SCHED INTERNATL | L PASSG SRV AIRLINE TRANSPORT, AGE 51, 10335 TOTAL HOURS, 540 IN TYPE, INSTRUMENT RATED. |

NAME OF AIRPORT - MIAMI INT'L

OPERATOR - PAN AMERICAN WORLD AIRLINES

DEPARTURE POINT INTENDED DESTINATION
MIAMI,FL MEXICO CITY,MX

TYPE OF ACCIDENT
MISCELLANEOUS

PHASE OF OPERATION TAXI: OTHER

PROBABLE CAUSE(S)
PERSONNEL - MISCELLANEOUS-PERSONNEL: GROUND CREWMAN
REMARKS- GROUND CREWMAN RUN OVER BY NOSEWHEEL DURING PUSHBACK BY TUG FROM TERMINAL GATE

| | | | DVICE | D OF WCCIDEN | | | |
|-------|--|--|---|----------------------|------------|--------------------|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M | | IGHT RPOSE | PILOT DATA |
| -0010 | 6/5/81 TIME - 16 | NR.COLUMBUS,OH | BOEING 727 N7255U DAMAGE-NONE | CR- 0 1 PX- 0 0.1 | | DOM PASSG SRV | AIRLINE TRANSPORT, AGE 51, 27570 TOTAL HOURS, 2020 IN TYPE, INSTRUMENT RATED. |
| | | - UNITED AIR LINE | , | | | • | |
| | DEPARTURE | | INTENDED DESTINATION | | | | |
| | DENVER, | | WASHINGTON.DC | סעמם | E OF OPERA | 5 TT (3 N) | |
| | TURBUL | | | | | NORMAL CRUISE | |
| | | | | | | | |
| | PERSON MISCEL FACTOR(S) MISCEL WEATHER B | R - TURBULENCE IN INEL - FLIGHT PERS LANEOUS ACTS, COND LANEOUS ACTS, COND RIEFING - COMPANY | FLIGHT, CLEAR AIR ONNEL: FLIGHT ATTENDANT ITIONS - SEAT BELT NOT ITIONS - SEAT BELT SIGN DISPATCH T SUBSTANTIALLY CORRECT | FASTENED ON | | | |
| | SKY CONDI | | | | | CIDENT SITE | |
| | | //NOT REPORTED | | | KNOWN/NOT | | |
| | | Y AT ACCIDENT SIT | E | | KNOWN/NOT | AT ACCIDENT SITE | |
| | OBSTRUCTI | IONS TO VISION AT | ACCIDENT SITE | TYPE | | ER CONDITIONS | |
| | TYPE OF F | LIGHT PLAN | | | | | |
| | REMARKS- | BGN DSCNT TO AVOI | D LGT CHOP AT FL 370.EN | CTRD SVR TUR | B,SHORT DU | JR, IN THIN CIRRUS | LAYER AT FL 340. |
| | | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | RIES S M | | | PILOT DATA |
|--------|-----------------------|---|---|----------------|-------------|--------------|------------------|--|
| 1-0011 | 1/31/81 TIME - 221 | FLUSHING,NY 5 | BOEING 727 N8847E DAMAGE-SUBSTANTIAL | CR- 0 PX- 0 | | 7 SCHED DON | PASSG SRV | AIRLINE TRANSPORT, AGE 52, 8612 TOTAL HOURS, 2899 IN TYPE, INSTRUMENT RATED. |
| | | RPORT - LA GUARDI | · · | | | | | |
| | | EASTERN AIR LINE | | | | ENDOUME COOL | | |
| | DEPARTURE | ,BAHAMAS | INTENDED DESTINATION ALBANY, NY | | | ENROUTE STOR | • | |
| | TYPE OF AC | | ALDANI, NI | | | OF OPERATION | าพ | |
| | | TRACTED | | | | NDING: ROLL | , in | |
| | AIRFRAM MISCELL | EL - MAINTENANCE, E - LANDING GEAR: ANEOUS ACTS,CONDI | SERVICING, INSPECTION: 1 NORMAL RETRACTION/EXTE TIONS - FATIGUE FRACTUE LINK, PN 65-57904-18, FAI | ENSION A | SSEME | ĽУ | | TH UNEVEN CHOME. |
| 1-0012 | 9/3/81 TIME - 120 | YAKUTAT,AK O | LOCKHEED GA 382 N106AK DAMAGE-SUBSTANTIAL | | 0 0 | | EVENUE CARGO DOM | AIRLINE TRANSPORT, AGE 37, 11000 TOTAL HOURS, 9000 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AI | RPORT - YAKUTAT | | | | | | |
| | | ALASKA INTERNATI | ONAL AIR | | | | | |
| | DEPARTURE | POINT | INTENDED DESTINATION | | | | | |
| | YAKUTAT, | AK | YAKATAGA,AK | | | | | |

TYPE OF ACCIDENT

FIRE OR EXPLOSION: ON GROUND

PHASE OF OPERATION TAXI: OTHER

PROBABLE CAUSE(S)

PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S)

MISCELLANEOUS ACTS, CONDITIONS - FIRE IN BRAKES, WHEEL ASSEMBLY, WHEEL WELL

REMARKS- FIRE ORIGINATED IN AREA OF R MAIN GEAR WHILE TAXIING BACK TO RAMP AFTER 2ND ABORTED TKOF.

| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JURI F S | | FLIGHT | PILOT DATA |
|--------|---|--|---|------------|-------------|---------------|---|--|
| 1-0013 | 9/7/81 TIME - 1245 | | DOUGLAS DC-10 N109AA DAMAGE-NONE | | | | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | | PORT - SALT LK CIT AMERICAN AIRLINES, | | | | | | <u> </u> |
| | DEPARTURE PO | DINT II ISCO,CA IDENT | NTENDED DESTINATION CHICAGO,IL | | LA PH | SALT ASE O | ROUTE STOP LAKE CITY,UT F OPERATION IC: PARKED-ENGINES NOT | OPERATING |
| · | INSTRUMEI MISCELLAI FACTOR(S) PERSONNEI PERSONNEI | L - MISCELLANEOUS-INTS/EQUIPMENT AND | IGN-PERSONNEL: OTHER | E Failu | re t |) PRO | NT: OTHER VIDE ADEG.DIRECTIVES, M. DEPANEL SEPARATED UNDE | , |
| 1-0014 | 8/25/81 TIME - 1850 | | HAWKER SDLY 748 N748LL DAMAGE-SUBSTANTIAL | CR= PX= | | | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE 39, 15200 TOTAL HOURS, 6800 IN TYPE, INSTRUMENT RATED. |
| | OPERATOR - DEPARTURE PO CHICAGO, IN TYPE OF ACC | L | NTENDED DESTINATION SPRINGFIELD, IL | | РН | | F OPERATION : TO TAKEOFF | |
| | PILOT IN | - MISJUDGED CLEARA | ATE SUPERVISION OF FL | IGHT | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | | | i/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--|--|-----|---|--------|-------|---|--|
| 1-0015 | 8/13/81 ST.L TIME - 1957 | ouis,Mo | DOUGLAS DC-9 N924L DAMAGE-SUBSTANTIAL | PX- | 0 | 0 | | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE 59, 34000 TOTAL HOURS, 6800 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT | | = | | | | | | |
| | OPERATOR - OZAF | | • | | | | | | |
| | DEPARTURE POINT | L | INTENDED DESTINATION | | | | | | • |
| | TAMPA, FL | (ar | ST.LOUIS, MO | | п | LI A G | : E O | E ODEDATION | |
| | TYPE OF ACCIDENT PHASE OF OPERATION MISCELLANEOUS STATIC: IDLING ENGINE(S. | | | | | | | _ · · · · · · · · · · · · · · · · · · · | |
| | PERSONNEL - MISCELLANEOU | MISCELLANEO MISCELLANEO IS - FOREIGO | DUS-PERSONNEL: OTHER DUS-PERSONNEL: DRIVER OF OBJECT DAMAGE R HIT 2 ACFT, SWEARINGEN S | | - | 1322 | 2BA, | MINOR DMG.GPU OWNED BY | ARPT TRML SVC, INC. |

| OPERATOR - UNITED AIR LINES,INC. DEPARTURE POINT INTENDED DESTINATION LOS ANGELES,CA NEWARK,NJ TYPE OF ACCIDENT PHASE OF OPERATION TURBULENCE IN FLIGHT: NORMAL CRUISE PROBABLE CAUSE(S) WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS PERSONNEL - FLIGHT PERSONNEL: FLIGHT ATTENDANT PERSONNEL - MISCELLANEOUS-PERSONNEL: PASSENGER MISCELLANEOUS ACTS,CONDITIONS - SEAT BELT NOT FASTENED FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SEAT BELT SIGN ON WEATHER BRIEFING - COMPANY DISPATCH WEATHER BRIEFING - COMPANY DISPATCH WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED IFR | FILE | DATE | LOCATION | AIRCRAFT DATA | | IES S m/n | | PILOT DATA |
|---|-------|---|--|---|----------------|--------------|-------------------------|---|
| DEPARTURE POINT INTENDED DESTINATION LOS ANGELES,CA NEWARK,NJ TYPE OF ACCIDENT TURBULENCE PROBABLE CAUSE(S) WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS PERSONNEL - FLIGHT PERSONNEL: FLIGHT ATTENDANT PERSONNEL - MISCELLANEOUS-PERSONNEL: PASSENGER MISCELLANEOUS ACTS,CONDITIONS - SEAT BELT NOT FASTENED FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SEAT BELT SIGN ON WEATHER BRIEFING - COMPANY DISPATCH WEATHER FURECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OVERCAST UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF FLIGHT PLAN | -0016 | | | N1809U | | | SCHED DOM PASSG SRV | 57, 25200 TOTAL HOURS, 970 IN TYPE, INSTRUMENT |
| LOS ANGELES, CA NEWARK, NJ TYPE OF ACCIDENT PHASE OF OPERATION TURBULENCE IN FLIGHT: NORMAL CRUISE PROBABLE CAUSE(S) WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS PERSONNEL - FLIGHT PERSONNEL: FLIGHT ATTENDANT PERSONNEL - MISCELLANEOUS-PERSONNEL: PASSENGER MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT NOT FASTENED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT SIGN ON WEATHER BRIEFING - COMPANY DISPATCH WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF FLIGHT PLAN | | OPERATOR - | UNITED AIR LINES | ,INC. | | | | |
| TYPE OF ACCIDENT TURBULENCE PROBABLE CAUSE(S) WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS PERSONNEL - FLIGHT PERSONNEL: FLIGHT ATTENDANT PERSONNEL - MISCELLANEOUS-PERSONNEL: PASSENGER MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT NOT FASTENED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT SIGN ON WEATHER BRIEFING - COMPANY DISPATCH WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF FLIGHT PLAN | | | | | | | | • |
| TURBULENCE PROBABLE CAUSE(S) WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS PERSONNEL - FLIGHT PERSONNEL: FLIGHT ATTENDANT PERSONNEL - MISCELLANEOUS-PERSONNEL: PASSENGER MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT NOT FASTENED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT SIGN ON WEATHER BRIEFING - COMPANY DISPATCH WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OVERCAST VISIBLITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF FLIGHT PLAN | | | | NEWARK, NJ | _ | | | |
| PROBABLE CAUSE(S) WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS PERSONNEL - FLIGHT PERSONNEL: FLIGHT ATTENDANT PERSONNEL - MISCELLANEOUS-PERSONNEL: PASSENGER MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT NOT FASTENED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT SIGN ON WEATHER BRIEFING - COMPANY DISPATCH WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF FLIGHT PLAN PRECIPITATION AT ACCIDENT SITE TYPE OF FLIGHT PLAN | | | | | P | | | |
| WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS PERSONNEL - FLIGHT PERSONNEL: FLIGHT ATTENDANT PERSONNEL - MISCELLANEOUS-PERSONNEL: PASSENGER MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT NOT FASTENED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT SIGN ON WEATHER BRIEFING - COMPANY DISPATCH WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF FLIGHT PLAN | | TOKEOPE | NCE | | | TN | LIGHT: NURMAL CRUISE | , |
| OVERCAST VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF FLIGHT PLAN | | MISCELL FACTOR(S) MISCELL WEATHER BR | ANEOUS ACTS,CONDI ANEOUS ACTS,CONDI IEFING - COMPANY | TIONS - SEAT BELT NOT TIONS - SEAT BELT SIGN DISPATCH | FASTENED ON | | | |
| UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF FLIGHT PLAN NONE TYPE OF WEATHER CONDITIONS IFR | | | ION | | C | | | |
| UNKNOWN/NOT REPORTED IFR TYPE OF FLIGHT PLAN | | | | : | p | | TATION AT ACCIDENT SITE | |
| | | | | CCIDENT SITE | Т | | WEATHER CONDITIONS | |
| | | TYPE OF FL. | IGHT PLAN | | | | | |

| FILE | DATE L | OCATION | AIRCRAFT DATA | | | S M | | FLIGHT PURPOSE | PILOT DATA |
|--------|------------------------------------|--------------|--------------------------------------|------------|-------|-------|------------|--------------------------|--|
| 1-0017 | 10/13/81 DAL F TIME - 2245 | TW ARPT,TX | BOEING 727 N6816 DAMAGE-NONE | CR- PX- | | | | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE 51, 14000 TOTAL HOURS, 7000 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT OPERATOR - AMERI | | | | | | | | |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | | | | |
| | DAL FTW ARPT,T TYPE OF ACCIDENT | | UNKNOWN/NOT REPORTED | | E | HAS | E O | F OPERATION | |
| | MISCELLANEOUS | | | | | S | TAT | IC: PARKED-ENGINES NOT | OPERATING |
| | PROBABLE CAUSE(S |) | | | | | | | |
| | | | NEL: FLIGHT ATTENDANT | noner | nr | 000 | m H O | UGHT JET BRIDGE WAS SEC | upen mo Mem esti |
| | | | | | | • | | | • |
| 1-0018 | 10/23/81 NR.DFW TIME - 2058 | AIRPORT, TX | BOEING 727 N771AL DAMAGE-NONE | CR- PX- | | | | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE 44, 15186 TOTAL HOURS, 2373 IN TYPE, INSTRUMENT RATED. |
| | OPERATOR - U.Ş. | | | | | | | | |
| • | DEPARTURE POINT PITTSBURGH, PA | | INTENDED DESTINATION DFW AIRPORT, TX | | | | | | |
| | TYPE OF ACCIDENT | | DIW AIMIGNITA | | F | HAS | E Ó | F OPERATION | |
| | TURBULENCE | | | | | 1 | N F | LIGHT: DESCENDING | |
| | PROBABLE CAUSE(S |) | | | | | | | |
| | MISCELLANEOUS | - VORTEX T | JRBULENCE | | | | | | |
| | FACTUR(S) PERSONNEL - F | LIGHT PERSON | NNEL: FLIGHT ATTENDANT | | | | | | |
| | MISCELLANEOUS | ACTS, CONDI | TIONS - SEAT BELT NOT F | | ED | | | | |
| | | | TIONS - SEAT BELT SIGN | | . n. | | <i>-</i> - | 22 DOLLED THEO CHEED DA | NY HOC CUCD DADEC |
| | KEMAKNO- ENCIRD | TORBC AT 110 | TOURT BEKY & WI DHUD WE | OTHER | , 19(|) CTW | υ <i>/</i> | 27, ROLLED INTO STEEP BA | MK, HUG CHGU ZUUEG. |

| | FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S m/n | | PILOT DATA |
|---|--------|-------------------------|---|---|------------------------|-----------------------|---|
| : | 1-0019 | 12/30/81 TIME - 1242 | | CURTIS-WRT C-46 N7560U DAMAGE-SUBSTANTIAL | CR- 0 0 3 PX- 0 0 0 | | AIRLINE TRANSPORT, AGE 35, 6600 TOTAL HOURS, 1700 IN TYPE, INSTRUMENT RATED. |
| | | | PORT - SAN JUAN | | | | |
| | | DEPARTURE P | | INTENDED DESTINATION | | | • |
| | | SAN JUAN, | | ST THOMAS, VI | DULCE | OF OPERATION | |
| | | - | IDENT ATER LOOP-SWERV WITH: DITCHES | | | | |
| | | PROBABLE CA | USE(S) | • | | | |
| | | | | ED TO MAINTAIN DIRECTION | AL CONTROL | | |
| | | FACTOR(S) | | | | | |
| | | SYSTEMS | - FIRE WARNING | SYSTEM: POWERPLANT | | | |
| | | | | ITIONS - MATERIAL FAILUR | | | |
| | | | | OUS: POWERPLANT FAILURE | FOR UNDETERMI | NED REASONS | |
| | | | | ITIONS - DOWNWIND | | | · |
| | | EMERGENCY C | | PRECAUTIONARY LANDING ON | AIKPURT | | • |
| | | DENABLE ET | | FALSE FIRE WARNING SOUNDED AFT TKOF.L ENG | OUTT WUTTE CO | DDFCTING SWEDNE ENG C | WARNING SYS CKD OK |

| FILE | DATE LOCATION | AIRCRAFT DATA | | RIES S M/N | | PILOT DATA |
|--------|---|---|----------------|---------------|---------------------------|--|
| 1-0020 | 2/11/81 FARGO, ND TIME - 1440 | BOEING 747 N610US DAMAGE-SUBSTANTIAL | PX- 0 | 0 9 0362 | SCHED INTERNATL PASS | G SRV AIRLINE TRANSPORT, AGE 56, 22000 TOTAL HOURS, 1023 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - HECTOR OPERATOR - NORTHWEST AIRI | | | | | |
| | DEPARTURE POINT MINNEAPOLIS,MN TYPE OF ACCIDENT COLLIDED WITH: OBJECT | INTENDED DESTINATION HONOLULU, HI | | PHASE U | F OPERATION | |
| | | SJUDGED CLEARANCE NDITIONS - INTERFERENCE WI INTERFERED W FULL TRAVEL | | | | P HIT JET-WAY. |
| 1-0021 | 10/12/81 ST LOUIS,MO TIME - 0837 | | CR- 0 PX- 0 | | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE 46, 10216 TOTAL HOURS, 616 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - LAMBERT | | | | | KAIED. |
| | OPERATOR - EASTERN AIR L | INES, INC. INTENDED DESTINATION | | | • | |
| | OMAHA, NE TYPE OF ACCIDENT COLLIDED WITH: AUTOMOR | ST LOUIS, MO | | | F OPERATION: FROM LANDING | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | FLIGHT PURPOSE | PILOT DATA |
|--------|--|---|---------------------------------------|---------|-------------|--------------|---------------------------------------|---|
| 1-0022 | 5/18/81 NR TIME - 2004 | .NEW ORLEANS,LA | DOUGLAS DC-9 N1295L DAMAGE-NONE | CR= | | | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE UNK/NR, 7000 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED. |
| | OPERATOR - DEPARTURE P | DELTA AIR LINES, | NC. INTENDED DESTINATION | | | | | |
| | MEMPHIS,T | | NEW ORLEANS, LA | | | | | |
| | TYPE OF ACC | IDENT | | | | | OF OPERATION FLIGHT: NORMAL CRUISE | |
| | PERSONNE MISCELLA FACTOR(S) MISCELLA WEATHER WEATHER BRI WEATHER FOR | L - FLIGHT PERSON NEOUS ACTS, CONDIT NEOUS ACTS, CONDIT - THUNDERSTORM AC EFING - COMPANY DECAST - FORECAST | | TASTENE | > | | | |
| | SKY CONDITI | ON | | | | ,ING 2200 | S AT ACCIDENT SITE | |
| | VISIBILITY 1 MILE OR | AT ACCIDENT SITE | | | | | TATION AT ACCIDENT SI | TE |
| | OBSTRUCTION | S TO VISION AT AC | CCIDENT SITE | | WIN | | C, RAIN IRECTION-DEGREES | |
| | WIND VELOCI | TY-KNOTS | | | | OF | F WEATHER CONDITIONS | |
| | TYPE OF FLI | GHT PLAN | | | | | | |

| | DATE | LUCATION | AIRCRAFT DATA | | FLIG | | PILOT DATA |
|--------|--|---|--|---|---|--|--|
| 1=0023 | 8/17/81 TIME - 1610 | FT.LAUDERDALE,FL | | PX- 0 0 | | OM PASSG SRV | AIRLINE TRANSPORT, AGE 44, 13678 TOTAL HOURS, 5407 IN TYPE, INSTRUMENT RATED. |
| | | PORT - FT.LAUDERDA PAN AMERICAN WORLD | | | | | |
| | | | NTENDED DESTINATION | | | | |
| | | DALE, FL | HOUSTON | | | | |
| | TYPE OF ACC | | | | SE OF OPERAT | | |
| | | 'AILURE OR MALFUNC') WITH: DITCHES | TUN | | TAKEOFF: RUN TAKEOFF: ABO | | |
| | COPPIDER | with: Ditches | | , | ANEUFF: ABU | KIED | |
| | PROBABLE CA | USE(S) | | | | | |
| | | | : POWERPLANT FAILURE | FOR UNDETER | MINED REASO | NS | |
| | POWERPLA | NT - MISCELLANEOUS | : COMPRESSOR STALLS | | | | |
| | | | TO FOLLOW APPROVED P | | | c. | · |
| | MICCOLLA | MEDUC ACTS COMPITE | ONS - IMPROPER EMERG | ENCV DOOCED! | IDCC | | |
| | | MEGGS ACIS, COMPILI | THE THE NOTE OF ENERGI | SHCI PROCEDI | IKES | | |
| | FACTOR(S) | , | THENOFEN BRENG | SNCI PROCEDI | IKES | | |
| | FACTOR(S) WEATHER | - RAIN | | ENCI PROCEDI | JKES | | |
| | FACTOR(S) WEATHER WEATHER | - RAIN - UNFAVORABLE WINE | CONDITIONS | | | | |
| | FACTOR(S) WEATHER WEATHER AIRPORTS | - RAIN - UNFAVORABLE WINI JAIRWAYS/FACILITIE | CONDITIONS S - AIRPORT CONDITIO | NS: WET RUN | | | |
| | FACTOR(S) WEATHER WEATHER AIRPORTS AIRPORTS | - RAIN - UNFAVORABLE WINI G/AIRWAYS/FACILITIE G/AIRWAYS/FACILITIE | CONDITIONS S - AIRPORT CONDITIO S - AIRPORT CONDITIO | NS: WET RUN | | | |
| | FACTOR(S) WEATHER WEATHER AIRPORTS AIRPORTS | - RAIN - UNFAVORABLE WINI G/AIRWAYS/FACILITIE G/AIRWAYS/FACILITIE | CONDITIONS S - AIRPORT CONDITIO | NS: WET RUN NS: OTHER RUNWAY | YAY | | |
| | FACTOR(S) WEATHER WEATHER AIRPORTS AIRPORTS MISCELLA SKY CONDITI | - RAIN - UNFAVORABLE WINT S/AIRWAYS/FACILITIE S/AIRWAYS/FACILITIE NEOUS ACTS, CONDIT | CONDITIONS S - AIRPORT CONDITIO S - AIRPORT CONDITIO | NS: WET RUN NS: OTHER RUNWAY CEI | √AY Jing at acci | DENT SITE | |
| | FACTOR(S) WEATHER WEATHER AIRPORTS AIRPORTS MISCELLA SKY CONDITI BROKEN/LO | - RAIN - UNFAVORABLE WINI //AIRWAYS/FACILITIE | CONDITIONS S - AIRPORT CONDITIO S - AIRPORT CONDITIO | NS: WET RUN NS: OTHER RUNWAY CEI | NAY JING AT ACCI | | |
| | FACTOR(S) WEATHER WEATHER AIRPORTS AIRPORTS MISCELLA SKY CONDITI BROKEN/LO VISIBILITY | - RAIN - UNFAVORABLE WINI AIRWAYS/FACILITIE AIRWAYS/FACILITIE NEOUS ACTS, CONDITE ON WER SCATTERED AT ACCIDENT SITE | CONDITIONS S - AIRPORT CONDITIO S - AIRPORT CONDITIO | NS: WET RUN NS: OTHER RUNWAY CEI PREG | NAY JING AT ACCI 3000 CIPITATION A | DENT SITE T ACCIDENT SITE | |
| | FACTOR(S) WEATHER WEATHER AIRPORTS AIRPORTS MISCELLA SKY CONDITI BROKEN/LO VISIBILITY 5 OR OVER | - RAIN - UNFAVORABLE WINI S/AIRWAYS/FACILITIE | O CONDITIONS ES - AIRPORT CONDITIO ES - AIRPORT CONDITIO CONS - RAN OFF END OF | NS: WET RUN NS: OTHER RUNWAY CEI PRE | JING AT ACCI 3000 CIPITATION A | T ACCIDENT SITE | |
| | FACTOR(S) WEATHER WEATHER AIRPORTS AIRPORTS MISCELLA SKY CONDITI BROKEN/LO VISIBILITY 5 OR OVER OBSTRUCTION | - RAIN - UNFAVORABLE WINI AIRWAYS/FACILITIE AIRWAYS/FACILITIE NEOUS ACTS, CONDITE ON WER SCATTERED AT ACCIDENT SITE | O CONDITIONS ES - AIRPORT CONDITIO ES - AIRPORT CONDITIO CONS - RAN OFF END OF | NS: WET RUN NS: OTHER RUNWAY CEI PREG R REL | NAY JING AT ACCI 2000 CIPITATION A AIN ATIVE BEARIN | T ACCIDENT SITE | |
| | FACTOR(S) WEATHER WEATHER AIRPORTS AIRPORTS MISCELLA SKY CONDITT BROKEN/LC VISIBILITY 5 OR OVER OBSTRUCTION NONE | - RAIN - UNFAVORABLE WINI //AIRWAYS/FACILITIE | O CONDITIONS ES - AIRPORT CONDITIO ES - AIRPORT CONDITIO CONS - RAN OFF END OF | NS: WET RUNI NS: OTHER RUNWAY CEI PRE R: REL R: | NAY LING AT ACCI 4000 CIPITATION A AIN ATIVE BEARIN IGHT CROSS W | T ACCIDENT SITE G OF WIND IND 068-112 DEG | |
| | FACTOR(S) WEATHER WEATHER AIRPORTS AIRPORTS MISCELLA SKY CONDITI BROKEN/LO VISIBILITY 5 OR OVER OBSTRUCTION | - RAIN - UNFAVORABLE WINI //AIRWAYS/FACILITIE | O CONDITIONS ES - AIRPORT CONDITIO ES - AIRPORT CONDITIO CONS - RAN OFF END OF | NS: WET RUNI NS: OTHER RUNWAY CEI PRE R: REL R: | JING AT ACCI 3000 CIPITATION A AIN ATIVE BEARIN IGHT CROSS W O DIRECTION- | T ACCIDENT SITE G OF WIND IND 068-112 DEG | |
| | FACTOR(S) WEATHER WEATHER AIRPORTS AIRPORTS MISCELLA SKY CONDITI BROKEN/LO VISIBILITY 5 OR OVER OBSTRUCTION NONE TEMPERATURE | - RAIN - UNFAVORABLE WINI - UNFAVORABLE WINI - VAIRWAYS/FACILITIE - VAIRWAYS/FACILITIE - VAIRWAYS/FACILITIE - VAIRWAYS/FACILITIE - VAIRWAYS/FACILITIE - VIOLET ACTION AT ACC - F | O CONDITIONS ES - AIRPORT CONDITIO ES - AIRPORT CONDITIO CONS - RAN OFF END OF | NS: WET RUN NS: OTHER RUNWAY CEIJ PREC R. REL R. WINI | JING AT ACCI 3000 CIPITATION A AIN ATIVE BEARIN IGHT CROSS W O DIRECTION- | T ACCIDENT SITE G OF WIND IND 068-112 DEG DEGREES | |
| - | FACTOR(S) WEATHER WEATHER AIRPORTS AIRPORTS MISCELLA SKY CONDITI BROKEN/LO VISIBILITY 5 OR OVER OBSTRUCTION NONE TEMPERATURE | - RAIN - UNFAVORABLE WINI - UNFAVORABLE WINI - VAIRWAYS/FACILITIE - VAIRWAYS/FACILITIE - VAIRWAYS/FACILITIE - VAIRWAYS/FACILITIE - VAIRWAYS/FACILITIE - VIOLET ACTION AT ACC - F | O CONDITIONS ES - AIRPORT CONDITIO ES - AIRPORT CONDITIO CONS - RAN OFF END OF | NS: WET RUN NS: OTHER RUNWAY CEI PREC R. REL R. WINNI 1' | JING AT ACCI 4000 CIPITATION A AIN ATIVE BEARIN GHT CROSS W O DIRECTION= | T ACCIDENT SITE G OF WIND IND 068-112 DEG DEGREES | |
| | FACTOR(S) WEATHER WEATHER AIRPORTS AIRPORTS MISCELLA SKY CONDITI BROKEN/LO VISIBILITY 5 OR OVER OBSTRUCTION NONE TEMPERATURE 79 WIND VELOCI | - RAIN - UNFAVORABLE WINT //AIRWAYS/FACILITIE | O CONDITIONS ES - AIRPORT CONDITIO ES - AIRPORT CONDITIO CONS - RAN OFF END OF | NS: WET RUN NS: OTHER RUNWAY CEI PREC R. REL R. WINNI 1' | JING AT ACCI 4000 CIPITATION A AIN ATIVE BEARIN IGHT CROSS W) DIRECTION— 90 E OF WEATHER | T ACCIDENT SITE G OF WIND IND 068-112 DEG DEGREES | |

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT Purpose | PILOT DATA |
|--------|--|--|-------------------------|---------------------|---|
| 1=0024 | 2/17/81 SANTA ANA,CA TIME - 1735 | BOEING 737 N468AC Damage-Destroyed | CR- 0 0 5 PX- 0 4 91 | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE 53, 22000 TOTAL HOURS, 11000 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - JOHN WA OPERATOR - AIR CALIFORNIA DEPARTURE POINT SAN JOSE,CA TYPE OF ACCIDENT WHEELS-UP | | | OPERATION | |
| | PROBABLE CAUSE(S) | • | | | |

PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND PILOT IN COMMAND - RETRACTED GEAR PREMATURELY

FIRE AFTER IMPACT

REMARKS- INSTRO TO GO-ARNO, OTR ACFT DELAYED ON RWY.GO-ARNO DELAYED APRX 12 SEC.GEAR UP BFR POS RATE OF CLB.

| FILE | DATE | LOCATION | AIRCRAFT DATA | | FLIGHT PURPOSE | PILUT DATA | | | | | |
|--------|-----------------------|--|---|--------------------------|-----------------------|--|--|--|--|--|--|
| 1-0025 | 9/22/81 TIME - 164 | | DOUGLAS DC-10 N101TV DAMAGE-SUBSTANTIAL | CR- 0 0 15 PX- 0 0 56 | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE 31, 7100 TOTAL HOURS, 800 IN TYPE, INSTRUMENT RATED. | | | | | |
| | | RPORT - MIAMI IN | TL | | | | | | | | |
| | | AIR FLORIDA POINT | THERMOED DECETIVATION | racm ca | noure emon | | | | | | |
| | MIAMI,FL | | INTENDED DESTINATION NEWARK, NJ | | UDERDALE, FL | | | | | | |
| | TYPE OF AC | | NEWAKK, NO | PHASE OF OPERATION | | | | | | | |
| | | FAILURE OR MALFU | NCTION | TAKEOFF: RUN | | | | | | | |
| | MISCELL | ANEOUS | | TAKEOFF: RUN | | | | | | | |
| | PROBABLE C | AUSE(S) | | | | | | | | | |
| | PERSONN | EL - MAINTENANCE | ,SERVICING, INSPECTION: 1 | NADEQUATE INSP | ECTION OF AIRCRAFT (M | AINTENANCE PERSONNEL) | | | | | |
| | | _ | MATERIAL AFFECTING NORM | AL OPERATIONS | | | | | | | |
| | | | SEMBLY: WHEEL TURBINE | | | | | | | | |
| | | | ITIONS - MATERIAL FAILUR | | | | | | | | |
| | | ANEOUS ACTS, COND ANEOUS ACTS, COND | ITIONS - RPM-UNCONTROLLA | BLE-OVERSPEED | | | | | | | |
| | | ANEOUS ACIS,COMD ANEOUS - FOREIGN | | | | | | | | | |
| | | | LETE ENGINE FAILURE/FLAM | COUT-1 ENGINE | | * | | | | | |
| | | | S DMGD AFT ENG MAINT, FOR | | HOD DICK CEND OUDCOD | DUDGE DACD WAS DEC CVS | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | RIES S M/N | | IGHT RPOSE | | PILOT DATA |
|--------|---|---|---|------------|-----|---------------------|-----------------------------|---------------|-------------|--|
| 1=0026 | TIME - 114 | | LOCKHEED L-1011 N309EA DAMAGE-SUBSTANTIAL | CR= PX= | | | | INTERNATI | , PASSG SRV | AIRLINE TRANSPORT, AGE 59, 21600 TOTAL HOURS, 1649 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE BOSTON, A TYPE OF AC | CCIDENT FAILURE OR MALFU | INTENDED DESTINATION SAN JUAN, PR | | į | NEWA PHASE IN | RK,NJ OF OPER FLIGHT: | | | |
| | MISCELI MISCELI MISCELI MISCELI MISCELI | LANT - COMPRESSOR LANEOUS ACTS, COND LANEOUS ACTS, COND LANEOUS ACTS, COND LANEOUS ACTS, COND | ASSEMBLY: BÉARING,ROTOR ITIONS - LACK OF LUBRICA ITIONS - OVERHEATED ITIONS - LEAK/LEAKAGE ITIONS - FIRE IN ENGINE ITIONS - MATERIAL FAILUR OBJECT DAMAGE | TION- | | ECIFIC | PART,N | OT SYSTEM | | |
| | PERSONA COMPLETE E | POWER LOSS - CUMP | DESIGN-PERSONNEL: POOR/I LETE ENGINE FAILUKE/FLAM LP LCTN BRG BCM OVRHTD. | EOUT- | 2 F | ENGINE | s | AFT FAIL D | OMGD HYD/EL | EC SYS,JAMMED RUD |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | IES S m/N | | ight Rpose | | PILOT DATA |
|--------|------------------------|---------------------|---|------------|---|--------------|---------|---------------|-------------|--|
| 1-0027 | 9/20/81 TIME - 0245 | N ATLANTIC OCEAN | DOUGLAS DC-10 N112WA DAMAGE-NONE | CR- PX- | | 0 13 0331 | SCHED | INTERNAT | L PASSG SRV | AIRLINE TRANSPORT, AGE 51, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | | WORLD AIRWAYS, INC. | | | | | | | | · |
| | DEPARTURE P | | INTENDED DESTINATION | | L | | ROUTE | _ | | |
| • | BALTIMORE | • | FRANKFURT, GERMANY | | | | N, ENGL | | | |
| | TYPE OF ACC | | | | P | | F OPER | | | |
| | MISCELLA | NEOUS | | | | INF | LIGHT: | NORMAL C | RUISE | |
| | PROBABLE CA | (ISE(S) | | | | | | | | |
| | | - ELECTRICAL SYST | FM: SWITCHES | | | | | | | |
| | | NEOUS ACTS, CONDIT | | | | | | · | | |
| | | NEOUS ACTS, CONDIT | | | | | | | | |
| | FACTOR(S) | | | | | | | | | |
| | | • | ERVICING, INSPECTION: 1 SIGN-PERSONNEL: POOR/ | | | | | OF AIRCR | AFT (MAINTE | ENANCE PERSONNEL) |
| | | | TN CART IN GALLEY LI | | | | | SWS DMGD | BY CARTS.BI | INDING INTMILY. |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S m/n | | PILOT DATA |
|--------|---------------------|------------------------------------|--|-------------------------|-------------------------|--|
| 4-0001 | 4/9/81 TIME - 13 | | BOEING 727 N2BIUS DAMAGE-NONE | CR- 0 0 7 PX- 0 0 91 | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | | D AS INCIDENT IRPORT - WASHINGT | ON NAME | | | |
| | | - NORTHWEST AIRLI | | | | |
| | DEPARTURE | | INTENDED DESTINATION | LAST EN | ROUTE STOP | |
| | WASHING | TON, DC | PHOENIX, AZ | ST.PA | UL, MN | |
| | TYPE OF A | | | - | F OPERATION | |
| | MISCEL | LANEOUS | | STAT | IC: PARKED-ENGINES NOT | OPERATING |
| | | NEL - FLIGHT ENGI | NEER: IMPROPER USE OF E EQUATE SUPERVISION OF F | | , | |
| | FACTOR(S) | | | | | |
| | | | US-PERSONNEL: PASSENGER | TION'S CARTH TEN | D COMMON AND MEND IN | ADTCARTAC EVENEN |
| | | LANEOUS ACTS, COND | ,HEATING AND PRESSURIZAS | IIUN: CABIN IEM | P. CONTROL AND TEMP. IN | ADICATING SISIEM |
| | | | ITIONS - EXCESSIVE TEMP | ERATURE | | |
| | REMARKS- | AIR COND VLV STUC | K BFR ENG START.S/O PULI | LED FAN CB.PACK | OVRHT, SMOKE IN CABIN. | PAX EVAC, JUMPED FM WG. |

| | DATE LOCATI | ON AIRCRAFT DATA | INJURIES F S M/N | _ | PILOT DATA |
|----------------|--|---|--|---|---|
| 4-0002 | 5/4/81 ANCHORAGE, TIME - 2340 | AK BOEING 727 N496WC DAMAGE-MINOR | CR- 0 0 10 PX- 0 0 74 | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE 58, 25500 TOTAL HOURS, 4 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED AS INCIDEN NAME OF AIRPORT - ANC | | • • | | |
| | OPERATOR - WIEN AIR A | | | | • |
| | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | FAIRBANKS, AK | ANCHORAGE, AK | | | |
| | TYPE OF ACCIDENT | | PHASE | OF OPERATION | |
| | COLLIDED WITH: PAR | KED AIRCRAFT | TAX | I: FROM LANDING | |
| | PROBABLE CAUSE(S) PERSONNEL - MISCEL | LANEOUS-PERSONNEL: GROUND S | I GNALMAN | | |
| | PERSONNEL - MISCEL FACTOR(S) AIRPORTS/AIRWAYS/F | LANEOUS-PERSONNEL: GROUND S ACILITIES - AIRPORT FACILIT IT RADOME OF BOEING 727,N49 | IES: TAXIWAY LI | | D RQRD 2.NO TAXI LN. |
| 4- 0003 | PERSONNEL - MISCEL FACTOR(S) AIRPORTS/AIRWAYS/F REMARKS- L WING TIP H | ACILITIES - AIRPORT FACILIT IT RADOME OF BOEING 727,N49 | IES: TAXIWAY LI BWC,MINOR DMG.1 | | × |
| 4-0003 | PERSONNEL - MISCEL FACTOR(S) AIRPORTS/AIRWAYS/F | ACILITIES - AIRPORT FACILIT | LES: TAXIWAY LI BWC,MINOR DMG.T CR- 0 0 2 | AXI SGLS FM 1 GND CREW,CC | AIRLINE TRANSPORT, AGE |
| 4-0003 | PERSONNEL - MISCEL FACTOR(S) AIRPORTS/AIRWAYS/F REMARKS- L WING TIP H 5/29/81 NEWARK,NJ | ACILITIES - AIRPORT FACILIT IT RADOME OF BOEING 727,N49: | LES: TAXIWAY LI BWC, MINOR DMG.T CR- 0 0 2 PX- 0 0 5 | AXI SGLS FM 1 GND CREW,CO | AIRLINE TRANSPORT, AGE UNK/NR, 8096 TOTAL HOURS 613 IN TYPE, INSTRUMENT |
| 4-0003 | PERSONNEL - MISCEL FACTOR(S) AIRPORTS/AIRWAYS/F REMARKS- L WING TIP H 5/29/81 NEWARK,NJ | ACILITIES - AIRPORT FACILIT IT RADOME OF BOEING 727,N49 SWEARINGEN SA226 N105UR DAMAGE-MINOR | LES: TAXIWAY LI BWC, MINOR DMG.T CR- 0 0 2 PX- 0 0 5 | AXI SGLS FM 1 GND CREW,CO COMMERCIAL COMMUTER AIR CARRIER | AIRLINE TRANSPORT, AGE UNK/NR, 8096 TOTAL HOURS |
| 4-0003 | PERSONNEL - MISCEL FACTOR(S) AIRPORTS/AIRWAYS/F REMARKS- L WING TIP H 5/29/81 NEWARK,NJ TIME - 0844 | ACILITIES - AIRPORT FACILIT IT RADOME OF BOEING 727,N49: SWEARINGEN SA226 N105UR DAMAGE-MINOR | LES: TAXIWAY LI BWC, MINOR DMG.T CR- 0 0 2 PX- 0 0 5 | AXI SGLS FM 1 GND CREW,CO COMMERCIAL COMMUTER AIR CARRIER | AIRLINE TRANSPORT, AGE UNK/NR, 8096 TOTAL HOURS 613 IN TYPE, INSTRUMENT |
| 4-0003 | PERSONNEL - MISCEL FACTOR(S) AIRPORTS/AIRWAYS/F REMARKS- L WING TIP H 5/29/81 NEWARK,NJ TIME - 0844 CLASSIFIED AS INCIDEN NAME OF AIRPORT - NEW DEPARTURE POINT | ACILITIES - AIRPORT FACILIT. IT RADOME OF BOEING 727,N49 SWEARINGEN SA226 N105UR DAMAGE-MINOR T ARK INTL INTENDED DESTINATION | LES: TAXIWAY LI BWC, MINOR DMG.T CR- 0 0 2 PX- 0 0 5 | AXI SGLS FM 1 GND CREW,CO COMMERCIAL COMMUTER AIR CARRIER | AIRLINE TRANSPORT, AGE UNK/NR, 8096 TOTAL HOURS 613 IN TYPE, INSTRUMENT |
| 4-0003 | PERSONNEL - MISCEL FACTOR(S) AIRPORTS/AIRWAYS/F REMARKS- L WING TIP H 5/29/81 NEWARK,NJ TIME - 0844 CLASSIFIED AS INCIDEN NAME OF AIRPORT - NEW | ACILITIES - AIRPORT FACILIT IT RADOME OF BOEING 727,N49: SWEARINGEN SA226 N105UR DAMAGE-MINOR T ARK INTL | IES: TAXIWAY LI BWC, MINOR DMG.T CR- 0 0 2 PX- 0 0 5 OT- 0 0 72 | AXI SGLS FM 1 GND CREW,CO COMMERCIAL COMMUTER AIR CARRIER | AIRLINE TRANSPORT, AGE UNK/NR, 8096 TOTAL HOURS 613 IN TYPE, INSTRUMENT |

PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF OTHER AIRCRAFT REMARKS- RUDDER/VER STAB STRUCK BY WING TIP OF DC-8, MINOR DMG TO DC-8.

| FILE | UATE LOCATION | AIRCRAFT DATA | INJURIES F S m/N | | PILOT DATA |
|--------|---|--|---------------------|--------------------------|--|
| 4-0003 | 5/29/R1 NEWARK,NJ TIME - 0844 | DOUGLAS DC-8 N1307L DAMAGE-MINOR | PX- 0 0 63 | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE 51, 19863 TOTAL HOURS, 4010 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED AS INCIDENT NAME OF AIRPORT - NEWARK | | | | |
| | OPERATOR - DELTA AIR LIN | | | | |
| | NEWARK, NJ | INTENDED DESTINATION NASSUA, BAHAMAS | | | |
| | TYPE OF ACCIDENT | | | F OPERATION | |
| | COLLISION WITH AIRCR | AFT: BOTH ON GROUND | TAXI | : TO TAKEOFF | |
| 4-0004 | PROBABLE CAUSE(S) PILOT IN COMMAND - M. REMARKS- L WING TIP STRU 4/13/81 CHARLOTTE, NC TIME - 1555 | UCK RUDDER/VER STAB OF SWE | | INOR DMG TO SA226. | AIRLINE TRANSPORT, AGE 38, 12006 TOTAL HOURS, 3450 IN TYPE, INSTRUMENT |
| | | | | • | RATED. |
| | | | | | |
| | Chassified as incident Name of Airport - Dougla | AS MUNT | | | |
| | CLASSIFIED AS INCIDENT NAME OF AIRPORT - DOUGLA OPERATOR - PIEDMONT AVIA | | | | |
| | NAME OF AIRPORT - DOUGL/ OPERATOR - PIEDMONT AVI/ DEPARTURE POINT | ATION, INC. INTENDED DESTINATION | | | |
| | NAME OF AIRPORT - DOUGLA OPERATOR - PIEDMONT AVIA | ATION, INC. | PHASE O | F OPERATION | |
| | NAME OF AIRPORT - DOUGL/ OPERATOR - PIEDMONT AVI/ DEPARTURE POINT WILMINGTON,NC | ATION, INC. INTENDED DESTINATION | | F OPERATION ING: ROLL | |
| | NAME OF AIRPORT - DOUGLY OPERATOR - PIEDMONT AVIA DEPARTURE POINT WILMINGTON, NC TYPE OF ACCIDENT WHEELS-UP PROBABLE CAUSE(S) AIRFRAME - LANDING GE | ATION, INC. INTENDED DESTINATION | LAND | | |

| FILE | DATE | | AIRCRAFT DATA | | JUE | | FLIGHT | PILOT DATA |
|--------|-----------------------------------|--|--|--------------|-----|------------------------|---------------------------|---|
| 4-0005 | 4/17/81 TIME - 1130 | FT LAUDERDALE,FL | LOCKHEED L-1011 N705DA DAMAGE-MINOR | | | 0 12 0282 | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE 58, 16300 TOTAL HOURS, 220 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED | | | | | * | | |
| | | PORT - FORT LAUD Delta air lines, | _ · · - · · - · | | | | | |
| | DEPARTURE P | በፒክተ | INTENDED DESTINATION | | | | • | |
| | ATLANTA, G | | FT LAUDERDALE, FL | | | | | |
| | TYPE OF ACC | IDENT | | | i | | F OPERATION | |
| | AIRFRAME | FAILURE: IN FLI | GHT | | | LAND | ING: FINAL APPROACH | |
| | MISCELLA FACTOR(S) MISCELLA | NEOUS ACTS, CONDI NEOUS ACTS, CONDI | L SURFACES: FLAP ASSEM TIONS - MATERIAL FAILU TIONS - SEPARATION IN LINK,PN 1562426-105,F | RE FLIGHT | | PLAP VA | NE SEPD,407HRS AFTER | INSTLN. |
| 4-0006 | 5/28/81 TIME - 1736 | DILLINGHAM, AK | BOEING 737 N4951W DAMAGE-MINOR | | | 0 4 0 26 | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE 33, 6200 TOTAL HOURS, 3053 IN TYPE, INSTRUMEN: RATED. |
| | | PORT - DILLINGHA WIEN AIR ALASKA | м | | | | | |
| | | 0.7.0.1 | INTENDED DESTINATION | | | | | |
| | | M.AK | INTENDED DESTINATION ANCHORAGE, AK | | | | | |
| | | | | | ı | PHASE C | OF OPERATION | |
| | DILLINGHA TYPE OF ACC | | ANCHORAGE, AK | | 1 | | OF OPERATION COFF: RUN | |

AIRFRAME - LANDING GEAR: WHEELS, TIRES, AXLES
MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE
REMARKS- TIRE FAILED.

| FILE | DATE LOCAT | TION AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---------------------------------------|---|------------------------|-------------------------|--|
| 4-0007 | 12/18/81 NR.HONOLULO TIME - UNK/NR | J,HI BOEING 747 N674 DAMAGE-NONE | CR- 0 0 1 PX- 0 0 0 | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED AS INCIDE | | | | |
| | OPERATOR - AMERICAN | AIRLINES, INC. | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | DALLAS, TX | HONOLULU,HI | | • | |
| | TYPE OF ACCIDENT | | PHASE OF | OPERATION | |
| | ENGINE FAILURE OF | MALFUNCTION | IN FI | LIGHT: NORMAL CRUISE | |
| | PROBABLE CAUSE(S) | | | | |
| | POWERPLANT - FUEL | SYSTEM: OTHER | | | |
| | | S, CONDITIONS - MATERIAL FAILL | IRE | | |
| | | EOUS-IMPROPER ACTION | | | |
| | | S, CONDITIONS - FUEL STARVATIO |) N | | |
| | FACTOR(S) | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | |
| | | S, CONDITIONS - FAILURE OF TWO | OR MORE ENGINES | ; | |
| | | - COMPLETE ENGINE FAILURE/FLA | | | |
| | | LINE FOUND AT DIFFUSER CASE | | ADVEDTENTLY CHIT DOWN N | D D CNC |

| | DATE | LOCATION | AIRCRAFT DATA | | F S | M/N | FLIC PURE | OSE | | PILOT DATA |
|-------|---|---|---|--------|-------------|-------------------------------|--------------|-----------|---|---|
| -0008 | 4/14/81 MIAMI TIME ~ 1330 | | BOEING 727 N356PA DAMAGE-MINOR | CR= | | | TRAINI | IG | | AIRLINE TRANSPORT, AGE 43, 4302 TOTAL HOURS, 1089 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED AS IN | | | | | | | | | |
| | OPERATOR - PAN A | | | | | | | | | |
| | | | INTENDED DESTINATION | | | | • | | | |
| | MIAMI, FL TYPE OF ACCIDENT | | LOCAL | | ри | አፍ ድ በ | F OPERAT | אחזי | | |
| | COLLIDED WITH | H: AUTOMOBILE | , | | | | : FROM I | | • | |
| | FACTOR(S) | | | | | | | | | |
| | | | SUPERVISORY PERSONNEL: RGO LOADER PARKED NR G | | | | | | | CREWS |
| -0009 | PERSONNEL - 0 | IP STRUCK CAF ICA,NY | GO LOADER PARKED NR G | ATE.GN | 0 51 | GNAL 0 12 | MAN DIRE | CTING ACF | | AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, |
| -0009 | PERSONNEL - (REMARKS- WING TI 3/29/81 JAMAI TIME - 1136 | IP STRUCK CAF | CO LOADER PARKED NR G LOCKHEED 1011 N334EA | ATE.GN | 0 51 | GNAL 0 12 | MAN DIRE | CTING ACF | | AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL |
| -0009 | PERSONNEL - (REMARKS- WING T) 3/29/81 JAMA | IP STRUCK CAF ICA,NY NCIDENT | CO LOADER PARKED NR G LOCKHEED 1011 N334EA DAMAGE-MINOR | ATE.GN | 0 51 | GNAL 0 12 | MAN DIRE | CTING ACF | | AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, |
| -0009 | PERSONNEL - CREMARKS- WING TO STAND TIME - 1136 CLASSIFIED AS IN NAME OF AIRPORT OPERATOR - EAST | IP STRUCK CAF ICA,NY NCIDENT JF KENNED) ERN AIR LINES | LOCKHEED 1011 N334EA DAMAGE-MINOR (INTL 5,INC. | ATE.GN | 0 51 | GNAL 0 12 | MAN DIRE | CTING ACF | | AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, |
| -0009 | PERSONNEL - CREMARKS- WING TO THE STATE - 1136 CLASSIFIED AS IN NAME OF AIRPORT OPERATOR - EASTE DEPARTURE POINT | IP STRUCK CAF ICA,NY NCIDENT JF KENNED) ERN AIR LINES | LOCKHEED 1011 N334EA DAMAGE-MINOR I INTL INTENDED DESTINATION | ATE.GN | 0 51 | GNAL 0 12 | MAN DIRE | CTING ACF | | AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, |
| -0009 | PERSONNEL - CREMARKS- WING TO STAND TIME - 1136 CLASSIFIED AS IN NAME OF AIRPORT OPERATOR - EAST | IP STRUCK CAF ICA,NY NCIDENT JF KENNED) ERN AIR LINES | LOCKHEED 1011 N334EA DAMAGE-MINOR INTL INTENDED DESTINATION MEXICO CITY, MEXICO | ATE.GN | 0 0 0 | GNAL 0 12 0267 ASE 0 | MAN DIRE | CTING ACF | | AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU F | RIES S M | | FLIGHT PURPOSI | E | PILOT DATA |
|--------|---------------------|---------------------------------------|--|----------------|-------------|-----|-------------------------------------|-------|--|
| 4-0010 | 6/3/81 TIME - 1 | • | BOEING B-727 N401BN DAMAGE-MINOR | CR- 0 PX- 0 | | | SCHED DOM | PASSG | SRV AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | | ED AS INCIDENT AIRPORT - DFW REGIO | "NA I | | | | | | |
| | | - BRANIFF AIRWAYS | | | | | | | |
| | DEPARTUR | | INTENDED DESTINATION | | | | | | |
| | DALLAS | ,TX ACCIDENT | CHICAGO, IL | | DUAC | r O | F OPERATION | 1 | |
| | | ACCIDENI DED WITH: PARKED AI | IRCRAFT | | | | TO TAKEO | | |
| 4-0011 | 10/3/81 TIME - 0 | GREENSBORD,NC 722 | BOEING 737 N767N DAMAGE-MINOR | CR- 0 PX- 0 | | | SCHED DOM | PASSG | SRV AIRLINE TRANSPORT, AGE 40, 5810 TOTAL HOURS, 11942 IN TYPE, INSTRUME RATED. |
| | | EU AS INCIDENT | | | | | | | |
| | | AIRPORT - HIGH POIN | _ | | | | | | |
| | DEPARTUR | | INTENDED DESTINATION | | | | ROUTE STOP | | |
| | TYPE OF | BORO,NC ACCIDENT CULLAPSED | HOUSTON, TX | | PHAS | E 0 | OTTE,NC F OPERATIO : TO TAKEO | | |
| | PROBABLE | | | | | | | | |

| | | | BKIEFS | UF AC | CIL | CHIO | | | |
|-------|--|--|--|------------|------|----------------|-------------------------------|---------------|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | · F | | ES M/N | FLIGHT PURPOSE | | PILOT DATA |
| -0012 | 7/5/81 TIME - : | NR.HONOLULU,HI 1510 | BOEING 747 N4761U DAMAGE-NONE | CR- PX- | | | SCHED DOM PAS | SSG SRV | AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | OPERATOR DEPARTUR SAN FR | | INTENDED DESTINATION HONOLULU, HI | | Pŀ | | F OPERATION Light: NORMAL | CRUISE | |
| | POWER FACTOR(: MISCI COMPLETI | S) ELLANEOUS ACTS,CONDI E POWER LOSS - COMPI | OUS: POWERPLANT FAILURE ITIONS - FAILURE OF TWO LETE ENGINE FAILURE/FLAM OUT AT FL390, RESTARTED | OR MOR | RE E | NGINE GINES | S | DED TO FL260. | |
| -0013 | TIME - | | BOEING 747 N602US DAMAGE-MINOR | | | 0 14 0313 | | ATL PASSG SRV | AIRLINE TRANSPORT, AGE 48, 17424 TOTAL HOURS, 350 IN TYPE, INSTRUMEN RATED. |
| | OPERATOR DEPARTOR LONDOR TYPE OF | IED AS INCIDENT R - NORTHWEST AIRLIM RE POINT N,ENGLAND ACCIDENT RAME FAILURE: IN FL | INTENDED DESTINATION MINNEAPOLIS, MN | | Pi | | F OPERATION ING: TRAFFIC I | PATTERN-CIRCL | ING |
| | | | | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-----------------------|-------------------|--|-------------------------|------------------------|--|
| 4-0014 | 6/18/81 Time - 112 | BURBANK,CA | DOUGLAS DC-9 N925PS DAMAGE-MINOR | CR- 0 0 6 PX- 0 0 63 | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED | AS INCIDENT | • | | | |
| | NAME OF AL | RPORT - BURBANK- | GLENDALE | | | |
| | OPERATOR - | PACIFIC SOUTHWE | ST | | | |
| | DEPARTURE | POINT | INTENDED DESTINATION | | | |
| | SAN FRAN | CISCO,CA | BURBANK, CA | | | |
| | TYPE OF AC | CIDENT | | . PHASE OF | F OPERATION | |
| | MISCELL | ANEOUS | | TAXI | : FROM LANDING | |
| | PROBABLE C | AUSE(S) | | | | |
| | | | SERVICING, INSPECTION: 1 | MPROPER MAINTEN | NANCE (MAINTENANCE PER | SONNEL) |
| | AIRFRAM | E - FUSELAGE: OT | HER | | | |
| • | MISCELL | ANEOUS ACTS, COND | ITIONS - IMPROPERLY SECU | JRED | | • |
| | FACTOR(S) | | | | | |
| | MISCELL | ANEOUS ACTS, COND | ITIONS - SEPARATION IN F | FLIGHT | | |
| | REMARKS- T | AIL CONE FELL OF | F.BRIDLE CABLE/ARROWHEAD | PINS NOT RE-PS | SND AFTER PART ACTUATI | ON OF EMERG MODE HNOL |

| FILE | DATE LOCATION | N AIRCRAFT DATA | INJURIES F S m/n | FLIGHT PURPOSE | PILOT DATA |
|--------|--|---|------------------------|-------------------------|---|
| 4-0015 | 5/12/81 UNITY,ME TIME - 0930 | DEHAVILLAND DHC-6 N386EX DAMAGE-MINOR | CR- 0 0 2 PX- 0 0 6 | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE 30, 7041 TOTAL HOURS, 3629 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED AS INCIDENT OPERATOR - AIR NEW ENG | LAND | | | |
| | DEPARTURE POINT WATERVILLE, ME | INTENDED DESTINATION BOSTON, MA | | | |
| | TYPE OF ACCIDENT | · | PHASE O | F OPERATION | |
| | AIRFRAME FAILURE: I | N FLIGHT | IN F | LIGHT: CLIMB TO CRUISE | |
| | | ONTROL SURFACES: ELEVATOR A | SSEMBLY, ATTACHM | ENTS | |
| | • | CONDITIONS - VIBRATION, EXCE | | • | |
| | | CONDITIONS - FATIGUE FRACTU S - FORCED LANDING OFF AIRP AIRFRAME BUFFET | | | |
| | REMARKS- SVR VIB, LOST | EL CTL/TRIM.TRIM TAB BLT, AN | 23-15,MSG,EL TO | RQUE TUBE BLT, AN175-27 | A, FAILED FM FATIGUE. |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | RIES S M/N | | **** | PILOT DATA |
|--------|---|-------------------------------|-------------------------------------|-------------------------|----------------|------------------------------|-------------------|--|
| 4-0016 | 1/14/81 TIME - 183 | | BOEING 727 N4398N DAMAGE-NONE | CR- 0 PX- 0 OT- 0 | 0 31 | | PASSG SRV | AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | | AS INCIDENT RPORT - BOEING | | | | | | |
| | | BRANIFF AIRWAYS, | INC. | | | | | |
| | DEPARTURE SEATTLE, | | INTENDED DESTINATION PORTLAND, OR | | | | | |
| | TYPE OF AC | CIDENT ON wITH AIRCRAFT: | BOTH ON GROUND | | | OF OPERATION I: TO TAKEOF | | |
| | PROBABLE C PILOT I FACTOR(S) WEATHER | N CUMMAND - MISUN | DERSTANDING OF ORDERS (| OR INSTR | UCTION | S | | |
| | WEATHER BR | IEFING - COMPANY | DISPATCH SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDIT | | | | CEILIN 500 | G AT ACCIDEN | T SITE | |
| | | AT ACCIDENT SITE OR LESS | • | | PRECIP NONE | | CCIDENT SITE | |
| | OBSTRUCTIO | NS TO VISION AT A | CCIDENT SITE | | TEMPER 41 | ATURE-F | | |
| | wind direc | TION-DEGREES | | | WIND V 8 | ELOCITY-KNOT | S | |
| | TYPE OF WE | ATHER CONDITIONS | | | TYPE O | F FLIGHT PLA | N | |
| | OUMBOKE N | FAR_COLLISION TWO | UN SEE DUE FOG.HOLDING | TODAY | DHV 43 | 0 VICE 431 3 | ILOUDAD AND CAPIL | CTEN DV 0-707 |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | | FLIGHT PURPOSE | PILOT DATA |
|--------|--|---|--|--|---|------------------|------------------------|---|--|
| 4-0016 | TIME - 1832 | ! | | | 0 | 0 | 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | AIRLINE TRANSPORT, AGE P 33, 6361 TOTAL HOURS, 1268 IN TYPE, INSTRUMEN RATED. |
| | NAME OF AIR DEPARTURE I SEATTLE, V TYPE OF ACC | IA CIDENT | INTENDED DESTINATION PORT ANGELES, WA BOTH ON GROUND | | - | | - | F OPERATION | |
| | FACTOR(S) WEATHER WEATHER BRI | US-PERSONNEL: PILOT OF BY FLIGHT SERVICE PERS C SUBSTANTIALLY CORRECT | | | | | IN | | |
| | SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | | REC NO EMP | 00 IPI NE ERA | AT ACCIDENT SITE TATION AT ACCIDENT SITE TURE-F | |
| | FOG | | | | ᇤ | | 1 VF | LOCITY-KNOTS | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJ F | | LES S M | | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------|-------------------------------|--------------------------------------|------------|---|------------|---|---------------------|---|
| 4-0017 | 6/27/81 TIME - 184 CLASSIFIED | DENVER,CO O AS INCIDENT | BOEING 727 N88708 Damage-Minor | CR= PX= | - | - | - | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |

CLASSIFIED AS INCIDENT

NAME OF AIRPORT - STAPLETON INTL

OPERATOR - CONTINENTAL AIR LINES,INC.

DEPARTURE POINT INTENDED DESTINATION

COLORADO SPRINGS,CO DENVER,CO

TYPE OF ACCIDENT

AIRFRAME FAILURE: ON GROUND

PHASE OF OPERATION LANDING: ROLL

PROBABLE CAUSE(S)

COPILOT - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS

AIRFRAME - LANDING GEAR: WHEELS, TIRES, AXLES

MISCELLANEOUS ACTS, CONDITIONS - BURST

FACTOR(S)

SYSTEMS - OTHER SYSTEMS: OTHER

MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE

REMARKS- ANTISKID INOP. THREE MAIN TIRES FAILED, FLAPS DMGD BY PIECES OF RUBBER.

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-----------------------------------|------------------------------------|--|--------------------------|------------------------------------|--|
| 4-0018 | TIME - 18 | | DOUGLAS DC-10 N143US DAMAGE-MINOR | CR- 0 0 10 PX- 0 0 43 | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE 49, 16790 TOTAL HOURS, 1414 IN TYPE, INSTRUMENT RATED. |
| | | D AS INCIDENT - NORTHWEST AIRLI | NES.INC | | | |
| - | DEPARTURE BOSTON, TYPE OF A | POINT MA | INTENDED DESTINATION SEATTLE, WA | CHANTI | ROUTE STOP LLLY,VA OPERATION | r. |
| | | FAILURE OR MALFU! | NCTION | | IGHT: CLIMB TO CRUISE | |
| | PROBABLE | CAUSE(S) | | | | |
| | | LANT - COMPRESSOR | ASSEMBLY: FAN | | | |
| | | | ITIONS - FATIGUE FRACTU | JRE | | |
| | FACTOR(S) | | | | | |
| | | LANEOUS - FOREIGN | | | | |
| | | | TIONS - VIBRATION, EXCE | | | |
| | | | ITIONS - SEPARATION IN | | | |
| | | | LETE ENGINE FAILURE/FLA N NO 3 ENG FAILED,FATIO | | COTTO UT TEMP AND PHON | COMITEN CACE SEDD |

| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | - | RIES S M | | FLIGHT PURPOSE | PILOT DATA |
|--------|---------------------------|-----------------|---------------------------------------|------------|---|-------------|-----|---------------------|---|
| 4-0019 | 10/7/81 MI TIME - 1650 | IDLAND, TX | DOUGLAS DC-9 N8961 DAMAGE-MINOR | CR= PX= | - | - | - | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED A | | 20070414 | | | | | | |
| | | ORT - MIDLAND F | REGIONAL DNAL AIRLINES, INC. | | | | | | |
| | DEPARTURE PO | | INTENDED DESTINATION | | | | | | |
| | DALLAS, TX | 1111 | MIDLAND, TX | | | | | | |
| | TYPE OF ACCI | DENT | | | F | HAS | E O | F OPERATION | |
| | | | | | | | | | |

LANDING: LEVEL OFF/TOUCHDOWN

MISCELLANEOUS
PROBABLE CAUSE(S)

PERSONNEL - MISCELLANEOUS-PERSONNEL: OTHER AIRFRAME - FUSELAGE: FAIRINGS MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED

REMARKS- TAILCONE SEPD DRG LNDG.FOUND EXT RLS HANDLE DANGLING, SAFETY WIRE MISSING.CO PROC TO SAFETY HNDL.

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|---|---|--|---|
| | | | | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE 54, 25880 TOTAL HOURS, 468 IN TYPE, INSTRUMENT RATED. |
| | TYPE OF ACCIDENT | INTENDED DESTINATION NEWARK, NJ | PHASE C | OF OPERATION | |
| | ENGINE FAILURE OR MA | LFUNCTION | IN F | FLIGHT: CLIMB TO CRUISE | |
| | MISCELLANEOUS ACTS,C MISCELLANEOUS ACTS,C MISCELLANEOUS ACTS,C FACTOR(S) PERSONNEL - PRODUCTI COMPLETE POWER LOSS - C | SOR ASSEMBLY: BEARING, ROTO ONDITIONS - LACK OF LUBRIC ONDITIONS - OVERHEATED ONDITIONS - MATERIAL FAILU ON-DESIGN-PERSONNEL: POOR/ OMPLETE ENGINE FAILURE/FLA ARING, PN LK57683, FAILED. | ATION-SPECIFIC Re Inadequate desi | PART, NOT SYSTEM | |
| 4-0021 | 10/17/81 NR.LOS ANGELES | ,CA DOUGLAS DC-10 N1821U DAMAGE-NONE | CR- 0 0 11 PX- 0 0117 | SCHED DOM PASSG SRV | 56, 19938 TOTAL HOURS, 1515 IN TYPE, NOT |
| | CLASSIFIED AS INCIDENT OPERATOR - UNITED AIR L DEPARTURE PUINT LOS ANGELES, CA TYPE OF ACCIDENT MISCELLANEOUS | INTENDED DESTINATION | | OF OPERATION LIGHT: CLIMB TO CRUISE | INSTRUMENT RATED. |
| | PROBABLE CAUSE(S) PILOT IN CUMMAND - I REMARKS- 1ST & 2ND OFFI | NCAPACITATION CERS LNDG ACFT WO FURTHER | INCIDENT AFT CA | APT BCM INCAPACITATED. | |

| | | | DRIEFC | OF AC | CIDENIE | | |
|--------|---|---|--|--------|-----------------|-------------------------------------|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | URIES S m/N | | PILOT DATA |
| 4-0022 | TIME - 165 | 2 | SWEARINGEN SA-226 N781S DAMAGE-MINOR | | 0 0 2 0 0 16 | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | NAME OF AI OPERATOR - DEPARTURE DETROIT, TYPE OF AC | MI CIDENT | | | | OF OPERATION COFF: INITIAL CLIMB | |
| | FACTOR(S) PERSONN POWERPL MISCELL | N COMMAND - MISJ EL - MAINTENANCE ANT - MISCELLANE ANEOUS ACTS, COND | ,SERVICING, INSPECTION: I | ENT/AD | JUSTMENT | r | , |
| 4-0023 | 11/5/81 TIME - 123 | HOUSTON,TX | BOEING 727 N69736 DAMAGE-MINOR | | 0 0 6 0 0 64 | SCHED DOM PASSG SRV | UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, |
| | NAME OF AI | AS INCIDENT RPORT - HOUSTON CONTINENTAL AIR POINT | | | | | INSTRUMENT RATED. |

PROBABLE CAUSE(S)
PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE

REMARKS- INITIALLY CLRD TO LND RWY 14L, THEN CLEARED RWY 8. DRAGGED R WING TIP TURNING TO ALIGN WITH RWY 8.

| | DATE LOCAT | CION AIRCRAFT DATA | | PURPOSE | PILOT DATA |
|-------|---|--|---|---------------------------|---|
| =0024 | 11/17/81 MINNEAPOL TIME - 1515 | JIS,MN DOUGLAS DC-10 N156US DAMAGE-MINOR | CR- 0 0 9 PX- 0 0 93 | | AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED AS INCIDE NAME OF AIRPORT - MI OPERATOR - NORTHWEST DEPARTURE POINT MINNEAPOLIS, MN TYPE OF ACCIDENT ENGINE FALLURE OR | NNEAPOLIS INTL TAIRLINES,INC. INTENDED DESTINATI DETROIT,MI | PHASE (| DF OPERATION COFF: RUN | |
| | MISCELLANEOUS ACT | PRESSOR ASSEMBLY: FAN S,CONDITIONS - FATIGUE FRA | CTURE | | |
| | | - COMPLETE ENGINE FAILURE/ ADE ON THE NO 3 ENG FAILED | FLAMEOUT-1 ENGINE | | |
| -0025 | | ADE ON THE NO 3 ENG FAILED PR LOCKHEED L-1011 | FLAMEOUT-1 ENGINE FM FATIGUE. | | SRV AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| 0025 | REMARKS- NO 7 FAN BL 11/5/81 SAN JUAN, TIME - 1909 CLASSIFIED AS INCIDE NAME OF AIRPORT - IS OPERATOR - EASTERN A DEPARTURE POINT | ADE ON THE NO 3 ENG FAILED PR LOCKHEED L-1011 | FLAMEOUT-1 ENGINE FM FATIGUE. CR- 0 0 9 PX- 0 0187 | | UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE |

| NAME OF A OPERATOR DEPARTURE NEW ORL TYPE OF A WHEELS PROBABLE AIRFRA MISCEL FACTOR(S) MISCEL MISCEL MISC-CP REMARKS- 4-0027 9/11/81 TIME - 10 | ED AS INCIDENT AIRPORT - JOHN F KE - FASTERN AIR LINE E POINT LEANS, LA ACCIDENT | N8140N DAMAGE-MINOR CNNEDY S, INC. INTENDED DESTINATION | PX- 0 0 67 | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
|--|---|--|-------------------------------------|---|--|
| NAME OF A OPERATOR DEPARTURE NEW ORL TYPE OF A WHEELS PROBABLE AIRFRA MISCEL FACTOR(S) MISCEL MISCEL MISC-CP REMARKS- 4-0027 9/11/81 TIME - 10 | AIRPORT - JOHN F KE - EASTERN AIR LINE E POINT LEANS, LA ACCIDENT | S, INC. INTENDED DESTINATION | DHASE O | | |
| OPERATOR DEPARTURE NEW ORL TYPE OF A WHEELS PROBABLE AIRFRA MISCEL FACTOR(S) MISCEL MISC-CP REMARKS- 4-0027 9/11/81 TIME - 10 | : - EASTERN AIR LINE E POINT LEANS,LA ACCIDENT | S, INC. INTENDED DESTINATION | DHASE O | | |
| NEW ORL TYPE OF A WHEELS PROBABLE AIRFRA MISCEL FACTOR(S) MISCEL MISC-CP REMARKS- 4-0027 9/11/81 TIME - 10 | LEANS, LA ACCIDENT | | DHASE O | | |
| TYPE OF A WHEELS PROBABLE AIRFRA MISCEL FACTUR(S) MISCEL MISCEL MISC-CP REMARKS- 4-0027 9/11/81 TIME - 10 | ACCIDENT | JAMAICA,NY | DHASE O | | |
| WHEELS PROBABLE AIRFRA MISCEL FACTOR(S) MISCEL MISCEL MISC-CP REMARKS- 4-0027 9/11/81 TIME - 10 | | | | D COPPLETON | |
| PROBABLE AIRFRA MISCEL FACTOR(S) MISCEL MISCEL MISC-CP REMARKS- 4-0027 9/11/81 TIME - 10 | 10 - 0 F | | | F OPERATION ING: LEVEL OFF/TOUCHDOWN | |
| AIRFRA MISCEL FACTUR(S) MISCEL MISCEL MISC-CP REMARKS- 4-0027 9/11/81 TIME - 10 | | | DAND | ing. Bevee difficultum | |
| CLASSIFIE | ELLANEOUS ACTS, CONDICULANEOUS - FOREIGN P UN CLRLY OBS/INTE L GR INDCD UNSAFE BIRMINGHAM, AL | TIONS - MATERIAL FAILUE TIONS - INTENTIONAL WHE MATERIAL AFFECTING NORE REPRET GR PSN IND ALIGNE W GR DWN,SI DEPOSIT,DWN BOEING 727 N8888Z DAMAGE-NONE | CELS-UP AAL OPERATIONS ANT ALCK SW. | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, |
| CLASSIFIF | | DANAGE NOVE | | | INSTRUMENT RATED. |
| | ED AS INCIDENT | | | | |
| | R - EASTERN AIR LINÉ RE POINT | S,INC. INTENDED DESTINATION | | | |
| | | SAN ANTONIO, TX | | | |
| | ACCIDENT | | | F OPERATION | |
| MISCEL | CLLANEOUS | | IN F | LIGHT: CLIMB TO CRUISE | |

U.S.

GENERAL AVIATION

SECTION

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF U. S. GENERAL AVIATION ACCIDENTS

OCCURRING ON U. S. SOIL

SUPPLEMENTAL ISSUE

1981

| FILE | DATE LOCATION | AIRCRAFT DATA | INJÚRIE: F S | | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--|--------------------|---|-----------------------------------|--|
| 3-3618 | TIME - 1745 | BEECH G18S N146PA DAMAGE-DESTROYED | CR- 1 0 PX- 0 0 | - | COMMERCIAL AIR TAXI-CARGO | AIRLINE TRANSPORT, AGE 37, 12700 TOTAL HOURS, 327 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - ANVIK DEPARTURE POINT ANVIK, AK TYPE OF ACCIDENT STALL: MUSH | INTENDED DESTINATION ANCHORAGE, AK | | - | F OPERATION DFF: INITIAL CLIMB | |

PROBABLE CAUSE(S)

PILOT IN COMMAND - FAILED TO ABORT TAKEOFF

PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING

MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G.

FIRE AFTER IMPACT

REMARKS- 188LBS OVR MAX GWT.COMPANY FLT PLAN.

| | | | 2112012 | J | | | | | |
|--------|--|--|--|--------------|--------------------|----------------------|---|----------|--|
| FILE | DATE LO | CATION | AIRCRAFT DATA | | | | FLIGHT PURPOSE | | PILOT DATA |
| 3-3619 | | • | N58262 DAMAGE-DESTROYED INTENDED DESTINATION UNKNOWN/NOT REPORTED | PX- | O O LAST FAI PHAS | 2 ENEREWE SE O | COMMERCIAL AIR TAXI-PASSG ROUTE STOP LL,AK F OPERATION ING: FINAL APPROAC ING: POWER-OFF AUT | н | COMMERCIAL, AGE 26, 3500 TOTAL HOURS, 254 IN TYPE, INSTRUMENT RATED. |
| | FACTOR(S) TERRAIN - ROUGI PARTIAL POWER LOS EMERGENCY CIRCUMS FIRE AFTER IMPAC | ACTS, CONDIT H/UNEVEN S - PARTIAL TANCES - FOI T | OTHER IONS - FATIGUE FRACTUR LOSS OF POWER - 1 ENG RCED LANDING OFF AIRPO ING PINNACLE APP TO RI | INE RT ON | | ERNO | R LEVER CONTROL RO | D FAILEI |)• |
| 3-3610 | 8/4/81 NR.KOKIA TIME - 1700 | K,AK " | PIPER PA-18 N2532C DAMAGE-SUBSTANTIAL | | | | | TRANSP | PRIVATE, AGE 49, 121 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT |
| | DEPARTURE POINT KODIAK,AK TYPE OF ACCIDENT STALL: SPIRAL | | INTENDED DESTINATION KODIAK,AK | | PHA: | JSSI SE O | ROUTE STOP AN ANCHORAGE,AK F OPERATION LIGHT: LOW PASS | | RATED. |
| | FACTOR(S) | ND - FAILED ACTS,CONDIT | TO OBTAIN/MAINTAIN FL | | | ATE | R | | |

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | | PILOT DATA |
|--------|--|---|---|---|-------------------|
| 3=3640 | 8/7/81 NR.KETCHIKAN,AK TIME - 1030 DEPARTURE POINT KETCHIKAN,AK TYPE OF ACCIDENT COLLISION WITH GROUND/WA | N31618 DAMAGE-DESTROYED INTENDED DESTINATION RETURN | PX- 0 4 1 Last en Unknow Phase 0 | AIR TAXI-PASSG ROUTE STOP N/NOT REPORTED F OPERATION | INSTRUMENT RATED. |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - CONT. PILOT IN COMMAND - BECAL PILOT IN COMMAND - SPAT: FACTOR(S) WEATHER - FOG WEATHER BRIEFING - BRIEFING WEATHER FORECAST - FORECAST | ME LOST/DISORIENTED IAL DISORIENTATION G RECEIVED-METHOD UNKNO | | CONDITIONS | |
| | SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE ZERO OBSTRUCTIONS TO VISION AT A FOG WIND VELOCITY-KNOTS CALM TYPE OF FLIGHT PLAN OTHER FIRE AFTER IMPACT | | UNKNO PRECIPI NONE TEMPERA 63 | AT ACCIDENT SITE WN/NOT REPORTED TATION AT ACCIDENT S TURE-F WEATHER CONDITIONS | SITE |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES FLIGHT F S M/N PURPOSE | PILOT DATA |
|--------|--|--|---|---|---|
| 3-3638 | TIME - 133 | POINT E LODGE,AK Cldent | N9664P DAMAGE-DESTROYED INTENDED DESTINATION | CR- 0 1 0 MISCELLANEOUS PX- 1 0 0 OTHER PUBLIC LAST ENROUTE STOP UNKNOWN/NOT REPORTED PHASE OF OPERATION IN FLIGHT: NORMAL CRU | COMMERCIAL, AGE 23, 1615 TOTAL HOURS, 15 IN TYPE, INSTRUMENT RATED. |
| | PILOT I FIRE AFTE | N COMMAND - DIVER N COMMAND - FAILE | TED ATTENTION FROM OPER D TO OBTAIN/MAINTAIN FI | | |
| 3-3628 | TIME - 191 | | N82240 DAMAGE-DESTROYED | CR- 1 0 0 COMMERCIAL PX- 5 0 0 AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 37, 1558 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | SKAGWAY, TYPE OF AC | AK CIDENT | | PHASE OF OPERATION IN FLIGHT: LOW PASS | |
| | PILOT I FACTOR(S) MISCELL FIRE AFTE | N COMMAND - IMPRO N COMMAND - MISJU ANEOUS ACTS, CONDI R IMPACT | . PER IN-FLIGHT DECISIONS DGED ALTITUDE AND CLEAN TIONS - FLEW INTO BLINE CTED BOULDER WHILE EXIS | RANCE | WHILE IN 45DEG R BANK. |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/ | | PILOT DATA |
|--------|---|---|---|---|--|---|
| 3-3655 | 8/23/81 N TIME - 230 DEPARTURE KENAI,AK TYPE OF AC ENGINE DITCHIN | POINT CIDENT FAILURE OR MALFI | BELL 212 N392EH DAMAGE-SUBSTANTIAL INTENDED DESTINATION RETURN UNCTION | PX- 0 0 LAST OIL PHASE IN | ENROUTE STOP PLATFORM OF OPERATION FLIGHT: DESCEND | COMMERCIAL, AGE 37, 9500 TOTAL HOURS, 1150 IN TYPE, INSTRUMENT RATED. ING AUTOROTATIVE LANDING |
| | MISCELL PILOT I PILOT I PILOT I FACTOR(S) MISCELL COMPLETE P EMERGENCY | ANT - FUEL SYSTE ANEOUS ACTS, CONI N COMMAND - FAII N COMMAND - DELJ N COMMAND - FAII ANEOUS ACTS, CONI OWER LOSS - COME CIRCUMSTANCES - | DITIONS - EXCESSIVE-WEAR/ LED TO FOLLOW APPROVED PR LYED IN INITIATING GO-ARO LED TO MAINTAIN ADEQUATE DITIONS - AIRCRAFT CAME TO PLETE ENGINE FAILURE/FLAM FORCED LANDING OFF AIRPO | OCEDURES, DIR UND ROTOR R.P.M. O REST IN WA EDUT-1 ENGIN RT ON WATER | TER E | POPPED OUT FM IMPACT.CO PLN. |

| FILE | DATE LOCA | ATION | AIRCRAFT DATA | | JURI F S | | | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--|--|------|-------------|----|---|--|---|
| 3-3671 | 8/27/81 NR.LK MINO TIME - 1200 | CHUMINA, AK | HUGHES 369D N8363F DAMAGE-DESTROYED | | | | | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 51, 20000 TOTAL HOURS, 1503 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT FIELD SITE TYPE OF ACCIDENT ENGINE FAILURE C ROLL OVER | | NTENDED DESTINATION LK MINCHUMINA,AK ION | | PH | IN | F | F OPERATION LIGHT: NORMAL CRUISE ING: POWER-OFF AUTORO | TATIVE LANDING |
| | PWR PLT-3RD STAGE MISCELLANEOUS AC FACTOR(S) TERRAIN - WET,SC TERRAIN - ROUGH/ TERRAIN - HIGH/ PARTIAL POWER LOSS | E STATOR VACTS, CONDITI OFT GROUND /UNEVEN DBSTRUCTION - PARTIAL | ONS - OVERLOAD FAILUR | SINE | | | | | |

EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND

REMARKS- CLRD TREES, MARSHY/UNEVEN TUNDRA.COMPRSR, 1131HRS.

FIRE AFTER IMPACT

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S m/n | FLIGHT PURPOSE | PILOT DATA |
|---------------|--------------------------------------|---------------------|--|-----------------------------|------------------------------|--|
| -363 0 | 9/1/81 TIME - 202 | | PIPER PA=23 N14348 DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 26, 2637 TOTAL HOURS, 198 IN TYPE, INSTRUMENT RATED. |
| | | POINT | INTENDED DESTINATION | | | |
| | NOME, AK | CIDENA | NOME, AK | PHASE OF | ODEDAMION | |
| | | | ER: CONTROLLED | | IGHT: CLIMB TO CRUIS | F |
| | C02210. | on with ordered wat | okt Controlled | 2.4 1.2 | IGHT: CELIE IO CHOID | _ |
| | FACTOR(S) MISCELI WEATHER WEATHER BE | ANEOUS ACTS, CONDIT | UED VFR FLIGHT INTO A IONS - UNWARRANTED LO Y FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT | W FLYING ONNEL, BY PHONE | ONDITIONS | |
| | SKY CONDI | TION | | CEILING | AT ACCIDENT SITE | |
| | OBSCURAT | TION | | 0 | | |
| • | VISIBILITY | AT ACCIDENT SITE | | PRECIPIT | TE | |
| | ZERO | | | NONE | | |
| | | ONS TO VISION AT AC | CIDENT SITE | | ECTION-DEGREES | |
| | FOG | | | 350 | | |
| | WIND VELO | CITY-KNOTS | | TYPE OF | WEATHER CONDITIONS | |
| | TYPE OF FI | TCHT DIAN | | | | |
| | VFR FIRE AFTE | | | | | |

| FILE | DATE LOCA | TION AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|---|---------------------|--|--|
| 3-3637 | 9/2/81 LK CLARK TIME - 1355 DEPARTURE POINT | N4258N DAMAGE-SUBSTANT INTENDED DESTINATI | IAL | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 30, 2380 TOTAL HOURS, 360 IN TYPE, INSTRUMENT RATED. |
| | | ILLIAMNA,AK FAILURE: PROPELLER ROUND/WATER: CONTROLLED | IN F | F OPERATION LIGHT: NORMAL CRUISE ING: LEVEL OFF/TOUCHI | NWDD |
| | MISCELLANEOUS AC FACTOR(S) MISCELLANEOUS AC TERRAIN - SANDY TERRAIN - LOOSE MISCELLANEOUS AC | OPELLER AND ACCESSORIES: BLA TS,CONDITIONS - FATIGUE FRA TS,CONDITIONS - SEPARATION GRAVEL TS,CONDITIONS - DOWNWIND NCES - FORCED LANDING OFF A | CTURE IN FLIGHT | | |

| FILE | DATE | LOCATION | `A'IRCRAFT DATA | | - | RIES S A | | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--|--|-------|-----|-------------|-----|--|---|
| 3-3629 | TIME - 2200 | 0 | CESSNA 207A N73771 Damage-substantial | | - | - | - | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | COMMERCIAL, AGE 34, 866 TOTAL HOURS, 54 IN TYPE INSTRUMENT RATED. |
| | DEPARTURE IN NOME, AK | CIDENT | INTENDED DESTINATION RETURN WATER: CONTROLLED | | | GC HAS | LOV | IROUTE STOP IN,AK DF OPERATION DING: GO-AROUND | · |
| | MISCELLA FACTOR(S) PILOT II AIRPORTS | N COMMAND - DELI ANEOUS ACTS, CON N COMMAND - IMPI | AYED IN INITIATING GO-ARO DITIONS - NOT ALIGNED WIT ROPER IN-FLIGHT DECISIONS ITIES - AIRPORT FACILITIE | H RUN | LAN | NIN | | IDED LANDING AREA | |

| | DATE | LOCATION | AIRCRAFT DATA | | | | FLIGHT PURPOSE | PILOT DATA |
|--------|---|---|--|-------------------|-------|--------------|---|--|
| 3-3639 | | KETCHIKAN,AK | CESSNA 340A N2695A DAMAGE-DESTROYED | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 46, 2614 TOTAL HOURS, 8 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE HEPPNER, TYPE OF AC | OR CIDENT | INTENDED DESTINATION KETCHIKAN,AK VATER: CONTROLLED | | YAI | KIMA E OF | | |
| | PROBABLE C PILOT I FACTOR(S) | | ROPER IFR OPERATION | | | | | |
| | PILOT I PILOT I WEATHER WEATHER WEATHER WEATHER WEATHER | N COMMAND - LACK - LOW CEILING - RAIN - TURBULENCE, A RIEFING - BRIEFEL | MPTED OPERATION BEYOND IN COF FAMILIARITY WITH AIR ASSOCIATED W/CLOUDS AND/ONE BY FLIGHT SERVICE PERSONS TOURS TOURS AND A SERVICE PERSONS A | CRAFT OR THUNI | DERST | DRMS | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S m/n | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--|--|----------------------------------|--|---|
| 3-3654 | 9/13/81 N TIME - 015 DEPARTURE PETERSBU | POINT I | BEECH B50 N3580B DAMAGE-UNKNOWN NTENDED DESTINATION CORDOVA,AK | CR- 1 0 0 PX- 4 0 0 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, AGE 23, 1038 TOTAL HOURS, 17 IN TYPE, INSTRUMENT RATED. |
| | TYPE OF AC ENGINE DITCHIM | FAILURE OR MALFUNCT | ION | IN E | OF OPERATION FLIGHT: NORMAL CRUISE DING: LEVEL OFF/TOUCH | |
| | PILOT 1 | CAUSE(S) (N COMMAND - INADEQU (N COMMAND - IMPROPE JANEOUS ACTS,CONDITI | R IN-FLIGHT DECISION | S OR PLANNING | ANNING | |
| | MISCELL COMPLETE E EMERGENCY | ANEOUS ACTS, CONDITI LANEOUS ACTS, CONDITI POWER LOSS - COMPLET CIRCUMSTANCES - FOR INJURY INDEX & DAMAG | DNS - AIRCRAFT CAME E ENGINE FAILURE/FLA CED LANDING OFF AIRS | MEOUT-2 ENGINES PORT ON WATER | | PRECEDING THE ACCUT. |

| FILE | DATE LO | CATION | AIRCRAFT DATA | | | | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|---|--|------------------------------------|---------|------------|--------|-------|-----|--------------------------|---|--|
| 3-3683 | 11/6/81 NR.SKWEN TIME - 1305 | N9 | SSNA 207 1083 MAGE-DESTROYED | | CR= PX= | 1 1 | 0 | 0 | MISCELLANEOUS | COMMERCIAL, AGE 29, 3400 TOTAL HOURS, 210 IN TYPE INSTRUMENT RATED. | |
| | DEPARTURE POINT | | | | | | | | | THE THE HEALT MALLEY | |
| | GALENA, AK | ANC | HORAGE, AK | | | | | | | | |
| | TYPE OF ACCIDENT | | | | | PF | IASE | O | POPERATION | | |
| | COLLISION WITH | GROUND/WATER: C | ONTROLLED | | | | IN | FI | JIGHT: NORMAL CRUISE | | |
| | PROBABLE CAUSE(S) | | | | | | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | | | | | |
| | FACTOR(S) | | | | | | | | | | |
| | PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. | | | | | | | | | | |
| | | WEATHER - SNOW | | | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - WHITEOUT | | | | | | | | | |
| | | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST | | | | | | | | | |
| | WEATHER FURECAST | - WEATHER SLIGHT | LI WURSE THAN I | UKE | CAST | | | | | | |
| | SKY CONDITION | | | | | CE | ELLI | NG | AT ACCIDENT SITE | | |
| | UNKNOWN/NOT REP | ORTED | • | | | | UNK | NO | N/NOT REPORTED | | |
| | VISIBILITY AT ACC | CIDENT SITE | | | | PΕ | RECI | PIT | TATION AT ACCIDENT SITE | | |
| | UNKNOWN/NOT REP | | | | | | SNC | | | | |
| | | | r SITE | | | T | _ | | WEATHER CONDITIONS | | |
| | UNKNOWN/NOT REP | | | | | | UNK | NUI | NN/NOT REPORTED | | |
| | TYPE OF FLIGHT PL | AN | | | | | | | | | |
| | | CAUMIONED DEM | CATHOD HOTHO N | , e m T | | | 20114 | | CREEN POS FOR CANNABINOI | D.C. ACCENTRACTURE | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--|--|---|--|--|
| 3-3659 | TIME - 1442 DEPARTURE P NOME, AK TYPE OF ACC | OINT | N6272B DAMAGE-DESTROYED INTENDED DESTINATION | PX- 0 0 0 LAST E | COMMUTER AIR CARRIER AIR TAXI-CARGO S-D NROUTE STOP ELL,AK OF OPERATION | COMMERCIAL, AGE 21, 878 TOTAL HOURS, 200 IN TYPE INSTRUMENT RATED. |
| | FACTOR(S) WEATHER WEATHER WEATHER WEATHER WEATHER BRI | COMMAND - CONT - LOW CEILING - FOG - ADVERSE WINDS EFING - SELF-HE | INUED VFR FLIGHT INTO AN ALOFT LP, PILOT CHECKED WEATHEN T SUBSTANTIALLY CORRECT | | CONDITIONS | |
| | UNKNOWN/N OBSTRUCTION UNKNOWN/N TYPE OF WEA IFR | AT ACCIDENT SIT OT REPORTED S TO VISION AT OT REPURTED THER CONDITIONS | ACCIDENT SITE | UNKNI PRECIP UNKNI TEMPER 20 TYPE O VFR | G AT ACCIDENT SITE OWN/NOT REPORTED ITATION AT ACCIDENT SIT OWN/NOT REPORTED ATURE-F F FLIGHT PLAN NGA 500 TO 600FT OVRCST | |

| FILE | DATE LOCATION | AIRCRAFT DATA | | JUF F | | | FLIGHT Purpose | PILOT DATA |
|--------|---|---|------------|----------|---|---|-------------------------------------|---|
| 3-3620 | 12/4/81 TUNTUTULIAK,A TIME - 1532 | K PIPER PA-32 N15400 DAMAGE-SUBSTANTIAL | CR+ PX- | - | - | _ | COMMERCIAL AIR ȚAXI-PASSG | COMMERCIAL, AGE 27, 3026 TOTAL HOURS, 70 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - TUNTUT DEPARTURE POINT | ULIAK INTENDED DESTINATION | | • | | | | |
| | TUNTUTULIAK,AK TYPE OF ACCIDENT ENGINE FAILURE OR MAL | GOODNEWS BAY,AK | | | | | OF OPERATION COFF: INITIAL CLIMB | |
| | COLLISION WITH GROUND | | | | - | | DING: LEVEL OFF/TOUCHDOWN | N |

PROBABLE CAUSE(S)

POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS
PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT | PILOT DATA |
|--------|---|----------------------------------|---------------------|------------------------------|---------------------------|
| 3-3660 | 12/15/81 MT MCKINLEY, AK TIME - 1330 | N4311R | | COMMERCIAL AIR TAXI-PASSG | TOTAL HOURS, 545 IN TYPE, |
| | DEDIDBURE DOTUM | DAMAGE-SUBSTANTIAL | | | INSTRUMENT RATED. |
| | DEPARTURE POINT TALKEETNA, AK | | • | | |
| | TYPE OF ACCIDENT | KOOND KOBIN & KEIOKN | | OPERATION | |
| | | ATER: CONTROLLED | IN FL | | |
| | FACTOR(S) WEATHER - UNFAVORABLE W WEATHER - DOWNDRAFT, UPD WEATHER BRIEFING - BRIEFED WEATHER FORECAST - FORECAS | RAFTS BY FLIGHT SERVICE PERSO | NNEL, IN PERSON | | |
| | WEATHER FURECAST - FURECAS | I SUBSTANTIALLI CURRECT | | • | |
| | SKY CONDITION | | CEILING | AT ACCIDENT SITE | • |
| | UNKNOWN/NOT REPORTED | | UNLIMI | TED | |
| | VISIBILITY AT ACCIDENT SIT | E | | ATION AT ACCIDENT SITE | |
| | 5 OR OVER (UNLIMITED) | | NONE | | |
| | OBSTRUCTIONS TO VISION AT NONE | ACCIDENT SITE | TYPE OF VFR | WEATHER CONDITIONS | |
| | TYPE OF FLIGHT PLAN | • | | | |
| | REMARKS- ENCIRD DWNDFT WHI | LE APCHG MTN PASS. WND AT | TALKEENA 360 D | EG AT 7 GSTG 15KTS. | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | | FLIGHT PURPOSE | PILOT DATA |
|-------------------|---|---|---|--------------------------------|------------------------|----------------|----------------|--|--|
| - 3636 | 10/28/81 TIME - 234 | | | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE 47, 624 P TOTAL HOURS, 119 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AL | RPORT - PRIVATE H | | | | | | | |
| | | | INTENDED DESTINATION | | | | | | |
| | BLYTHE, C | CA CCIDENT | SALUME, AZ | | E | HAS | E O | F OPERATION | |
| | | FAILURE OR MALFUN | CTION | | • | _ | _ | LIGHT: LOW PASS | |
| | HARD LA | ANDING | | | | L | AND | ING: POWER-OFF AUTOROTAT | IVE LANDING. |
| | COMPLETE 1 | POWER LOSS - COMPL | US: POWERPLANT FAILURE ETE ENGINE FAILURE/FLAN URCED LANDING OFF AIRPO | 4EOUT- | ·1 E | NGI | | NEW REACONS | |
| -3 677 | COMPLETE I EMERGENCY | POWER LOSS - COMPL CIRCUMSTANCES - F CHANDLER, AZ | ETE ENGINE FAILURE/FLAM URCED LANDING OFF AIRPO MOONEY M20E | 4EOUT- ORT ON CR- | •1 Е і БА | NGI ND O | NE 1 | NONCOMMERCIAL | |
| - 3677 | COMPLETE 1 EMERGENCY | POWER LOSS - COMPL CIRCUMSTANCES - F CHANDLER, AZ | ETE ENGINE FAILURE/FLAM URCED LANDING OFF AIRPO MOONEY M20E N9159V | 4EOUT- ORT ON CR- | •1 Е і БА | NGI ND O | NE 1 | NONCOMMERCIAL | P TOTAL HOURS, ALL IN TYPE |
| - 3677 | COMPLETE A EMERGENCY 12/2/81 TIME - 059 | POWER LOSS - COMPL CIRCUMSTANCES - F CHANDLER, AZ | ETE ENGINE FAILURE/FLAM URCED LANDING OFF AIRPO MOONEY M20E | 4EOUT- ORT ON CR- | •1 Е і БА | NGI ND O | NE 1 | NONCOMMERCIAL | |
| - 3677 | COMPLETE IN EMERGENCY 12/2/81 TIME - 055 NAME OF A. DEPARTURE | POWER LOSS - COMPL CIRCUMSTANCES - F CHANDLER, AZ 50 LRPORT - CHANDLER POINT | ETE ENGINE FAILURE/FLAM URCED LANDING OFF AIRPO MOONEY M20E N9159V DAMAGE-SUBSTANTIAL INTENDED DESTINATION | 4EOUT- ORT ON CR- | •1 Е і БА | NGI ND O | NE 1 | NONCOMMERCIAL | P TOTAL HOURS, ALL IN TYPE |
| - 3677 | COMPLETE IN EMERGENCY 12/2/81 TIME - 055 NAME OF ALL DEPARTURE CHANDLES | POWER LOSS - COMPL CIRCUMSTANCES - F CHANDLER, AZ 50 IRPORT - CHANDLER POINT R, AZ | ETE ENGINE FAILURE/FLAM URCED LANDING OFF AIRPO MOONEY M20E N9159V DAMAGE-SUBSTANTIAL | 4EOUT- ORT ON CR- | •1 Е і БА О О | O O | 1 3 | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | P TOTAL HOURS, ALL IN TYPE |
| - 3677 | COMPLETE IN EMERGENCY 12/2/81 TIME - 05: NAME OF A. DEPARTURE CHANDLE: TYPE OF AG | POWER LOSS - COMPL CIRCUMSTANCES - F CHANDLER, AZ 50 IRPORT - CHANDLER POINT R, AZ | ETE ENGINE FAILURE/FLAM URCED LANDING OFF AIRPO MOONEY M20E N9159V DAMAGE-SUBSTANTIAL INTENDED DESTINATION | 4EOUT- ORT ON CR- | •1 Е і БА О О | O O | NE 1 3 | NONCOMMERCIAL | P TOTAL HOURS, ALL IN TYPE |
| - 3677 | COMPLETE IN EMERGENCY 12/2/81 TIME - 055 NAME OF A. DEPARTURE CHANDLE! TYPE OF AGEAR RIPOBABLE OF THE CHANDLE! | POWER LOSS - COMPL CIRCUMSTANCES - F CHANDLER, AZ 50 IRPORT - CHANDLER POINT R, AZ CCIDENT ETRACTED CAUSE(S) | ETE ENGINE FAILURE/FLAM URCED LANDING OFF AIRPO MOONEY M20E N9159V DAMAGE-SUBSTANTIAL INTENDED DESTINATION BUCKEYE,AZ | AEOUT- DRT ON CR- PX- | 0 0 0 | O O O | 1 3 SE C | NONCOMMERCIAL PLEASURE/PERSONAL TRANS OF OPERATION EOFF: RUN | P TOTAL HOURS, ALL IN TYPE |
| - 3677 | COMPLETE IN EMERGENCY 12/2/81 TIME - 05: NAME OF A. DEPARTURE CHANDLE TYPE OF A. GEAR RI PROBABLE (PILOT: FACTOR(S) | POWER LOSS - COMPL CIRCUMSTANCES - F CHANDLER, AZ 50 IRPORT - CHANDLER POINT R, AZ CCIDENT ETRACTED CAUSE(S) IN CUMMAND - INADE | ETE ENGINE FAILURE/FLAM URCED LANDING OFF AIRPO MOONEY M20E N9159V DAMAGE-SUBSTANTIAL INTENDED DESTINATION | AEOUT- DRT ON CR- PX- | 0 0 0 | O O O | 1 3 SE C | NONCOMMERCIAL PLEASURE/PERSONAL TRANS OF OPERATION EOFF: RUN | SP TOTAL HOURS, ALL IN TYPE |

| FILE | DATE | LOCATION | · · AIRCRAFT DATA | _ | | RIE: | | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------|--|---|----------------------|-----------|------|-----|--|--|
| 3-3658 | TIME - 200 NAME OF AI DEPARTURE | RPORT - TUCSON IN POINT | INTENDED DESTINATION | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSF | PRIVATE, AGE 43, 108 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | TUCSON,A TYPE OF AC UNDERSH COLLIDE | CIDENT | LOCAL | | F | 1 | AND | OF OPERATION Ding: Final Approach Ding: Final Approach | |
| | PILOT I EMERGENCY | N COMMAND - DIVER N COMMAND - MISJU CIRCUMSTANCES - P P | TED ATTENTION FROM OPER DGED DISTANCE AND ALTIT RECAUTIONARY LANDING ON HYSICAL CONDITION OF PA PRCTNRY LNDG WHEN PAX H | UDE AIRP SSENG | ORI ER | ŗ | | RAFT | PAX,HIT PWR LN,NGT |

| | DATE LOCA | TION AIRCRAFT DATA | | FLIGHT PURPOSE | PILOT DATA |
|--------|--|---|---|--|--|
| 3-3624 | 12/21/81 VERNON,A TIME - 1923 | Z CESSNA 172 N6525E DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | MISCELLANEOUS Ferry | COMMERCIAL, FL.INSTR., AGE 37, 1105 TOTAL HOURS 47 IN TYPE, INSTRUMENT RATED. |
| | | INTENDED DESTINATION | t . | | 25 |
| | ALBOUERQUE, NM | PHOENIX, AZ | | | |
| | TYPE OF ACCIDENT | Indian durant deliment | | F OPERATION | |
| | CUPPISION MITH C | ROUND/WATER: CONTROLLED | TN F | LIGHT: NORMAL CRUISE | |
| | WEATHER BRIEFING - | ILING CONDITIONS-INCLUDES SLEET, FRE BRIEFED BY FLIGHT SERVICE PER FORECAST SUBSTANTIALLY CORREC | RSONNEL, BY RADIO | | |
| | | | | | |
| | SKY CONDITION | | | AT ACCIDENT SITE | |
| | OVERCAST | OWE STEE | 0 | | |
| | OVERCAST VISIBILITY AT ACCID | | 0 PRECIPI | TATION AT ACCIDENT SITE | : : |
| | OVERCAST VISIBILITY AT ACCID UNKNOWN/NOT REPOR | TED | 0 PRECIPI SNOW | TATION AT ACCIDENT SITE SHOWERS | |
| | OVERCAST VISIBILITY AT ACCID UNKNOWN/NOT REPOR OBSTRUCTIONS TO VIS | TED ION AT ACCIDENT SITE | 0 PRECIPI SNOW TEMPERA | TATION AT ACCIDENT SITE SHOWERS | : : |
| | OVERCAST VISIBILITY AT ACCID UNKNOWN/NOT REPOR OBSTRUCTIONS TO VIS UNKNOWN/NOT REPOR | TED ION AT ACCIDENT SITE TED | 0 PRECIPI Snow Tempera 32 | TATION AT ACCIDENT SITE SHOWERS TURE-F | |
| | OVERCAST VISIBILITY AT ACCID UNKNOWN/NOT REPOR OBSTRUCTIONS TO VIS | TED ION AT ACCIDENT SITE TED | 0 PRECIPI Snow Tempera 32 | TATION AT ACCIDENT SITE SHOWERS | |
| | OVERCAST VISIBILITY AT ACCID UNKNOWN/NOT REPOR OBSTRUCTIONS TO VIS UNKNOWN/NOT REPOR WIND DIRECTION-DEGR | TED ION AT ACCIDENT SITE TED EES | 0 PRECIPI SNOW TEMPERA 332 WIND VE | TATION AT ACCIDENT SITE SHOWERS TURE-F | |

| FILE | DATE LOCA | ATION | AIRCRAFT DATA | | | | FLIGHT PURPOSE | PILOT DATA |
|--------|---|-----------------------------------|--------------------------|------|---|----------------|--|--|
| 3-3604 | TIME - UNK/NR | N 6 D A | 8392 F Mage-destroyed | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | |
| | DEPARTURE POINT UNKNOWN/NOT REPORT | | | | | | | |
| | TYPE OF ACCIDENT COLLISION WITH G | | • | | | | OF OPERATION FLIGHT: NORMAL CRUISE | |
| | FACTOR(S) | CTS, CONDITIONS LATER RECOVERE | | LYIN | - | S _c | AROUND WRECKAGE. | |
| 3-3611 | 5/11/81 REDDING, TIME - 0847 | N1 | | | | | MISCELLANEOUS OTHER PUBLIC | COMMERCIAL, FL.INSTR., AGE 41, 8600 TOTAL HOURS UNK/NR IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - R | | | | | | | |
| | DEPARTURE POINT REDDING, CA | INTEN CHI | DED DESTINATION | | | | | |
| | TYPE OF ACCIDENT STALL: MUSH | | | | | | OF OPERATION Ding: Final Approach | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND FIRE AFTER IMPACT REMARKS- EXH STACK | _ | BTAIN/MAINTAIN FLYI | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU F | RIES S N | | FLIGHT PURPOSE | PILOT DATA |
|-------|--|--------------------------------|--|-----------|-------------|---|---|--|
| -3626 | | /26/81 HEMET, CA IME - 0645 | CESSNA 150 N6277G DAMAGE-DESTROYED | - | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 37, 20 TOTAL HOURS, 18 IN TYPE, NOT INSTRUMENT RATED. |
| | | IRPORT - HEMET-R | YAN | | | | | |
| | DEPARTURE | | INTENDED DESTINATION | | | | eri | |
| | HEMET, CA | | LOCAL | | T) (1) (| | DE ODEDAMION | |
| | | | NATER: UNCONTROLLED | | - | | OF OPERATION EOFF: INITIAL CLIMB | |
| | | | | | | | | |
| | MISCELI FACTUR(S) MISCELI WEATHER | | SICAL IMPAIRMENT DITIONS - ALCOHOLIC IMPA DITIONS - STOLEN UR UNAU | | | | | |
| | SKY CONDIT | rion | | | CEII | INC | G AT ACCIDENT SITE | • |
| | OVERCAST | _ | | | | | DWN/NOT REPORTED | • • |
| | | Y AT ACCIDENT SIT | re | | | | ITATION AT ACCIDENT SITE | |
| | | OR LESS | ACCIDCAM CINC | | | NE | S HOTER GOLD COUNTRY | |
| | FUG | TA MOTOTA DI SME | ACCIDENT SITE | • | IFE | | F WEATHER CONDITIONS | |
| | | LIGHT PLAN | | | | • | · | |
| | NONE | ER IMPACT | · | | | | | · |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | | FLIGHT PURPOSE | | PILOT DATA |
|--------|----------------------------|-------------------|--|---|---|------|----------|-----------------------------------|------|------------|
| 3-3627 | 10/21/81 RE TIME - 1515 | | PIPER PA-28R N3751T DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PLEASURE/PERSONA | | |
| | | | INTENDED DESTINATION | | | | | | | |
| | | CA | QUARTZ HILL, CA | | | | | | | |
| | TYPE OF ACC | | | | ŀ | | | OF OPERATION | | |
| | COPPIST | IN WITH GROUND/WA | TER: CONTROLLED | | | 1 | N E | FLIGHT: OTHER | | |
| | FACTOR(S) WEATEER | - HIGH DENSITY A | LTITUDE | | | | | | | |
| | | - HIGH DENSITY A | LTITUDE | | | | | | | |
| | SKY CONDITI | ันท | | | (| EIL | INC | G AT ACCIDENT SITE | | |
| | SCATTERE |) | | | | 40 | LI | HITED | | |
| | VISIBILITY | AT ACCIDENT SITE | | | I | REC | IP | ITATION AT ACCIDEN | SITE | |
| | 5 OR OVER | R(UNLIMITED) | | • | | NC | NE | | | |
| | | S TO VISION AT A | CCIDENT SITE | | 7 | | ERA 5 | ATURE-F | | |
| | NONE | 'IUN-DEGREES | | | | | - | ELOCITY-KNOTS | | |
| | 290 | TOM-DECKEES | | | , | | 0 | EDUCTIT-KNOTS | | |
| | | THER CONDITIONS | | | 7 | _ | - | F FLIGHT PLAN | | |
| | VER | Thek Conditions | | | , | | NE. | I BIGHT I BAN | | |
| | FIRE AFTER | LHDACT | | | | 14.0 | 14.62 | | | |
| | | RASHED IN MOUNTAL | | | | | | | | |

| | | . DKI | ELD OF WCCIDEN | 10 | | |
|--------|---|--|-----------------------------------|---------|--|---|
| FILE | DATE LOCA | ATION AIRCRAFT DATA | F S M | /N | FLIGHT PURPOSE | PILOT DATA |
| 3-3607 | | N9826V DAMAGE-SUBSTANTI INTENDED DESTINATIO | PX- 1 0 | | NCOMMERCIAL EASURE/PERSONAL TRANS | PRIVATE, AGE 23, 66 TOTA P HOURS, 23 IN TYPE, NOT INSTRUMENT RATED. |
| | DENVER,CO TYPE OF ACCIDENT COLLISION WITH O | LOCAL GROUND/WATER: CONTROLLED | | | PERATION HT: LOW PASS | |
| | | D - DIVERTED ATTENTION FROM OF KNOWN TO PRACTICE DROPPING OB | | | IS.SML FLOUR SACKS FD |) IN ACFT & N IMPCT." |
| 3-3662 | 4/17/81 LOVELAND TIME - 1601 | D,CO HANDLY PAGE HP-1: N11360 DAMAGE-DESTROYED | 37 CR- 3 0 PX- 10 0 OT- 2 3 | 0 CO | MMERCIAL MMUTER AIR CARRIER R TAXI-PASSG S-D | AIRLINE THANSPORT, AGE 27, 4784 TUTAL HOURS, 1784 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT DENVER, CO | INTENDED DESTINATION GILLETTE, WY | Ń | | | RAILD. |
| | TYPE OF ACCIDENT COLLISION WITH A | AIRCRAFT: BOTH IN FLIGHT | | | PERATION HT: NORMAL CRUISE | |
| | PERSONNEL - MISO PERSONNEL - TRAF FACTOR(S) | D - FAILED TO SEE AND AVOID O'CELLANEOUS-PERSONNEL: PILOT OFFIC CONTROL PERSONNEL: OTHER ES,REGULATIONS,STANDARDS PERSONNELS | F OTHER AIRCRA | FT | | · • |
| | CONTRULLING AGENO TRAFFIC ADVISORY | | RA CO | DAR CTI | L/SURVEILLANCE - UNDE ZONE/AREA - YES | |
| | FIRE AFTER IMPACT | SION ANGLE-DEGREES - 45 PRCHT OPN ABV 12500FT WO ENCO | | | ACTION TAKEN - UNKNOW CONDONED.REGS PMTD J | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S m/N | | PILOT DATA |
|--------|---------------------------------------|---|---|-------------------------|--|--|
| 3-3662 | 4/17/81 TIME - 160 | LOVELAND, CO 1 | CESSNA TU206A N4862F DAMAGE-DESTROYED | | MISCELLANEOUS PARAJUMP-SPORT | ATP, FLIGHT INSTR., AGE UNK/NR, 4600 TOTAL HOURS, 400 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE : LOVELAND TYPE OF AC | | INTENDED DESTINATION LOCAL | DHASE (|)F OPERATION | |
| | | | : BOTH IN FLIGHT | | LIGHT: CLIMB TO CRUIS | ε |
| | PILOT II PERSONNI | N COMMAND - FAIL N COMMAND - FAIL EL - MISCELLANEO | ED TO FOLLOW APPROVED P ED TO SEE AND AVOID OTH US-PERSONNEL: PILOT OF TROL PERSONNEL: OTHER | ER AIRCRAFT | CTIVES, ETC. | |
| | · | | ATIONS, STANDARDS PERSON | NEL | | |
| | CONTROLL TRAFFIC HORIZONT | OF AVIATION INV ING AGENCY - NO ADVISORY ISSUED AL COLLISION ANG | | RADAF Conte Evasi | C CTL/SURVEILLANCE - N ROL ZONE/AREA - YES IVE ACTION TAKEN - NO | OT UNDER RADAR CONTACT |

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S I | | | PILOT DATA |
|--------|--|--|----------------------|---------------|------------------------------------|---|
| 3-3623 | 5/18/81 NR.CASTLE ROCK,CO TIME - 1045 DEPARTURE POINT | N5137Y DAMAGE-DESTROYED INTENDED DESTINATION | CR+ 1 0 PX- · 3 0 | | | PRIVATE, AGE 43, 313 P TOTAL HOURS, 106 IN TYPE NOT INSTRUMENT RATED. |
| | | CASTLE ROCK, CO | | | DHO LETON | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WA | MEG. UNGONEDOLLED | | | PERATION HT: UNCONTROLLED DESCE | 2 N.M. |
| | CODDIDION WITH GROUND, WA | IER. ORCONIROBBED | | IN LUIG | mi. onconinonne Debet | 211.1 |
| | PILOT IN COMMAND - IMPRO PILOT IN COMMAND - SPATI FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED WEATHER FURECAST - FURECAST | AL DISORIENTATION BY FLIGHT SERVICE PERS | | HONE | | |
| | SKY CONDITION OVERCAST | | CEI | | ACCIDENT SITE | |
| | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | PRE | CIPITAT | ION AT ACCIDENT SITE | |
| | OBSTRUCTIONS TO VISION AT A FOG | CCIDENT SITE | | PERATUR 40 | E-F | |
| | WIND DIRECTION-DEGREES 340 | | WINI | | TITY-KNOTS | |
| | TYPE OF WEATHER CONDITIONS | • | T'YP | | IGHT PLAN | |
| | REMARKS- CRASHED DRG ILS AP | | | | | |

| FILE | OATE | DOCATION | AIRCRAFT DATA | INJURIES F S m/N | FLIGHT PURPOSE | PILUT DATA |
|--------|---------------------------|--|--|------------------------|------------------------------|---|
| 3-3649 | 6/13/81 NR TIME - 1005 | .UEADVILLE,CU | BEECH C24R N5213M DAMAGE-DESTRUYED | CR- 2 0 0 PX- 1 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 25, 1847 TOTAL HOURS, 34 IN TYPE, INSTRUMENT RATED. |
| | LEADVILLE TYPE OF ACC | , C U . | INTENDED DESTINATION COLURADO SPGS,CO | | OF OPERATION LIGHT: OTHER | KAIED. |
| | | COMMAND - IMPRO | PER IN-FLIGHT DECISION | S OR PLANNING | | |
| | PILUT IN FACTOR(S) | COMMAND - MISJU | DGED CLEARANCE | | | |
| | WEATHER WEATHER | - UNFAVORABLE WI: - DOWNDRAFT, UPDR HIGH DENSITY A | AFTS | | | |
| | | EFING - NO RECORD CRAFT - LATER REC | D OF BRIEFING RECEIVED COVERED | | | |
| | SKY CONDITI CLEAR | Dai | | CEILING | AT ACCIDENT SITE | |
| | VISIBILITY | AT ACCIDENT SITE | | PRECIPI NONE | TATION AT ACCIDENT SITE | |
| | | S TO VISION AT A | CCIDENT SITE | TEMPERA 70 | TURE-F | |
| | WIND DIRECT | 'ION-DEGREES | | WIND VE 34 | CLOCITY-KNOTS | |
| | | THER CONDITIONS | | TYPE OF NONE | FLIGHT PLAN | |
| | | | G.CRASHED DOWN SLOPE N | EAR MIN PASS.DA | APRX 15000FT_RECOVERY | DATE 6/20/81. |

| FILE | DATE LO | CATION AIRCRAFT DATA | | EGHT PILOT DATA RPOSE |
|--------|----------------------------------|--|--------------------------------------|--|
| 3-3612 | 11/18/81 NR.EAGLE TIME - 1820 | ,CO MITSUBISHI MU-26 N444AR DAMAGE-DESTROYED | CR- 2 0 0 NONCOM PX- 5 0 0 CORP/E | MERCIAL AIRLINE TRANSPORT, AGE 29, 5339 TOTAL HOURS, 45 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT SHREVEPORT, LA | INTENDED DESTINATION EAGLE.CO | | |
| | TYPE OF ACCIDENT | E4025160 | PHASE OF OPERA | ATION |
| | COLLISION WITH | GROUND/WATER: CONTROLLED | IN FLIGHT: | |
| | | ND - IMPROPER IFR OPERATION HT W OVERCAST CEILING. | | |



| FILE | DATE | LOCATION | AIRCRAFT DATA | IN. | | | FLIGH PURPO | | PILOT DATA |
|-------|----------------------------|------------------------------------|--|-----|-------|-------------|----------------|--------------------------|--|
| -3613 | 11/24/81 NR TIME - 2146 | LA VETA,CO | MOONEY M-21 N9777M DAMAGE-DESTROYED | | | | | RCIAL PERSONAL TRANSP | COMMERCIAL, AGE 32, 367 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE PO | DINT VY | INTENDED DESTINATION ALBUQUERQUE, NM | | | | | | |
| | TYPE OF ACC | | | | PH | SE | OF OPERATI | On | |
| | COLLIDED | WITH: TREES | | | | IN | FLIGHT: UN | CONTROLLED DESCE | Tu |
| | WEATHER • | · DOWNDRAFT, UPO FING - BRIEFED | /IND CONDITIONS PRAFTS O BY WEATHER BUREAU PERS T SUBSTANTIALLY CORRECT | | Y PI | HONE | | | |
| | SKY CONDITIO |) N | | | CE: | LIN | G AT ACCID | ENT SITE | |
| | CLEAR | | | | | | MITED | | |
| | | AT ACCIDENT SIT | E | | | | | ACCIDENT SITE | |
| | | (UNLIMITED) | | | - | IONE | | | |
| | NONE | TA NOISIV OT | ACCIDENT SITE | | TE | 1PER. 35 | ATURE-F | | |
| | WIND DIRECT | TON-OPCOPES | | | u T) | | ELOCITY-KN | በጥኖ | |
| | 220 | OH-DEGREES | | | WI | 60 | CHOCITI-KW | 015 | |
| | | THER CONDITIONS | 3 | | TYI | | F FLIGHT P | LAN - | |
| | VFR | | | | , | /FR | | | |
| | | | | | | | | | |
| | FIRE AFTER | IMPACT | | | | | | | • |

| FILE | DATE | LOCATION | AIRCRAFT DATA | 1 N | JUR F | IES S M. | /N | FLIGHT PURPOSE | PILOT DATA |
|-------|------------------------|------------------------------|-------------------------|-----------|----------|-------------|---------------|--------------------------------------|--|
| -3614 | 12/26/81 T1ME - 211 | | DAMAGE-DESTROYED | _ | | - | - | NONCOMMERCIAL PLEASURE/PERSONAL T | PRIVATE, AGE 25, 477 RANSP TOTAL HOURS, 23 IN TYPE INSTRUMENT RATED. |
| | DEPARTURE | PUILT | INTENDED DESTINATION | | | | | | |
| | | LAND, NE | HAYDEN, CO | | | | | | |
| | TYPE OF AC | | ATER: CONTROLLED | | | | | F OPERATION ING: MISSED APPROACH | |
| | PROBABLE C | CAUSE(S) | | | | | | | • |
| | PILOT 1 | N COMMAND - IMPR | OPER IFR OPERATION | | | | | | |
| | FACTOR(S) | | | | | | | | |
| | WEATHER | - LOw ČEILING | MPTED OPERATION BEYOND | EXPERI | ENC | E/A | ЗIL | ITY LEVEL | |
| | | L = SNOW Terimo = botropo | BY FLIGHT SERVICE PERS | CALLED ET | ΔV | L) A CI | . T () | | |
| | | | T SUBSTANTIALLY CORRECT | , NACE | υı | KA | ,10 | | |
| | SKY CUNDIT | 100 | | | С | EIL: | ENG | AT ACCIDENT SITE | |
| | OVERCAST | | | | | 8 | 0 (| | |
| | VISIBILITY 1 MILE O | AT ACCIDENT SIT | E | | P | REC: | | TATION AT ACCIDENT S. | ITE |
| | | NS TO VISION AT | ACCIDENT SITE | | Т | | | TURE-F | • |
| | NONE | | | | • | 1 | | | |
| | WIND DIREC | TION-DEGREES | | | W | IND | VE | LOCITY-KNOTS | |
| | 310 | | | | | 1 |) | | |
| | - | ATHER CONDITIONS | | | J. | YPE | OF | FLIGHT PLAN | |
| | IFR | | | | | IF: | | | |
| | REMARKS- P | LT RCVD INST RAT | ING 11/27/81.HAD LOGGED | 0.6HR | S A | CTU. | ۹L, | 36.3HRS SIMULATED. | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | F S M/N | | PILOT DATA |
|--------|---------------------|-------------------|----------------------------|-----------------|--|---|
| 3-3647 | TIME - 1115 | | N732RN Damage-destroyed | | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE 45, 1307 P TOTAL HOURS, 36 IN TYPE INSTRUMENT RATED. |
| | | | INTENDED DESTINATION | | | |
| | | Х | | | | |
| | TYPE OF ACC | IDENT | | PHASE C | OF OPERATION | |
| | ENGINE F | ATLURE OR MALFUN | CTION TER: CONTROLLED | LAND | ING: FINAL APPROACH | |
| | COLLISIO | N WITH GROUND/WA | TER: CONTROLLED | LANC | ING: LEVEL OFF/TOUCHDOWN | l |
| | PROBABLE CA | USE(S) | | | | |
| | | | PER IN-FLIGHT DECISION | S OR PLANNING | | · |
| | PILOT IN | COMMAND - MISMA | NAGEMENT OF FUEL | | | |
| | | NEOUS ACTS, CONDI | TIONS - FUEL EXHAUSTION | N | | |
| | FACTUR(S) | | | • | | |
| | | | E LOST/DISORIENTED | | | |
| | | - UNFAVORABLE WI | | | | |
| | | • | TIONS - MISCALCULATED I | FUEL CUNSUMPTIC | ON | |
| | | - KOUGH/UNEVEN | | | | |
| | | | ETE ENGINE FAILURE/FLA | | _ | |
| | | | BY FLIGHT SERVICE PERSO | DNNEL, BY PHONE | | |
| | WEATHER FUR | ECAST - UNKNOWN/ | NOT REPORTED | • | | |
| | SKY CONDITI | NO | | CEILING | AT ACCIDENT SITE | |
| | BROKEN | | | 5500 |) | |
| | | AT ACCIDENT SITE | | | TATION AT ACCIDENT SITE | |
| | | (UNLIMITED) | | NONE | | |
| | OSSTRUCTION NONE | S TO VISION AT A | CCIDENT SITE | TEMPERA 13 | TURE-F | |
| | WIND DIRECT | ION-DEGREES | | WIND VE | CLOCITY-KNOTS | |
| | - | THER CONDITIONS | | TYPE OF | FLIGHT PLAN FLIGHT FOLLOWING SERVICE | |
| | | | G STG WNDS.RADAR IDENT | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--------------|-----------------|---|------------------------|------------------------------|--|
| 3-3648 | 12/31/81 P | и́евьо,со | CESSNA 340A N6272N DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 34, 5299 TOTAL HOURS, 165 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRP | ORT - PUEBLO ME | MORIAL | | • | |
| | DEPARTURE PO | INT | INTENDED DESTINATION | | | |
| | DENVER, CO | | PUEBLO, CO | | | |
| | TYPE OF ACCI | DENT | | PHASE O | F OPERATION | |
| | ENGINE FA | ILURE OR MALFUM | CTION | IN F | LIGHT: DESCENDING | |
| | STALL | | | LAND | ING: FINAL APPROACH | |
| | PROFABLE CAU | SE(S) | | • | | |
| | | | ROLS: THROTTLE-POWER L | EVER ASSEMBLIES | | |
| | | | ITIONS - JAMMED | | | |
| | | | ED TO OBTAIN/MAINTAIN F | LYING SPEED | | |
| | | R LOSS - PARTIA | AL LOSS OF POWER - 1 EN | | | |
| | REMARKS- SHU | T DWN L ENG AFT | T L THROTTLE CABLE JAMMI | ED AT APRX 30 I | NCHES MANIFOLD PRES. | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | | FLIGHT PURPOSE | PILOT DATA |
|-------|------------------------|-------------------|---|-------|-----|-----------|-----|--|-----------------------|
| -3684 | 12/31/81 TIME - 200 | DURANGO,CO | PIPER PA-31 N41070 DAMAGE-DESTROYED | PX- | | | | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | 33, 4900 TOTAL HOURS, |
| | | RPORT - DURANGO- | | | | | | | |
| | DEPARTURE | QUE, NM | INTENDED DESTINATION DURANGO.CO | | | | | | |
| | TYPE OF AC | | DURANGO, CO | | ь | H A C | r n | F OPERATION | |
| | | ON WITH GROUND/WA | ATER: CONTROLLED | | r | _ | | ING: MISSED APPROACH | |
| | PROBABLE C | | • | | | | | | • |
| | | ANEGUS - UNDETERM | AINED | | | | | | |
| | FACTOR(S) WEATHER | - LOW CEILING | | | | | | | |
| | WEATHER WEATHER | | | | | | | | |
| | | | RD OF BRIEFING RECEIVED | | | | | | |
| | | | SUBSTANTIALLY CORRECT | | | | | | |
| | SKY CONDIT | | | | C | | | AT ACCIDENT SITE | • |
| | OBSCURAT | | · - | | | - | 00 | | |
| | | AT ACCIDENT SITE | 2 | | P | | | TATION AT ACCIDENT SITE | |
| | 1 MILE O | | AGTROUM OLDE | | _ | SN | | E DELETIS OF VIND | |
| | FOG | NS TO VISION AT A | ACCIDENT SITE | | К | ELA CA | | E BEARING OF WIND | |
| | WIND VELOC | TPV_KMOTS | | | n. | | | WEATHER CONDITIONS | |
| | CALM | 111-14019 | | | 3 | IF. | | WENTHER CONDITIONS | |
| | TYPE OF FU | IGHT PLAN | | | | | r | | |
| | FIRE AFTE | R IMPACT | | | | | | • | |
| | REMARKS- P | LT FAILED TO EXEC | CUTE SUCCESSFULLY A MISS | ED AF | PRú | ACH | PR | OCEDURE FOR UNDETERMINED | REASONS. |

| | DATE | LOCATION | AIRCRAFT DATA | INJ F | | IES S M/ | | FLIGHT PURPOSE | PILOT DATA | |
|-----------------|--|--|---|----------------------------------|----------|------------------------|-----------|--|--|--|
| 3-3641 | 6/22/81 TIME - 2115 | | AEROSTAR 601P N86BW DAMAGE-DESTROYED | | | | | NONCOMMERCIAL CORP/EXEC | ATP, FLIGHT INSTR., AGE 37, 8500 TOTAL HOURS, 200 IN TYPE, INSTRUMENT RATED. | |
| | NAME OF AIR | NAME OF AIRPORT - WATERBURY-OXFORD | | | | | | | | |
| | DEPARTURE POXFORD,CT | | INTENDED DESTINATION MANCHESTER, NH | | | | | | | |
| | TYPE OF ACC | | MARCHESTER, MI | | P | HASE | : 01 | F OPERATION | | |
| | | AILURE OR MALFU N WITH GROUND/W | NCTION ATER: UNCONTROLLED | | | T | KE | DFF: INITIAL CLIMB DFF: INITIAL CLIMB | | |
| | MISCELLA PILOT IN | NT - LUBRICATIN NEOUS ACTS, COND COMMAND - FAIL | | | | | | | | |
| | COMPLETE PO FIRE AFTER | WER LOSS - COMP | ITIONS - IMPROPER EMERG LETE ENGINE FAILURE/FLA DING RIGHT TURN.R ENG O | MEOUT-1 | E | NGI | ΙE | | | |
| 3 - 3656 | COMPLETE PO FIRE AFTER | WER LOSS - COMP IMPACT ASHED IN DESCEN GRANBY, CT | LETE ENGINE FAILURE/FLA DING RIGHT TURN.R ENG O ROBINSON R-22 N90560 | MEOUT-1 IL PUME CR- | . E F | NGIF AILE O | IE ED. | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE 22, 67 TOTAL P HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. | |
| 3-3656 | COMPLETE PO FIRE AFTER REMARKS- CR 8/31/81 | WER LOSS - COMP IMPACT ASHED IN DESCEN GRANBY, CT | LETE ENGINE FAILURE/FLA DING RIGHT TURN.R ENG O ROBINSON K-22 | MEOUT-1 IL PUME CR- | . E F | NGIF AILE O | IE ED. | | | |
| 3 - 3656 | COMPLETE PO FIRE AFTER REMARKS- CR 8/31/81 TIME - 1540 DEPARTURE P ELLINGTON | WER LOSS - COMP IMPACT ASHED IN DESCEN GRANBY, CT | LETE ENGINE FAILURE/FLA DING RIGHT TURN.R ENG O. ROBINSON R-22 N90560 DAMAGE-DESTRUYED | MEOUT-1 IL PUME CR- | . E | NGIF AILE O O | D. 0 | PLEASURE/PERSONAL TRANS | P HOURS, ALL IN TYPE, NOT | |
| 3-3656 | COMPLETE PO FIRE AFTER REMARKS- CR 8/31/81 TIME - 1540 DEPARTURE P ELLINGTON TYPE OF ACC | WER LOSS - COMP IMPACT ASHED IN DESCEN GRANBY, CT | LETE ENGINE FAILURE/FLA DING RIGHT TURN.R ENG O ROBINSON R-22 N90560 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | MEOUT-1 IL PUME CR- PX- | F 1 1 | NGIE AILE O O | .0 .0 | | P HOURS, ALL IN TYPE, NOT | |
| 3-3656 | COMPLETE PO FIRE AFTER REMARKS - CR 8/31/81 TIME - 1540 DEPARTURE P ELLINGTON TYPE OF ACC PROPEULE PROBABLE CA ROTORCHA MISCELLA FACTOR(S) | WER LOSS - COMP IMPACT ASHED IN DESCEN GRANBY,CT OINT ,CT IDENT IR/ROTOR FAILURE USE(S) FT - ROTOR ASSE NEUUS ACTS,COND | LETE ENGINE FAILURE/FLA DING RIGHT TURN.R ENG O ROBINSON R-22 N90560 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | MEOUT-1 LL PUME CR- PX- | F 1 1 | NGIE AILE O O | .0 .0 | PLEASURE/PERSONAL TRANS F OPERATION | P HOURS, ALL IN TYPE, NOT | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | 11 | | SIES | | | PILOT DATA |
|--------|---|--|--|------------|------|------|-----|---------------------------------------|--|
| 3-3679 | TIME - UN | - - | CESSNA 150 N15020 DAMAGE-DESTROYED | CR- PX- | | - | - | INSTRUCTIONAL TRAINING | PRIVATE, AGE 22, 523 TOTAL HOURS, 392 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE TAMIAMI TYPE OF A COLLIS | , F 6 | INTENDED DESTINATION UNKNOWN/NOT REPORTED ER: UNCONTROLLED | | - | | | F OPERATION LIGHT: UNCONTROLLED DE | SCENT |
| | MISCEL MISSING A | IN COMMAND - PHYSIC LANEOUS ACTS, CONDIT IRCRAFT - LATER REC | IONS - ALCOHOLIC IMPA | | | | | | |
| 3-3605 | 11/19/81 TIME - 10 | NR.JACKSUNVILLE,FL 08 | MITSUBISHI MU-2B N750MA DAMAGE-DESTROYED | | | | | NUNCOMMERCIAL PRACTICE | COMMERCIAL, FL.INSTR., AGE 28, 3625 TOTAL HOURS, 152 IN TYPE, INSTRUMENT RATED. |
| | JACKSONV TYPE OF A | 1LLE,FL | INTENDED DESTINATION LUCAL ER: UNCONTROLLED | | _ | | _ | F OPERATION LIGHT: UNCONTROLLED DE | |
| | FACTOR(S) | LAGEOUS - UNDETERMI | NED IONS - AIRCRAFT CAME : | TO RES | ST 1 | LN N | ATE | r. | |

| | DATE LOC | ATION AIRCRAFT DATA | INJURIES F S M/N | | . PILOT DATA |
|--------|--|--|------------------------|---|--|
| 3-3674 | 7/21/81 NR.CHAPIN | ,IL BRANTLY 8-2B | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 29, 1061 |
| | TIME - 1310 | N2995U DAMAGE-SUBSTANTIAI | | AERIAL APPLICATION | TOTAL HOURS, 866 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | ARENZVILLE, IL | CHAPIN, IL | | | |
| | TYPE OF ACCIDENT | | PHASE | OF OPERATION | |
| | ENGINE FAILURE | OR MALFUNCTION | IN | FLIGHT: SWATH RUN | |
| | HARD LANDING | • | LAN | DING: LEVEL OFF/TOUCHOU | W N |
| • | PROBABLE CAUSE(S) | | | | |
| | PERSONNEL - MAI | NTENANCE, SERVICING, INSPECTION: | INADEQUATE MAI | NTENANCE AND INSPECTION | |
| | POWERPLANT - LU | BRICATING SYSTEM: LINES, HOSES, F | FITTING | | |
| | MISCELLANEOUS A | CTS, CONDITIONS - IMPROPERLY SEC | CURED | | |
| | MISCELLANEOUS A | CTS, CONDITIONS - DISCONNECTED | | | |
| | MISCELLANEOUS A | CTS, CONDITIONS - DIL EXHAUSTION | -ENGINE LUBRIC | ATION SYSTEM | |
| | | | | | |
| | | - PARTIAL LOSS OF POWER - 1 E | iGINE | | |
| | PARTIAL POWER LOSS | - PARTIAL LOSS OF POWER - 1 EN ANCES - FORCEU LANDING OFF AIR | | | |
| | PARTIAL POWER LOSS | | | | |
| | PARTIAL POWER LOSS EMERGENCY CIRCUMST SPECIAL DATA | | PORT ON LAND | OF UPERATION - OTHER | |
| | PARTIAL POWER LOSS EMERGENCY CIRCUMST SPECIAL DATA | ANCES - FORCEU LANDING OFF AIRI ROP CONTROL - UNKNOWN/NOT REPOR | PORT ON LAND RIED KIND | OF UPERATION - OTHER ATION-AREA BEING TREATE | D-FEET - 623 |
| | PARTIAL POWER LOSS EMERGENCY CIRCUMST SPECIAL DATA TOTAL HOURS IN C | ANCES - FORCED LANDING OFF AIRE ROP CONTROL - UNKNOWN/NOT REPORT ORN | PORT ON LAND RIED KIND | | D-FEET - 623 |
| | PARTIAL POWER LUSS EMERGENCY CIRCUMST SPECIAL DATA TOTAL HOURS IN C KIND OF CROP - C TERRAIN-TYPE -LE | ANCES - FORCED LANDING OFF AIRE ROP CONTROL - UNKNOWN/NOT REPORT ORN | PORT ON LAND RIED KIND | | D-FEET - 623 |

| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | | RIES S M | | FLIGHT PURPOSE | PILOT DATA |
|--------|--|------------------|--|------------|---|-------------|-----|------------------------|---|
| 3-3644 | 8/29/81 NR TIME - 1359 DEPARTURE P | | BEECH C24R N18919 DAMAGE-DESTRUYED INTENDED DESTINATION | CR= PX= | | | - | INSTRUCTIONAL CHECK | PRIVATE, AGE 46, 313 TOTAL HOURS, 188 IN TYPE INSTRUMENT RATED. |
| | SHREVEPOR | T,LA | LOCAL | | | | | | |
| | TYPE OF ACC | IDENT | | | E | PHAS | E O | F OPERATION | |
| | COPPIDED | WITH: TREES | | | | 1 | ÑΕ | LIGHT: OTHER | |
| | PROBABLE CA | USE(S) | | | | | | | |
| | PILOTIN | COMMAND - MISJ | UDGED DISTANCE AND ALTI | TUDE | | | | | • |
| | CHECK PI | LOT - INADEQUAT | E SUPERVISION OF FLIGHT | | | | | | |
| | FACTOR(S) | | | | | | | | |
| | MISCELLA | NEOUS ACTS, COND | ITIONS - SIMULATED COND | ITIONS | , | | | | |
| | | • | HIT TREES ART 150FT FRM | | | FN | FIF | LD GEAR DOWN | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | | PILOT DATA |
|--------|--|---|--|--|--|-----------------|
| 3-3643 | 10/18/81 PORT TIME - 1855 | E BARRE, LA | HILLER FH1100 N9054 DAMAGE-DESTROYED | | MISCELLANEOUS AIR SHOW/RACING | |
| | | IT IRE OR MALFUNG | INTENDED DESTINATION PORTE BARRE, LA CTION IER: UNCONTROLLED | LAND | F OPERATION ING: FINAL APPROACH ING: POWER-OFF AUTOR | OTATIVE LANDING |
| | POWERPLANT - POWERPLANT - RUTORCRAFT - MISCELLANEOU MISCELLANEOU FACTOR(S) MISCELLANEOU COMPLETE POWER | MAINTENANCE, PUEL SYSTEM MISCELLANEO FIGHT CONT IS ACTS, CONDI S ACTS, CUNDI US ACTS, CUNDI LOSS - CUMPLI | SERVICING, INSPECTION: OTHER US: FOREIGN OBJECT DAM, ROL SYSTEMS: CYCLIC PITIONS - WRONG PART FIONS - DISCONNECTED FIONS - SEPARATION IN INTELLETE ENGINE FAILURE/FLAM | AGE TCH CONTROL SYS FLIGHT MEOUT-1 ENGINE | | ERSONNEL) |

| | | | AIRCHAFT DATA | £ | JURI S | | | | PILOT DATA |
|-------------------------------|---|--|--|-------|-----------|----------------|-------------------|---------------------------------|---|
| 3-3564 | 10/5/81 TIME - 15 | | FAIRCHILD M-62A N60542 DAMAGE-DESTROYED | | | | | | PRIVATE, AGE 45, 315 NSP TOTAL HOURS, 20 IN TYPE, NOT INSTRUMENT RATED. |
| | | IPPORT - SUGERHOAR POINT | RGNL. INTENDED DESTINATION | | | | | | |
| | | SSETT.MF | | | | | | | |
| | TYPE OF A | | | | | | | OPERATION | |
| | COLLIS | ION WITH GROUND/WA | TER: UNCONTRULLED | | | ΤA | KEO | FF: INITIAL CLIMB | |
| | PROBABLE PILOT | CAUSE(S) IN COMMAND - INCAE | ACITATION | | | | | | |
| | | LAMEDUS ACTS, CONDI | TIONS - PILOT SUFFERED | HEART | ATT | ACK | | | |
| | FACTOR(S) | IN COMMAND - MISUS | ED OR FAILED TO USE FL. | APS | | | | | |
| | | | RY THRUMBUSIS.FULL FLA | | | | | | |
| . | | | PIPER PA-28 | CR- | 0 | 2 | 0 | INSTRUCTIONAL | COMMERCIAL, FL.INSTR., |
| 3-3 608 | 10/1//#1 TIME - 15 | DANVERS, MA 57 | N2065H | PX- | | | | | AGE 27, 810 TOTAL HOURS, |
| 3-3608 | | | | PX- | | | | | AGE 27, 810 TOTAL HOURS, 422 IN TYPE, INSTRUMENT |
| 3-3 608 | TIME - 15 | 57 IRPORT - BEVERLY | N2065M DAMAGE-DESTRUYED | PX- | | | | | AGE 27, 810 TOTAL HOURS, |
| 3-3 6U8 | TIME - 15 NAME OF A DEPARTURE | S7 IRPORT - BEVERLY POINT | N2065H DAMAGE-DESTROYED INTENDED DESTINATION | PX- | | | | | AGE 27, 810 TOTAL HOURS, 422 IN TYPE, INSTRUMENT |
| 3-3 608 | NAME OF A DEPARTURE LACONIA | ST IRPORT - BEVERLY POINT ,NH | N2065H DAMAGE-DESTROYED INTENDED DESTINATION | . PX= | 2 | 0 | 0 | DUAL | AGE 27, 810 TOTAL HOURS, 422 IN TYPE, INSTRUMENT |
| 3-3 608 | NAME OF A DEPARTURE LACONIA TYPE OF A | ST IRPORT - BEVERLY POINT ,NH | N2065M DAMAGE-DESTRUYED INTENDED DESTINATION DANVERS,MA | . PX= | 2 PE | 0 ASE | 0 : 0 F | | AGE 27, 810 TOTAL HOURS, 422 IN TYPE, INSTRUMENT RATED. |
| 3 - 3 ₀ U 8 | NAME OF A DEPARTURE LACONIA TYPE OF A FIRE U PROBABLE PERSON SYSTEM | IRPORT - BEVERLY POINT NH CCIDENT R EXPLUSION: IN FI CAUSE(S) NEL - PRODUCTION-IS S - ELECTRICAL SYS | N2065M DAMAGE-DESTRUYED INTENDED DESTINATION DANVERS, MA IGHT ESIGN-PERSONNEL: POOR/ TEM: BATTERIES | PX- | 2 PE | 0 ASE LA | OF NDI | OPERATION NG: TRAFFIC PATTERN-C | AGE 27, 810 TOTAL HOURS, 422 IN TYPE, INSTRUMENT RATED. |
| 3 - 3 6 V 8 | NAME OF A DEPARTURE LACONIA TYPE OF A FIRE U PROBABLE PERSON SYSTEM MISCEL AIRFRA | IRPORT - BEVERLY POINT ,NH CCIDENT R EXPLUSION: IN FI CAUSE(S) NEL - PRODUCTION-E | N2065M DAMAGE-DESTROYED INTENDED DESTINATION DANVERS, MA IGHT ESIGN-PERSONNEL: POOR/ TEM: BATTERIES TIONS - GROUNDED TS | PX- | 2 PE | 0 ASE LA | OF NDI | OPERATION NG: TRAFFIC PATTERN-C | AGE 27, 810 TOTAL HOURS, 422 IN TYPE, INSTRUMENT RATED. |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | S M | | FLIGHT PURPOSE | | PILOT DATA |
|--------|------------------------|-------------------|---|--------|------|-----|-----|--------------------------------------|---------|--|
| 3=3631 | 9/18/81 TIME - 144 | DETROIT,MI 17 | MOONEY M20F N7410V DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PLEASURE/PERSONAL (| | PRIVATE, AGE 54, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AI | RPORT - DETROIT | CITY | | | | | | | |
| | DEPARTURE | POINT | INTENDED DESTINATION | | | | | | | |
| | DETROIT, | MI | MACKINAC ISLAND, MI | | | | | • | | |
| | TYPE OF AC | CCIDENT | | | ₽ | HAS | E (| F OPERATION | | |
| | ENGINE | FAILURE OR MALFU | NCTION | | | T | AKI | OFF: INITIAL CLIMB | | |
| | STALL: | SPIN | | | | 7 | AK | OFF: INITIAL CLIMB | | |
| | PROBABLE C | CAUSE(S) | | | | | | | | |
| | POWERPL | JANT - MISCELLANE | OUS: POWERPLANT FAILURE | FOR U | INDE | TER | MI | IED REASONS | | |
| | | (N COMMAND - FAIL | ED TO OBTAIN/MAINTAIN F | LYING | SPE | ED | | | | |
| | FACTOR(S) | | | | | | | | | |
| | | | EQUATE PREFLIGHT PREPAR | | | | | | | |
| | | | ITIONS - IMPROPERLY LOA | | | | | IGHT-AND/OR C.G. | | |
| | | | LETE ENGINE FAILURE/FLA | | - | | NE | | | • |
| | EMERGENCY FIRE AFTE | | FORCED LANDING OFF AIRP | ORT ON | LA | ND | | | | |
| | | | 54LBS.ON PREV FLT W SAM | E PAX | ON | BOA | RD | PLT KNEW ACET OVR G. | /WT.357 | LB PAX IN R SEAT. |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | FLIGHT PURPOSE | PILOT DATA |
|--------|------------|-------------------|--|---------|---|------|-------------------------|---|
| 3-3642 | TIME - 234 | 12 | CESSNA T1820 N9314H DAMAGE-SUBSTANTIAL INTENDED DESTINATION | | | | | PRIVATE, AGE 23, 787 SP TOTAL HOURS, 13 IN TYPE INSTRUMENT RATED. |
| | DETROIT | | MUSKEGON, MI | | | | | |
| | TYPE OF AC | | | | | | OPERATION | |
| | AIRFRAM | ME FAILURE: IN FL | IGHT | | I | FL | IGHT: NORMAL CRUISE | |
| | PROBABLE (| TAUSECS) | | | | | | |
| | | | MPTED OPERATION W/KNOWN | DEFICIE | NCIES | . דא | FOUTPMENT | |
| | | | OPER IN-FLIGHT DECISIONS | | | | Buoline | |
| | | | EDED DESIGNED STRESS LIM | | | - | , | |
| | FACTOR(S) | 2,00 | | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | • | |
| | PERSONA | R - RAIN | DESIGN-PERSONNEL: POUR/I | NADEQUA | TE DE | SIG | SN | |
| | WEATHER | R - ICING CONDITI | ONS-INCLUDES SLEET, FREEZ | ING RAI | N.ETC | | | |
| | | | BY FLIGHT SERVICE PERSO | | | | | |
| | WEATHER FO | RECAST - FORECAS | T SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDIT | rion | | | CEILI | NG | AT ACCIDENT SITE | |
| | BROKEN/I | LOWER SCATTERED | | | 3 (| 00 | | |
| | | AT ACCIDENT SIT | E | | | | TATION AT ACCIDENT SITE | |
| | | OR LESS | | | RA] | | | |
| | | ONS TO VISION AT | ACCIDENT SITE | | | | CURE-F | |
| | FOG | | | | 3 ⊱ | | | |
| | | CTION-DEGREES | | | | | OCITY-KNOTS | |
| | 310 | | | | 11 | | | |
| | | EATHER CONDITIONS | | | - | | FLIGHT PLAN | |
| | IFR | | | | IFF | ₹ | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | IES S A | | FLIGHT PURPOSE | PILOT DATA |
|--------|------------------------|----------------------|--|-------|-----|----------------|-----|----------------------------|---|
| 3-3632 | 6/28/81 TIME - 142 | MINNEAPOLIS,MN 20 | ROCKWELL 680V N161XX DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL CORP/EXEC | ATP, FLIGHT INSTR., AGE 27, 3794 TOTAL HOURS, 398 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AD | TRPORT - WOLD-CHAM | BERLAIN | | | | | | |
| | DEPARTURE | POINT | INTENDED DESTINATION | | | | | | |
| | MINNEAPO | OLIS, MN | BISMARK, ND | | | | | | |
| | TYPE, OF AC | CCIDENT | | | P | HAS | E (| OF OPERATION | |
| | ENGINE | FAILURE OR MALFUN | CTION | | | 1 | N | FLIGHT: CLIMB TO CRUISE | |
| | | LANT - TURBINE ASS | EMBLY: BEARING, SHAFT TIONS - MATERIAL FAILUR | E | | | | | |
| | FACTOR(S) | | | | | | | | |
| | PERSON | VEL - MAINTENANCE, | SERVICING, INSPECTION: I | NADEQ | UAT | E | IAI | NTENANCE AND INSPECTION | |
| | COMPLETE (| POWER LOSS - COMPL | ETE ENGINE FAILURE/FLAM | EOUT- | 1 E | ING] | NE | | |
| | EMERGENCY FIRE AFTE | | ORCED LANDING ON AIRPOR | T/SEA | PLA | NE | BA | SE/HELIPT. | |
| | REMARKS→ F | R ENG TURB BEARING | & DISC FAILED.FOUND OI | և ՏեՍ | DGE | . & | ME | TAL SHAVINGS IN SCAVENGE | PUMP. |

| FILE | DATE | LUCATION | AIRCRAFT DATA | F | S | 1/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|---|---|--------------------------------|-----------------------------|----------------------------|---|---|
| 3-3675 | 11/5/81 TIME - 1857 | · · | N3120V DAMAGE-DESTROYED | _ | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE 24, 79 TOTAL P HOURS, 1 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE PO | JINT . | INTENDED DESTINATION ELDON, MO | | | | | |
| | TYPE OF ACCI | [DENT | | | I | AND | F OPERATION ING: FINAL APPROACH ING: FINAL APPROACH | |
| | FACTOR(S) | COMMAND - MISJU | DGED DISTANCE AND ALTIT | | | | | |
| | | | RVISORY PERSONNEL: IMPA | | | | | |
| | AIRPORTS | /AIRWAYS/FACILIT | TES - AJRPORT FACILITIE TES - AIRPORT FACILITIE 550FT FM RWY.RWY THRESH | S: APP | ROACE | LI | | TD.VASI LGTS INOP. |
| 3-3601 | AIRPORTS, REMARKS- ST | /AIRWAYS/FACILIT | IES - AIRPORT FACILITIE 550FT FM RWY.RWY THRESH | S: APP OLD DS | ROACH PLCD 1 0 | 400 400 | GHTING FT,RWY END LGTS NOT RELC NONCOMMERCIAL | |
| 3-3601 | AIRPORTS, REMARKS- STR 8/2/81 NR. TIME - 1620 NAME OF AIRPOPARTURE PO | /AIRWAYS/FACILIT RUCK TREES APRX .KALISPELL,MT PORT - PRIVATE A | IES - AIRPORT FACILITIE 550FT FM RWY.RWY THRESH PIPER PA-28 N20776 DAMAGE-SUBSTANTIAL IRSTRIP INTENDED DESTINATION | S: APP OLD DS | ROACH PLCD 1 0 | 400 400 | GHTING FT,RWY END LGTS NOT RELC NONCOMMERCIAL | PRIVATE, AGE 19, 59 TOTAI P HOURS, 6 IN TYPE, NOT |
| 3-3601 | AIRPORTS, REMARKS- STA 8/2/81 NR. TIME - 1620 NAME OF AIRP DEPARTURE PO KALISPELL, TYPE OF ACCI | /AIRWAYS/FACILIT RUCK TREES APRX .KALISPELL,MT PORT - PRIVATE A DIST 4T IDENT | IES - AIRPORT FACILITIE 550FT FM RWY.RWY THRESH PIPER PA-28 N20776 DAMAGE-SUBSTANTIAL IRSTRIP | S: APP OLD DS CR- PX- | RUACE PLCD 1 0 2 0 | 0 0 0 | GHTING FT,RWY END LGTS NOT RELC NONCOMMERCIAL | PRIVATE, AGE 19, 59 TOTAI P HOURS, 6 IN TYPE, NOT |
| 3-3601 | AIRPORTS, REMARKS- STR 8/2/81 NR, TIME - 1620 NAME OF AIRR DEPARTURE PO KALISPELL, TYPE OF ACCI COLLISION PROBABLE CAL PILOT IN | /AIRWAYS/FACILIT RUCK TREES APRX KALISPELL,MT PORT - PRIVATE A JAT AT LDENT WITH GROUND/WA JSE(S) COMMAND - ATTEM | IES - AIRPORT FACILITIE 550FT FM RWY.RWY THRESH PIPER PA-28 N20776 DAMAGE-SUBSTANTIAL IRSTRIP INTENDED DESTINATION BLACKFOOT, MT | S: APE GLD DS CR- PX- | RUACE PLCD 1 0 2 0 | 0 0 0 0 0 0 | GHTING FT,RWY END LGTS NOT RELC NUNCOMMERCIAL PLEASURE/PERSONAL TRANS F OPERATION LIGHT: ACROBATICS | PRIVATE, AGE 19, 59 TOTAI P HOURS, 6 IN TYPE, NOT |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | | FLIGHT PURPOSE | PILOT DATA |
|--------|--|---|--|-------------------------|----|---------------------|------|-------------------------|---|
| 3-3615 | 9/25/81 TIME - 18 | | CESSNA T210L N94136 DAMAGE-DESTROYED | | | | | ONCOMMERCIAL USINESS | PRIVATE, AGE 40, 3700 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED. |
| | | | INTENDED DESTINATION | | | | | | |
| | BOISE, I | | BILLINGS, MT | | | | | | |
| | | ACCIDENT | | | PH | | | OPERATION | |
| | AIRFRA | ME FAILURE: IN FL | GHT | | | IN | FLI | GHT: UNCONTROLLED | DESCENT |
| | MISCEL PILOT PILOT FACTOR(S) WEATHE AIRFRA MISCEL MISCEL WEATHER 8 | PLANT - ENGINE ACCE LANEOUS ACTS, CONDI IN COMMAND - SPATI IN COMMAND - EXCEE ER - RAIN MME - WINGS: SPARS LLANEOUS ACTS, CONDI JANEOUS ACTS, CONDI BRIEFING - NO RECOR | SSORIES: VACUUM PUMPS TIONS - MATERIAL FAILU AL DISORIENTATION DED DESIGNED STRESS LI TIONS - OVERLOAD FAILU TIONS - SEPARATION IN DO OF BRILFING RECEIVED | MITS OF RE FLIGHT | | | | | |
| | SKY CONDI | | | | CE | | | T ACCIDENT SITE | |
| | | or TY AT ACCIDENT SITE PER(UNLIMITED) | : | | | 100 ECTF RAIN | TTA | TION AT ACCIDENT S | ITE |
| | | IONS TO VISION AT | ACCIDENT SITE | | TE | MPEF 41 | RATU | RE-F | |
| | WIND DIRE | ECTION-DEGREES | | | WI | ND V 14 | ÆLO | CITY-KNOTS | |
| | TYPE OF V | WEATHER CONDITIONS | | | ΤY | PE C |)F F | LIGHT PLAN | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | JURI F S | | | FLIGHT PURPOSE | PILOT DATA |
|-------|--|---------------|---|------------|-------------|------|-----|---------------------------|--|
| -3657 | 9/20/81 CALD TIME - 1100 NAME OF AIRPORT | wELL,NJ | CESSNA 150M N7614U DAMAGE-SUBSTANTIAL | CR- PX- | | | | INSTRUCTIONAL SOLO | STUDENT, AGE UNK/NR, 14 TOTAL HOURS, ALL IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | | | | • |
| | CALDWELL, NJ | | LOCAL | | | | | | |
| | TYPE OF ACCIDEN | T | | | PF | IASE | 0 | F OPERATION | |
| | HARD LANDING | | • | | | LA | ND | ING: LEVEL OFF/TOUCHDOWN | |
| | GEAR CULLAPS | ED | | | | LA | ND | ING: LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSE(| s) | | | | | | | |
| | PILOT IN COM | MAND - IMPRO | PER LEVEL OFF | | | | | | |
| | PILOT IN COM | MAND - IMPRO | PER RECOVERY FROM BOUNC | ED LA | NDIN | ١G | | | |
| | FACTOR(S) | | | | | | | | |
| | MISCELLANEOU | S ACTS, CONDI | TIONS - OVERLOAD FAILUR | E | | | | | |
| | REMARKS- 1ST SO | LO FLT.LNDD | SLCTLY FAST ON ALL 3 WH | LS . BA | LL:00 | NED | - N | OSE GEAR FAILED ON 2ND TO | "HDwiN_ |

| FILE | DATE LOC | ATION | AIRCRAFT DATA | INJU F | RIES S M | | FLIGHT PURPOSE | PILOT DATA |
|-----------------|--|--|--|-------------------------|----------------|------------|--|---|
| 3 - 3685 | 9/23/81 E.RUTHE TIME - 0847 | N D | ELL 206B 27670 Amage-destroyed | CR- 2 PX- 0 OT- 0 | 0 | 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 38, 6700 TOTAL HOURS, 1602 IN TYPE, INSTRUMENT RATED. |
| · | NAME OF AIRPORT - DEPARTURE POINT LINDEN, NJ TYPE OF ACCIDENT COULISION WITH | INTE TE | NDED DESTINATION TERBORO,NJ IN FLIGHT | | WO PHAS | ODB E O | ROUTE STOP RIDGE,NJ F OPERATION ING: FINAL APPROACH | |
| | PERSONNEL - MIS PERSUNNEL - TRA FACTUR(S) PILUT-INACCURATE | CELLANEOUS-PER FFIC CONTROL P POSITION REPO | SEE AND AVOID OTHE SONNEL: PILOT OF (ERSONNEL: FAILURE RT ,STANDARDS PERSON | THER AI | RCRA | | THER TRAFFIC | |
| | SPECIAL DATA SEGMENTS OF AVIA CONTROLLING AGEN TRAFFIC ADVISORY CONTROL ZUNEZARE EVASIVE ACTION T FIRE AFTER IMPACT REMARKS- CONTROLLE | CY - LOCAL CON ISSUED - NONE A - YES AKEN - YES | | | RA CC HC | DAR NTR | CTL/SURVEILLANCE - NO | PORT - CONTROLLED AIRPORT |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | - | IES S M | | | PILOT DATA |
|--------|---|--|---|-------------------|-----|------------|-----|--------------------------------------|--|
| 3-3685 | 9/23/81 TIME - 084 | E.RUTHERFORD, NJ 7 | PIPER PA-34 N811OR DAMAGE-DESTROYED | CR- PX- UT- | 0 | 0 | 1 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 43, 3100 TOTAL HOURS, 50 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE | | INTENDED DESTINATION | | | | | | |
| | RUCHESTE TYPE OF AC COLLISI | - | TETERHORO,NJ BUTH IN FLIGHT | | F | | | OF OPERATION DING: FINAL APPROACH | |
| | PERSUNN PERSUNN FACTOR(S) PILOT-FA | N COMMAND - FAILE EL - MISCELLANEOUS EL - TRAFFIC CONTI ILEU TO ACTIVATE | D TO SEE AND AVOID OTHI S-PERSONNEL: PILOT OF (ROL PERSONNEL: FAILURE MARKER BEACON RECEIVER IIONS,STANUARDS PERSONN | TO AD | AIR | CRA | | OTHER TRAFFIC | |
| | CONTRULL TRAFFIC CONTRUL | OF AVIATION INVOL ING AGENCY - LOCAL ADVISURY ISSUED - ZONE/AREA - YES ACTION TAKEN - NO | | SMAL | L U | R A | DAR | CTL/SURVEILLANCE - NO | PORT - CONTROLLED AIRPORT |

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | | PILOT DATA |
|--------|---|--------------------------|---------------------|--------------------------------------|---|
| 3-3676 | 12/31/81 NR.TRUCHAS,NM TIME - UNK/NR | | | | COMMERCIAL, FL.INSTR., NSP AGE 28, 450 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT | | | | |
| | SANTA FE,NM | TAOS, NM | | | |
| | TYPE OF ACCIDENT COLLIDED WITH: TREES | | | OF OPERATION LIGHT: NORMAL CRUISE | |
| | PROBABLE CAUSE(S) | | | | |
| | | TINUED VFR FLIGHT INTO A | DVERSE WEATHER | CONDITIONS | |
| | FACTOR(S) WEATHER - LOW CEILING | - | | | |
| | WEATHER - SNOW | • | | | |
| | WEATHER - TURBULENCE I WEATHER - HIGH DENSITY | | | | |
| | WEATHER BRIEFING - NO REC | | | | |
| | WEATHER FORECAST - FORECA | ST SUBSTANTIALLY CORRECT | | | |
| | MISSING AIRCRAFT - LATER | RECOVERED | | | |
| | SKY CONDITION | | | AT ACCIDENT SITE | |
| | OVERCAST | | | WN/NOT REPORTED | |
| | VISIBILITY AT ACCIDENT SI UNKNOWN/NOT REPORTED | TE | | TATION AT ACCIDENT SIT | E |
| | OBSTRUCTIONS TO VISION AT | ACCIDENT SITE | TEMPERA | | |
| | UNKNOWN/NOT REPORTED | | 43 | | |
| | WIND DIRECTION-DEGREES | • | WIND VE | LOCITY-KNOTS | |
| | 200 | | 4 | | |
| | TYPE OF WEATHER CONDITION | IS | | FLIGHT PLAN | |
| | UNKNOWN/NOT REPORTED | | NONE | | |
| | FIRE AFTER IMPACT | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | | FLIGHT PURPOSE | PILOT DATA |
|-------|------------------------|---------------------|--------------------------|--------|--------|--------|-------|------------------------|---|
| -3621 | 12/31/81 TIME - 180 | OWEGO,NY | | | | | | NONCOMMERCIAL | COMMERCIAL, AGE 59, 800 NSP TOTAL HOURS, UNK/NR IN |
| | 11MC - 10 | 03 | PAMAGE-DESTROYED | F X- | U | · | U | FUENDUKEN FERDUMAL TRA | TYPE, INSTRUMENT RATED. |
| | DEPARTURE | POINT | INTENDED DESTINATION | | | | | | , |
| | ELMIRA, | | LAWRENCE, MA | | | | | | |
| | TYPE OF A | CCIDENT | | | P | HASI | E 01 | F OPERATION | |
| | AIRFRA | ME FAILURE: IN FL | EGHT | | | It | V F | LIGHT: UNCONTROLLED DE | SCENT |
| | PROBABLE (| CAUSE(S) | | | | | | | |
| | | - · · · · · | INUED FLIGHT INTO KNOWN | ADEAS | : OF | SET | FD | C TURBULENCE | |
| | | | EDED DESIGNED STRESS LI | | | | | | |
| | FACTOR(S) | In command Excel | DED DEDICATE DIRECT BI. | 110 | , L 19 | - 1101 | | • | |
| | | R - TURBULENCE, A: | SSOCIATED W/CLOUDS AND/O | R THE | INDE | RST |)RM | Š. | |
| | AIRFRA | ME - WINGS: SPARS | | | | | | | |
| | MISCEL | LANEOUS ACTS, CONDI | TIONS - OVERLOAD FAILUA | ¢Ε | | | | | |
| | MISCELI | LANEOUS ACTS, COND | TIONS - SEPARATION IN F | LIGHT | • | | | | |
| | | | BY FLIGHT SERVICE PERSO | INNEL, | IN | PE | 2501 | Ni . | |
| | WEATHER FO | ORECAST - FORECAS: | SUBSTANTIALLY CORRECT | | | | | | |
| | SKY CONDI | TION | | | С | EIL | ING | AT ACCIDENT SITE | |
| | OVERCAS | T | | | | 39 | 900 | | |
| | VISIBILIT | Y AT ACCIDENT SIT | E | | P | REC: | PI | TATION AT ACCIDENT SIT | E |
| | 5 OR OV | ER(UNLIMITED) | | | | NO | ٧E | | |
| | OBSTRUCTIO | ONS TO VISION AT | ACCIDENT SITE | | T | EMP | CRA' | TURE-F | |
| | NONE | | | | | 3 (| | | |
| | | CTION-DEGREES | | | W | | | LOCITY-KNOTS | |
| | 140 | | | | | 1 5 | | | |
| | | EATHER CONDITIONS | | | 7 | | | FLIGHT PLAN | |
| | VFR | | ar oan anders | | | NO | | | |
| | REMARKS- I | PLT GIVEN SIGMETS | OF OCNL SEVERE TURBC.RI | KID (| 162 I | DE I | ואיטנ | N & OUT UF CTL AT APRX | 9200FT. |

| - 1849 RTURE PUINT JISTON, ND OF ACCIDENT RGINE FAILURE OR MALFI | BELL UH-1B N46942 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL UNCTION WATER: CONTROLLED | | 7 | O HAS | 0 E 0 N F | COMMERCIAL OTHER F OPERATION LIGHT: NORMAL CRUISE | TOTAL HOURS, 29 IN TYPE, NOT INSTRUMENT RATED. |
|--|---|---|--|---|--|---|--|
| ISTON, ND OF ACCIDENT RGINE FAILURE OR MALFI DLLISION WITH GROUND/N NBLE CAUSE(S) | LOCAL | | F | I | V F | | |
| OF ACCIDENT STATE FAILURE OR MALFI DLLISION WITH GROUND/ ABLE CAUSE(S) | UNCTION | | F | I | V F | | |
| RGINE FAILURE OR MALFI DLL1810N WITH GROUND/N ABLE CAUSE(S) | | | • | I | V F | | |
| ABLE CAUSE(S) | WATER: CONTROLLED | | | L | | | DOWN |
| | | | | | AND | ING: LEVEL OFF/TOUCH | DOWN |
| ESCELLANEOUS ACTS, CONUMERPLANT - FUEL SYSTI ESCELLANEOUS ACTS, CONU DWEHPLANT - TURBINE AS ESCELLANEOUS ACTS, CUNI DR(S) ERSONNEL - MAINTENANCE LLOT IN COMMAND - EXE ESCELLANEOUS ACTS, CONU LETE POWER LOSS - COMI GENCY CIRCUMSTANCES - | EM: NOZZLE, FUEL DITIONS - OBSTRUCTED SSEMBLY: BLADE, TURBINE W DITIONS - OVERHEATED E, SERVICING, INSPECTION: RCISED POOR JUDGMENT DITIONS - UNWARRANTED LO PLETE ENGINE FAILURE/FLA | ROPER HEEL INADEG W FLYI MEOUT- | DUAT ING -1 F | NGI | | TENANCE AND INSPECTI | ON |
| | WERPLANT - FUEL SYSTESCELLANEOUS ACTS, CON WERPLANT - TURBINE A ESCELLANEOUS ACTS, CUNDR(S) ERSONNEL - MAINTENANC LOT IN COMMAND - EXE SCELLANEOUS ACTS, CON LETE POWER LOSS - COMSENCY CIRCUMSTANCES - E AFTER IMPACT | DEERPLANT - FUEL SYSTEM: NOZZLE, FUEL SCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED WERPLANT - TURBINE ASSEMBLY: BLADE, TURBINE W SCELLANEOUS ACTS, CUNDITIONS - OVERHEATED OR SONNEL - MAINTENANCE, SERVICING, INSPECTION: LOT IN COMMAND - EXERCISED POOR JUDGMENT SCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LO LETE POWER LOSS - COMPLETE ENGINE FAILURE/FLA SENCY CIRCUMSTANCES - FORCED LANDING OFF AIRP E AFTER IMPACT | DEERPLANT - FUEL SYSTEM: NOZZLE, FUEL SCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED WERPLANT - TURBINE ASSEMBLY: BLADE, TURBINE WHEEL SCELLANEOUS ACTS, CUNDITIONS - OVERHEATED OR(S) ERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEC LOT IN COMMAND - EXERCISED POOR JUDGMENT SCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYI SETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT- SENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON | SCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED WERPLANT - TURBINE ASSEMBLY: BLADE, TURBINE WHEEL SCELLANEOUS ACTS, CUNDITIONS - OVERHEATED DR(S) PRSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEOUAT LOT IN COMMAND - EXERCISED POOR JUDGMENT SCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING LETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 E SENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LA | DWERPLANT - FUEL SYSTEM: NOZZLE, FUEL SCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED WERPLANT - TURBINE ASSEMBLY: BLADE, TURBINE WHEEL SCELLANEOUS ACTS, CUNDITIONS - OVERHEATED OR(S) ERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE - SERVICING, INSPECTION: INADEQUATE MAINTENANCE - EXERCISED POOR JUDGMENT SCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING SETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE SENCY CIRCUMSTANCES - FURCED LANDING OFF AIRPORT ON LAND | DWERPLANT - FUEL SYSTEM: NOZZLE, FUEL SCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED WERPLANT - TURBINE ASSEMBLY: BLADE, TURBINE WHEEL SCELLANEOUS ACTS, CUNDITIONS - OVERHEATED OR(S) ERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAIN CLOT IN COMMAND - EXERCISED POOR JUDGMENT SCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING LETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE SENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | DEERPLANT - FUEL SYSTEM: NOZZLE, FUEL SCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED DWERPLANT - TURBINE ASSEMBLY: BLADE, TURBINE WHEEL SCELLANEOUS ACTS, CUNDITIONS - OVERHEATED OR(S) CRSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION IN COMMAND - EXERCISED POOR JUDGMENT LOT IN COMMAND - EXERCISED POOR JUDGMENT SCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING LETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE SENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND |

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--|------------------------|------------------------------------|--|
| 3-3006 | 6/5/81 NR.LANGDON, ND TIME - 1045 | BELLANCA 8KCAB N3125R DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | MISCELLANEUUS DEMONSTRATION | COMMERCIAL, FL.INSTR., AGE 42, 9920 TOTAL HOURS, 450 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT LANGDON,ND | INTENDED DESTINATION LUCAL | | | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND | | | OF OPERATION FLIGHT: ACROBATICS | |

PROBABLE CAUSE(S)

PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, ALTITUDE OR CLEARANCE REMARKS- AEROBATIC PROFICIENCY FUT WITNESSED BY FAA OPS INSP.SLOW ROLL AT 50FT.

| FILE | DATE LOCATIO | ON AIRCRAFT DATA | | | S M/N | | | PILOT DATA |
|--------|---|--|----------|------|----------|-----|----------------------------|---|
| 3-3681 | 10/1/81 FELT, OK TIME - 1502 | LEARJET 24 N44CJ DAMAGE-DESTROYED | | | | | NONCOMMERCIAL CORP/EXEC | AIRLINE TRANSPORT, AGE 32, 6404 TOTAL HOURS, 28 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | | | |
| | CASPER, WY | MCALLEN, TX | | | | | | |
| | TYPE OF ACCIDENT | | | | | | OPERATION | |
| | COLLISION WITH GRO | UND/WATER: UNCONTROLLED | | | IN | FL | IGHT: UNCONTROLLED D | ESCENT |
| | PILOT IN COMMAND - PERSONNEL - PRODUCT FACTOR(S) PILOT IN COMMAND - | CE IN FLIGHT, CLEAR AIR. ATTEMPTED OPERATION BEYOND TION-DESIGN-PERSONNEL: OTHER FAILED TO FOLLOW APPROVED F , CONDITIONS - IMPROPER EMERC | ROCEDURE | ES,I | DIRE | ECI | | |
| | SKY CONDITION | | | | | - | AT ACCIDENT SITE | |
| | UNKNOWN/NOT REPORTE | | | | | | N/NOT REPORTED | |
| | VISIBILITY AT ACCIDEN | | | | | | TATION AT ACCIDENT SI | TE - |
| | UNKNOWN/NOT REPORTE | | | | | _ | NN/NOT REPORTED | |
| | OBSTRUCTIONS TO VISIO | | | | | | WEATHER CONDITIONS | |
| | UNKNOWN/NOT REPORTE | | | Į | INKN | NO. | √n/NOT REPORTED | |
| | TYPE OF FLIGHT PLAN IFR | • | | | | | | • |
| | | L.SPOILERS PROB DPLYD DRG OV | ERSPEED. | | | | | |

| FILE | DATE LOCATION | AIRCRAFT DATA | IN | | IES S M | | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--|-------------------|---|------------|-------------|------------------------|---|
| 3-3622 | 11/25/81 OSGOOD,PA TIME - 1616 | MODNEY M-20C N6407U Damage-destroyed | CR- PX- OT- | 0 | 0 | 0 0 0 | INSTRUCTIONAL CHECK | COMMERCIAL, FL.INSTR., AGE 52, 5000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - GREENVI DEPARTURE POINT | LLE INTENDED DESTINATION | | | | | | |
| | GREENVILLE, PA | MEADVILLE, PA | | | | | | |
| | TYPE OF ACCIDENT | | | P | | | F OPERATION | |
| | COLLISION WITH AIRCRAF | T: BOTH IN FLIGHT | | | 1 | N F | LIGHT: CLIMB TO CRUISE | |

PROBABLE CAUSE(S)

PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF OTHER AIRCRAFT FACTOR(S)

MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE

SPECIAL DATA

SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.

CONTROLLING AGENCY - NO CONTROL

TRAFFIC ADVISORY ISSUED - NONE EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN

| FILE | DATE | LOCATION | AIRCRAFT DATA | | _ | S | | FLIGHT PURPOSE | PILOT DATA |
|--------|------------------------|---|---|-------------------|-----|------|-----|--|---|
| 3-3622 | 11/25/81 TIME - 161 | - · · · · · · · · · · · · · · · · · · · | CESSNA 150G N8521J DAMAGE-DESTROYED | CR- PX- OT- | 1 | 0 | 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE 50, 356 FO TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | RPORT - GREENVII | | | | | | | • |
| | DEPARTURE | | INTENDED DESTINATION | | | | | | |
| | GREENVIL | LE, PA | LOCAL | | | | | | |
| | TYPE OF AC | CIDENT | | | E | PHAS | E C | F OPERATION | |
| | CULLISI | ON WITH AIRCRAFT | : BOTH IN FLIGHT | | | . 1 | N F | LIGHT: NORMAL CRUISE | |
| | PROBABLE C | AUSE(S) | | | | | | | |
| | PILOT I | N COMMAND - FAII | ED TO SEE AND AVOID OTHE | R AIR | CRA | FT | | | |
| | PERSONN | EL - MISCELLANE | DUS-PERSONNEL: PILOT OF (| THER | AIF | RCRA | FT | | |
| | SPECIAL D | ATA | | | | | | y | |
| | SEGMENTS | OF AVIATION IN | OLVED - SMALL US GEN.AV. | -SMAL | լ լ | JS (| EN. | .AV. | * |
| | CONTRULL | ING AGENCY - NO | CONTROL | | | R. | DAF | CTL/SURVEILLANCE - NOT | UNDER RADAR CONTACT |
| | TRAFFIC | ADVISORY ISSUED | - NONE | | | CC | NTE | ROLLED/UNCONTROLLED AIRPO | RT - UNCONTROLLED AIRPORT |
| | EVASIVE | ACTION TAKEN - I | INKNOWN/NOT REPORTED | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJ | UR: | IES | /N | | PILOT DATA |
|--------|---|--|--|------------------------------|------------------|-------------------|-------------------|--|--|
| 3=3665 | TIME - 160 | GREENVILLE,SC | N2517W DAMAGE-SUBSTANTIAL | | 0 1 | 1 3 | 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 32, 181 TOTAL HOURS, 160 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE GREENVIL TYPE OF AC | POINT LE,SC CCIDENT | INTENDED DESTINATION LOCAL | | Pi | HAS L L | E O AND AND | F OPERATION ING: FINAL APPROACH ING: LEVEL OFF/TOUCHDOWN | |
| | MISCELL MISCELL PARTIAL PO | ANT - ENGINE CONT ANEOUS ACTS, CONDI ANEOUS ACTS, CONDI WER LOSS - PARTIA | ROLS: THROTTLE-POWER LETIONS - FATIGUE FRACTUR TIONS - FUEL STARVATION L LOSS OF POWER - 1 ENC UPPORT BRACKET FAILED. | RE ≬ | SEI | MBL | IES | | |
| 3-3634 | 6/16/81 TIME - 165 | SIOUX FALLS,SD | CESSNA T210L N93287 DAMAGE-SUBSTANTIAL | PX- | 0 1 | 1 2 | 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 23, 880 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE | RPORT - JOE FOSS POINT LLS,SD | FIELD INTENDED DESTINATION | | | | | | |
| | TYPE OF AC ENGINE COLLIDE | CCIDENT FAILURE OR MALFUN CD WITH: BUILDING(| CTION S) | | | т | AKE | F OPERATION OFF: INITIAL CLIMB OFF: INITIAL CLIMB | |
| | PILOT I MISCELL COMPLETE E EMERGENCY | ANT - FUEL SYSTEM ON COMMAND - FAILE ANEOUS ACTS, CONDIPOWER LOSS - COMPLICATION | D TO FOLLOW APPROVED PE TIONS - IMPROPER EMERGE ETE ENGINE FAILURE/FLAN ORCED LANDING OFF AIRPO | ENCY PR MEOUT-1 DRT ON | OCI EI LAI | EDU NGI: ND | RES NE | | N ARPT. |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES .F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|---|--|--|--|--|
| 3-3661 | 7/2/81 TIME - 1 | NR.MADISONVILLE,TX 1230 | EXCALIBUR 65-A80 N100UV DAMAGE-DESTROYED | | NONCOMMERCIAL BUSINESS | COMMERCIAL, FL.INSTR., AGE 44, 398 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | HOUST | RE POINT DN,TX ACCIDENT | INTENDED DESTINATION DALLAS, TX | PHASE | OF OPERATION | 2.02.00.00.2 |
| | AIRF | RAME FAILURE: IN FLIG | HT | IN | FLIGHT: OTHER | |
| | PILO: FACTOR(; PILO: WEAT: AIRF! AIRF! MISC! WEATHER | S) T IN COMMAND - ATTEMP T IN COMMAND - LACK O HER - THUNDERSTORM AC RAME - WINGS: SPARS RAME - FLIGHT CONTROL ELLANEOUS ACTS, CONDIT ELLANEOUS ACTS, CONDIT BRIEFING - SELF-HELP | ED DESIGNED STRESS LI TED OPERATION BEYOND F FAMILIARITY WITH AI | EXPERIENCE/AB RCRAFT STABILIZER, A RE FLIGHT R DATA | LITY LEVEL | |
| | VISIBIL | DITION WN/NOT REPORTED ITY AT ACCIDENT SITE OVER(UNLIMITED) | | UNKI | G AT ACCIDENT SITE NOWN/NOT REPORTED PITATION AT ACCIDENT SITE | re |
| | OBSTRUC! | TIONS TO VISION AT AC | CIDENT SITE | | DF WEATHER CONDITIONS | |
| | IFR | ** | S W WINGS/HOR STABS S | EPD.PLT LACKE | RECENT INST EXP & MULT | TI-ENG INST TIME. |

| | | AIRCRAFT DATA | | F | SN | /N | PURPOSE | PILOT DATA |
|-----------------|---|--|--------|-----|-----------|--------------|--|--|
| 3-3616 | 2/28/81 NR.ESCALANTE,UT TIME - 1600 | PIPER PA-32 N4243T Damage-destroyed | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | |
| | | INTENDED DESTINATION | | | | | | |
| | PAGE,AZ TYPE OF ACCIDENT | PROVO, UT | | | ная | E C | F OPERATION | |
| | COLLIDED WITH: TREES | | | • | | | LIGHT: NORMAL CRUISE | |
| | PROBABLE CAUSE(S) | | | | | | | |
| - | | PROPER IN-FLIGHT DECISION | S OR P | LÀN | INI | G | - | |
| | | NDITIONS - FLEW INTO BLIN | | | | | | |
| | PILOT IN COMMAND - MI MISSING AIRCRAFT - LATER | SJUDGED DISTANCE, SPEED, AL | TITUDE | OF | ≀ CI | EAR | ANCE | • |
| | FIRE AFTER IMPACT | RECOVERED | | | | | | |
| | REMARKS- RECOVERY DATE 3 | /9/81. | | | | | | |
| | | | | | | | • | • |
| | | | | | 0 | 0 | MISCELLANEOUS | COMMERCIAL, AGE 23, 1500 |
| I=3653 | 7/28/81 PRICE,UT | PIPER PA=34 | CR- | 1 | | | | |
| 1 -3 653 | 7/28/81 PRICE,UT TIME - UNK/NR | N15817 | | | | 0 | FERRY | TOTAL HOURS, UNK/NR IN |
| 3-3653 | | N15817 Damage-destroyed | | | | 0 | FERRY | |
| 3 - 3653 | TIME - UNK/NR NAME OF AIRPORT - CARBON DEPARTURE POINT | N15817 DAMAGE-DESTROYED COUNTY INTENDED DESTINATION | | | | 0 | FERRY . | TOTAL HOURS, UNK/NR IN |
| 3-3653 | TIME - UNK/NR NAME OF AIRPORT - CARBON DEPARTURE POINT PRICE,UT | N15817 Damage-destroyed | | 0 | 0 | | | TOTAL HOURS, UNK/NR IN |
| 3 - 3653 | TIME - UNK/NR NAME OF AIRPORT - CARBON DEPARTURE POINT PRICE,UT TYPE OF ACCIDENT | N15817 DAMAGE-DESTROYED COUNTY INTENDED DESTINATION BROOMFIELD,CO | | 0 | O PHAS | i E C | OF OPERATION | TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| 3-3653 | TIME - UNK/NR NAME OF AIRPORT - CARBON DEPARTURE POINT PRICE,UT | N15817 DAMAGE-DESTROYED COUNTY INTENDED DESTINATION BROOMFIELD,CO | | 0 | O PHAS | i E C | | TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| 3-3653 | TIME - UNK/NR NAME OF AIRPORT - CARBON DEPARTURE POINT PRICE,UT TYPE OF ACCIDENT COLLISION WITH GROUND PROBABLE CAUSE(S) | N15817 DAMAGE-DESTROYED COUNTY INTENDED DESTINATION BROOMFIELD,CO /WATER: UNCONTROLLED | | 0 | O PHAS | i E C | OF OPERATION | TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| 3-3653 | TIME - UNK/NR NAME OF AIRPORT - CARBON DEPARTURE POINT PRICE,UT TYPE OF ACCIDENT COLLISION WITH GROUND PROBABLE CAUSE(S) MISCELLANEOUS - UNDET | N15817 DAMAGE-DESTROYED COUNTY INTENDED DESTINATION BROOMFIELD,CO /WATER: UNCONTROLLED ERMINED | | 0 | O PHAS | i E C | OF OPERATION | TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| 3-3653 | TIME - UNK/NR NAME OF AIRPORT - CARBON DEPARTURE POINT PRICE,UT TYPE OF ACCIDENT COLLISION WITH GROUND PROBABLE CAUSE(S) | N15817 DAMAGE-DESTROYED COUNTY INTENDED DESTINATION BROOMFIELD, CO /WATER: UNCONTROLLED ERMINED RECOVERED | | 0 | O PHAS | i E C | OF OPERATION | TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES FLIGHT F S M/N PURPOSE | PILOT DATA |
|--------|--|---|--|--|
| 3-3652 | 8/18/81 NR.ESCALANTE,UT TIME - 1515 | BELL.206B N206LC DAMAGE-SUBSTANTIAL | CR- 0 0 1 COMMERCIAL PX- 0 0 2 AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 34, 2712 TOTAL HOURS, 558 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | |
| | ESCALANTE, UT | 50 MILE MOUNTAIN, UT | | |
| | TYPE OF ACCIDENT | • | PHASE OF OPERATION | |
| | COLLISION WITH GROUND/ | WATER: UNCONTROLLED | TAKEOFF: VERTICAL | |

MISCELLAMEDUS - UNDETERMINED
REMARKS- PLT STATED BGN VERT CLB AFT 2FT HVR, YAWED K, NOSE TUCKED R, CRASHED. D/A APRX 104000FT, WND GSTG 15KTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | S M | | FLIGHT PURPOSE | PILOT | DATA |
|-------|---------------------|------------------|----------------------------|-------|-----|------|------|-------------------------|--------------------------------|---------|
| -3603 | 10/29/81 NR | .PROVO,UT | PIPER PA-28 | CR- | 1 | 0 | 0 | NONCOMMERCIAL | PRIVATE, AGE | 38, 240 |
| | TIME - 1926 | | N2831R Damage-destroyed | PX- | 2 | 0 | 0 | PLEASURE/PERSONAL TRANS | P TOTAL HOURS, NOT INSTRUME | |
| | DEPARTURE P | OINT | INTENDED DESTINATION | | | | | 4 | | |
| | PROVO,UT | | SALT LAKE CITY,UT | | | | | | | |
| | TYPE OF ACC | | | | ₽ | HAS | E. O | F OPERATION | | |
| | COLLISIO | N WITH GROUND/WA | TER: CONTROLLED | | | 1 | N F | LIGHT: CLIMB TO CRUISE | | |
| | PROBABLE CA | USE(S) | | | | , | | | | * * |
| | | | QUATE PREFLIGHT PREPAR | ATION | AND | /OR | PL | ANNING | | |
| | PILOT IN | COMMAND - INITI | ATED FLIGHT IN ADVERSE | WEATH | ER | CON | DIT | IONS | | |
| | PILOT IN | COMMAND - BECAM | E LOST/DISORIENTED | | | | | | | |
| | FACTOR(S) | | | | | | | | | |
| | PILOT IN | COMMAND - PHYSI | CAL IMPAIRMENT | | | | | | | |
| | | - LOW CEILING | | | | | | | * | |
| | WEATHER | - SNOW | | | | | | • | | |
| | SKY CONDITI | ON | | | С | EIL | ING | AT ACCIDENT SITE | | - |
| | PARTIAL O | BSCURATION | | | | 8 | 00 | | | |
| | VISIBILITY | AT ACCIDENT SITE | | | P | REC | IPI | TATION AT ACCIDENT SITE | | |
| | 2 MILES O | R LESS | | | | SN | DW | | | |
| | OBSTRUCTION NONE | S TO VISION AT A | CCIDENT SITE | | T | EMP! | | TURE-F | | |
| | | THER CONDITIONS | | | - | | _ | FLIGHT PLAN | | |
| | IFR OF WEA | THEY COMPTITONS | | | | NO | | ENIGHT PURM | | |
| | FIRE AFTER | TADACT | | | | 140 | M E | | | |
| | | | REVEALED COCAINE AND A | | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | FLIGHT PURPOSE | | PILOT DATA |
|--------|--|---|---|----------|------|----------------------------------|---------|--|
| 3-3651 | 11/28/81 NR.CE | OAR CITY,UT | BEECH 95 N1506R DAMAGE-DESTROYED | | | NONCOMMERCIAL PLEASURE/PERSON | | COMMERCIAL, AGE 33, 3858 TOTAL HOURS, 14 IN TYPE INSTRUMENT RATED. |
| | NAME OF AIRPORT | r - CEDAR CIT | Y MUNI | | | | | |
| | DEPARTURE POINT | r ` | INTENDED DESTINATION | LAS | T E | NROUTE STOP | | |
| | LANDER, WY | | LAS VEGAS,NV | CE | DAR | CITY,UT . | | |
| | TYPE OF ACCIDE | | | PHA | SE (| OF OPERATION | | |
| | COLLISION W | ITH GROUND/WA | TER: CONTROLLED | | LAN | DING: MISSED APPR | OACH | |
| | FACTOR(S) WEATHER - SI WEATHER - H WEATHER BRIEFI | MMAND - IMPRO Now IGH DENSITY A NG - BRIEFED | OPER IFR OPERATION ALTITUDE BY FLIGHT SERVICE PERS S SUBSTANTIALLY CORRECT | BY F | ADI | 0 | | |
| | SKY CONDITION | • | | CEI | LIN | G AT ACCIDENT SIT | E | |
| | OBSCURATION | | | | 110 | | | |
| , | VISIBILITY AT | ACCIDENT SITE | | PRE | CIP | ITATION AT ACCIDE | NT SITE | |
| | 2 MILES OR L | ESS | | | NOW | | | |
| | OBSTRUCTIONS T | | ACCIDENT SITE | WIN | D D | IRECTION-DEGREES | | |
| | BLOWING SNOW | | | 2 | 20 | | | |
| | WIND VELOCITY- | KNOTS | | | | F WEATHER CONDITI | ONS | |
| | 4 | | | 1 | FR | | | |
| | TYPE OF FLIGHT | PLAN | | | | | • | |
| , | IFR | | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | _ | | IES S M | | | PILOT DATA |
|--------|---|---|---|------------------|-----|------------|-------------|---|---|
| 3-3666 | 11/19/81 NR.M TIME - 1100 | • | N15PT Damage=destroyed | | | | | MISCELLANEOUS DEMONSTRATION | COMMERCIAL, AGE 32, 1083 TOTAL HOURS, 69 IN TYPE, INSTRUMENT RATED. |
| | LANGLEY AFB | , VA | INTENDED DESTINATION LOCAL TER: UNCONTROLLED | | | | | F OPERATION LIGHT: UNCONTROLLED DE | SCENT |
| | REMARKS- CANA | RD EQUIPPED CO | MPOSITE PROTOTYPE.BEING | G DEMO | NST | RAT | ED | FOR NASA. | |
| 3-3663 | 1/20/81 SP TIME - 1127 | OKANE,WA | BEECH 99A N390CA DAMAGE-DESTROYED | PX- | 5 | 2 | 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | |
| | NAME OF AIRPO | | | | | | | | |
| | SEATTLE, WA | Er M TP | INTENDED DESTINATION SPOKANE, WA | | P | HAS! | SES E O | ROUTE STOP LAKE,WA F OPERATION ING: FINAL APPROACH | |
| | PROBABLE CAUS PILOT IN C | E(S) OMMAND - IMPRO | PER IFR OPERATION TIONS - INSTRUMENTS-MI | | OR | FAI | LE D | TO READ . | • |
| · | PERSONNEL INSTRUMENT FIRE AFTER I | - PRODUCTION-D S/EQUIPMENT AN MPACT | D TO FOLLOW APPROVED PI DESIGN-PERSONNEL: POOR/ D ACCESSORIES - COMMUNI DEFENDANCE - COMMUNICATION OF THE COMMUNIC | LNADEG LCATIO | UAT | E DI | ESI Na | GN Vigation equipment: DM | |

| FILE | DATE LOCATION | AIRCRAFT DATA | | FLIGHT PURPOSE | PILOT DATA |
|-----------------|---|--|------------------------|--|---|
| 3-3602 | 7/11/81 TEN SLEEP, WY TIME - 1900 | PIPER PA-16 N6852K DAMAGE-DESTROYED | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL.INSTR., AGE 66, 3600 TOTAL HOURS UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | • |
| | COWLEY, WY TYPE OF ACCIDENT STALL: SPIN | TORRINGTON, WY | | OF OPERATION FLIGHT: NORMAL CRUISE | : |
| | PROBABLE CAUSE(S) | | | | |
| | | ILED TO OBTAIN/MAINTAIN FL | YING SPEED | | |
| | FACTOR(S) | | | | |
| | PILOT IN COMMAND - PE PILOT IN COMMAND - PE | | | | |
| | PILUT IN COMMAND - PE MISCELLANEOUS ACTS, CO | YSICAL IMPAIRMENT INDITIONS - ALCOHOLIC IMPAI | RMENT OF EFFIC | CIENCY AND JUDGMENT | |
| | PILUT IN COMMAND - PE MISCELLANEOUS ACTS, CO MISSING AIRCRAFT - LATER | YSICAL IMPAIRMENT ONDITIONS - ALCOHOLIC IMPAI R RECOVERED | | | 49.RCVRD 7/18/81. |
| | PILUT IN COMMAND - PE MISCELLANEOUS ACTS, CO MISSING AIRCRAFT - LATER | YSICAL IMPAIRMENT INDITIONS - ALCOHOLIC IMPAI | | | 4%.RCVRD 7/18/81. |
| 3-3609 | PILUT IN COMMAND - PE MISCELLANEOUS ACTS,CO MISSING AIRCRAFT - LATER REMARKS- DPTD AFT ARGUME | YSICAL IMPAIRMENT ONDITIONS - ALCOHOLIC IMPAI R RECOVERED | RY ARTERY 70-80 | % OCCLUDED.BLOOD ALC 0.04 | |
| 3 - 3609 | PILUT IN COMMAND - PE MISCELLANEOUS ACTS,CO MISSING AIRCRAFT - LATER REMARKS- DPTD AFT ARGUME | YSICAL IMPAIRMENT ONDITIONS - ALCOHOLIC IMPAI RECOVERED ONT W CAP OFFICIALS.CORONAE | RY ARTERY 70-80 | % OCCLUDED.BLOOD ALC 0.04 | COMMERCIAL, AGE 41, 2946 |
| 3-3609 | PILUT IN COMMAND - PH MISCELLANEOUS ACTS, CO MISSING AIRCRAFT - LATER REMARKS- DPTD AFT ARGUME 8/12/81 NR.ALPINE, WY TIME - 0744 DEPARTURE POINT | IYSICAL IMPAIRMENT INDITIONS - ALCOHOLIC IMPAI RECOVERED INT W CAP OFFICIALS.CORONAE AEROSPATIAL 316B N607RA DAMAGE-SUBSTANTIAL INTENDED DESTINATION | RY ARTERY 70-80 | % OCCLUDED.BLOOD ALC 0.04 | COMMERCIAL, AGE 41, 2946 TOTAL HOURS, 241 IN TYPE |
| 3-3609 | PILUT IN COMMAND - PEMISCELLANEOUS ACTS, COMISSING AIRCRAFT - LATER REMARKS- DPTD AFT ARGUME 8/12/81 NR.ALPINE, WY TIME - 0744 DEPARTURE POINT ALPINE, WY | IYSICAL IMPAIRMENT INDITIONS - ALCOHOLIC IMPAIR RECOVERED INT W CAP OFFICIALS.CORONAR AEROSPATIAL 316B N607RA DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 1 0 | OR OCCLUDED.BLOOD ALC 0.04 COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 41, 2946 TOTAL HOURS, 241 IN TYPE |
| 3-3609 | PILUT IN COMMAND - PH MISCELLANEOUS ACTS, CO MISSING AIRCRAFT - LATER REMARKS- DPTD AFT ARGUME 8/12/81 NR.ALPINE, WY TIME - 0744 DEPARTURE POINT | IYSICAL IMPAIRMENT INDITIONS - ALCOHOLIC IMPAI RECOVERED INT W CAP OFFICIALS.CORONAE AEROSPATIAL 316B N607RA DAMAGE-SUBSTANTIAL INTENDED DESTINATION | CR- 1 0 0 PX- 0 1 0 | % OCCLUDED.BLOOD ALC 0.04 | COMMERCIAL, AGE 41, 2946 TOTAL HOURS, 241 IN TYPE |
| 3-3609 | PILOT IN COMMAND - PH MISCELLANEOUS ACTS, CO MISSING AIRCRAFT - LATER REMARKS- DPTD AFT ARGUME 8/12/81 NR.ALPINE, WY TIME - 0744 DEPARTURE POINT ALPINE, WY TYPE OF ACCIDENT ROLL OVER PROBABLE CAUSE(S) PILOT IN COMMAND - MI | IYSICAL IMPAIRMENT INDITIONS - ALCOHOLIC IMPAI RECOVERED INT W CAP OFFICIALS.CORONAE AEROSPATIAL 316B N607RA DAMAGE-SUBSTANTIAL INTENDED DESTINATION | CR- 1 0 0 PX- 0 1 0 | OR OCCLUDED.BLOOD ALC 0.04 COMMERCIAL AIR TAXI-PASSG OF OPERATION | COMMERCIAL, AGE 41, 2946 TOTAL HOURS, 241 IN TYPE |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | FLIGHT PURPOSE | PILOT DATA |
|-----------------|-----------------------------------|--|--|------------------|--------------------------------------|--|
| 3-3617 | 8/20/81 NR.A. TIME - 0850 | | | | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 36, 6000 TOTAL HOURS, 600 IN TYPE, INSTRUMENT RATED. |
| | | | INTENDED DESTINATION | | | |
| | ALPINE,WY TYPE OF ACCID COLLISION | ENT | LOCAL ATER: CONTROLLED | | F OPERATION ING: POWER-ON LANDING | |
| 3 - 3668 | REMARKS- APP | OMMAND - IMPRO Made W 4PAX O RATOGA,WY | DPER IN-FLIGHT DECISION NBOARD AND 40GAL FUEL,W MITSUBISHI MU-2B | IND CALM.PLT STA | NONCOMMERCIAL | AIRLINE TRANSPORT, AGE |
| | TIME - 1730 | • | N53AD Damage-destroyed | PX- 1 0 0 | CORP/EXEC | 48, 16600 TOTAL HOURS, 5000 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPO | RT - SHIVELY | | v | | |
| | | | INTENDED DESTINATION | • | | |
| 165 | SARATOGA,WY TYPE OF ACCID | | ALBUQUERQUE, NM | DHASE OF | FOPERATION | |
| 86, | | | ATER: UNCONTROLLED | | OFF: INITIAL CLIMB | |
| | PROBABLE CAUS | E(S) | | | | • |
| | | OUS - UNDETER | MINED | | | |
| | FIRE AFTER I | | | | | · · · · · · · · · · · · · · · · · · · |
| | REMARKS- SHUR | TLY AFTER TKOI | F,ACFT CRASHED IN R DSN | DG TURN.D/A APR) | K 6900FT.NO PRE-ACDNT | MALF OR FAILURE FND. |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|------------------|------------------------------|----------|--------|----------|-------------------------|--|
| 3-3635 | | | AEROSPATIAL SA316B | | | | | |
| | TIME - 073 |) | N4261E DAMAGE-SUBSTANTIAL | PX- 0 | 0 5 | AII | R TAXI-PASSG | TOTAL HOURS, 505 IN TYPE NOT INSTRUMENT RATED. |
| | | POINT | INTENDED DESTINATION | | | | • | NOT INSTRUMENT RATED. |
| | TYPE OF AC | E,WY | COKEATTTE, MI | | DUACE | 05 01 | PERATION | |
| | HARD LAI | | | | - | | : POWER-ON LANDING | 3 |
| | PROBABLE CA | | | | | | | |
| | | N COMMAND - IMPR | OPER IN-FLIGHT DECISIONS | OR PLA | NNING | | | |
| | FACTOR(S) | NEOUS ACMS COND | ITIONS - DOWNWIND | | | | | |
| | | - HIGH DENSITY | | • | | | | |
| | SKY CONDIT | ION | | | | | ACCIDENT SITE | |
| | CLEAR | AT ACCIDENT SIT | F | | - | MITE | U ION AT ACCIDENT S1 | T ጥር |
| | | R(UNLIMITED) | £ | | NONE | | ION AT ACCIDENT BI | 116 |
| | | NS TO VISION AT | ACCIDENT SITE | | TEMPER | - | E=F | |
| | NONE | | | | 25 | | | |
| , | | TION-DEGREES | | | WIND V | ELOC | ITY-KNOTS | |
| | 270 | | | | 15 | | | |
| | TYPE OF WE | ATHER CONDITIONS | | | TYPE C | F FL | IGHT PLAN | |
| | VFR | | | | OTHE | | | |
| | DEMARKS- W | ህክ ርሀፍጥፍ ጥጡ ኃስ K | TS.D/A APPROX 9500FT.PLT | ለ በተምጋ ካ | DD EXC | THE A DO | DDOV EA-4AAFT UD 1 | CTEM CTCADDCADED |

| FILE | DATE | LOCATION | AIRCRAFT DATA | 41 | - | RIES S M | | | PILOT DATA |
|--------|--|-------------------|--|-------|------|-------------|----|---|--|
| 3-3673 | 9/2/81 TIME - UNK DEPARTURE YAKUTAT, | /NR POINT | N3498Y DAMAGE-DESTROYED INTENDED DESTINATION | | _ | | | MISCELLANEOUS SEARCH AND RESCUE | PRIVATE, AGE 54, 460 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF AC | | | | | | - | DF OPERATION NOWN/NOT REPORTED | |
| | - | ANEOUS - UNDETERM | INED & Injury Index Presum | ED. | | | | | |
| 3-3672 | 10/22/81 TIME - UNK | | CESSNA 170B N4640C Damage-destroyed | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 31, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE ANCHORAG TYPE OF AC MISSING | E, AK | INTENDED DESTINATION MCGRATH, AK | | · | | | OF OPERATION NOWN/NOT REPORTED | INSTRUMENT RAILD. |
| | | ANEOUS - UNDETERM | | & ICG | ; co | ONDS | AL | ONG PLANNED ROUTE OF FLT. | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-----------------------|------------------|---|---------------------|------------------------------|--|
| 3-3633 | 12/3/81 TIME - 143 | GULF OF MEXICO | BELL 206B N5006Y DAMAGE-SUBSTANTIAL | | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 34, 6056 TOTAL HOURS, 131 IN TYPE, INSTRUMENT RATED. |
| | | RPORT - VERMILL | | | | |
| | DEPARTURE | | INTENDED DESTINATION | | | e e |
| | GULF OF | | LOCAL | | | |
| | TYPE OF AC | CIDENT | | | F OPERATION | |
| | ENGINE | FAILURE OR MALF | UNCTION | TAKE | OFF: VERTICAL | |
| | HARD LA | NDING | * | TAKE | OFF: ABORTED | |
| | PROBABLE C | AUSE(S) | ષ | | | |
| | POWERPL | ANT - COMPRESSO | R ASSEMBLY: DISC, COMPRES | SOR ROTOR | | |
| | MISCELL | ANEOUS ACTS, CON | DITIONS - FATIGUE FRACTUR | RE . | • | |
| | MISCELL | ANEOUS - EVASIV | E MANEUVER TO AVOID COLLI | SION | | |
| | FACTOR(S) | | | | | |
| | MISCELL | ANEOUS ACTS, CON | DITIONS - AIRCRAFT CAME T | O REST IN WATE | R | |
| | COMPLETE P | OWER LOSS - COM | PLETE ENGINE FAILURE/FLAM | MEOUT-1 ENGINE | | |
| | EMERGENCY | CIRCUMSTANCES - | FORCED LANDING OFF AIRPO | ORT ON WATER | | |
| | REMARKS- 6 | TH STAGE COMP W | HL,P/N 6871296 S/N BU1011 | 8, FATIGUED. PL | T HAD TO EXTEND GLID | E OVER OBST ON RIG. |

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF INCIDENTS

U. S. GENERAL AVIATION

SUPPLEMENTAL ISSUE

1981

| FILE | DATE | LOCATION | AIRCRAFT DATA | | JRIES S M | | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--|--|--------|--------------|--------------------------|--|--|
| 5-0001 | 4/28/81 TIME - 1130 | PORT HEIDEN, AK | PIPER PA-31 N6CC DAMAGE-MINOR | | | | COMMERCIAL AIR TAXI-PASSG | ATP, FLIGHT INSTR., AGE 40, 5250 TOTAL HOURS, 56 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIR DEPARTURE F SAND POIN TYPE OF ACC | T,AK CIDENT WITH: DITCHES | EN INTENDED DESTINATION PORT HEIDEN,AK | | L | ANDI | OPERATION NG: ROLL NG: ROLL | |
| | MISCELLA FACTOR(S) WEATHER WEATHER AIRPORTS WEATHER BRI | COMMAND - CONTINEOUS ACTS, CONDICATE - LOW CEILING - FOG FAIRWAYS/FACILITY EFING - BRIEFED I | NUED VFR FLIGHT INTO ALTIONS - NOT ALIGNED WITTONS - NOT ALIGNED WITTON OF THE PROPERTY OF T | H RUNW | AY/IN Er | rend | | |
| | 1 MILE 05 OBSTRUCTION FOG TYPE OF FLI OTHER | ON AT ACCIDENT SITE LESS S TO VISION AT AC | | | PREC DR | OO IPIT IZZL OF | AT ACCIDENT SITE ATION AT ACCIDENT SITE E WEATHER CONDITIONS | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | | PILOT DATA |
|--------|----------------------|--------------------------------------|--|------------------------|-------------------------------|--|
| 5-0002 | 3/24/81 TIME - 17 | PRESCOTT, AZ | N42ER | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | HOURS, 16 IN TYPE, NOT |
| ٠. | CI LCCTETE | c thatbens | DAMAGE-MINOR | | | INSTRUMENT RATED. |
| | | D AS INCIDENT IRPORT - LOVE FI | ELD | | | • |
| | | | INTENDED DESTINATION | | | |
| | | T,AZ | LOCAL | 5011.am | | |
| | TYPE OF A | CCIDENT ED WITH: PARKED A | ATRCDAFT | | OF OPERATION I: TO TAKEOFF | |
| • | 00022 | DD WESTIVE FAMILIED . | | | | |
| | | | ROPER OPERATION OF BRAKES | S AND/OR FLIGHT | r CONTROLS | |
| 5-0003 | 4/20/81 TIME - 17 | ST.ANSGAR,IA | PIPER PA-32 N3370W | | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 30, 1557 TOTAL HOURS, 48 IN TYPE, |
| | | •• | DAMAGE-MINOR | • • • | | INSTRUMENT RATED. |
| | | D AS INCIDENT | | | | |
| | | POINT NES,IA | INTENDED DESTINATION CHESTER, MN | • | | |
| | TYPE OF A | | CHESTER, MI | PHASE (| OF OPERATION | |
| | ENGINE | FAILURE OR MALF | UNCTION | IN | FLIGHT: NORMAL CRUISE | |
| | POWERP | NEL - MAINTENANC LANT - ENGINE ST | E,SERVICING,INSPECTION: RUCTURE: CYLINDER ASSEMB DITIONS - UNDER TORQUED | | NTENANCE AND INSPECTION | |
| | | POWER LOSS - COM | PLETE ENGINE FAILURE/FLA | MEOUT-1 ENGINE | | · |

EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NO 2 CYL ATCHMNT BOLTS/STUDS FAILED.NO 2 CYL ATCHMNT FLANGE AREA CHAFED.

| | | LOCATION | AIRCRAFT DATA | F | S | M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--|---|------------|------------------|--------------|-------------------------|--|
| i=0004 | 2/3/81 TIME - 1100 | | DEHAVILLAND DHC-6 N305EH Damage-minor | CR- PX- | 0 0 | 0 2 0 2 | | AIRLINE TRANSPORT, AGE 31, 6147 TOTAL HOURS, 1807 IN TYPE, INSTRUMEN RATED. |
| | | AS INCIDENT | | | | | | |
| | DEPARTURE E | RPORT - AMBLER | INTENDED DESTINATION | | T. A | ST E | NROUTE STOP | |
| | KOTZEBUE | | RETURN | | _ | | GNAK, AK | |
| | TYPE OF ACC | CIDENT | | | PH | ASE | OF OPERATION | |
| | - | ATER LOOP-SWERV | 3 | | | | EOFF: RUN · | |
| | GEAR COI | LAPSED | | | | TAK | EOFF: ABORTED | |
| | FACTOR(S) AIRPORTS AIRPORTS WEATHER WEATHER MISCELLI WEATHER BRI WEATHER FOR | S/AIRWAYS/FACILI'S S/AIRWAYS/FACILI'S S/AIRWAYS/FACILI'S - LOW CEILING - SNOW ANEOUS ACTS, CONDI SEFING - BRIEFED SECAST - FORECAS | TED UNSUITABLE TERRAIN TIES - AIRPORT CONDITION TIES - AIRPORT CONDITION TIES - AIRPORT CONDITION TIES - WHITEOUT BY FLIGHT SERVICE PERSON TO SUBSTANTIALLY CORRECT | NS: SNO | W W ARK BY | INDR ED O | OWS BSTRUCTIONS O | |
| | SKY CONDITI | | | | CE | | G AT ACCIDENT SITE | |
| | OBSCURATI | | | | ъ. | 300 | | 2 |
| | | AT ACCIDENT SITE R(UNLIMITED) | • | | | SNOW | ITATION AT ACCIDENT SIT | 2 |
| | | S TO VISION AT | CCIDENT SITE | | | | VE BEARING OF WIND | |
| | NONE | | | | | | T QUARTERING HEAD WIND | 023-067 DEGREES |
| | TEMPERATURE | C-F | | | WI | ND D | IRECTION-DEGREES | |
| | 0 - | • | | | | 45 | | |
| | WIND VELOCI | TY-KNOTS | | | | | F WEATHER CONDITIONS | |
| | 3 TYPE OF FLI | CHT DIAN | | | | IFR | | |
| | VFR | CONT PUMP | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | IES S M | | FLIGHT PURPOSE | PILOT DATA |
|--------|---------------------------------|--|--|---|------------|----|--|--|
| 5-0005 | 1/26/81 TIME - 100 | JACKSON, TN | CESSNA 414 N1678T DAMAGE-MINOR | | | | MISCELLANEOUS TEST | COMMERCIAL, AGE 47, 1050 TOTAL HOURS, 144 IN TYPE INSTRUMENT RATED. |
| | | D AS INCIDENT | | | | | | |
| | NAME OF AL | IRPORT - MCKELLER | INTENDED DESTINATION | | | | | |
| | JACKSON | | HOMBOLDT, TN | | | | | |
| | TYPE OF A | CCIDENT R EXPLOSION: IN F | | | | | F OPERATION LIGHT: CLIMB TO CRUISE | |
| | MISCELI FACTOR(S) MISCELI | LANEOUS ACTS, COND | ITIONS - IMPROPERLY INS ITIONS - LEAK/LEAKAGE ITIONS - FIRE IN ENGINE TLN OF REMANUFACTURED R | | UST | LE | AK ON LWR L SIDE OF EN | G.2 TYPES,LOCK NUTS. |
| 5-0007 | 1/23/81 TIME - 07 | ALBUQUERQUE,NM 17 | BEECH E18S N432U DAMAGE-MINOR | | | | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | ATP, FLIGHT INSTR., AGE 42, 10000 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIE | O AS INCIDENT | | | - | | | RAIED. |
| • | NAME OF A | RPORT - ALBUQUER | | | | | | |
| | | POINT | INTENDED DESTINATION ALBUQUERQUE, NM | | | | | |
| | TYPE OF A | | ALBUQUERGUE, NM | P | | | F OPERATION ING: ROLL | |
| | | CAUSE(S) T - INADVERTENTLY IN COMMAND - INAD | | | | | | • |

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES FLIGHT F S M/N PURPOSE | PILOT DATA |
|--------|--|--|---|---|
| 5-0008 | 3/13/81 MCALLEN, TX TIME - 1900 | DOUGLAS DC-3 N60705 DAMAGE-MINOR | CR- 0 0 2 NONCOMMERCIAL PX- 0 0 0 BUSINESS | AIRLINE TRANSPORT, AGE 47, 3000 TOTAL HOURS, 1800 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED AS INCIDENT NAME OF ALRPORT - MILLE | | | |
| | DEPARTURE POINT MCALLEN,TX TYPE OF ACCIDENT | INTENDED DESTINATION VERA CRUZ, MX | PHASE OF OPERATION | |
| | PROPELLER/ROTOR FAIL WHEELS-UP | URE: PROPELLER | TAKEOFF: INITIAL CLIMB LANDING: LEVEL OFF/TOUCHDO | · . W N |

REMARKS- PLT RPRTD L PROP LOCKED UP.1ST OFFICER ACTIVATED POSITIVE GEAR LOCK BFR GEAR REACHED OVRCTR PSN.

MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE
COPILOT - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED
PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT

EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT.

| FILE | DATE | LOCATION | AIRCRAFT DATA | | URIE | | FLIGHT PURPOSE | PILOT DATA |
|--------|---------------------|---------------------------------|---------------------------------------|------------|------|------|---|---|
| 5=0009 | 1/15/81 TIME - 1 | COATESVILLE, PA | PIPER PA-32 N2147N DAMAGE-MINOR | CR= PX= | | | | AIRLINE TRANSPORT, AGE 47, 5998 TOTAL HOURS, 1320 IN TYPE, INSTRUMENT RATED. |
| | | ED AS INCIDENT | | | | | • | |
| | | AIRPORT - CHESTER CO | UNTY | | | | | |
| | DEPARTUR | E POINT | INTENDED DESTINATION | | | | | |
| | SARANA | | COATESVILLE, PA | | | | | |
| | TYPE OF | ACCIDENT | | | PH/ | | OF OPERATION | |
| | | DED WITH: SNOWBANK COLLAPSED | | | • | | DING: LEVEL OFF/TOUCHDOWN DING: ROLL | |
| | PROBABLE | CAUSE(S) | ÷ | | | | | |
| | | | ED UNSUITABLE TERRAIN | | | | | |
| | | | IONS - NOT ALIGNĖD WI | | AY/I | NTE | NDED LANDING AREA | |
| | PILOT | IN COMMAND - FAILED | TO INITIATE GO-AROUN | D | | | | |
| | FACTOR(S |) | • | | | | | |
| , | AIRPO | RTS/AIRWAYS/FACILITI | ES - AIRPORT FACILITI | ES: RUN | WAY | LIG | HTING | |
| | AIRPO | RTS/AIRWAYS/FACILITI | ES - AIRPORT CONDITIO | NS: SNC | W ON | RU | YAWN | |
| | AIRPO | RTS/AIRWAYS/FACILITI | ES - AIRPORT CONDITIO | NS: SNC | W ON | I RA | MP/TAXIWAY | |
| | | | ES - AIRPORT CONDITIO | | | | | |
| | REMARKS- | L RWY IDENT STROBE | INOP.FINAL APCH ALIGN | ED TO F | OF | R S | TROBE.SIDE STEP BFR TD.HI | T SNWBNK BESIDE RWY |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJ F | | | FLIGHT PURPOSE | PILOT DATA |
|--------|-----------------------|-------------------------------------|--|----------|-------|-----|---|---|
| 5-0010 | 3/5/81 TIME - 1208 | EAST ALTON,IL | DOUGLAS DC-6A N44DG DAMAGE-MINOR | | | | MISCELLANEOUS Ferry | AIRLINE TRANSPORT, AGE 34, 7000 TOTAL HOURS, 4000 IN TYPE, INSTRUMENT RATED. |
| | | AS INCIDENT | · | | | | | |
| | | | INTENDED DESTINATION | | | | | |
| | | I,MI | ROSWELL, NM | | | | | |
| | TYPE OF ACC | | ING TON | | | | OF OPERATION | |
| | | FAILURE OR MALFU EXPLOSION: IN F | | | | | LIGHT: NORMAL CRUISE LIGHT: NORMAL CRUISE | |
| | I IND ON | EM BODION: IN I | 110.11 | | _ | | DIGHT HOMME CHOIDE | |
| | PROBABLE CA | | OUS: POWERPLANT FAILURE | FOR UN | DETER | MIN | IED REASONS | |
| | FACTOR(S) | | iood romani anni anii | | | | NEW TOWN | • |
| | MISCELLA | ANEOUS ACTS, COND | ITIONS - FIRE IN ENGINE | | | | • | |
| | | | LETE ENGINE FAILURE/FLA | | | | | |
| | | | FORCED LANDING ON AIRPORT | | LANE | BAS | SE/HELIPT. | |
| | REMARKS- DS | SNDG THRU /500FT | FIRE BGN AFT ENG BACKF | IKED. | | | | |
| 5=0011 | 4/16/81 | CHICAGO, IL | BEECH G18S | CB- | 0 0 | 1 | COMMERCIAL | COMMERCIAL, AGE 36, 5663 |
| 3-0011 | TIME - 2054 | | N723T | | | | COMMUTER AIR CARRIER | |
| | 22 | - | DAMAGE-MINOR | | | • | AIR TAXI-CARGO S-D | • - |
| | CLASSIFIED | AS INCIDENT | | | | | | |
| | NAME OF AIR | RPORT - O'HARE I | NTL | | | | | |
| | DEPARTURE F | POINT | INTENDED DESTINATION | | LAST | EN | ROUTE STOP | |
| | DANVILLE, | IL | JANESVILLE, WI | | CH | ICA | GO,IL | / |
| | TYPE OF ACC | CIDENT | | | PHAS | E C | F OPERATION | |
| | WHEELS-U | JP . | | | I | AND | ING: LEVEL OFF/TOUCHDOW | /N |
| • | | | | | | | | |
| | PROBABLE CA | NUSE(S) | | | | | | |

PROBABLE CAUSE(S)
PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED
FACTOR(S)
MISCELLANEOUS ACTS, CONDITIONS - CIRCUIT BREAKER POPPED
REMARKS- LANDING GEAR CKT BRKR FOUND POPPED.

| | | LOCATION | AIRCRAFT DATA | INJ F | URI S | ES M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|---|--|--------------------------------|----------|-------------|---|--|
| 5-0012 | 3/27/81 NR.S TIME - 1210 | T THOMAS,VI | DEHAVILLAND DH-114 N583PR DAMAGE-MINOR | CR- PX- | 0 | 0 2 0 16 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | |
| | CLASSIFIED AS DEPARTURE POI SAN JUAN,PR TYPE OF ACCID PROPELLER/ | NT | INTENDED DESTINATION ST THOMAS, VI PROPELLER | | | | OF OPERATION FLIGHT: NORMAL CRUISE | |
| | POWERPLANT MISCELLANE MISCELLANE | - PRODUCTION- - PROPELLER OUS ACTS, COND OUS ACTS, COND | DESIGN-PERSONNEL: SUBSTAND ACCESSORIES: BLADE FITIONS - FATIGUE FRACTURITIONS - SEPARATION IN FM HARTZELL EHC-A3VF-2BA | RETENTI RE Light | ON | MECH | | OT COLD ROLLED. |
| | | | | | | | | |
| 5-0013 | 4/7/81 MO TIME - 0810 | | SIKORSKY S-76A N1546Z DAMAGE-MINOR | CR- PX- | 0 · 0 | 0 1 0 12 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 42, 5692 TOTAL HOURS, 221 IN TYPE, INSTRUMENT RATED. |
| 5-0013 | TIME - 0810 CLASSIFIED AS DEPARTURE POI PATTERSON, L TYPE OF ACCID | INCIDENT NT A ENT | N1546Z | PX- | 0 PH | 0 12 | COMMERCIAL AIR TAXI-PASSG OF OPERATION FLIGHT: NORMAL CRUISE | TOTAL HOURS, 221 IN TYPE, |
| 5-0013 | TIME - 0810 CLASSIFIED AS DEPARTURE POI PATTERSON, L TYPE OF ACCID PROPELLER/ PROBABLE CAUS PERSONNEL ROTORCRAFT MISCELLANE MISCELLANE FACTOR(S) | INCIDENT NT A ENT ROTOR FAILURE E(S) - MAINTENANCE - ROTOR ASSE OUS ACTS, COND OUS ACTS, COND | N1546Z DAMAGE-MINOR INTENDED DESTINATION GULF OF MEXICO MAIN ROTOR | PX- INADEQU IS IALLED | 0 PF | O 12 | AIR TAXI-PASSG OF OPERATION | TOTAL HOURS, 221 IN T |

| FILE | DATE LOCATION | AIRCRAFT DATA | F S M/N | | PILOT DATA |
|-----------------|--|---|------------------------|---|---|
| 5-0014 | 1/21/81 CHANTILLY, VA TIME - 1357 | AVIONS MRCL FALCON N85162 DAMAGE-NONE | CR- 0 0 2 PX- 0 0 9 | | · · · · · · · · · · · · · · · · · · · |
| | CLASSIFIED AS INCIDENT DEPARTURE POINT | INTENDED DESTINATION | | • | |
| | WASHINGTON, DC | CINCINNATI, OH | | | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFU | NCTION ° | | OF OPERATION FLIGHT: CLIMB TO CRUISE | |
| | POWERPLANT - COMPRESSOR MISCELLANEOUS ACTS, COND COMPLETE POWER LOSS - CUMP EMERGENCY CIRCUMSTANCES - | ITIONS - FATIGUE FRACTUR LETE ENGINE FAILURE/FLAM | EOUT-1 ENGINE | | |
| 5-0015 | REMARKS- AIRESEARCH TFE 73 4/9/81 LAKE CHARLES, LA TIME - 0800 | | | MISCELLANEOUS | AIRLINE TRANSPORT, AGE 31, 6764 TOTAL HOURS, 20 IN TYPE, INSTRUMENT |
| 5-0015 | 4/9/81 LAKE CHARLES, LA | BELL 222 N38929 | CR- 0 0 3 | MISCELLANEOUS | 31, 6764 TOTAL HOURS, 20 |
| 5 - 0015 | 4/9/81 LAKE CHARLES, LA TIME - 0800 CLASSIFIED AS INCIDENT NAME OF AIRPORT - LAKE CHA | BELL 222 N38929 DAMAGE-NONE RLES MUNI INTENDED DESTINATION LOCAL | CR- 0 0 3 PX- 0 0 0 | MISCELLANEOUS | 31, 6764 TOTAL HOURS, 20 IN TYPE, INSTRUMENT |

| FILE | DATE | | AIRCRAFT DATA | | | IES S M | | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--|---|--|----|------------|-----|--|--|
| 5=0016 | 2/13/81 TIME - 1352 | INDIANAPOLIS, IN | SWEARINGEN SA226 N325BA DAMAGE-MINOR | | | | | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 51, 19375 TOTAL HOURS, 2100 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED A | AS INCIDENT PORT - INDIANAPOI | LIS INTL | | | | | | |
| | DEPARTURE PI | | INTENDED DESTINATION | | | | | | |
| | EVANSVILLI | | INDIANAPOLIS, IN | | | | | | |
| | TYPE OF ACC | DENT | | | P | HAS | E 0 | F OPERATION | |
| | WHEELS-U | P | • | | | L | AND | ING: LEVEL OFF/TOUCHDOWN | |
| 5=0017 | FACTOR(S) AIRFRAME | COMMAND - FAILE - LANDING GEAR: AR FAILED TO EXT | - | | | | | KED NONCOMMERCIAL | STUDENT, AGE 31, 202 |
| , | TIME - 1158 | | N9083F DAMAGE-MINOR | | | | | PRACTICE | TOTAL HOURS, 172 IN TYPE, NOT INSTRUMENT RATED. |
| | CLASSIFIED | AS INCIDENT | Difficult Name of Street | | | | | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |
| | NAME OF AIR | PORT - BI-STATE | | | | | | | |
| | DEPARTURE P | | INTENDED DESTINATION | | | | | | |
| | CAHOKIA,I | | LOCAL | | _ | | | | |
| | TYPE OF ACC | IDENT | | | P | | - | F OPERATION | |
| | D.T.D.D. O.D. | -V-104-00- TV - | FIRE OR EXPLOSION: IN FLIGHT TAXI: AERIAL T | | | | | | |
| | FIRE OR | EXPLOSION: IN FL | IGHT | | | | | | |
| | FIRE OR 1 | | IGHT | | | | | | • |
| | PROBABLE CA | JSE(S) NT - LUBRICATING | SYSTEM: FILTER,OIL | | | | | | · |
| | PROBABLE CA POWERPLA MISCELLA | JSE(S) NT - LUBRICATING NEOUS ACTS,CONDI | SYSTEM: FILTER,OIL TIONS - STRIPPED | | | | | | |
| | PROBABLE CA POWERPLA MISCELLA MISCELLA | JSE(S) NT - LUBRICATING NEOUS ACTS, CONDINEOUS ACTS, COND | SYSTEM: FILTER,OIL | | 0~ | | | Do Olimo I. Evil emiler | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | JUR F | | | | PILOT DATA |
|--------|-------------------------------------|--------------------------------|---|--------|----------|------|-----|--|---|
| 5-0018 | 3/26/81 MI TIME - 0330 | DLAND, TX | DOUGLAS DC3A N101CA DAMAGE-NONE | | | | | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | ATP, FLIGHT INSTR., AGE 40, 3666 TOTAL HOURS, 558 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED AS J | | · | | | | | | |
| | | | | | | | • | | |
| | DEPARTURE POI | | INTENDED DESTINATION | | | | | | |
| | MIDLAND, TX TYPE OF ACCID | | LUBBOCK, TX | | n | באנו | F 0 | F OPERATION | • |
| | | LURE OR MALFU | NCTION | | r | | | OFF: INITIAL CLIMB | |
| | * | | - | | | | | | |
| | COMPLETE POWE EMERGENCY CIR | R LOSS - COMP. CUMSTANCES - | ITIONS - MATERIAL FAILUI LETE ENGINE FAILURE/FLAI PRECAUTIONARY LANDING OI STER ROD BEARING FAILED | MEOUT- | - | | NE | | |
| 5-0019 | 3/25/81 NR.L TIME - 2020 | AFAYETTE, LA | EMBRAER 110P1 N691RA | | | | | COMMERCIAL COMMUTER AIR CARRIER | AIRLINE TRANSPORT, AGE 31, 5258 TOTAL HOURS, 33 |
| | | | DAMAGE-MINOR | | | | | AIR TAXI-PASSG S-D | IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED AS | INCIDENT | • | | | | | | KAILU. |
| | DEPARTURE POI | | INTENDED DESTINATION | | | - | | | |
| | LAFAYETTE,L | A | NEW ORLEANS, LA | | | | | | |
| | TYPE OF ACCIDENT PHASE OF OPERATION | | | | | | | | |
| | BIRD STRIK | E | | | | 1 | N F | LIGHT: NORMAL CRUISE | |
| | PROBABLE CAUS MISCELLANE | E(S) OUS - BIRD CO | LLISION | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | S A | | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--------------------------------------|---|------------|-----|-----|----|--|---|
| 5-0020 | 6/16/81 TIME - 15 | | PIPER PA-34 N7678C DAMAGE-MINOR | CR- PX- | | | | COMMERCIAL AIR TAXI-CARGO | AIRLINE TRANSPORT, AGE 65, 20000 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED. |
| | NAME OF A DEPARTURE READING TYPE OF A WHEELS PROBABLE | ;,PA CCCIDENT G-UP CAUSE(S) | INTENDED DESTINATION NEWARK,NJ | | | | | OF OPERATION DING: LEVEL OFF/TOUCHDOWN | |
| | PITOT | IN COMMAND - FAIL | JED TO EXTEND LANDING GEA | 4K | | | • | | • |
| 5-0021 | 6/15/81 TIME - 01 | | CESSNA 402B N8505K DAMAGE-MINOR | | | | | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-I | AIRLINE TRANSPORT, AGE 27, 2900 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED. |
| | | | EDY INTL INTENDED DESTINATION TORONTO, CANADA | | | | | | |
| | COLLID | | DR APPROACH LIGHTS | | F | | | OF OPERATION COFF: RUN | |
| | MISCEL | IN COMMAND - DIVE | ERTED ATTENTION FROM OPER SITIONS - NOT ALIGNED WIT NED UP W LGTS ON R SIDE O | TH RUN | WAY | /1 | TE | · · · · · · | NG CLNC. |

| FILE | DATE L | OCATION | AIRCRAFT DATA | | | IES S M | | FLIGHT PURPOSE | PILOT DATA |
|--------|---|---|---|--|------------------|------------|----|--|--------------------|
| 5-0022 | TIME - 0815 | BELL 206B N2757C DAMAGE-MINOR | CR- PX- | | | | = | COMMERCIAL, AGE 34, 2686 TOTAL HOURS, 668 IN TYPE, NOT INSTRUMENT RATED. | |
| | CLASSIFIED AS IN DEPARTURE POINT SABINE PASS,TX TYPF: OF ACCIDENT ENGINE FAILUR | | INTENDED DESTINATION GULF OF MEXICO | | P | | | F OPERATION LIGHT: NORMAL CRUISE | |
| | MISCELLANEOUS FACTOR(S) MISCELLANEOUS MISCELLANEOUS COMPLETE POWER L EMERGENCY CIRCUM | COMPRESSOR ACTS, COND: ACTS, COND: ACTS, COND: OSS - COMPI STANCES - I | ASSEMBLY: BLADE, COMPRES ITIONS - FATIGUE FRACTU ITIONS - CORRODED/CORROS ITIONS - AIRCRAFT CAME : LETE ENGINE FAILURE/FLAI FORCED LANDING OFF AIRPO SOR BLADE FAILED.FATIGUE | RE SION TO RES MEOUT - ORT ON | T I 1 E WA | N W NGI | NE | | ING EDGE OF BLADE. |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | IES S m/n | | FLIGHT PURPOSE | PILOT DATA | |
|--------|--|------------------------------------|---------------------------|------|-----|--------------|--------|------------------------|---------------|--|
| 5=0023 | 6/9/81 RUIDOSO,NM AEROSPATIAL SE3160 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 57, TIME - 1150 N605RA PX- 0 0 2 AIR TAXI-PASSG TOTAL HOURS, 700 IN DAMAGE-MINOR INSTRUMENT RATED. | | | | | | | | | |
| | | AS INCIDENT RPORT - RUIDOSO | MINT | | | | | | | |
| | | RPORT - ROIDOSO POINT | · - | | | | | • | | |
| | RUIDOSO, | | ALBUQUERQUE, NM | | | | | | | |
| | TYPE OF AC | | , | | P | HASE | 0F | OPERATION | | |
| | NOSE OVER/DOWN TAXI: AERIAL TAXI TO TAKEOFF | | | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. | | | | | | | | | |
| , | FACTOR(S) WEATHER | - DOWNDRAFT, UPC - HIGH DENSITY | RAFTS | | | | | | | |
| | SKY CONDIT | ION | | | Ci | EILIN | ١G | AT ACCIDENT SITE | | |
| | CLEAR | | | | | UNL | [MI | TED | | |
| | | AT ACCIDENT SIT | 'E | | P | | | ATION AT ACCIDENT SITE | | |
| | | R(UNLIMITED) | | | | NONE | _ | _ | | |
| | | NS TO VISION AT | ACCIDENT SITE | | T | | RAT | URE-F | | |
| | NONE | TION-DEGREES | | | w | 87 TND 1 | / C' T | OCITY-KNOTS | | |
| | 270 | ITOM-DECKEES | | | ₩. | 10 t | ı ch | OCTII-KUOID | | |
| | | ATHER CONDITIONS | 3 | | T | | | FLIGHT PLAN | | |
| | | DUCHED DOWN W BE | RAKES ON.TAIL BOOM RAISED | UP I | N P | | - | MAIN ROTOR BLADES.D/A | APRX 10000FT. | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | IES S M | | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--|---|--------|---|------------|----|--|---|
| | | , | | | | | | | |
| 5-0024 | 6/14/81 NR.CI TIME - 0900 | LARKSBURG, WV | GRUM AMER AA-5A N26314 DAMAGE-NONE | - | | | _ | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE 30, 443 P TOTAL HOURS, 281 IN TYPE INSTRUMENT RATED. |
| | CLASSIFIED AS DEPARTURE POINT AKRON.OH | | INTENDED DESTINATION RALEIGH, NC | | | | | | |
| | TYPE OF ACCIDE | | NADDIGIT, NC | | P | - | | DF OPERATION FLIGHT: NORMAL CRUISE | |
| | AIRFRAME - | PRODUCTION-I FLIGHT CONTRO DUS ACTS, CONDI | DESIGN-PERSONNEL: POOR/ DL SURFACES: AILERON SUI TIONS - VIBRATION,EXCE | RFACES | | | | | |
| | SKY CONDITION OVERCAST | - | | | _ | 7 | 00 | AT ACCIDENT SITE | |
| | VISIBILITY AT | ACCIDENT SITE | · · · · · · · · · · · · · · · · · · · | | P | REC RA | | ITATION AT ACCIDENT SITE | |
| | | ESS | | | | | | | |
| | 1 MILE OR LI OBSTRUCTIONS ' FOG TYPE OF FLIGHT | TO VISION AT A | ACCIDENT SITE | | T | | | F WEATHER CONDITIONS | |

| FILE | DATE LOC | ATION AI | RCRAFT DATA | INC F | URI | | | FLIGHT PURPOSE | PILOT DATA |
|--------|--|---|----------------------------------|-------------|------|------|-----|----------------------------------|--|
| 5-0025 | 1/23/81 KENAI, A | и800 | AR H18 WA GE-MINOR | | | | | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 34, 6000 TOTAL HOURS, 925 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED AS INCI NAME OF AIRPORT - DEPARTURE POINT KENAI,AK TYPE OF ACCIDENT GEAR COLLAPSED | KENAI INTENDE | D DESTINATION UVUK PASS,AK | | PH. | | | OPERATION FF: RUN | |
| | MISCELLANEOUS A | OING GEAR: MAIN GE CTS,CONDITIONS - CTS,CONDITIONS - R WALKING BEAM,VOL | VIBRATION, EXCE | SSIVE RE | SY, | STRU | ITS | ,ATTACHMENTS,ETC. | |
| 5-0026 | 6/27/81 PORT AR TIME - 1711 | N138 | SPATIAL AS350 8H GE-MINOR | | | | | MISCELLANEOUS FERRY | AIRLINE TRANSPORT, AGE 35, 6500 TOTAL HOURS, 310 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED AS INCI DEPARTURE POINT GULF OF MEXICO TYPE OF ACCIDENT PROPELLER/ROTOR | INTENDE | D DESTINATION ONT,TX | | рн | | | OPERATION IGHT: NORMAL CRUISE | |
| | PROBABLE CAUSE(S) ROTORCRAFT - FL | JIGHT CONTROL SYST | EMS: TAIL ROTO FATIGUE FRACTU | RE | 1 CO | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | JUR F | | | . = | PILOT DATA |
|--------|------------------------------|----------------------|--|------------|----------|-----|------|--|---|
| 5-0027 | 3/23/81 TIME - 12 | MCALLEN,TX 15 | CESSNA 310 N548H Damage-minor | | | | | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 60, UNK/NR TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED. |
| | | D AS INCIDENT | | | | | | | |
| 10 | DEPARTURE ROBSTOWN TYPE OF A | N,TX | INTENDED DESTINATION MCALLEN, TX | | D | ная | er r | OF OPERATION | |
| | | OLLAPSED | | | r | | | OING: ROLL | |
| | MISCEL | LANEOUS ACTS, CONDIT | MAIN GEAR-SHOCK ABSORI IONS - MATERIAL FAILUI TACH SUPPORT FAILED. | | SSY | ,51 | rruj | S, ATTACHMENTS, ETC. | |
| 5-0028 | 6/22/81 TIME - 109 | MIAMI,FL 58 | PIPER PA-23 N412ER DAMAGE-MINOR | CR- PX- | | | - | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 30, 2042 TOTAL HOURS, 74 IN TYPE, INSTRUMENT RATED. |
| | | | INTENDED DESTINATION TAMPA,FL | | | | | | KATED. |
| | TYPE OF A | | | | P | | | DF OPERATION EOFF: RUN | |
| | PROBABLE (| | RTENTLY RETRACTED GEAR | ₹ | | | | | • |

| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | | RIES S M | | FLIGHT PURPOSE | PILOT DATA |
|--------|--------------------------|-------------------|--|------------|---|-------------|-----|---------------------|--|
| 5-0029 | 7/1/81 TIME - 054 | ST.LOUIS,MO 15 | DOUGLAS DC-6B N8CA DAMAGE-MINOR | CR- PX- | | | | COMMERCIAL OTHER | AIRLINE TRANSPORT, AGE 56, 17792 TOTAL HOURS, 1204 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED NAME OF AI | | | | | | | | |
| | DEPARTURE | POINT | INTENDED DESTINATION | | | | | | |
| | MINNEAPO TYPE OF AC | | ST.LOUIS, MO | | F | HAS | E C | F OPERATION | |
| | COLLIDE | D WITH: OBJECT | • | | | L | AND | ING: ROLL | |
| | MISCELL MISCELL | - HYDRAULIC SYS | TEM: RESERVOIR,LINES,FIT DITIONS - MATERIAL FAILUE DITIONS - HYDRAULIC FAILU | RE | | | | | |
| | | | TIES - AIRPORT CONDITION 11-8-2700, FAILED. LOST BRA | | | | L S | TEERING.NOSE | WHL HIT BARRIER ABUTMENT. |

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S m/N | | PILOT DATA |
|--------|--|--|--------------------------------------|---|---|
| 5-0030 | 4/11/81 NR.CHICAGO,IL TIME - 07:10 | N AMERICAN 265-65 N651GL DAMAGE-MINOR | CR- 0 0 2 PX- 0 0 2 | | AIRLINE TRANSPORT, AGE 39, 7150 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED AS INCIDENT DEPARTURE POINT WHEELING,IL TYPE OF ACCIDENT ENGINE FAILURE OR MALF | INTENDED DESTINATION MONROE, LA | | OF OPERATION FLIGHT: CLIMB TO CRUISE | |
| | | PRECAUTIONARY LANDING OF PROP/ENGINE VIBRATION | JRE AMEOUT-1 ENGINE ON AIRPORT | | |
| | | | | | |
| 5-0031 | 6/12/81 YUKON,OK TIME - 0940 | CESSNA 180K N2841K DAMAGE-MINOR | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | ATP,FLIGHT INSTR., AGE 34, 4302 TOTAL HOURS, 79 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED AS INCIDENT NAME OF AIRPORT - CLARENC DEPARTURE POINT OKLAHOMA CITY,OK | E E PAGE INTENDED DESTINATION LOCAL | | | |

DUAL STUDENT - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS
PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT
REMARKS- 90 INCH PROP STRUCK RWY DRG WHL LNDG.82 INCH PROP NORMAL WHEN WHL EQUIPPED.

| FILE | DATE | LOCATION | AIRCRAFT DATA | | FLIGHT N PURPOSE | PILOT DATA | | | | | |
|--------|--|--------------------------------------|--|---|-------------------------|---|--|--|--|--|--|
| 5-0032 | 1/16/81 TIME - 03 | | NORTH AMER 265-80 N62 DAMAGE-MINOR | CR- 0 0 PX- 0 0 | | ATP, FLIGHT INSTR., AGE 60, 10340 TOTAL HOURS, 2136 IN TYPE, INSTRUMENT RATED. | | | | | |
| | | D AS INCIDENT IRPORT - KELLOGG RE | CIONAI | | | | | | | | |
| | | | INTENDED DESTINATION | | | 1 | | | | | |
| | | CREEK, MI | | | • | | | | | | |
| | TYPE OF A | | | | OF OPERATION | | | | | | |
| | | -WATER LOOP-SWERVE | | | NDING: ROLL | | | | | | |
| | COLLID | ED WITH: RUNWAY OR | APPROACH LIGHTS | LA | NDING: ROLL | | | | | | |
| | PROBABLE CAUSE(S) | | | | | | | | | | |
| | PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | | | | | | | |
| | MISCEL | LANEOUS ACTS, CONDIT | ES - AIRPORT CONDITION IONS - THRUST REVERSAL | | | • | | | | | |
| | WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | | | | | |
| | | | SUBSTANTIALLY CORRECT | NNEL, BI PHU | N C | | | | | | |
| | SKY CONDI | TION | | CEILI | NG AT ACCIDENT SITE | | | | | | |
| | OBSCURA | | | 50 | 0 | | | | | | |
| | | Y AT ACCIDENT SITE | | | PITATION AT ACCIDENT SI | TE | | | | | |
| | | E OR LESS | 6 | | SNOW | | | | | | |
| | NONE | ONS TO VISION AT AC | CIDENT SITE | RELATIVE BEARING OF WIND LEFT CROSS WIND 248-292 DEGREES | | | | | | | |
| | | CTION-DEGREES | | | VELOCITY-KNOTS | GREED | | | | | |
| , | 310 | CIION DEGNALD | | 9 | VEDUCITI KNOTO | | | | | | |
| | - | EATHER CONDITIONS | | TYPE | OF FLIGHT PLAN | • | | | | | |
| | IFR | | | IFR | | | | | | | |
| | REMARKS- | FAA FLIGHT CHECK,PL | TS RPTD L THRUST RVSR | FAILED TO DE | PLOY DRG LDG.GND CHECKE | D & OPERATED OK. | | | | | |

| | | | AIRCRAFT DATA | F | S | M/N | PURPOSE | PILOT DATA |
|--------|--|--|---|----------------------|-------------------|---------|---|---|
| 5-0033 | 1/17/81 TIME - 162 | CHICAGO, IL 1 | BEECH 99 N312BA DAMAGE-MINŪR | CR- PX- | 0 0 0 0 | 2 12 | COMMERCIAL SCHED PASSG S | AIRLINE TRANSPORT, AGE S3, 16082 TOTAL HOURS, 5993 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AI | AS INCIDENT RPORT - CHICAGO | | | | | | |
| | | | INTENDED DESTINATION CHICAGO.IL | | | | | |
| | TYPE OF AC | CIDENT | CHICAGO, IL | | | | F OPERATION ING: LEVEL OFF | '/TOUCHDOWN |
| | MISCELL | ANEOUS ACTS, COND | DITIONS - CORRODED/CORRODITIONS - MATERIAL FAILU AT SCRIBE MARK AT VALVE | RE | EXT | END | L GR. | |
| 5-0034 | MISCELL REMARKS- W | ANEOUS ACTS, CONI HEEL FRACTURED A | ITIONS - MATERIAL FAILU | RE STEM.UN CR- | 0 0 | 1 | | AIRLINE TRANSPORT, AGE 47, 10000 TOTAL HOURS, 3706 IN TYPE, INSTRUMEN |
| 5-0034 | MISCELL REMARKS- W 1/6/81 TIME - 203 | ANEOUS ACTS, CONI HEEL FRACTURED A NORFOLK, VA O | DITIONS - MATERIAL FAILU AT SCRIBE MARK AT VALVE MITSUBISHI MU-2B N7550 | RE STEM.UN CR- | 0 0 | 1 | NONCOMMERCIAL | 47, 10000 TOTAL HOURS, |
| 5-0034 | MISCELL REMARKS- W 1/6/81 TIME - 203 CLASSIFIED DEPARTURE | ANEOUS ACTS, CONI HEEL FRACTURED A NORFOLK, VA O AS INCIDENT POINT | DITIONS - MATERIAL FAILU IT SCRIBE MARK AT VALVE MITSUBISHI MU-2B N7550 DAMAGE-MINOR INTENDED DESTINATION | RE STEM.UN CR- | 0 0 | 1 | NONCOMMERCIAL | 47, 10000 TOTAL HOURS, 3706 IN TYPE, INSTRUMENT |
| 5-0034 | MISCELL REMARKS- W 1/6/81 TIME - 203 CLASSIFIED DEPARTURE MOBILE, A TYPE OF AC | ANEOUS ACTS, CONI HEEL FRACTURED A NORFOLK, VA O AS INCIDENT POINT L | DITIONS - MATERIAL FAILU IT SCRIBE MARK AT VALVE MITSUBISHI MU-2B N7550 DAMAGE-MINOR INTENDED DESTINATION NORFOLK, VA | RE STEM.UN CR- | 0 0 0 0 | 1 3 | NONCOMMERCIAL | 47, 10000 TOTAL HOURS, 3706 IN TYPE, INSTRUMENT RATED. |
| 5-0034 | MISCELL REMARKS- W 1/6/81 TIME - 203 CLASSIFIED DEPARTURE MOBILE, A TYPE OF AC AIRFRAM PROBABLE C AIRFRAM | ANEOUS ACTS, CONIHEEL FRACTURED A NORFOLK, VA O AS INCIDENT POINT L CIDENT E FAILURE: IN FI AUSE(S) E - FUSELAGE: WI | DITIONS - MATERIAL FAILU IT SCRIBE MARK AT VALVE MITSUBISHI MU-2B N7550 DAMAGE-MINOR INTENDED DESTINATION NORFOLK, VA | RE STEM.UN CR- PX- | 0 0 0 0 | 1 3 | NONCOMMERCIAL CORP/EXEC F OPERATION | 47, 10000 TOTAL HOURS, 3706 IN TYPE, INSTRUMENT RATED. |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | | FLIGHT PURPOSE | PILOT DATA |
|--------|-----------------------|--|---|--------|----|-----|---------|--|---------------------------|
| 5-0035 | 6/22/81 NETIME - 1717 | | SHORT BROS SD3-30 N304CA DAMAGE-MINOR | | 0 | 0 | 3 10 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | 32, 7800 TOTAL HOURS, 365 |
| | DEPARTURE I | AS INCIDENT POINT WN,PA | INTENDED DESTINATION FLUSHING, NY | | | | | | |
| • | TYPE OF ACC | | | | ī | | | OF OPERATION 'LIGHT: NORMAL CRUISE | |
| | WEATHER BRI | AUSE(S) - TURBULENCE IN IEFING - UNKNOWN/ RECAST - UNKNOWN/ | NOT REPORTED | | | | | | |
| | SKY CONDIT | ION. | | | (| - | | AT ACCIDENT SITE | |
| • | VISIBILITY | AT ACCIDENT SITE | | | _ | | CIPI | TATION AT ACCIDENT SITE | |
| | | NS TO VISION AT A | CCIDENT SITE | | 7 | | OF R | WEATHER CONDITIONS | |
| | TYPE OF FL: VFR | | | | | | | | |
| | REMARKS- AC | CFT ABRUPTLY DESC | ENDED 800FT FOLLOWED B | Y AN I | NC | REA | SE I | N ALT OF 1100FT. | |

| FILE | DATE LOCATI | ON AIRCRAFT DATA | INJURIES FS m/n | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--|-------------------------------|-----------------------|---|
| 5-0036 | 7/13/81 SPRINGFIEL TIME - 2055 | D,OH CESSNA 152 N6129Q Damage-minor | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 37, 548 TOTAL HOURS, 250 IN TYPE, NOT INSTRUMENT RATED. |
| | CLASSIFIED AS INCIDEN | | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | COLUMBUS, OH | DAYTON, OH | | | |
| | TYPE OF ACCIDENT | | | OF OPERATION | |
| | MISCELLANEOUS | | IN F | FLIGHT: NORMAL CRUISE | |
| | PERSONNEL - PRODUC SYSTEMS - ELECTRIC MISCELLANEOUS ACTS MISCELLANEOUS ACTS | TION-DESIGN-PERSONNEL: SUBST TION-DESIGN-PERSONNEL: INCOR AL SYSTEM: PROTECTIVE DEVICE ,CONDITIONS - MATERIAL FAILL ,CONDITIONS - ARCING ES - PRECAUTIONARY LANDING O | RRECT FACTORY IN ES JRE | | |

REMARKS- HOUSING OF ALTERNATOR CKT BRKR, PN S-1232-60-8106, BRKN, WIRES FUSED. FND BRKN BRKRS, 5 OTR NEW ACFT.

SMOKE IN COCKPIT FUMES IN CABIN

| | | 51.12.1 | or Accipanio | | |
|--------|--|---|------------------------|--|---|
| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S m/n | FLIGHT PURPOSE | PILOT DATA |
| 5-0037 | 6/17/81 SHREVEPORT, LA TIME - 2305 | BEECH B99 N4499S DAMAGE-MINOR | CR- 0 0 2 PX- 0 0 3 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | ATP, FLIGHT INSTR., AGE 28, 5461 TOTAL HOURS, 810 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED AS INCIDENT NAME OF AIRPORT - SHREVEPOR DEPARTURE POINT ALEXANDRIA, LA TYPE OF ACCIDENT COLLIDED WITH: ANIMALS GEAR COLLAPSED | T RGNL INTENDED DESTINATION SHREVEPORT,LA | TAKE | OF OPERATION COFF: RUN DING: ROLL | |
| | PROBABLE CAUSE(S) MISCELLANEOUS - ANIMAL(S FACTOR(S) MISCELLANEOUS ACTS,CONDI REMARKS- L MAIN GEAR STRUCK | TIONS - OVERLOAD FAILUR | RE | C, ALEXANDRIA, LA. | |
| 5-0038 | 6/13/81 MIDDLETOWN, OH TIME - 1528 | MITSUBISHI MU-2B N854MA DAMAGE-MINOR | CR- 0 0 2 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | ATP, FLIGHT INSTR., AGE 35, 3077 TOTAL HOURS, 43- IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED AS INCIDENT NAME OF AIRPORT - HOOK MUNI DEPARTURE POINT PHILADELPHIA, PA TYPE OF ACCIDENT WHEELS-UP | INTENDED DESTINATION MIDDLETOWN, OH | | OF OPERATION Ding: Level Off/Touchdown | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILE | D TO EXTEND LANDING GEA | AR | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/ | | PILOT DATA |
|-----------------|---|--|--|--------------------------------|--|--|
| 5 - 0u39 | TIME - 022 | | CESSNA 414 N5637C DAMAGE-MINOR | CR- 0 0 PX- 0 0 | 1 COMMERCIAL 1 AIR TAXI-PASSG | ATP, FLIGHT INSTR., AGE 30, 7500 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE MIAMI,FI TYPE OF AC ENGINE | L . | | IN | OF OPERATION FLIGHT: NORMAL CRUISE FLIGHT: NORMAL CRUISE | |
| | POWERPI MISCELI FACTOR(S) | LANT - MISCELLANE LANT - ENGINE STR LANEOUS ACTS, COND | OUS: DETONATION UCTURE: PISTON,PISTON R ITIONS - MATERIAL FAILU UCTURE: MASTER AND CONN | RE | | |
| | MISCELI MISCELI MISCELI CUMPLETE I | LANEOUS ACTS,COND LANEOUS ACTS,COND LANEOUS ACTS,COND POWER LOSS - COMP | ITIONS - LACK OF LUBRIC ITIONS - OVERHEATED ITIONS - FIRE IN ENGINE LETE ENGINE FAILURE/FLA | ATION-SPECIFI MEOUT-1 ENGIN | • | IG ROD CAPS FAILED. |

| | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--|------------------------|--------------------|---|
| 5-0040 | 9/12/81 ROMEOVILLE, IL TIME - 1645 | CESSNA 152 N4837P Damage-minor | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 32, 20 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | CLASSIFIED AS INCIDENT NAME OF AIRPORT - LEWIS | | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | ROMEOVILLE, IL | LOCAL | | | |
| | TYPE OF ACCIDENT | | PHASE OF | F OPERATION | |
| | GROUND-WATER LOOP-SWEE | | TAKE | | |
| | COLLIDED WITH: PARKED | AIRCRAFT | TAKE | DFF: RUN | |
| | PROBABLE CAUSE(S) | | | | |
| | | LED TO MAINTAIN DIRECTIO | NAL CONTROL | | |
| | PILOT IN COMMAND - FAI | LED TO ABORT TAKEOFF | | | |
| | FACTOR(S) MISCELLANEOUS ACTS COM | DITIONS - TOUCH AND GO L | ANDINC | | |
| | REMARKS- SUB DMG TO CESS | | | | |
| * | | • | | | • |
| | | | | | |
| 5-0041 | 7/11/81 DETROIT.MI | BEECH 18 | CR= 0 0 1 | COMMERCIAL | AIRLINE TRANSPORT. AGE |
| 5-0041 | 7/11/81 DETROIT,MI TIME - 0015 | BEECH 18 N355C | CR- 0 0 1 PX- 0 0 0 | | AIRLINE TRANSPORT, AGE 43, 14070 TOTAL HOURS, |
| 5-0041 | | | | | 43, 14070 TOTAL HOURS, 1502 IN TYPE, INSTRUMENT |
| 5-0041 | TIME - 0015 | N355C | | | 43, 14070 TOTAL HOURS, |
| 5-0041 | | N355C DAMAGE-MINOR | | | 43, 14070 TOTAL HOURS, 1502 IN TYPE, INSTRUMENT |
| 5-0041 | TIME - 0015 CLASSIFIED AS INCIDENT NAME OF AIRPORT - DETROIT DEPARTURE POINT | N355C DAMAGE-MINOR METRO INTENDED DESTINATION | | | 43, 14070 TOTAL HOURS, 1502 IN TYPE, INSTRUMENT |
| 5-0041 | TIME - 0015 CLASSIFIED AS INCIDENT NAME OF AIRPORT - DETROIT DEPARTURE POINT ASHEVILLE, GA | N355C DAMAGE-MINOR METRO | PX- 0 0 0 | NS CTR CARGO | 43, 14070 TOTAL HOURS, 1502 IN TYPE, INSTRUMENT |
| 5-0041 | TIME - 0015 CLASSIFIED AS INCIDENT NAME OF AIRPORT - DETROIT DEPARTURE POINT | N355C DAMAGE-MINOR METRO INTENDED DESTINATION | PX- 0 0 0 PHASE 0 | | 43, 14070 TOTAL HOURS, 1502 IN TYPE, INSTRUMENT |
| 5-0041 | TIME - 0015 CLASSIFIED AS INCIDENT NAME OF AIRPORT - DETROIT DEPARTURE POINT ASHEVILLE, GA TYPE OF ACCIDENT | N355C DAMAGE-MINOR METRO INTENDED DESTINATION | PX- 0 0 0 PHASE 0 | NS CTR CARGO | 43, 14070 TOTAL HOURS, 1502 IN TYPE, INSTRUMENT |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | IES S M | | | PILOT DATA |
|--------|---|---|--|------------|-----|------------|---------|--|--|
| 5-0042 | TIME - 125 | | AEROSPATIAL AS350D N3607S DAMAGE-MINOR | | | | | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 28, 2742 TOTAL HOURS, 1285 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE | AS INCIDENT POINT .TX | INTENDED DESTINATION GULF OF MEXICO | | | | | | |
| | TYPE OF AC | | | | P | | | F OPERATION LIGHT: NORMAL CRUISE | |
| | MISCELL | AFT - FLIGHT CONT ANEOUS ACTS, COND | TROL SYSTEMS: TAIL ROTOR ITIONS - FATIGUE FRACTUR CHANGE HORN,P/N 350A12-1 | ₹E | | | | • | |
| 5-0043 | 6/23/81 TIME - 091 | CHICAGO,IL 2 | SWEARINGEN 226TC N160MA DAMAGE-NONE | CR- PX- | 0 | 0 | 2 10 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 35, 4500 TOTAL HOURS, ALL IN TYPE, INSTRUMENT RATED. |
| | NAME OF AI DEPARTURE MILWAUKE TYPE OF AC | E,WI CIDENT | INTENDED DESTINATION CHICAGO, IL | | F | | | F OPERATION | |
| | SYSTEMS Miscell | AUSE(S) EL - MAINTENANCE - FLIGHT CONTROL ANEOUS ACTS, COND | L SYSTEMS: OTHER ITIONS - IMPROPER ALIGN) | ENT/A | DJU | MAI | NTE | ING: LEVEL OFF/TOUCHDOWN NANCE (MAINTENANCE PERSO | |
| | REMARKS- S | TALL HORN & STIC | K PUSHER ACTIVATED 3-4DE | EG EAR | LY | | | | × |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | JUR F | | | FLIGHT PURPOSE | PILOT DATA |
|--------|---------------|--------------|------------------------------------|------------|----------|---|-----|------------------------------|---|
| 5-0044 | TIME - 0710 | LF OF MEXICO | BELL 206B N4019G DAMAGE-NONE | CR- PX- | 0 0 | - | 1 2 | CDMMERCIAL AIR TAXI-PASSG | CERTIFICATE UNKNOWN, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED. |
| | CLASSIFIED AS | INCIDENT | | | | | | | · · |

DEPARTURE POINT GULF OF MEXICO

INTENDED DESTINATION

TYPE OF ACCIDENT

LOCAL -

ENGINE FAILURE OR MALFUNCTION

PHASE OF OPERATION

IN FLIGHT: NORMAL CRUISE

PROBABLE CAUSE(S)

POWERPLANT - FUEL SYSTEM: PUMP, FUEL

MISCELLANEOUS ACTS, CONDITIONS - LEAK/LEAKAGE

MISCELLANEOUS ACTS, CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM

MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE

COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE

EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER

REMARKS- LUBRICATION WASHED OFF FUEL PUMP DRIVE SHAFT DUE TO FUEL LEAK.

| FILE | DATE LOCATIO | N AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---------------------------------------|--|------------------------|---|---|
| 5-0045 | 4/24/81 KALAMAZDO, A TIME - UNK/NR | ROCKWELL 265-80 N59 DAMAGE-MINUR | CR- 0 0 3 PX- 0 0 2 | | AIRLINE TRANSPORT, AGE 50, 8365 TOTAL HOURS, 1367 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED AS INCIDENT | • | | | |
| | NAME OF AIRPORT - KALA | MAZOO MUNI | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | CHAMPAIGN, IL | BATTLE CREEK, MI | | | |
| | TYPE OF ACCIDENT | | | OF OPERATION | |
| | WHEELS-UP | | LAND | ING: LEVEL OFF/TOUCHDO | WN |
| | PROBABLE CAUSE(S) | | | | |
| | | ANCE, SERVICING, INSPECTION: | מילוגוע פפסססטו | MANCE COMMED DEDSONNET | 1 |
| | | GEAR: NORMAL RETRACTION/EXT | | - · - · • · - · · · · · · · · · | , |
| | | CONDITIONS - WRONG PART | ENGION KODENDE | | |
| | | CONDITIONS - OVERLOAD FAILU | DF | | |
| | FACTOR(S) | CONDITIONS - OVERBOAD TAILO | KL | | |
| | | CONDITIONS - INTENTIONAL WH | EELS=UP | | • |
| | | ER, P/N 1127L001-2, FAILED. TY | | ED FOR NA-265-60 C 1.1CH | TED C/WT ACET |

| | DATE | | AIRCRAFT DATA | F | s | M/N | | PILOT DATA |
|-----------------|--|--|--|------------|------------|--------------------|---|--|
| 5-0046 | 9/14/81 N TIME - 0750 | | CESSNA U206G N734VB DAMAGE-MINOR | | | | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 50, 1267 TOTAL HOURS, 979 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED A | S INCIDENT ORT - WALL STRE | | | | | | |
| | DEPARTURE PO | INT | INTENDED DESTINATION | | | | | |
| | TYPE OF ACCI | EACH, NJ DENT | NEW YURK, NY | | PHA | SE C | F OPERATION | |
| | GEAR COLL | APSED | | | | LAND | ING: OTHER | |
| | PROBABLE CAU | | | | | | | |
| | PILOT IN FACTOR(S) | COMMAND - SELEC | TED UNSUITABLE TERRAIN | | | | | |
| | AIRPORTS/ MISCELLAN | EOUS ACTS, CONDI | IES - AIRPORT CONDITION TIONS - OVERLOAD FAILU TIONS - AIRCRAFT CAME | RE | | | | |
| | | | | | | | IT FLOAT, ACFT SANK. BARG | C TOACETO IN ADEA |
| | | | | | | | | E TRAFFIC IN AREA. |
| , | | | | | | | | |
| 5-0047 | 6/11/81 M TIME - 1959 | IDDLETOWN, PA | SHORTS SD3-30 N331CA DAMAGE-NONE | CR- PX- | 0 0 0 0 | 3 12 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 31, 7400 TOTAL HOURS, 305 IN TYPE, INSTRUMENT |
| 5 - 0047 | TIME - 1959 | | SHORTS SD3-30 N331CA DAMAGE-NONE | CR- PX- | 0 0 0 0 | 3 12 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | |
| 5-0047 | TIME - 1959 CLASSIFIED A | | N331CA Damage-none | CR- PX- | 0 0 0 0 | 3 12 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 31, 7400 TOTAL HOURS, 305 IN TYPE, INSTRUMENT |
| 5=0047 | TIME - 1959 CLASSIFIED A NAME OF AIRP DEPARTURE PO | S INCIDENT ORT - HARRISBUR INT | N331CA DAMAGE-NONE G INTL INTENDED DESTINATION | CR- PX- | 0 0 0 0 | 3 12 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 31, 7400 TOTAL HOURS, 305 IN TYPE, INSTRUMENT |
| 5 - 0047 | CLASSIFIED A NAME OF AIRP DEPARTURE PO NEW YORK, TYPE OF ACCI | S INCIDENT ORT - HARRISBUR INT Y DENT | N331CA DAMAGE-NONE | CR- PX- | О C | 12 SE (| COMMUTER AIR CARRIER AIR TAXI-PASSG S-D OF OPERATION | AIRLINE TRANSPORT, AGE 31, 7400 TOTAL HOURS, 305 IN TYPE, INSTRUMENT |
| 5=0047 | CLASSIFIED A NAME OF AIRP DEPARTURE PO NEW YORK,N | S INCIDENT ORT - HARRISBUR INT Y DENT | N331CA DAMAGE-NONE G INTL INTENDED DESTINATION | CR- PX- | О C | 12 SE (| COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 31, 7400 TOTAL HOURS, 305 IN TYPE, INSTRUMENT |
| 5-0047 | CLASSIFIED A NAME OF AIRP DEPARTURE PO NEW YORK,N TYPE OF ACCI MISCELLAN PROBABLE CAU AIRFRAME | S INCIDENT ORT - HARRISBUR INT Y DENT EOUS SE(S) - LANDING GEAR: | N331CA DAMAGE-NONE G INTL INTENDED DESTINATION | PX- | O (| 12 SE (LANI | COMMUTER AIR CARRIER AIR TAXI-PASSG S-D OF OPERATION OING: OTHER | AIRLINE TRANSPORT, AGE 31, 7400 TOTAL HOURS, 305 IN TYPE, INSTRUMENT |

| | | | AIRCRAFT DATA | | | | | FLIGHT PURPOSE | | PILOT DATA |
|--------|--------------------------------|------------------------------|--|------------|------------|------|-----|---------------------------|--------------|--|
| 5-0048 | 11/20/81 LONG TIME - 0730 | _ , , | CESSNA 421B N421PT Damage-None | CR- PX- | 0 | 0 | 1 0 | COMMERCIAL UNKNOWN/NOT | REPORTED | CERTIFICATE UNKNOWN, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED. |
| | CLASSIFIED AS I | · | | | | | | | | |
| | LONG BEACH, CA | <u> </u> | INTENDED DESTINATION GUAYMAS, MEXICO | | | | | | | |
| | TYPE OF ACCIDEN | īr | GORINAD INEXTES | | P | HAS | E O | F OPERATION | | |
| | ENGINE FAILU | IRE OR MALFUN | CTION | | | I | N F | LIGHT: CLIMB | TO CRUISE | |
| | COMPLETE POWER EMERGENCY CIRCU | LOSS - COMPL MSTANCES - P | QUATE PREFLIGHT PREPAR. ETE ENGINE FAILURE/FLAI RECAUTIONARY LANDING OI CT FIRE,UN USE FIRE BO' | MEOUT- | 1 E ORT | NGI | NE | | ENG, NO FIRE | FIRE BOTTLE GNDD. |
| 5-0049 | 7/17/81 BOIS TIME - 0945 | | | CR- PX- | 0 0 | 0 | 1 0 | COMMERCIAL AIR TAXI-CA | RGO | ATP, FLIGHT INSTR., AGE 28, 3095 TOTAL HOURS, 859 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED AS I | NCIDENT | | | | | | | | RAIED. |
| | NAME OF AIRPORT | | I | | | | | | | |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | | | | | |
| | SALT LAKE CIT | TY,UT | BUISE, ID | | ъ | א נו | E 0 | F OPERATION | | |
| | GEAR RETRACT | _ | | | r | | | : FROM LANDI | NG | • |
| | | | NORMAL RETRACTION/EXT | ENSION | AS | SEM | BLY | · | | |

| | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | | PILOT DATA |
|--------|---|---------------------------------------|------------------------------------|--------------------------------------|--|
| 5-0050 | 11/19/81 NR.SEATTLE,WA TIME - 0815 | BEECH 200 N3875F Damage-minor | CR- 0 0 2 PX- 0 0 4 | NONCOMMERCIAL CORP/EXEC | AIRLINE TRANSPORT, AGE 26, 2100 TOTAL HOURS, 200 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED AS INCIDENT DEPARTURE POINT SEATTLE, WA TYPE OF ACCIDENT MISCELLANEOUS | INTENDED DESTINATION VANCOUVER, WA | | F OPERATION LIGHT: CLIMB TO CRUIS | Ε |
| | PILOT IN COMMAND - FAI REMARKS- CABIN DOOR NOT SI | | ROCEDURES, DIREC GRASPED HANDLE | TIVES,ETC. TO CHK.DOOR PLACARDE | • |
| 5-0051 | 8/31/81 JACKSONVILLE,F | BEECH 3NM N9539 DAMAGE-MINOR | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 27, 2512 TOTAL HOURS, 700 IN TYPE INSTRUMENT RATED. |
| | CLASSIFIED AS INCIDENT | | | | |
| | NAME OF AIRPORT - JACKSON DEPARTURE POINT TAMPA,FL TYPE OF ACCIDENT FIRE OR EXPLOSION: IN | INTENDED DESTINATION JACKSONVILLE, FL | | OF OPERATION ING: FINAL APPROACH | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | FLIGHT PURPOSE | P | ILOT DATA | |
|--------|---|---|--|--------|-------------------------|--------------------------------|---|----------|---|----|
| 5-0052 | 11/30/81 TIME - 181 | FAYETTEVILLE,AR 5 | BEECH A36 N66861 DAMAGE-MINOR | | | | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | 39, 6391 | HT INSTR., AG TOTAL HOURS, INSTRUMENT | |
| | NAME OF AL | IO CCIDENT | INTENDED DESTINATION FAYETTEVILLE, AR | , P | | | OF OPERATION OING: LEVEL OFF/TOUCHDOWN | | | |
| | FACTOR(S) WEATHER WEATHER WEATHER BE | N COMMAND - FAILE - UNFAVORABLE WI - TURBULENCE IN | FLIGHT, CLEAR AIR. BY FLIGHT SERVICE PERS | ВУ | PH | ONI | | | | a. |
| | 5 OR OVE OBSTRUCTION HAZE | : AT ACCIDENT SITE R(UNLIMITED) ONS TO VISION AT A | | P | REC NC RELA RI | 000 IP: NE TI: GH: | TATION AT ACCIDENT SITE E BEARING OF WIND CROSS WIND 068-112 DEGRE | EES | | |
| | TEMPERATUR 55 WIND VELOC 18 TYPE OF FL IFR REMARKS- V | TITY-KNOTS | TO SVR TURBC, DARK NGT | | 24 | 0 DI | RECTION-DEGREES WEATHER CONDITIONS | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU F | RIES S M | | FLIGHT PURPOSE | PILOT DATA |
|--------|-----------------------|-------------------|---------------------------------------|----------------|-------------|-----|---|---|
| 5-0053 | 9/7/81 TIME - 0640 | BRAZORIA,TX | BELL 206L-1 N5733A Damage-minor | CR- 0 PX- 0 | - | _ | * · · · · · · · · · · · · · · · · · · · | COMMERCIAL, AGE 60, 15500 TOTAL HOURS, 5040 IN TYPE, NOT INSTRUMENT RATED. |
| | | AS INCIDENT | | | | | | |
| | | RPORT - RUTHERFOR | | | | | | · |
| | DEPARTURE E | | INTENDED DESTINATION | | | | | |
| | ARCOLA,T) | | BRAZORIA,TX | | | | | |
| | TYPE OF ACC | | | | | - | F OPERATION | |
| | | AILURE OR MALFUN | CTION | | | | ING: FINAL APPROACH | |
| | HARD LAN | IDING | | | L. | AND | ING: LEVEL OFF/TOUCHDOW | N |
| | PROBABLE CA | USE(S) | | | | | | |
| | PERSONNE | L - MISCELLANEOU | JS-PERSONNEL: OTHER | | | | | |
| | POWERPL! | NT - TURBINE ASS | SEMBLY: WHEEL TURBINE | | | | | |
| | MISCELL | NEOUS ACTS, COND | TIONS - OVERHEATED | | | | | |
| | | NEOUS ACTS, COND | TIONS - FATIGUE FRACTU | RE | | | | |
| , | FACTOR(S) | | | | | | | |
| | | - HIGH VEGETATION | | | | | | |
| | | | LETE ENGINE FAILURE/FLA | | | NE | | |
| | FIRE AFTER | | FORCED LANDING OFF AIRP | ORT ON L | AND | | | |
| | REMARKS- 18 | ST STAGE TURB WHI | ,PN 6895801,FAILED FM | THERMAL | FATI | GUE | .EVIDENCE OF PREV 2300DI | EG OVRTEMP. |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | ES M/N | | PILOT DATA |
|--------|---|----------------------------|--|-----|------|------------|--|------------------------|
| 5-0054 | 7/6/81 TIME - 124 | SAN JUAN,PR 6 | DEHAVILLAND DH-114 N578PR DAMAGE-MINOR | | | | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | 51, 20309 TOTAL HOURS, |
| | | AS INCIDENT | • | | | | | |
| | | RPORT - SAN JUAN | | | | | | |
| | DEPARTURE | ,PR | INTENDED DESTINATION ST CROIX, VI | | | | | |
| | TYPE OF AC | • | DI CROIX,VI | | PHA | ASE | OF OPERATION | |
| | | | NATER: CONTROLLED | | • | | EOFF: INITIAL CLIMB | |
| | PROBABLE C PILOT I FACTOR(S) WEATHER WEATHER WEATHER | | WEATHE | R C | IGNC | TIONS | | |
| | WEATHER | - THUNDERSTORM | ACTIVITY | | | | | |
| | SKY CONDIT | ION | | | CE | LIN 300 | G AT ACCIDENT SITE | |
| | | AT ACCIDENT SIT | re | | _ | | ITATION AT ACCIDENT SIT | r e |
| | 3 MILES | OR LESS NS TO VISION AT | ACCIDENT SITE | | | | SHOWERS ATURE-F | |
| | | NOT REPORTED | ACCIDENT SITE | | 16 | 91 | ATURE-P | |
| | | ATHER CONDITIONS | 5 | | TYE | _ | F FLIGHT PLAN | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|----------------------|-----------------------|--|------------------------|------------------------------|--|
| 5-0055 | 8/30/81 TIME - 04 | JOSHUA TREE, CA 45 | PIPER PA-31T N2594R DAMAGE-MINOR | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | ATP, FLIGHT INSTR., AGE 31, 2430 TOTAL HOURS, 60 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIE | D AS INCIDENT | | | | |
| | NAME OF A | IRPORT - HI DESERT | | | | |
| | DEPARTURE | POINT | INTENDED DESTINATION | | | |
| | SAN DIE | GO,CA | JOSHUA TREE, CA | | | |
| | TYPE OF A | | | | F OPERATION | • |
| | UNDERS | ** | | - | ING: FINAL APPROACH | |
| | COLLID | ED WITH: WIRES/POL | ES . | LAND | ING: FINAL APPROACH | |
| | PROBABLE | CAUSE(S) | | | | |
| | | | GED DISTANCE AND ALTI | riine | | |
| | FACTOR(S) | | JOED DIDIANCE AND ADII | 1000 | | |
| | | | ES - AIRPORT CONDITION | NS: UNMARKED OB | STRUCTIONS | |
| | | | LES - AIRPORT CONDITION | | | |
| | REMARKS- | STRUCK UNLGTD PWR | LNS APRX 24FT ABV & 949 | FT FM DSPLCD T | HRESHOLD.RWY SLOPED O | .8DEG UPHILL.DARK NGT. |

| FILE | DATE | LOCATION | AIRCRAFT DATA | _ | | IES S M | | FLIGHT PURPOSE | PILOT DATA |
|--------|---------------------------|-------------------|--------------------------------------|------------|---|------------|-----|------------------------------|--|
| 5-0056 | 12/2/81 NI TIME - 1020 | R.BELFAIR,WA | CESSNA 207 N1733U DAMAGE-MINOR | CR= PX= | - | 0 | | COMMERCIAL AIR TAXI-PASSG | ATP, FLIGHT INSTR., AGE 30, 2734 TOTAL HOURS, 602 IN TYPE, INSTRUMENT RATED. |
| | | AS INCIDENT | | | | | | | |
| | | RPORT - KITSAP CO | | | | | | | |
| | DEPARTURE I | POINT | INTENDED DESTINATION | | | | | | |
| | OLYMPIA, | ΝA | PORT ANGELES, WA | | | | | | |
| | TYPE OF ACC | CIDENT | | | E | HAS | E 0 | F OPERATION | |
| | ENGINE I | FAILURE OR MALFU! | NCTION | | | 1 | N F | LIGHT: NORMAL CRUISE | |

PROBABLE CAUSE(S)

POWERPLANT - ENGINE STRUCTURE: CRANKSHAFT

MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE

COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE

EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND

REMARKS- CRANKSHAFT, P/N631716, FAILED BETWEEN NR5 & NR6 JOURNALS.

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | | PILOT DATA |
|--------|----------------------------|--|--|---------------------|------------------------------|--|
| 5-0057 | 5/26/81 S TIME - 1708 | S BLOCK 214,GM | SIKORSKY S-76 N1547D DAMAGE-MINOR | | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 31, 4790 TOTAL HOURS, 277 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED A | | .==0.00 | | | |
| | DEPARTURE PO | ORT - OIL RIG PI | ATFURM INTENDED DESTINATION | | | |
| | SS BLOCK 2 | | LOCAL | | | |
| | TYPE OF ACCI | • | | PHASE (| OF OPERATION | |
| | ENGINE FA | ILURE OR MALFUNC | TION | TAK | COFF: VERTICAL | |
| | POWERPLAN MISCELLAN | - PRODUCTION-DE T - TURBINE ASSE EOUS ACTS, CONDIT | SIGN-PERSONNEL: SUBST MBLY: SHROUD,RING 'IONS - FATIGUE FRACTU' S: FOREIGN OBJECT DAM | RE | CONTROL | |
| | FACTOR(S) | | | | | |
| | MISCELLAN | EOUS ACTS, CONDIT | TIONS - FAILURE OF TWO | OR MORE ENGINE | E S | |
| | | | TE ENGINE FAILURE/FLA | | | |
| | EMERGENCY CI FIRE AFTER | | RCED LANDING ON AIRPO | RT/SEAPLANE BA | SE/HELIPT. | |
| | | | TURB NZL LCTG RNG, BL | O SPEC, FAIL FM | FATIGUE.FRGMNTS FM (| OVRSPD TURB DMGD OTR ENG |

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | — · · - | PILOT DATA |
|--------|--|---|------------------------|------------------------------|--|
| 5-0058 | 11/30/81 NR, SEATTLE, WA TIME - 1900 | PIPER PA-31 N3533P DAMAGE-NONE | | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL.INSTR., AGE 23, 2460 TOTAL HOURS, 102 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED AS INCIDENT DEPARTURE POINT | TURCHOED DECRINARION | | | • |
| | SPOKANE, WA | INTENDED DESTINATION SEATTLE, WA | | | |
| | TYPE OF ACCIDENT | DERITED, WA | PHASE C | F OPERATION | |
| | ENGINE FAILURE OR MAL | FUNCTION | IN F | LIGHT: NORMAL CRUISE | |
| | EMERGENCY CIRCUMSTANCES | MPLETE ENGINE FAILURE/FLA) - PRECAUTIONARY LANDING OF TY OF OIL FILLER CAP.LNDD | N AIRPORT | | |
| 5=0059 | 7/23/81 DENVER,CO TIME - 2010 | ROCKWELL 690B N690SE DAMAGE-MINOR | CR- 0 0 2 PX- 0 0 1 | NONCOMMERCIAL CORP/EXEC | CERTIFICATE UNKNOWN, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED. |
| | CLASSIFIED AS INCIDENT | | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | DENVER,CO TYPE OF ACCIDENT | UNKNOWN/NOT REPORTED | DUACE O | F OPERATION | |
| | FIRE OR EXPLOSION: IN | FLIGHT | | LIGHT: CLIMB TO CRUISE | |
| | PROBABLE CAUSE(S) SYSTEMS - ELECTRICAL FACTOR(S) | SYSTEM: RELAYS AND WIRING | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | F | S M | /N | FLIGHT PURPOSE | PILOT DATA |
|--------|----------------------|----------------|---------------------------------------|------------|---|-----|----|------------------------------|---|
| 5-0060 | 8/17/81 TIME - 17 | TOOKSOK BAY,AK | PIPER PA-34 N31941 DAMAGE-MINOR | CR- PX- | 0 | 0 | 1 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 32, 4800 TOTAL HOURS, 410 IN TYPE, INSTRUMENT RATED. |

CLASSIFIED AS INCIDENT
NAME OF AIRPORT - TOOKSOK BAY
DEPARTURE POINT INTENDED DESTINATION
BETHEL, AK TOOKSOK BAY, AK
TYPE OF ACCIDENT

GEAR COLLAPSED

PHASE OF OPERATION
LANDING: LEVEL OFF/TOUCHDOWN

PROBABLE CAUSE(S)

PERSONNEL - PRODUCTION-DESIGN-PERSONNEL: SUBSTANDARD QUALITY CONTROL

AIRFRAME - LANDING GEAR: MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC.

MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE

REMARKS- R MAIN LNDG GEAR TRUNNION FAILED. FATIGUE CRACK BGN WHERE WEB RUN-OUT WAS GND. DIP IN CTR OF RWY.

| FILE | DATE LOCAT | ION AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA | | | | | |
|--------|---|--|------------------------|------------------------------|---|--|--|--|--|--|
| 5-0061 | 11/18/81 · LONG BEAC TIME - 1143 | H,CA BEECH D18S N104J DAMAGE-MINOR | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL.INSTR., AGE 40, 4223 TOTAL HOURS 775 IN TYPE, NOT INSTRUMENT RATED. | | | | | |
| | CLASSIFIED AS INCIDE | - | | | | | | | | |
| | NAME OF AIRPORT - LO | | | | | | | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | | | | | |
| | LONG BEACH, CA TYPE OF ACCIDENT | CATALINA, CA | DUACE O | F OPERATION | | | | | | |
| | WHEELS-UP | | | ING: ROLL | | | | | | |
| | | | | | | | | | | |
| | | - FAILED TO FOLLOW APPROVED P S.CONDITIONS - IMPROPER EMERG | • | • | | | | | | |
| | FACTOR(S) | z, comzete zminorem embro | | | | | | | | |
| | AIRFRAME - LANDIN | G GEAR: GEAR LOCKING MECHANIS | M | | | | | | | |
| | MISCELLANEOUS ACT | S, CONDITIONS - IMPROPER ALIGN | MENT/ADJUSTMENT | | | | | | | |
| | SYSTEMS - ELECTRI | CAL SYSTEM: OTHER | | | • | | | | | |
| | MISCELLANEOUS ACT | S, CONDITIONS - CIRCUIT BREAKE | R POPPED | | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - ELECTRICAL FAILURE | | | | | | | | | |
| | EMERGENCY CIRCUMSTAN | CES - PRECAUTIONARY LANDING O | | | • | | | | | |
| | 0.00 ADMOD 700.65 | SUSPECTED MECHANICAL DI | SCREPANCY | | | | | | | |
| | FIRE AFTER IMPACT | MISADISTO MOTOR CONT OPERG AF | m co uo cumoouo | DODDED IND ENERG EVE | n an anti-pare pertoum | | | | | |

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES FLIGHT F S M/N PURPOSE | PILOT DATA |
|--------|---|---------------------------------------|---|--|
| 5-0062 | 10/29/81 PENSACOLA,FL TIME - 1015 | PIPER PA-23 N2589B DAMAGE-MINOR | CR- 0 0 2 INSTRUCTIONAL PX- 0 0 0 DUAL | COMMERCIAL, FL.INSTR., AGE 50, 10640 TOTAL HOURS, 12 IN TYPE, INSTRUMENT RATED. |
| | CLASSIFIED AS INCIDENT DEPARTURE POINT | INTENDED DESTINATION | | • |
| | PENSACOLA, FL | LOCAL | | |
| | TYPE OF ACCIDENT | : | PHASE OF OPERATION | |
| | AIRFRAME FAILURE: IN F. | LIGHT | IN FLIGHT: NORMAL CRUISE | |
| | PROBABLE CAUSE(S) | | • | |

PROBABLE CAUSE(S)
MISCELLANEOUS - UNDETERMINED
FACTOR(S)
POWERPLANT - COOLING SYSTEM: COWLING
MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/I | | PILOT DATA |
|--------|---------------------------|------------------------|--------------------------------------|---------------------|-----------------------------------|--|
| 5-0063 | TIME - 0910 | · | BELL 206L-1 N57397 Danage-none | CR- 0 0 : | 1 COMMERCIAL 2 AIR TAXI-PASSG | COMMERCIAL, AGE 38, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | CLASSIFIED A | | | | | |
| | DEPARTURE PO | | INTENDED DESTINATION | | | |
| | SAN PEDRO, | | AVALON, CA | | | |
| | TYPE OF ACCI ENGINE FA | DENT ILURE DR MALFI | INCTION | | OF OPERATION FLIGHT: NORMAL CRUIS | SE |
| | PROBABLE CAU | ec(e) | • | | | |
| | | | R ASSEMBLY: BEARING, ROTO | P SHAFT | | |
| | | | OITIONS - MATERIAL FAILU | | | |
| | FACTOR(S) | LOUD ACID, COM | ATTIONS - MATERIAL TAILO | K.E. | | |
| | | T - LUBRICATIN | IG SYSTEM: MAGNETIC PLUG | | | |
| | | | STEM: RELAYS AND WIRING | | , | |
| | | | OITIONS - OPEN | | | |
| | | | LETE ENGINE FAILURE/FLA | MEOUT-1 ENGIN | F. | |
| | | | FORCED LANDING OFF AIRP | | _ | |
| | | | 1/2 ENG BRG & OPEN IN E | | HODED MAC DILIC IN CL | ITD DETECTOR LCT SVS |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | 5 4/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--|---|------------|---|-----------|---------------------|---|--------------------------|
| 5-0064 | 10/18/81 TIME - 1553 | | SHORTS SD3-30 N331MV DAMAGE-MINOR | CR- PX- | | | | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | 35, 5000 TOTAL HOURS, 55 |
| | CLASSIFIED DEPARTURE E CHICAGO,I TYPE OF ACC | L CIDENT | INTENDED DESTINATION MOLINE, IL | | P | | | F OPERATION LIGHT: NORMAL CRUISE | |
| | FACTOR(S) WEATHER MISCELLA WEATHER BRI WEATHER FOR | ANEOUS - FOREIGN - ICING CONDITION ANEOUS ACTS, CONDITION LEFING - BRIEFED | OBJECT DAMAGE ONS-INCLUDES SLEET,FREE: ITIONS - ICE-PROPELLER BY FLIGHT SERVICE PERSIT SUBSTANTIALLY CORRECT | | | • | | | |
| | 4 MILES | AT ACCIDENT SITE OR LESS IS TO VISION AT | | | P | REC NO | LOOC CIPI ONE | AT ACCIDENT SITE TATION AT ACCIDENT SITE WEATHER CONDITIONS | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | | PILOT DATA | | | | | |
|-------|----------------------|-------------------------------------|---------------------------------------|---------------------|------------------------------|--|--|--|--|--|--|
| -0065 | 7/8/81 TIME - 15 | COBBLESTONE, AK | LEAR JET 25 N424RD DAMAGE-MINOR | | COMMERCIAL AIR TAXI-PASSG | ATP, FLIGHT INSTR., AGE 30, 5500 TOTAL HOURS, 570 IN TYPE, INSTRUMENT RATED. | | | | | |
| | | D AS INCIDENT | • | | | | | | | | |
| | NAME OF A | IRPORT - COBBLESTO | NE . | | | | | | | | |
| | DEPARTURE ANCHORA | POINT GE,AK | INTENDED DESTINATION COBBLESTONE, AK | | | | | | | | |
| | TYPE OF A | CCIDENT | • | PHASE OF OPERATION | | | | | | | |
| | GROUND | -WATER LOOP-SWERVE | | LAN | | | | | | | |
| | COLLID | ED WITH: SNOWBANK | | LAN | DING: ROLL | | | | | | |
| | PROBABLE | CAUSE(S) | | | | | | | | | |
| | AIRFRA | ME - LANDING GEAR: | | | | | | | | | |
| | SYSTEM | SYSTEMS - ELECTRICAL SYSTEM: MOTORS | | | | | | | | | |
| | MISCEL | LANEOUS ACTS, CONDI | TIONS - MATERIAL FAIL | URE | | | | | | | |
| | AIRPOR | TS/AIRWAYS/FACILIT | IES - AIRPORT CONDITION | ONS: SNOW WINDR | OWS | | | | | | |
| | FACTOR(S) | | | | | | | | | | |
| | | | IES - AIRPORT CONDITION | | | | | | | | |
| | REMARKS- | NOSE WHL STEERING | SERVO,SN 025-2380066-0 | 68, FAILED. | | | | | | | |

| 5-0066 6/19/81 NR.SKAGWAY,AK CESSNA 207A CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 2 TIME - 1445 N75826 PX- 0 0 5 OTHER TOTAL HOURS, 105 DAMAGE-MINOR CLASSIFIED AS INCIDENT DEPARTURE POINT INTENDED DESTINATION SKAGWAY,AK LOCAL TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED IN FLIGHT: OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS WEATHER STIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 120 TYPE OF WEATHER CONDITIONS VFR | FILE | DATE | LOCATION | AIRCRAFT DATA | INJUR F | IES S m/N | | PILOT DAT | A | | |
|--|--------|--|--|--|------------|--------------|----------------|------------------|---------|--|--|
| DEPARTURE POINT INTENDED DESTINATION SKAGWAY, AK LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: CONTROLLED IN FLIGHT: OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 12 VFR | 5-0066 | | KAGWAY,AK | N75826 | | | | TOTAL HOURS, 105 | IN TYPE | | |
| SKAGWAY, AK TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 12 PHASE OF OPERATION IN FLIGHT: OTHER PHASE OF OPERATION FIN FLIGHT: OTHER PHASE OF OPERATION IN FLIGHT: OTHER PHASE OTHER PHASE OF OPERATION IN FLIGHT: OTHER PHASE OF OPERATION I | | CLASSIFIED AS | INCIDENT | | | | | | | | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND VELOCITY-KNOTS 120 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 17 | | | NT | | | | | • | , , | | |
| COLLISION WITH GROUND/WATER: CONTROLLED PROBABLE CAUSE(S) PLOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 120 TYPE OF WEATHER CONDITIONS VFR | | | | LOCAL | | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 12 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS VFR | | | | CONTROL CONTROLLED | _ P | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE NONE WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 12 | | COLLISION WITH GROUND/WATER: CONTROLLED IN FLIGHT: OTHER | | | | | | | | | |
| CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE NONE WIND DIRECTION-DEGREES 120 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 12 | | FACTOR(S) WEATHER - WEATHER BRIEF WEATHER FOREC | DOWNDRAFT,UP ING - NO REC AST - UNKNOW | DRAFTS ORD OF BRIEFING RECEIVED N/NOT REPORTED | | | | · | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 120 WIND VELOCITY-KNOTS PRECIPITATION AT ACCIDENT SITE WIND DIRECTION-DEGREES 120 TYPE OF WEATHER CONDITIONS VFR | | SKY CONDITION | | | C | EILIN | G AT ACCIDENT | T SITE | | | |
| 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE 120 WIND VELOCITY-KNOTS 12 VFR | | | | | | | | | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES NONE WIND VELOCITY-KNOTS 12 VFR | | | | TE | P | | _ | CCIDENT SITE | | | |
| NONE WIND VELOCITY-KNOTS 12 VFR | | | | LACIDEUM CIME | | | | DERE | | | |
| WIND VELOCITY-KNOTS 12 VFR | | | TO ATSTON WI | ACCIDENT SITE | W | | TRECTION-DECKE | KEES | | | |
| TUDE OF FITCHE DIAN | | WIND VELOCITY | -KNOTS | | T | YPE O | F WEATHER CON | NDITIONS | | | |
| OTHER | | TYPE OF FLIGH | T PLAN | | | | | | | | |

| FILE | DATE LOCATION | AIRCRAFT DATA | Injuries F S m/n | FLIGHT PURPOSE | PILOT DATA |
|--------|-----------------------------------|---|------------------------|--|---|
| 5-0067 | 6/30/81 HAILEY, ID TIME - 2015 | ° PIPER PA-31 N3516A DAMAGE-MINOR | CR- 0 0 1 PX- 0 0 9 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | ATP, FLIGHT INSTR., AGE 30, 3617 TOTAL HOURS, 890 IN TYPE, INSTRUMENT |
| | CLASSIFIED AS INCIDENT | | | | RATED. |

CLASSIFIED AS INCIDENT

NAME OF AIRPORT - FRIEDMAN MEMORIAL

DEPARTURE POINT INTENDED DESTINATION

SALT LAKE CITY,UT HAILEY,ID

TYPE OF ACCIDENT

WHEELS-UP

PHASE OF OPERATION
LANDING: LEVEL OFF/TOUCHDOWN

PROBABLE CAUSE(S)
PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR
FACTOR(S)
MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE
MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE
REMARKS- PLT SAID HE WAS VERY TIRED.

FOREIGN REGISTERED AIRCRAFT BRIEFS

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS/INCIDENTS

FOREIGN REGISTERED AIRCRAFT

SUPPLEMENTAL ISSUE

1981

| FILE | DATE | LOCATION | AIRCRAFT DATA | _ | | S M | | FLI(| GHT Pose | | | PILOT DATA |
|-------|---------------------------|---|--|------------|-----|-----|-----|----------|-------------|--------|------|---|
| -0001 | 10/26/81 S TIME - 1824 | T THOMAS, VI | LOCKHEED 749 HI-328 DAMAGE-DESTROYED | CR- PX- | | | | NS/CTR | REVENUE | CARGO | INTL | AIRLINE TRANSPORT, AGE UNK/NR, 18156 TOTAL HOURS, 988 IN TYPE, INSTRUMENT RATED. |
| | | ORT - HARRY S T THER-FOREIGN FL | | | | | | | | | | |
| | DEPARTURE PO | INT | INTENDED DESTINATION | | | | | | | | | |
| | ST CROIX, V | | ST THOMAS, VI | | F | HAS | E O | F OPERA | TION | | | |
| | COLLISION | WITH GROUND/WA | TER: *ERROR-INVALID CO | E* | - | | | | NAL APPR | OACH | | |
| | PROBABLE CAUSE(S) | | | | | | | | | | | |
| | | PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE | | | | | | | | | | • |
| | | | TIONS - AIRCRAFT CAME ! | | | | | | | | | |
| | REMARKS- CLR | D VISUAL APCH/L | NDG,RWY 9.CRASHED IN O | CEAN A | PRX | 2 M | I F | M RWY AI | FT 360DE | G TURN | TO A | VOID OTR TFC, NGT. |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | IES S m/N | FLIGHT PURPOSE | | PILOT DATA |
|-------|---------------------------------|---|---------------------------|-------|-----|-------------------------|--|------------|--|
| -0002 | 8/25/81 TIME - 20 | | DAMAGE-SUBSTANTIAL | | | 0 ·10 0127 | SCHED INTERNATL | PASSG SRV | AIRLINE TRANSPORT, AGE 29, 5495 TOTAL HOURS, 3619 IN TYPE, INSTRUMENT RATED. |
| | OPERATOR • DEPARTURE | IRPORT - MIAMI INT - OTHER-FOREIGN FL POINT N.JAMAICA | | | | | | | |
| | TYPE OF AC | CCIDENT | | | P | | F OPERATION ING: LEVEL OFF/TO | DUCHDOWN | |
| | PROBABLE (PILOT) FACTOR(S) | | DGED DISTANCE, SPEED, AND | ALTI | TUD | E | * | | |
| | WEATHER WEATHER WEATHER | R - RAIN R - SUDDEN WINDSHIL R - DOWNDRAFT, UPDR R - THUNDERSTORM AG | AFTS | | | | | | |
| | SKY CONDI | TION LOWER SCATTERED | • . | | c | EILING | AT ACCIDENT SIT | Ξ | |
| | VISIBILITY 5 OR OVE OBSTRUCTION | Y AT ACCIDENT SITE ER(UNLIMITED) DNS TO VISION AT A | CCIDENT SITE | | | RECIPI RAIN ELATI | TATION AT ACCIDED THUNDERSTORM BEARING OF WIND WN/NOT REPORTED | | |
| | NONE TEMPERATUR 78 | RE-F Light Plan | | ; | 1 | | WEATHER CONDITION | ONS | |
| | IFR | | NDSHFT & DWNDFT ON FINA | L APC | н,с | ARK NO | T.NOSE WHL DMG F | ND AFT SUB | SEQUENT FLT. |

| | DATE LO | CATION | AIRCRAFT DATA | | | 5 M | / N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|-------------|------------------------------|------------|----|-----|--------|---|---|
| A-0003 | 12/16/81 MIAMI, TIME - 1216 | | HI-384 DAMAGE-SUBSTANTIAL | CR- PX- | 0 | 0 | 5 0 | FERRY | AIRLINE TRANSPORT, AGE 38, 8170 TOTAL HOURS, 1470 IN TYPE, INSTRUMEN! RATED. |
| | NAME OF AIRPORT - OPERATOR - OTHER- | | | | | | | | |
| | | | INTENDED DESTINATION | • | | | | | |
| | PUERTO PLATA, DO | M REP | MIAMI, FL | | | | | | |
| | TYPE OF ACCIDENT AIRFRAME FAILU | IRE: ON GRO | UND | | - | | | F OPERATION ING: LEVEL OFF/TOUCHDOWN | |
| A-0004 | REMARKS- R MAIN L 3/28/81 NR.ST.CR | | | CR= | 1 | 0 | 1 | S SEPD.FERRIED TO BGN PA NS/CTR REVENUE CARGO IN | X FLT AFT STORAGE. TL COMMERCIAL, AGE 36, 962 |
| | TIME - 1555 | | N98AS DAMAGE-DESTROYED | PX- | 0 | 0 | 0 | | TOTAL HOURS, 1227 IN TYPE, INSTRUMENT RATED. |
| | OPERATOR - OTHER- | | | | | | | | |
| | | | INTENDED DESTINATION | | | | | | |
| | BARRADOS, WEST INDIES SAN JUAN, PR TYPE OF ACCIDENT FIRE OR EXPLOSION: IN FLIGHT DITCHING | | | | P | I | Ň F | F OPERATION Light: Normal Cruise Ing: Level Off/Touchdown | |
| | PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | | | | | |
| | FACTOR(S) MISCELLANEOUS | | | WANDD | On | CTI | N. | | |

| FILE | DATE | LUCATION | AIRCRAFT DATA | | | ES M/N | | IGHT RPOSE | | | PILOT DATA |
|-----------------|---|--|---|------------------------|--------------------|--|--------------------------|-------------------------------------|----------|-----------------|--|
| A-0005 | 9/28/81 TIME - 1410 | ST.CROIX,VI | CURTIS-WRT C-46 HI-209 DAMAGE-SUBSTANTIA | PX- | | | | R REVENUI | CARGO | | AIRLINE TRANSPORT, AGE 54, 11000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | | RPORT - ALEXDR HA OTHER-FOREIGN FL | | | | | | | | | |
| | | | INTENDED DESTINATION | | | | | | | | |
| | | , V I | SAN JUAN, PR | | | | | | | | |
| | TYPE OF ACC | | | | PH | | F OPER | | | | • |
| | COPPIDER | WITH: OBJECT | | | | TAXI | : TO T | AKEOFF | | | |
| | MISCELLA | | | | | | | | | | |
| C - 0001 | MISCELLE MISCELLE REMARKS- LE 6/20/81 | ANEOUS ACTS, CONDI ANEOUS ACTS, CONDI EFT BRAKE EXPANDE MIAMI, FL | | AFT HYD | 0 | 0 8 | SCHEE | | | | AIRLINE TRANSPORT, AGE |
| C-0001 | MISCELLA MISCEULA REMARKS- LE | ANEOUS ACTS, CONDI ANEOUS ACTS, CONDI EFT BRAKE EXPANDE MIAMI, FL | TIONS - HYDRAULIC FAIL R FAILED, LOST BRAKES | AFT HYD | 0 | 0 8 | SCHEE | | | | AIRLINE TRANSPORT, AGE 55, 13713 TOTAL HOURS, 5600 IN TYPE, INSTRUMENT |
| C-0001 | MISCELLA MISCELLA REMARKS- LE 6/20/81 TIME - 1356 | ANEOUS ACTS, CONDI ANEOUS ACTS, CONDI EFT BRAKE EXPANDE MIAMI, FL | TIONS - HYDRAULIC FAIL R FAILED, LOST BRAKES A BOEING 707 HC-BCT DAMAGE-MINOR | AFT HYD | 0 | 0 8 | SCHEE | INTERNA | | | AIRLINE TRANSPORT, AGE 55, 13713 TOTAL HOURS, |
| C-0001 | MISCELLA MISCEULA REMARKS- LE 6/20/81 TIME - 1356 NAME OF AIF OPERATOR - | ANEOUS ACTS, CONDI ANEOUS ACTS, CONDI EFT BRAKE EXPANDE MIAMI, FL C RPORT - MIAMI INT OTHER-FOREIGN FL | TIONS - HYDRAULIC FAIL R FAILED, LOST BRAKES A BOEING 707 HC-BCT DAMAGE-MINOR L AG CARRIER | CR- PX- | 0 | 0 8 0138 | SCHEE | INTERNA! | | | AIRLINE TRANSPORT, AGE 55, 13713 TOTAL HOURS, 5600 IN TYPE, INSTRUMENT |
| C-0001 | MISCELLA MISCELLA REMARKS- LE 6/20/81 TIME - 1356 NAME OF AIF OPERATOR - OEPARTURE E | ANEOUS ACTS, CONDI NEOUS ACTS, CONDI EFT BRAKE EXPANDE MIAMI, FL OTHER - MIAMI INT OTHER-FOREIGN FL POINT | TIONS - HYDRAULIC FAIL R FAILED, LOST BRAKES A BOEING 707 HC-BCT DAMAGE-MINOR L AG CARRIER INTENDED DESTINATION | CR- PX- | 0 0 | 0 8 0138 ST EN | SCHEE IROUTE | INTERNA: | | | AIRLINE TRANSPORT, AGE 55, 13713 TOTAL HOURS, 5600 IN TYPE, INSTRUMENT |
| C-0001 | MISCELLA MISCELLA REMARKS- LE 6/20/81 TIME - 1356 NAME OF AIR OPERATOR - OEPARTURE E QUITO, ECC | ANEOUS ACTS, CONDI NEOUS ACTS, CONDI EFT BRAKE EXPANDE MIAMI, FL 6 RPORT - MIAMI INT OTHER-FOREIGN FL POINT JADOR | TIONS - HYDRAULIC FAIL R FAILED, LOST BRAKES A BOEING 707 HC-BCT DAMAGE-MINOR L AG CARRIER | CR- PX- | 0 0 | 0 8 0138 ST EN GUAYA | SCHEE ROUTE | INTERNA! | | | AIRLINE TRANSPORT, AGE 55, 13713 TOTAL HOURS, 5600 IN TYPE, INSTRUMENT |
| C-0001 | MISCELLA MISCEULA REMARKS- LE 6/20/81 TIME - 1356 NAME OF AIR OPERATOR - OEPARTURE E QUITO,ECC TYPE OF ACC | ANEOUS ACTS, CONDI NEOUS ACTS, CONDI EFT BRAKE EXPANDE MIAMI, FL 6 RPORT - MIAMI INT OTHER-FOREIGN FL POINT JADOR | TIONS - HYDRAULIC FAIL R FAILED, LOST BRAKES A BOEING 707 HC-BCT DAMAGE-MINOR L AG CARRIER INTENDED DESTINATION | CR- PX- | 0 0 | 0 8 0138 ST EN GUAYA ASE C | SCHEE ROUTE QUIL,E | INTERNA! | IL PASSO | G SRV | AIRLINE TRANSPORT, AGE 55, 13713 TOTAL HOURS, 5600 IN TYPE, INSTRUMENT RATED. |
| C-0001 | MISCELLA MISCELLA MISCELLA REMARKS- LE 6/20/81 TIME - 1356 NAME OF AIF OPERATOR - OPERATOR E QUITO, ECT TYPE OF ACC COLLIDET PROBABLE CA | ANEOUS ACTS, CONDI ANEOUS ACTS, CONDI EFT BRAKE EXPANDE MIAMI, FL OTHER-FOREIGN FL OTHER-FOREIGN FL OTHER TIDENT O WITH: OBJECT AUSE(S) | TIONS - HYDRAULIC FAIR R FAILED, LOST BRAKES A BOEING 707 HC-BCT DAMAGE-MINOR L AG CARRIER INTENDED DESTINATION MIAMI, FL | CR- PX- | O O LA PH | 0 8 0138 ST EN GUAYA ASE C | SCHEE ROUTE QUIL,E | INTERNA! STOP CUADOR | IL PASSO | G SRV | AIRLINE TRANSPORT, AGE 55, 13713 TOTAL HOURS, 5600 IN TYPE, INSTRUMENT RATED. |
| C-0001 | MISCELLA MISCELLA MISCELLA REMARKS- LE 6/20/81 TIME - 1356 NAME OF AIR OPERATOR - OEPARTURE E QUITO, ECU TYPE OF ACC COLLIDEI PROBABLE CA PERSONNE | ANEOUS ACTS, CONDI ANEOUS ACTS, CONDI EFT BRAKE EXPANDE MIAMI, FL OTHER-FOREIGN FL OTHER-FOREIGN FL OTHER TIDENT O WITH: OBJECT AUSE(S) | TIONS - HYDRAULIC FAIL R FAILED, LOST BRAKES A BOEING 707 HC-BCT DAMAGE-MINOR L AG CARRIER INTENDED DESTINATION | CR- PX- | O O LA PH | 0 8 0138 ST EN GUAYA ASE C | SCHEE ROUTE QUIL,E | INTERNA! STOP CUADOR | IL PASSO | G SRV | AIRLINE TRANSPORT, AGE 55, 13713 TOTAL HOURS, 5600 IN TYPE, INSTRUMENT RATED. |
| C-0001 | MISCELLA MISCELLA MISCELLA REMARKS- LE 6/20/81 TIME - 1356 NAME OF AIF OPERATOR - OEPARTURE E QUITO,ECT TYPE OF ACC COLLIDET PROBABLE CA PERSONNE FACTOR(S) PERSONNE | ANEOUS ACTS, CONDI ANEOUS ACTS, CONDI EFT BRAKE EXPANDE MIAMI, FL CONTROL - MIAMI INT OTHER-FOREIGN FL POINT JADOR CIDENT O WITH: OBJECT AUSE(S) EL - MISCELLANEOU EL - OPERATIONAL | TIONS - HYDRAULIC FAIR R FAILED, LOST BRAKES A BOEING 707 HC-BCT DAMAGE-MINOR L AG CARRIER INTENDED DESTINATION MIAMI, FL | CR- PX- IGNALMAN | O O C LA PH | 0 8 0138 ST EN GUAYA ASE C STAT | SCHEE | STOP CUADOR ATION RKED-ENG | IL PASSO | G SRV C OPEI | AIRLINE TRANSPORT, AGE 55, 13713 TOTAL HOURS, 5600 IN TYPE, INSTRUMENT RATED. RATING |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/I | FLIGHT PURPOSE | | PILOT DATA |
|--------|-----------------------|-------------------|---|-------------------------|--------------------|------|---|
| C-0002 | 2/19/81 TIME - 144 | JAMAICA,NY 46 | S.N.I.A.S. CONCRD F-BTSD DAMAGE-MINOR | CR- 0 0 9 PX- 0 0 40 | | | AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | NAME OF A | RPORT - DULLES I | NTL | | | | |
| | OPERATOR - | - AIR FRANCE | | | • | | • |
| | DEPARTURE | POINT | INTENDED DESTINATION | | | | |
| | CHANTILI | LY, VA | PARIS, FRANCE | | | | |
| | TYPE OF AC | CCIDENT | • | PHASE | OF OPERATION | | |
| | AIRFRAM | ME FAILURE: ON GR | DUND | TAI | EOFF: RUN | | |
| | ENGINE | FAILURE OR MALFU | NCTION | · IN | FLIGHT: NORMAL CRU | JISE | |
| | PROBABLE (| TAUSE(S) | | | | | |
| | | | WHEELS, TIRES, AXLES | | | | |
| | VIVLUVI | DANDING GEAR | MILECOD / TIVES / MYDES | | | | |

AIRFRAME - LANDING GEAR: WHEELS, TIRES, AXLES
MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE
POWERPLANT - MISCELLANEOUS: FOREIGN OBJECT DAMAGE
FACTOR(S)
MISCELLANEOUS ACTS, CONDITIONS - VIBRATION, EXCESSIVE

MISCELLANEOUS ACTS, CONDITIONS - VIBRATION, EXCESSIVE REMARKS- NO 2 TIRE ON L'MAIN GEAR FAILED, NO 1 ENG BGN VIB & WAS SHTDWN. FOUND FOD IN NO 1 & NO 2 ENGS.

| | DATE LOC | CATION | AIRCRAFT DATA | | | ES M/N | - | IGHT RPOSE | | PILOT DATA |
|-------|---------------------------------------|--------------------------------|--|------------|------|-----------|---------|---------------|------------|---|
| -0003 | 8/9/81 JAMAICA TIME - 1023 | A,NY | BRITISH AER CONCRD G-BOAG DAMAGE-MINOR | CR- PX- | | | SCHED | INTERNATL | PASSG SRV | AIRLINE TRANSPORT, AGE 49, 11800 TOTAL HOURS, 1393 IN TYPE, UNK/NR INSTRUMENT RATED. |
| | NAME OF AIRPORT - | | NTL | | | | | | | |
| | OPERATOR - BRITISH DEPARTURE POINT | | IMENUED DECATIVATION | | | | | | | |
| | JAMAICA, NY | | TENDED DESTINATION | | | | | | | |
| | TYPE OF ACCIDENT | | Donyon y ok | | PH | ASE O | F OPERA | ATION | | |
| | AIRFRAME FAILUF ENGINE FAILURE | | | | | | OFF: RU | | | |
| | MISCELLANEOUS A POWERPLANT - MI | ACTS,CONDITIO ISCELLANEOUS: | EELS,TIRES,AXLES NS - MATERIAL FAILUR FORFIGN OBJECT DAMA LED,DMGD NO 2 FNT TI | GE | NO 1 | ,283 | ENGS. 1 | L6 LNDGS O | N DUNLOP R | ETREAD TIRE. |
| -0004 | 12/27/81 ST THOM TIME - 0815 | MAS,VI | HAWKER SDLY HS-748 VP-LIP DAMAGE-MINOR | CR- PX- | | | SCHED | INTERNATL | PASSG SRV | AIRLINE TRANSPORT, AGE 39, 7500 TOTAL HOURS, 4700 IN TYPE, INSTRUMEN RATED. |
| | NAME OF AIRPORT - HARRY S TRUMAN | | | | | | | | | |
| | | | | | | | | | | |
| | OPERATOR - OTHER-F | | | | | | | | | |
| | DEPARTURE POINT | 11 | TENDED DESTINATION | | | | | | | |
| | | I | | | PH. | | F OPERA | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | | PILOT DATA | | | | |
|--------|---|--|---|------------------------|---|---|--|--|--|--|
| E-0001 | TIME - 200 | | AERO COMDR 560F C-GUWS DAMAGE-SUBSTANTIAL INTENDED DESTINATION | CR- 0 0 1 PX- 0 0 0 | | PRIVATE, AGE 38, 2500 TOTAL HOURS, 200 IN TYPE, INSTRUMENT RATED. | | | | |
| | EL PASO, | TX | TUCSON, AZ | | | | | | | |
| | TYPE OF AC | | | | OF OPERATION | | | | | |
| | | FAILURE OR MALFU | | | FLIGHT: NORMAL CRUISE FLIGHT: LOW PASS | • | | | | |
| | COLUIDE | D WITH: WIRES/PO | • | | | | | | | |
| | PROBABLE C | | | | | | | | | |
| | POWERPL | | | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | | | |
| | | PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES | | | | | | | | |
| | PILOT IN COMMAND - MISJUDGED ALTITUDE | | | | | | | | | |
| | FACTOR(S) | | | | | | | | | |
| | | - HIGH OBSTRUCT | | | | | | | | |
| | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE DEMARKS - DEDUCTION CEAR ASSY FAILED DOND TO FORT ACL WO FEATHERING ENG. HIT DWD IN DARK NOT | | | | | | | | | |
| | REMARKS- REDUCTION GEAR ASSY FAILED.DSNDD TO SOFT AGL WO FEATHERING ENG, HIT PWR LN.DARK NGT. | | | | | | | | | |
| | | | | • | | | | | | |
| E-0002 | 3/5/81 | ST JOSEPH ISLE. | TX PIPER J-3 | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 51, 3420 | | | | |
| | TIME - 120 | | CFNKX DAMAGE-SUBSTANTIAL | | | TOTAL HOURS, 400 IN TYPE, NOT INSTRUMENT RATED. | | | | |
| | DEPARTURE | POINT | INTENDED DESTINATION | | | | | | | |
| | PORT ARA | NSAS, TX | LOCAL | | | | | | | |
| - | TYPE OF AC | | | | OF OPERATION | | | | | |
| | NOSE OV | ER/DOWN ' | | TAKI | COFF: RUN | | | | | |
| | PROBABLE C | AUSE(S) | | | | | | | | |
| | | | CTED UNSUITABLE TERRAIN | * | | | | | | |
| | FACTUR(S) | | :: | | | | | | | |
| | TERRAIN | - SANDY | | | • | | | | | |
| | REMARKS- S | OFT SAND ON BEAC | н _ | | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | 11 | JUR F | IES S M. | | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--|---|--|--|-----------------|-----|---|---|
| E-0003 | 4/22/81 N TIME - 125 | IR.WASHOUGAL,WA 57 | PIPER PA-28 C-GNVX DAMAGE-DESTROYED | CR= PX= | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | CERTIFICATE OTHER, AGE 21, 110 TOTAL HOURS, 35 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT INTENDED DESTINATION MEDFORD,OR PORTLAND,OR TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE | | | | | | | | |
| | PILOT I FACTOR(S) WEATHER WEATHER BR WEATHER FO MISSING AL | IN COMMAND - BECAM IN CUMMAND - IMPRO C - LOW CEILING C - RAIN RIEFING - BRIEFED | E LOST/DISORIENTED PER IN-FLIGHT DECISIONS BY FLIGHT SERVICE PERSO SUBSTANTIALLY CORRECT COVERED | CISIONS OR PLANNING E PERSONNEL, BY RADIO | | | | | |
| | | TION (AT ACCIDENT SITE GR(UNLIMITED) | | | | WN/NOT REPORTED | | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 250 TYPE OF WEATHER CONDITIONS IFR | | | | TEMPERATURE-F 62 WIND VELOCITY-KNOTS 5 TYPE OF FLIGHT PLAN VFR | | | | |
| | FIRE AFTE REMARKS- F | | D WEATHER, UNSURE OF PO | SITION | i. o | VER | FLE | W SUITABLE ARPTS. FLEW IN | TO MTN SLOPE. |

| FILE | DATE | LOCATION | AIRCRAFT DATA | JRIES S M/N | | PILOT DATA |
|--------|--|---|---|--------------------|--------------------------------------|--|
| E-0004 | 4/9/81 E | | ROBINSON R22 C-GBPK DAMAGE-DESTROYED | | MISCELLANEOUS FERRY | CERTIFICATE OTHER, AGE 40, 471 TOTAL HOURS, 21 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE PO- LORDSBURG, TYPE OF ACCI | NM DENT | INTL INTENDED DESTINATION EL PASO,TX WATER: CONTROLLED | | OF OPERATION DING: FINAL APPROACH | |
| | FACTOR(S) PILOT IN WEATHER = WEATHER BRIE WEATHER FORE | COMMAND - FAI COMMAND - LAC HIGH DENSITY FING - NO REC | LED TO MAINTAIN ADEQUATE K OF FAMILIARITY WITH AIR ALTITUDE ORD OF BRIEFING RECEIVED N/NOT REPORTED | ₹.P.M. | | |
| ٠, | SKY CONDITION | N | | | G AT ACCIDENT SITE | - |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | RIES S M | | FLIGHT PURPOSE | PILOT DATA |
|-----------------|---|---------------------------------|--|--|----|-------------|-----|--|--|
| E-0005 | 4/25/81 TIME - 1215 | , , | BELL 206B XBCMW DAMAGE-SUBSTANTIAL | | | | | INSTRUCTIONAL TRAINING | CERTIFICATE OTHER, AGE 33, 5510 TOTAL HOURS, 1064 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIR DEPARTURE P DEL RIO,T TYPE OF ACC HARD LAN | X 1DENT | MUNI INTENDED DESTINATION LOCAL | | I | | | OF OPERATION ING: LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CA PILOT IN | | UDGED SPEED AND ALTITUDE | : | | | | | |
| E - 0006 | 8/4/81 TIME - 1300 | INTL FALLS, MN | PIPER PA-22 CGZVP DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE 51, 200 P TOTAL HOURS, 50 IN TYPE NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - INTL FALLS DEPARTURE POINT INTENDED DESTINATION WINNIPEG, CANADA INTL FALLS, MN | | | | 1 | DHA | F (| OF OPERATION | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: DITCHES | | | LANDING: FINAL APPROACH LANDING: ROLL | | | | ING: FINAL APPROACH | |
| | MISCELLA | COMMAND - MISMANEOUS ACTS, COND | ANAGEMENT OF FUEL ITIONS - INATTENTIVE TO ITIONS - FUEL STARVATION | | SU | PPL | | | |

PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- 17GAL FUEL IN L TANK, NONE DRAINED FM R, FUEL SEL ON R TANK.

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | S M | | | PILOT DATA |
|--------|----------------------------|---|---|--------|------|-----|-----|--|---|
| E-0007 | TIME - 1430 NAME OF AIR | PORT - TAMIAMI | GRUMMAN AF-2S YV-398A DAMAGE-SUBSTANTIAL | | | | | MISCELLANEOUS Test | COMMERCIAL, AGE 29, 3802 TOTAL HOURS, 35 IN TYPE, INSTRUMENT RATED. |
| | MIAMI,FL | OINT | INTENDED DESTINATION LOCAL | | | | | | • |
| | TYPE OF ACC | IDENT ATER LOOP-SWERVE | | | P | | | F OPERATION Ing: ROLL | |
| | PROBABLE CA PILOT IN | | ED TO MAINTAIN DIRECTION | NAL CO | NTR | OL | | | |
| E-0008 | 5/9/81 TIME - 1000 | TERRYVILLE,CT | ERCO 415-D C-FNWZ DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | CERTIFICATE OTHER, AGE P 30, 135 TOTAL HOURS, 40 IN TYPE, NOT INSTRUMENT RATED. |
| | | | INTENDED DESTINATION | | | • | | | MALD. |
| | DANBURY, C | | WINDSOR LOCKS, CT | | ь | BAN | F C | F OPERATION | |
| | ENGINE F | ALLURE OR MALFUN | CTION | | r | 1 | N F | LIGHT: NORMAL CRUISE ING: LEVEL OFF/TOUCHDOWN | |
| • | POWERPLA Miscella | L - MAINTENANCE, NT - ENGINE STRUNEOUS ACTS, CONDI | SERVICING, INSPECTION: 1 CTURE: CYLINDER ASSEMBITIONS - UNDER TORQUED ITIONS - FATIGUE FRACTU | Y | UAT | E M | AIN | TENANCE AND INSPECTION | |
| | MISCELLA COMPLETE PO | NEOUS - SMOKE IN WER LOSS - COMPI | LETE ENGINE FAILURE/FLAN | | | | NE | | |
| | FIRE AFTER | IMPACT | FORCED LANDING OFF AIRPO | | | | | | |
| | REMARKS- NO | 2 CYL PARTIALLY | SEPD AFT 5 OF 6 HOLD-I | CS NWC | 'uDS | FA | ILE | D FM FATIGUE. | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUR | IES | | FLIGHT PURPOSE | PILOT DATA | |
|--------|---|--|---|------------|---------------|-----|--------|---|--|--|
| E-0009 | TIME - 150 | | C-GFPG Damage-substantial | CR- PX- | 0 0 | 1 2 | 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSI | CERTIFICATE OTHER, AGE 41, 56 TOTAL HOURS, 21 IN TYPE, NOT INSTRUMENT RATED. | |
| | DEPARTURE CRANBROC Type OF AC | NAME OF AIRPORT - NEVADA FLYERS DEPARTURE POINT INTENDED DESTINATION CKANBROOK, BC, CANADA RENO, NV TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE COLLISION WITH GROUND/WATER: CONTROLLED LANDING: TRAFFIC PATTERN-CIRCLING | | | | | | | | |
| | PILOT I PILOT I MISCELL FACTOR(S) TERRAIN COMPLETE F | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL 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 | | | | | | | | |
| E-0010 | | EL PASO,TX 15 | PIPER PA-23 XB-XEH DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | CERTIFICATE OTHER, AGE 43, 6100 TOTAL HOURS, 30 IN TYPE, INSTRUMENT RATED. | |
| | DEPARTURE | MEXICO CCIDENT | INTENDED DESTINATION | | _ | | _ | OF OPERATION Ding: Level Off/Touchdown | | |
| | | IN COMMAND - FAIL | ED TO ASSURE THE GEAR WASED.FOUND R MAIN GEAR UNL | | | | | CKED ERD NORMALLY DRG FUNCTION | AL CHECK. | |

| | | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT | PILOT DATA | | | | |
|--------|---|---|-------------------------------|---|--|--|--|--|--|
| E-0011 | 9/10/81 TOMBALL,TX TIME - 1115 | CESSNA 150 XB-CHW DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | | COMMERCIAL, FL.INSTR., AGE 56, 18990 TOTAL HOURS, 2500 IN IYPE, INSTRUMENT RATED. | | | | |
| | | INTENDED DESTINATION | | | | | | | |
| | TOMBALL,TX TYPE OF ACCIDENT | LOCAL | DULES C | OF OPERATION | | | | | |
| | ENGINE FAILURE OR MALFU | NCTION | | LIGHT: NORMAL CRUISE | | | | | |
| | COLLIDED WITH: TREES | | | ING: ROLL | | | | | |
| | COMPLETE POWER LOSS - COMP EMERGENCY CIRCUMSTANCES - REMARKS- LOST PWR OVR WOOD | FORCED LANDING OFF AIRPO | HEOUT-1 ENGINE ORT ON LAND | ORCED LNDG | | | | | |
| E-0012 | 9/20/81 PITTSBURGH,PA TIME - 1745 | CESSNA 310P CF-KBC DAMAGE-SUBSTANTIAL | | | CERTIFICATE OTHER, AGE 39, 996 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. | | | | |
| | | NAME OF AIRPORT - PITTSBURGH INTL | | | | | | | |
| | NAME OF AIRPORT - PITTSBUR | GH INTL | | | INDIKOMENI KATED: | | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | INGINOMENT RAILD. | | | | |
| | DEPARTURE POINT TORONTO, CANADA | INTENDED DESTINATION | | | INDIKONENI KALED. | | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | OF OPERATION DING: LEVEL OFF/TOUCHDO | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | · PILOT DATA | | | | |
|--------|--|---------------------------------------|--|------------------------|--------------------------------------|--|--|--|--|--|
| E-0013 | 3/18/81 TIME - 151 | BEATTY,NV 16 | BEECH TC-45J CG-RJE DAMAGE-DESTROYED | CR- 2 0 0 PX- 0 0 0 | | COMMERCIAL, AGE 60, 14800 TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED. | | | | |
| | NAME OF AIRPORT - BEATTY DEPARTURE POINT YUMA,AZ TYPE OF ACCIDENT | | INTENDED DESTINATION SPOKANE, WA | BEAT | NROUTE STOP TY,NV OF OPERATION | | | | | |
| | COLLISION WITH GROUND/WATER: UNCONTROLLED LANDING: FINAL APPROACH | | | | | | | | | |
| | PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | | | | | | |
| | WEATHER WEATHER MISCELI | R - HIGH DENSITY LANEOUS ACTS,COND | FLIGHT, CLEAR AIR ALTITUDE ITIONS - DOWNWIND | ONNEL OV BUONI | r. | | | | | |
| , | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | | | |
| | SKY CONDIT | | | UNLI | G AT ACCIDENT SITE MITED | | | | | |
| | | Y AT ACCIDENT SIT ER(UNLIMITED) | E | PRECIP: NONE | ITATION AT ACCIDENT SI | ITE | | | | |
| | OBSTRUCTION NONE | ONS TO VISION AT | ACCIDENT SITE | TEMPER | ATURE-F | | | | | |
| | WIND DIRECTION-DEGREES 110 | | | | ELOCITY-KNOTS | | | | | |
| | | EATHER CONDITIONS | F FLIGHT PLAN | | | | | | | |
| | | ER IMPACT ERASHED AFT SVRL | NON-STD TURNS IN TFC PA | LHAULING SPAR | E ENG LOADED BIN 2 STA | ACKED TIRES D/A 4200FT. | | | | |

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | | PILOT DATA |
|----------|---|--|---------------------|------------------------------|--|
| E-0014 | 12/10/81 LAREDO,TX TIME - 1745 | HAWKER SIDD HS.125 XA-ESQ DAMAGE-SUBSTANTIAL | | COMMERCIAL AIR TAXI-PASSG | |
| | NAME OF AIRPORT - LAREDO | INTL | | • | RAIED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | MONTEREY, MX TYPE OF ACCIDENT | LAREDO, TX | DUACE O | E ODEDAMION | |
| | STALL: MUSH | | • | | |
| | | | , | | • |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAIL FACTOR(S) | LED TO OBTAIN/MAINTAIN FL | YING SPEED | | |
| | | DITIONS - ALCOHOLIC IMPAI S STATED PILOT APPEARED T | | | |
| G=0001 | 4/10/81 KETCHIKAN,AK | MCKINNON G-21 | CR- 0 0 1 | COMMERCIAL | CERTIFICATE UNKNOWN, AGE |
| G - 0001 | TIME - 0946 | CFAWH DAMAGE-NONE | | AIR TAXI-PASSG | UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED. |
| | NAME OF AIRPORT - KETCHIK. | AN SPB | | | ONNY MIL ZINDZROVINIA RAZDO |
| | DEPARTURE POINT | INTENDED DESTINATION | LAST EN | ROUTE STOP | |
| | UNKNOWN/NOT REPORTED | PRINCE RUPERT, B.C. | KETCH | • | • |
| • | TYPE OF ACCIDENT COLLIDED WITH: PARKED | F OPERATION : OTHER | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - STAN | RTED ENGINE WITHOUT PROPE | | | T V DMCD |

REMARKS- STARTED ENGS ON WIR WHILE UNTIED FM DOCK.DEHAVILLAND DHC-2,N64395,SUBSTANTIALLY DMGD.

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA | | | | |
|--------|-----------------------|---|---|------------------------|----------------------------------|--|--|--|--|--|
| G-0002 | 6/10/81 TIME - 115 | ATLANTIC CITY,NJ | DEHAVILLAND DHC-7 C-GNBX-X DAMAGE-MINOR | CR- 0 0 2 PX- 0 0 7 | MISCELLANEOUS EXPERIMENTATION | CERTIFICATE OTHER, AGE 58, 13000 TOTAL HOURS, 1800 IN TYPE, INSTRUMENT RATED. | | | | |
| | | IRPORT - NAFEC | | | | | | | | |
| | DEPARTURE | | INTENDED DESTINATION | | | | | | | |
| | TYPE OF AC | CITY, NJ | LOCAL | DUACE C | F OPERATION | • • | | | | |
| | WHEELS- | | | | oing: Level off/touchdown | • | | | | |
| | PROBABLE C | CAUSE(S) | | | | | | | | |
| | | COPILOT - FAILED TO EXTEND LANDING GEAR | | | | | | | | |
| | PILOT 1 | IN COMMAND - INADEC | QUATE SUPERVISION OF FI | LIGHT | • | | | | | |
| | FACTOR(S) | | | | • | | | | | |
| | AIRFRAN | ME - LANDING GEAR: | LANDING GEAR WARNING | AND INDICATING | COMPONENTS | • | | | | |
| | MISCELI | LANEOUS ACTS, CONDIT | TIONS - ERRATIC | | | | | | | |
| | REMARKS- 1 | LOW APCH TO RWY31,0 | CIRCLED TO LAND RWY26. | ONE GR WARNING | SYSTEM INOP, OTHER INTERM | ITTENT OPERATION. | | | | |

NTSB/AAB-Brief Format Supplemental 83/03 Issue 1981 Accidents



U.S. DEPARTMENT OF COMMERCE National Technical Information Service Springfield, Va 22161

OFFICIAL BUSINESS

Penalty for Private Use, \$300



AN EQUAL OPPORTUNITY EMPLOYER

POSTAGE AND FEES PAID U.S. DEPARTMENT OF COMMERCE COM-211



SPECIAL FOURTH-CLASS RATE BOOK

NTSB BA LEARNING RESOURCES CTR EMBRY RIDDLE AERONAUTICAL UNIV REGIONAL AIRPORT DAYTONA FL 32014

001