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Accidents

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**BRIEFS OF ACCIDENTS
INVOLVING
TURBINE POWERED AIRCRAFT
U.S. GENERAL AVIATION
1973**

NATIONAL TRANSPORTATION SAFETY BOARD



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16. Abstract <p>This publication contains reports of U. S. general aviation turbine powered aircraft accidents occurring in 1973. Included are 102 accident Briefs, 24 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by type of accident, phase of operation, injury index, aircraft damage, pilot certificate, injuries and cause/factor(s). This publication will be published annually.</p>					
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FOREWORD

This report contains U.S. General Aviation turbine powered aircraft accident Briefs, arranged in state and date order. In addition, this publication includes several statistical tables which tabulate and summarize selected accident information, such as type of accident, phase of operation, injuries, cause/factors and pilot certificates.

In 1973, U. S. General Aviation turbine powered aircraft flew 2,344,600 hours and were involved in 102 accidents 24 of which were fatal, resulting in total and fatal accident rates per 100,000 hours of 4.35 and 1.02, respectively. In comparison, the entire General Aviation fleet incurred 4,255 total accidents and 723 fatal accidents while flying 30,048,000 hours giving it total and fatal accident rates per 100,000 hours of 14.2 and 2.40, respectively.

The enclosed computer briefs are the reports of the National Transportation Safety Board and thereby subject to the limitations of 49 USC 1441(e) which states:

"(e) No part of any report or reports of the Board relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damages growing out of any matter mentioned in such report or reports."

In reading these reports, it should be borne in mind that they are 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 information which fulfill most requirements of persons using these reports. However, for those having a need for more detailed information, the original factual reports are on file in the Washington Office of the National Transportation Safety Board. Upon request, these reports will be reproduced commercially for a fee to cover reproduction and postage. The cost will be assessed per printed page, and photographs will be reproduced.

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EXPLANATORY NOTES

Type of Accident:

The type of accident relates to the circumstances involved in the accident. Briefly, it indicates what happened.

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. In other words, where in the flight the circumstances took place.

First and Second Type of Accident:

Two separate types may be coded in any one accident. The selection of first and second type is made in relation to the sequence of occurrence.

In those occurrences wherein more than two types or circumstances are involved, the selection of types is made considering the circumstances which may be of the greatest value from the standpoint of safety study. In such cases the two types selected are coded as first and second according to sequence of occurrence.

A secondary type is not normally used when the occurrence is the inevitable result of a prior occurrence resulting in the loss of control. Generally this pertains to collisions with ground or objects.

First and Second Phase of Operation:

The phase of operation is directly related to the type of accident. When more than one type is coded for an accident, each type will have a corresponding phase. In other words, the first phase of operation will be that phase of flight in which the first type or circumstance occurred. In the event that the first and second type both occur in one operational phase, the same phase is coded twice.

Cause and Related Factors:

In determining the probable cause of an accident, all facts, conditions and circumstances are considered. 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 reflect 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 readily categorized elsewhere in the system.

LIST OF ABBREVIATIONS USED IN BRIEFS

ABBREVIATION	MEANING
AERIAL ADVERTISE	AERIAL ADVERTISING
ATR, FLIGHT INSTR.	AIRLINE TRANSPORT INSTRUCTOR
AIR SHOW/RACING	AIR SHOW/AIR RACING
AIR TAXI-CARGO	AIR TAXI-CARGO OPERATIONS
AIR TAXI-PASSG	AIR TAXI-PASSENGER OPERATIONS
APPROACH CTL-DEPARTURE	APPROACH CONTROL-DEPARTURE
APR CTL-TOW ENRT CTL SRV	APPROACH CONTROL-TOWER EN ROUTE CONTROL SERVICE
ASSOC CROP CTL ACTIVITIES	ASSOCIATED CROP CONTROL ACTIVITIES
ASSOC FIRE CTL ACTIVITIES	ASSOCIATED FIRE CONTROL ACTIVITIES
COMMERCIAL, FLIGHT INSTR.	COMMERCIAL FLIGHT INSTRUCTOR
CORP /EXEC	CORPORATION/EXECUTIVE
CR-	CREW
CTR CARGO-D	CONTRACT/CHARTER-CARGO-DOMESTIC
CTR CARGO-I	CONTRACT/CHARTER-CARGO-INTERNATIONAL
CTR PASSG-D	CONTRACT/CHARTER-PASSENGER-DOMESTIC
CTR PASSG-I	CONTRACT/CHARTER-PASSENGER-INTERNATIONAL
LAST ENROUTE STOP	LAST PLANNED EN ROUTE LANDING POINT
MAPPING/PHOTO	AERIAL MAPPING/PHOTOGRAPHY
MIL CONTRACT CARGO INTL	MILITARY CONTRACT-CARGO-INTERNATIONAL
MIL CONTRACT PASSG INTL	MILITARY CONTRACT-PASSENGER-INTERNATIONAL
MILITARY CTR CARGO DOM	MILITARY CONTRACT-CARGO-DOMESTIC
MILITARY CTR PASSG DOM	MILITARY CONTRACT-PASSENGER-DOMESTIC
MIL/CTR CARGO	MILITARY CONTRACT-CARGO
MIL/CTR PASSG	MILITARY CONTRACT-PASSENGER
NR.	NEAR
NS CTR CARGO	NONSCHEDULED/CHARTER REVENUE CARGO-INTRA-STATE
NS CTR PASSG	NONSCHEDULED/CHARTER REVENUE PASSENGER-INTRA-STATE
NS/CTR REVENUE CARGO DOM	NONSCHEDULED/CHARTER REVENUE CARGO-DOMESTIC
NS/CTR REVENUE CARGO INTL	NONSCHEDULED/CHARTER REVENUE CARGO-INTERNATIONAL
NS/CTR REVENUE PASSG DOM	NONSCHEDULED/CHARTER REVENUE PASSENGER-DOMESTIC
NS/CTR REVENUE PASSG INTL	NONSCHEDULED/CHARTER REVENUE PASSENGER-INTERNATL
OT-	OTHER AIRCRAFT AND GROUND
PARAJUMP	PARACHUTE JUMP
PRIVATE, FL. INST R.	PRIVATE FLIGHT INSTRUCTOR
PX-	PASSENGERS
RADAR CTL/SURVEILLANCE	RADAR CONTROL/SURVEILLANCE
SCHED CARGO SRV	SCHEDULED CARGO SERVICE
SCHED DOM CARGO SRV	SCHEDULED DOMESTIC CARGO SERVICE
SCHED DOM PASSG SRV	SCHEDULED DOMESTIC PASSENGER SERVICE
SCHED INTERNATL CARGO SRV	SCHEDULED INTERNATIONAL CARGO SERVICE
SCHED INTERNATL PASSG SRV	SCHEDULED INTERNATIONAL PASSENGER SERVICE
SCHED PASSG SRV	SCHEDULED PASSENGER SERVICE
S-D	SCHEDULED-DOMESTIC
S-I	SCHEDULED-INTERNATIONAL
UNK/NR	UNKNOWN/NOT REPORTED

INJURIES, ACCIDENTS
TURBINE POWERED AIRCRAFT
U. S. GENERAL AVIATION

1973

		INJURIES					
		FATAL	SERIOUS	MINOR	NONE	UNKNOWN	TOTAL
PILOT		20	10	12	61		103
COPILOT		7	1	1	19		28
DUAL STUDENT					1		1
CHECK PILOT		1					1
FLIGHT ENGINEER				1	1		2
NAVIGATOR							
CABIN ATTENDANT				1			1
EXTRA CREW		1		3	8		12
PASSENGERS		27	17	24	126		194
TOTAL		56	28	42	216	ABOARD	342
* OTHER AIRCRAFT		3			1		4
OTHER GROUND		1	1	2			4
GRAND TOTAL		60	29	44	217		350

INVOLVES 102 TOTAL ACCIDENTS
INVOLVES 24 FATAL ACCIDENTS

* INJURIES CARRIED OPPOSITE OTHER-AIRCRAFT ARE INJURIES OCCURRING IN AIRCRAFT THAT ARE NOT PART OF THIS SUBJECT TABULATION, BUT WERE PART OF THE TOTAL INJURIES INVOLVED IN COLLISIONS BETWEEN AIRCRAFT.

ANALYTIC TABLE
KIND OF FLYING BY PILOT CERTIFICATE

KIND OF FLYING	PILOT CERTIFICATE								RECORDS	ACCIDENTS	
	STUDENT	PRIVATE	COMMERCIAL	ATR	PRIVATE/ FL INSTR.	COMMERCIAL/ FL INSTR.	ATR / FL INSTR.	OTHER			NONE
<u>INSTRUCTIONAL</u>											
DUAL			1							1	1
SOLO											
CHECK			1							1	1
TRAINING				1		1				2	2
<u>NONCOMMERCIAL</u>											
PLEASURE		2								2	2
PRACTICE			2							2	2
BUSINESS		2	3		1					6	6
CORPORATE/EXECUTIVE			3	18	2	2				25	25
AERIAL SURVEY											
COMPANY FLIGHT											
OTHER			1							1	1
<u>COMMERCIAL</u>											
AERIAL APPLICATION											
CROP CONTROL RELATED FLIGHT											
FIRE CONTROL			1		1					2	2
FIRE CONTROL RELATED FLIGHT			4		1					5	5
AERIAL MAPPING/PHOTOGRAPHY											
AERIAL ADVERTISING											
POWER AND PIPELINE PATROL											
FISH SPOTTING											
AIR TAXI-PASSENGER OPERATIONS		14	2		3	3				22	22
AIR TAXI-CARGO OPERATIONS		2				1				3	3
CONSTRUCTION WORK		1				1				2	2
SCHEDULED PASSENGER SERVICE											
SCHEDULED CARGO SERVICE											
INTRA-STATE CHARTER PASSG.											
INTRA-STATE CHARTER CARGO.											
MILITARY CONTRACT-PASSENGER											
MILITARY CONTRACT-CARGO											
CHARTER CARGO-DOMESTIC					1					1	1
CHARTER PASSG-DOMESTIC		1								1	1
CHARTER-CARGO-INTERNATIONAL		1								1	1
CHARTER-PASSG-INTERNATIONAL		2	1							3	3

KIND OF FLYING BY PILOT CERTIFICATE

PILOT CERTIFICATE

KIND OF FLYING

STUDENT
PRIVATE
COMMERCIAL
ATR
PRIVATE/ FL INSTR.
COMMERCIAL/ FL INSTR.
ATR/ FL INSTR.
OTHER
NONE
UNKNOWN/
NOT REPORTED

RECORDS
1
ACCIDENTS
1

UNKNOWN/NOT REPORTED

MISCELLANECUS

EXPERIMENTATION

TEST

4

1

5

5

DEMONSTRATION

1

1

2

2

FERRY

2

1

3

6

6

SEARCH AND RESCUE

1

1

1

AIR SHOW/AIR RACING

PARACHUTE JUMP

PARACHUTE JUMP-AIR SHOW

TOWING GLIDERS

SEEDING CLOUDS

HUNTING

POLICE PATROL

1

1

2

2

HIGHWAY TRAFFIC ADVISORY

ALL OTHER PUBLIC FLYING

2

2

4

4

OTHER

1

1

1

UNKNOWN/NOT REPORTED

1

1

1

RECORDS

5

50

23

14

11

103

ACCIDENTS

5

50

23

14

11

102

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT	AIRCRAFT DAMAGE				RECORDS	ACCIDENTS
	DESTROYED	SUBSTANTIAL	MINOR	NONE		
GROUND-WATER LOOP-SWERVE	2	6			8	8
DRAINED WINGTIP POD OR FLOAT						
WHEELS-UP LANDING		2			2	2
WHEELS-DOWN LANDING IN WATER						
GEAR COLLAPSED						
GEAR RETRACTED		4			4	4
HARD LANDING		11			11	11
NOSE OVER/DOWN		1			1	1
ROLL OVER		2			2	2
OVERSHOOT	1	2			3	3
UNDERSHOOT	1	2			3	3
<u>COLLISION BETWEEN AIRCRAFT</u>						
BOTH IN FLIGHT	1	1			2	2
ONE AIRBORNE						
BOTH ON GROUND		2			2	1
<u>COLLISION WITH GROUND/WATER</u>						
CONTROLLED	1	4			5	5
UNCONTROLLED	8	4			12	12
<u>COLLIDED WITH</u>						
WIRES/POLES	2	2			4	4
TREES	2	1			3	3
RESIDENCE/S						
BUILDING/S						
FENCE, FENCEPOSTS						
ELECTRONIC TOWERS						
RUNWAY OR APPROACH LIGHTS						
AIRPORT HAZARD						
ANIMALS						
CROP						
FLAGMAN LOADER						
DITCHES						
SNOWBANK						
PARKED AIRCRAFT						
AUTOMOBILE						
CURT BARR						
OBJECT		3			3	3

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

AIRCRAFT DAMAGE

DESTROYED
SUBSTANTIAL
MINOR
NONE

FIRST TYPE OF ACCIDENT

RECORDS ACCIDENTS
1 1

BIRD STRIKE

STALL

SPIN

SPIRAL

WASH

FIRE OR EXPLOSION

IN FLIGHT

ON GROUND

AIRFRAME FAILURE

IN FLIGHT

ON GROUND

ENGINE TEARAWAY

ENGINE FAILURE OR MALFUNCTION

PROPELLER/ROTOR FAILURE

PROPELLER

TAIL ROTOR

MAIN ROTOR

PROP ROTOR ACNT TO PERSON

JET INTAKE/EXH ACNT TO PERKS

PROPELLER/JET/ROTOR BLAST

TURBULENCE

TAIL DAMAGE TO AIRCRAFT

LIGHTNING STRIKE

EVASIVE MANUEVER

UNCONTROLLED ALT DEVIATION

DITCHING

MISSING ACFT NOT RECOVERED

MISCELLANEOUS/OTHER

UNDETERMINED

OTHER

RECORDS

29 73 1

103

ACCIDENTS

29 72 1

102

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

FIRST OPERATIONAL PHASE	INJURY INDEX				RECORDS	ACCIDENTS
	FATAL	SERIOUS	MINOR	NONE		
<u>STATIC</u>						
STARTING ENGINE/S				1	1	1
IDLING ENGINE/S	1				1	1
ENGINE RUNUP						
IDLING ROTORS				1	1	1
PARKED-ENGINES NOT OPERATING						
OTHER						
<u>TAXI</u>						
TO TAKEOFF						
FROM LANDING				1	1	1
OTHER						
GROUND TAXI TO TAKEOFF						
GROUND TAXI FROM LANDING						
GROUND TAXI, OTHER						
AERIAL TAXI TO TAKEOFF						
AERIAL TAXI TO/FROM LANDING						
AERIAL TAXI, OTHER						
<u>TAKEOFF</u>						
RUN				2	2	2
INITIAL CLIMB	5	1	1	4	11	11
VERTICAL	1	1	5	4	11	11
RUNNING						
ABORTED						
ABORTED						
ABORTED						
OTHER						
<u>INFLIGHT</u>						
CLIMB TO CRUISE		2		1	3	3
NORMAL CRUISE	5	2	5	7	19	19
DESCENDING	1				1	1
HOLDING						
POWVERING		1	1	2	4	4
POWER-ON DESCENT				1	1	1
AUTOROTATIVE DESCENT				1	1	1
ACROBATICS						
BUZZING						

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

<u>FIRST OPERATIONAL PHASE</u>	<u>INJURY INDEX</u>				RECORDS	ACCIDENTS
	FATAL	SERIOUS	MINOR	NONE		
UNCONTROLLED DESCENT	4	1			5	5
EMERGENCY DESCENT	1				1	1
LOW PASS						
OTHER	2		1	1	4	4
EN ROUTE TO TREAT CROP						
EN ROUTE TO RELOADING AREA						
SURVEY FIELD/AREA						
STARTING SWATH RUN						
SWATH RUN						
FLAREOUT FOR SWATH RUN						
PULLUP FROM SWATH RUN						
PROCEDURE TURNAROUND						
CLEANUP SWATH						
MANEUVER TO AVOID OBSTRUCTION						
RETURN TO STRIP						
<u>LANDING</u>						
TRAFFIC PATTERN-CIRCLING				1	1	1
FINAL APPROACH		1	1	3	5	5
INITIAL APPROACH	1				1	1
FINAL APPROACH	1				1	1
LEVFL OFF/TOUCHDOWN	1		3	8	12	12
ROLL			1	7	8	8
ROLL-ON/RUN-ON			1		1	1
PCWFR-ON LANDING			1	1	2	2
PCWFR-OFF AUTOROTATIVE LDG				3	3	3
GC-AROUND	1	1			2	2
MISSED APPROACH						
OTHER						
UNKNOWN/NOT REPORTED						
RECCRDS	24	10	20	49	103	
ACCIDENTS	24	10	20	48		102

CAUSE/FACTOR TABLE
TURBINE POWERED AIRCRAFT
U.S. GENERAL AVIATION

1973

INVOLVES 102 TOTAL ACCIDENTS
INVOLVES 24 FATAL ACCIDENTS

BROAD CAUSE/FACTOR -----	FATAL ACCIDENTS -----			NONFATAL ACCIDENTS -----			ALL ACCIDENTS -----		
	CAUSE -----	FACTOR -----	TOTAL* -----	CAUSE -----	FACTOR -----	TOTAL* -----	CAUSE -----	FACTOR -----	TOTAL* -----
PILOT	17 68.00	3 12.00	17 68.00	55 70.51	11 14.10	56 71.79	72 69.90	14 13.59	73 70.87
PERSONNEL	3 12.00	3 12.00	6 24.00	9 11.54	3 3.85	11 14.10	12 11.65	6 5.83	17 16.50
AIRFRAME	.00	.00	.00	1 1.28	.00	1 1.28	1 .97	.00	1 .97
LANDING GEAR	.00	.00	.00	3 3.85	.00	3 3.85	3 2.91	.00	3 2.91
POWERPLANT	3 12.00	.00	3 12.00	13 16.67	2 2.56	15 19.23	16 15.53	2 1.94	18 17.48
SYSTEMS	1 4.00	.00	1 4.00	2 2.56	1 1.28	3 3.85	3 2.91	1 .97	4 3.88
INSTRUMENTS/EQUIPMENT AND ACCESSORIES	.00	.00	.00	1 1.28	.00	1 1.28	1 .97	.00	1 .97
ROTORCRAFT	2 8.00	.00	2 8.00	6 7.69	3 3.85	9 11.54	8 7.77	3 2.91	11 10.68
AIRPORTS/AIRWAYS/FACILITIES	1 4.00	.00	1 4.00	5 6.41	8 10.26	13 16.67	6 5.83	8 7.77	14 13.59
WEATHER	.00	5 20.00	5 20.00	3 3.85	20 25.64	23 29.49	3 2.91	25 24.27	28 27.18
TERRAIN	1 4.00	3 12.00	4 16.00	5 6.41	18 23.08	22 28.21	6 5.83	21 20.39	26 25.24
MISCELLANEOUS	3 12.00	.00	3 12.00	6 7.69	.00	6 7.69	9 8.74	.00	9 8.74
UNDETERMINED	1 4.00	.00	1 4.00	.00	.00	.00	1 .97	.00	1 .97

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

* IF AN ACCIDENT INCLUDES BOTH A CAUSE AND RELATED FACTOR IN THE SAME CAUSAL CATEGORY, THE ACCIDENT IS REPRESENTED ONCE UNDER THE TOTAL FOR THAT CATEGORY

CAUSE/FACTOR TABLE
TURBINE POWERED AIRCRAFT
U.S. GENERAL AVIATION

1973

INVOLVES 102 TOTAL ACCIDENTS
INVOLVES 24 FATAL ACCIDENTS

DETAILED CAUSE/FACTOR -----	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** PILOT **									
PILOT IN COMMAND									
ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT				1		1	1		1
ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL				1		1	1		1
BECAME LOST/DISORIENTED	1		1				1		1
CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS				2		2	2		2
DELAYED IN INITIATING GO-AROUND	1		1				1		1
DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT				2		2	2		2
EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT	1		1				1		1
FAILED TO EXTEND LANDING GEAR				1		1	1		1
INADVERTENTLY RETRACTED GEAR				1		1	1		1
FAILED TO SEE AND AVOID OTHER AIRCRAFT	2		2				2		2
FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS	1		1	4		4	5		5
MISJUDGED, SPEED, ALTITUDE OR CLEARANCE	1		1				1		1
FAILED TO MAINTAIN ADEQUATE ROTOR RPM	1		1	5		5	6		6
FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT					2	2		2	2
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC	2	1	3	4	2	6	6	3	9
IMPRCPFR OPERATION OF POWERPLANT + POWERPLANT CONTROLS	1		1	2		2	3		3
IMPRCPFR OPERATION OF FLIGHT CONTROLS	2		2	6	1	7	8	1	9
IMPROPER LEVEL OFF				1		1	1		1
IMPROPER IFR OPERATION	2		2				2		2
IMPRCPFR IN-FLIGHT DECISIONS OR PLANNING	3		3	2		2	5		5
IMPROPER COMPENSATION FOR WIND CONDITIONS				2		2	2		2
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING	3	1	4	5	1	6	8	2	10
INADEQUATE SUPERVISION OF FLIGHT	1		1	3		3	4		4
LACK OF FAMILIARITY WITH AIRCRAFT					1	1		1	1
MISMANAGEMENT OF FUEL	1		1	2		2	3		3
EXERCISED POOR JUDGMENT		1	1	3	1	4	3	2	5
SELECTED UNSUITABLE TERRAIN				1		1	1		1
MISJUDGED DISTANCE, SPEED, AND ALTITUDE				1	1	2	1	1	2
MISJUDGED DISTANCE AND SPEED	1		1	1		1	2		2
MISJUDGED DISTANCE AND ALTITUDE				3		3	3		3
MISJUDGED SPEED AND ALTITUDE				5		5	5		5
MISJUDGED SPEED				1		1	1		1
MISJUDGED ALTITUDE				2		2	2		2
MISJUDGED CLEARANCE				2		2	2		2
IMPRCPFR RECOVERY FROM BOUNCED LANDING				1		1	1		1
INCAPACITATION	1		1				1		1
SPATIAL DISORIENTATION				2		2	2		2
FAILED TO MAINTAIN DIRECTIONAL CONTROL	1		1	6		6	7		7
SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND					1	1		1	1
FAILED TO INITIATE GO-AROUND				1	1	2	1	1	2
DIRECT ENTRIES				1		1	1		1
SUBTOTAL	26	3	29	74	11	85	100	14	114
COPILOT									
INADVERTENTLY RETRACTED GEAR				1		1	1		1
FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT	1		1				1		1
IMPRCPFR OPERATION OF POWERPLANT + POWERPLANT CONTROLS				1		1	1		1
IMPRCPFR LEVEL OFF				1		1	1		1
LACK OF FAMILIARITY WITH AIRCRAFT	1		1				1		1
SPONTANEOUS-IMPROPER ACTION				1		1	1		1
FAILED TO MAINTAIN DIRECTIONAL CONTROL				1		1	1		1
SUBTOTAL	2		2	5		5	7		7
** PERSONNEL **									
FLIGHT INSTRUCTOR									
MAINTENANCE, SERVICING, INSPECTION									
IMPRCPFR MAINTENANCE(MAINTENANCE PERSONNEL)				2		2	2		2

CAUSE/FACTOR TABLE

PERSONNEL (CONTINUED)

	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
INADEQUATE INSPECTION OF AIRCRAFT (MAINTENANCE PERSONNEL)					1	1		1	1
INADEQUATE MAINTENANCE AND INSPECTION				6		6	6		6
OPERATIONAL SUPERVISORY PERSONNEL									
INADEQUATE FLIGHT TRAINING-PROCEDURES		1	1					1	1
WEATHER PERSONNEL									
TRAFFIC CONTROL PERSONNEL									
OTHER		1	1					1	1
AIRPORT SUPERVISORY PERSONNEL									
FAILURE TO NOTIFY OF UNSAFE CONDITION					2	2		2	2
OTHER	1		1				1		1
AIRWAYS FACILITIES PERSONNEL									
PRODUCTION-DESIGN-PERSONNEL									
OTHER		1	1					1	1
MISCELLANEOUS-PERSONNEL									
PILOT OF OTHER AIRCRAFT	1		1	1		1	2		2
PASSENGER	1		1				1		1
THIRD PILOT									
FLIGHT ENGINEER									
DISPATCHING									
SUBTOTAL	3	3	6	9	3	12	12	6	18
** AIRFRAME **									
WINGS									
FUSELAGE									
DOORS, DOOR FRAMES				1		1	1		1
LANDING GEAR									
NORMAL RETRACTION/EXTENSION ASSEMBLY				2		2	2		2
EMERGENCY/EXTENSION ASSEMBLY				1		1	1		1
GEAR LOCKING MECHANISM				1		1	1		1
FLIGHT CONTROL SURFACES									
SUBTOTAL				5		5	5		5
** POWERPLANT **									
ENGINE STRUCTURE									
IGNITION SYSTEM									
FUEL SYSTEM									
FUEL INJECTION SYSTEM				1		1	1		1
LUBRICATING SYSTEM									
COOLING SYSTEM									
PROPELLER AND ACCESSORIES									
EXHAUST SYSTEM									
ENGINE ACCESSORIES									
ENGINE CONTROLS-COCKPIT									
POWERPLANT-INSTRUMENTS									
FUEL QUANTITY GAUGE					1	1		1	1
MISCELLANEOUS									
POWERPLANT FAILURE FOR UNDETERMINED REASONS	2		2	8		8	10		10
BIRD INGESTION	1		1				1		1
REDUCTION GEAR ASSEMBLY									
COMPRESSOR ASSEMBLY									
BLADE, COMPRESSOR ROTOR				1		1	1		1
FAN				1		1	1		1
COMBUSTION ASSEMBLY									
TURBINE ASSEMBLY									
ACCESSORY DRIVE ASSEMBLY									
LUBRICATING SYSTEM									
FUEL SYSTEM									
OTHER				1		1	1		1
SAFETY SYSTEM									
IGNITION SYSTEM									
TORQUEMETER									
AIR BLEED									
EXHAUST SYSTEM									
THRUST REVERSER									
REVERSER DOORS					1	1		1	1
PROPELLER SYSTEM									
CONSTANT SPEED DRIVE									
POWER LEVER									

CAUSE/FACTOR TABLE

POWERPLANT (CONTINUED)

	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
PROPELLER LEVER									
REVERSE THRUST LEVER									
OTHER				1		1	1		1
ENGINE INDICATING EQUIPMENT									
ENGINE INSTALLATION									
SUBTOTAL	3		3	13	2	15	16	2	18
** SYSTEMS **									
ELECTRICAL SYSTEM									
MOTORS				1		1	1		1
SWITCHES	1		1				1		1
HYDRAULIC SYSTEM									
FLIGHT CONTROL SYSTEMS									
ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM				1		1	1		1
FLIGHT CONTROL BOOST SYSTEM (HYDRAULIC)					1	1		1	1
ANTI-ICING, DE-ICING SYSTEMS									
AIR CONDITION, HEATING AND PRESSURIZATION									
PRESSURIZATION CONTROL AND INDICATING SYSTEM	1		1				1		1
AUTO PILOT									
FIRE WARNING SYSTEM									
FIRE EXTINGUISHER SYSTEM									
OXYGEN SYSTEM									
OTHER SYSTEMS									
SUBTOTAL	2		2	2	1	3	4	1	5
** INSTRUMENTS/EQUIPMENT AND ACCESSORIES **									
FLIGHT AND NAVIGATION INSTRUMENTS									
COMMUNICATIONS AND NAVIGATION EQUIPMENT									
MISCELLANEOUS EQUIPMENT									
OTHER				1		1	1		1
SUBTOTAL				1		1	1		1
** ROTORCRAFT **									
ROTOR ASSEMBLIES									
TAIL ROTOR BLADES				1		1	1		1
TRANSMISSION ROTOR DRIVE SYSTEM									
ENGINE DRIVE SHAFT				1		1	1		1
TAIL ROTOR DRIVE SHAFT ASSEMBLY				1		1	1		1
TAIL ROTOR GEAR BOX				1		1	1		1
OTHER	1		1	2	1	3	3	1	4
FLIGHT CONTROL SYSTEMS									
CYCLIC PITCH CONTROL SYSTEM				1	1	2	1	1	2
MISCELLANEOUS UNITS AND ASSEMBLIES									
EMERGENCY FLOTATION GEAR					1	1		1	1
OTHER	2		2				2		2
SUBTOTAL	3		3	7	3	10	10	3	13
** AIRPORTS/AIRWAYS/FACILITIES **									
AIRPORT FACILITIES									
RUNWAY LIGHTING					2	2		2	2
AIRPORT CONDITIONS									
WET RUNWAY				2		2	2		2
ICE/SLUSH ON RUNWAY				2		2	2		2
SNOW ON RUNWAY					1	1		1	1
UNMARKED OBSTRUCTIONS					1	1		1	1
SOFT SHOULDERS (RAMP/TAXIWAY)					1	1		1	1
OTHER	1		1	2	4	6	3	4	7
AIRWAYS FACILITIES									
SUBTOTAL	1		1	6	9	15	7	9	16
** WEATHER **									
LOW CEILING		4	4		4	4		4	4

CAUSE/FACTOR TABLE

WEATHER (CONTINUED)

	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
RAIN		1	1		3	3		4	4
FOG		3	3		3	3		6	6
SNOW		1	1		2	2		3	3
UNFAVORABLE WIND CONDITIONS		1	1	1	6	7	1	7	8
SUDDEN WINDSHIFT					1	1		1	1
TURBULENCE ASSOCIATED WITH CLOUDS AND/OR THUNDERSTORMS	1	1	1	1	1	1	1	1	2
OBSTRUCTIONS TO VISION				1	1	2	1	1	2
HIGH DENSITY ALTITUDE					7	7		7	7
SUBTOTAL		11	11	3	27	30	3	38	41
** TERRAIN **									
WET, SOFT GROUND					1	1		1	1
ROUGH/UNEVEN				3	5	8	3	5	8
HIGH OBSTRUCTIONS		3	3	2	8	10	2	11	13
OTHER	1		1		4	4	1	4	5
SUBTOTAL	1	3	4	5	18	23	6	21	27
** MISCELLANEOUS **									
BIRD COLLISION				1		1	1		1
EVASIVE MANEUVER TO AVOID COLLISION	1		1	1		1	2		2
FOREIGN OBJECT DAMAGE				2		2	2		2
FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS	2		2	3		3	5		5
UNDETERMINED	1		1				1		1
SUBTOTAL	4		4	7		7	11		11
GRAND TOTAL	45	20	65	137	74	211	182	94	276
** MISCELLANEOUS ACTS, CONDITIONS **									
CHECKLIST-FAILED TO USE					1	1		1	1
CREW COORDINATION-POOR	1		1				1		1
DISREGARD OF GOOD OPERATING PRACTICE				1		1	1		1
IMPROPER EMERGENCY PROCEDURES	1		1	1		1	2		2
GUST LOCKS ENGAGED	1		1				1		1
NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA				1		1	1		1
POORLY PLANNED APPROACH				1	1	2	1	1	2
MISCALCULATED FUEL CONSUMPTION				1		1	1		1
JETTISONED LOAD					2	2		2	2
LANDED ON FOAMED RUNWAY					1	1		1	1
IMPROPERLY SECURED				2		2	2		2
EXPLOSIVE DECOMPRESSION	1		1				1		1
FATIGUE FRACTURE	2		2				2		2
HYDRAULIC FAILURE					1	1		1	1
THRUST REVERSAL-ASYMMETRICAL				1		1	1		1
THRUST REVERSAL-UNWANTED	1		1	1		1	2		2
WINDSHIELD, DIRTY, FOGGY, ETC-RESTRICTED VISION				1	1	2	1	1	2
IMPROPER ALIGNMENT/ADJUSTMENT				1		1	1		1
FAILURE OF TWO OR MORE ENGINES		2	2					2	2
SEPARATION IN FLIGHT		4	4					6	6
LATERAL IMBALANCE					1	1		1	1
PILOT FATIGUE		1	1					1	1
FUEL EXHAUSTION	1		1	1		1	2		2
PILOT SUFFERED HEART ATTACK	1		1				1		1
ICE-WINDSHIELD				1		1	1		1
IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG				2	1	3	2	1	3
LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM				2		2	2		2
SIMULATED CONDITIONS				1	1	2	1	1	2
AIRCRAFT CAME TO REST IN WATER					5	5		5	5
HYDROPLANING ON WET RUNWAY				2		2	2		2
OVERLOAD FAILURE	2	1	3	2	10	12	4	11	15
MATERIAL FAILURE				3		3	3		3
FUEL STARVATION				3		3	3		3
DOWNWIND					2	2		2	2
OVER TORQUED				1		1	1		1
BINDING				1		1	1		1

CAUSE/FACTOR TABLE

MISCELLANEOUS ACTS, CONDITIONS (CONTINUED)

FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
DISCONNECTED			2		2	2		2
IMPROPERLY INSTALLED			1		1	1		1
JAMMED			2		2	2		2
EXCESSIVE TEMPERATURE			1		1	1		1
VIBRATION, EXCESSIVE				1	1		1	1
LOAD NOT JETTISONED				2	2		2	2
INTENTIONAL GROUND-WATER LOOP-SWERVE				1	1		1	1
INTENTIONAL WHEELS UP			1		1	1		1

DIRECT ENTRY CAUSES

PILOT-FAILED TO ARREST HIGH SINK RATE CRG LDG

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

LISTING OF ACCIDENTS
TURBINE POWERED AIRCRAFT
U.S. GENERAL AVIATION
1973
(IN FILE ORDER SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
3 0021	N7065J	020273	LAKE CHARLES, LA	BELL	206B	NONE
3 0082	N5029E	120573	WHITE PLAINS, NY	AERO COMDR	680W	NONE
3 0121	N4049G	012373	ANCHORAGE, ALAS	BELL	205A	MINOR
3 0122	N9033F	011673	NORTH BEND, WASH	HUGHES	369HS	MINOR
3 0135	N14831	021973	MORGAN CITY, LA	BELL	206B	FATAL
3 0185	N866Q	013173	DETROIT, MICH	MITSUBISHI	MU-2	NONE
3 0186	N454RN	022673	ATLANTA, GA	GATES LEAR	24	FATAL
3 0214	N555C	011273	NOBLESVILLE, IND	MITSUBISHI	MU-2B	NONE
3 0285	N664MC	010773	CHATTANOOGA, TENN	SWEARINGEN	SA226T	NONE
3 0323	N51L	012973	CHARLOTTESVILLE, VA	SWEARINGEN	SA26AT	NONE
3 0332	N8030	032273	RIMERSBURG, PA	BELL	206A	NONE
3 0338	N2941W	021973	PATTERSON, LA.	BELL	206B	SERIOUS
3 0341	N100SQ	022173	BELLEVILLE, MICH	LEAR	24	FATAL
3 0368	N9703	011973	NCLARKSTON, WASH	ALOUETTE	III	MINOR
3 0419	N152	012473	BURNS FLAT, OKLA	LOCKHEED	TV-2	FATAL
3 0425	N35AL	022273	NAMELIA, LA	BELL	206B	FATAL
3 0443	N332PC	030873	CARLSBAD, CALIF	LEAR JET	23	NONE
3 0503	N519FH	031973	GIRDWOOD, ALAS	HILLER ACFT	FH1100	MINOR
3 0520	N743R	041373	MONTROSE, COLO	N. AMERICAN	NA-265	FATAL
3 0523	N320MC	030973	PHOENIX, ARIZ	HAM-FLUGZEU	HFB320	NONE
3 0584	N661CP	030273	BRAINERD, MINN	LEAR JET	24	NONE
3 0595	N7705	032673	SAVOY, ILL	DEHAVILLAND	DHC-6	FATAL
3 0677	N3990A	041873	WICHITA, KANS	BEECH	99A	NONE
3 0703	N9503Z	030773	BLAINE, MINN	N. AMERICAN	NA-265	FATAL
3 0705	N936K	010378	BLAIRSTOWN, IOWA	BEECH	C90	FATAL
3 0744	N65180	031273	KAMUELA, HAWAII	S.N.I.A.S.	SA318C	SERIOUS

LISTING OF ACCIDENTS
TURBINE POWERED AIRCRAFT
U.S. GENERAL AVIATION
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(IN FILE ORDER SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
3 0829	N570DU	021473	ATHENS,GA	BEECH	100	NONE
3 0833	N4646S	040473	WILMINGTON,DEL	BEECH	A90	NONE
3 0854	N791K	031373	PORTLAND,ME	BEECH	65-A90	FATAL
3 0862	N80E	042773	GREENSBORO,NC	N. AMERICAN	NA-265	NONE
3 1145	N7817S	050373	JUNEAU,ALAS	BELL	206A	NONE
3 1157	N4063G	052773	HONOLULU,HAWAII	BELL	206A	MINOR
3 1713	N963M	052273	OPA LOCKA,FLA	BEECH	90	NONE
3 1761	N7094J	071773	AMITYVILLE,NY	BELL	206B	NONE
3 1847	N5048F	080873	OLIKTOK,ALAS	HILLER ACFT	FH1100	MINOR
3 1849	N1472W	080773	NWASILLA,ALAS	BELL	206A	SERIOUS
3 1855	N58110	070973	NTALKEETNA,ALAS	BELL	206B	NONE
3 1882	N9142F	072573	NKETCHIKAN,ALAS	HUGHES	369HS	NONE
3 2052	N7068J	082273	DES MOINES,IOWA	BELL	206A	SERIOUS
3 2115	N9231	080473	DETROIT,MICH	BEECH	TC-45J	NONE
3 2131	N5BD	080173	OSHKOSH,WIS	BEDE	BD-5J	NONE
3 2228	N7329	081473	NBETTLES,ALAS	ALOUETTE	SA318B	NONE
3 2229	N348FH	052073	ANCHORAGE,ALAS	PILATUS	PC-6	SERIOUS
3 2524	N83157	091573	GULF OF MEXICO	BELL	206B	MINOR
3 2547	N427FH	070973	CAVE JCTN,OREG	HILLER	FH1100	NONE
3 2698	N5052F	070673	ANCHORAGE,ALAS	HILLER ACFT	FH1100	NONE
3 2698	N755FH	070673	ANCHORAGE,ALAS	HILLER ACFT	FH1100	NONE
3 2720	N165FD	082573	NSAN ANDREAS,CALIF	BELL	206B	FATAL
3 2730	N41171	080873	NHILO,HAWAII	ALOUETTE II	SA318C	NONE
3 2743	N83044	072473	NLUNA,N MEX	BELL	205A-1	FATAL
3 2839	N4087G	072873	NEW YORK,NY	BELL	206A	FATAL
3 2840	N777RA	092473	SEVIERVILLE,TENN	LEAR JET	25	NONE

LISTING OF ACCIDENTS
TURBINE POWERED AIRCRAFT
U.S. GENERAL AVIATION
1973
(IN FILE ORDER SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
3 3072	N436FH	101673	SUNFLOWER, ARIZ	HILLER ACFT	FH1100	MINOR
3 3079	N910L	110973	GALESBURG, ILL	DASSAULT	FALCON	NONE
3 3105	N6294N	091873	BELTSVILLE, MD	BELL	206A	FATAL
3 3110	N7876	091073	AGANA, GUAM	CONVAIR	990	MINOR
3 3117	N5273M	102073	COLLEGE STN, TEX	SWEARINGEN	SA226T	NONE
3 3200	N58090	102173	SUNRAY, TEX	BELL	206B	NONE
3 3207	N6238N	080773	NCOLD BAY, ALAS	BELL	206A	NONE
3 3217	N8110J	091073	NLEWISTOWN, MONT	BELL	206B	MINOR
3 3231	N887Q	100573	SPRINGFIELD, ILL	MITSUBISHI	MU-2	NONE
3 3240	N4252X	073073	N. PHILDELPHIA, OHIO	SWEARINGEN	SA26	NONE
3 3275	N48531	062573	GLASSEL PRK, CALIF	BELL	206B	SERIOUS
3 3312	N302Y	061973	MARBLEMOUNT, WASH	SIKORSKY	S-61L	NONE
3 3348	N333CS	102373	DE QUEEN, ARK	BEECH	65-90	NONE
3 3480	N177ST	073073	NKETCHIKAN, ALAS	HUGHES	369HS	SERIOUS
3 3486	N461NC	112073	WEBSTER, PA	BELL	206A	FATAL
3 3548	N83235	112973	EHIB 370 GULF MEX	BELL	212	FATAL
3 3558	N900P	121773	WHITE PLAINS, NY	LEAR JET	25	NONE
3 3599	N8452	100173	NKENAI, ALAS	SUDAVIATION	SA318C	NONE
3 3631	N1440W	090273	LESTER, WASH	BELL	205-A1	NONE
3 3643	N307MA	120373	COLEMAN, TEX	MITSUBISHI	MU-2B	FATAL
3 3645	N127	072773	YUKON, OKLA	BOEING	727	FATAL
3 3699	N1214S	051673	NDEADHORSE, ALAS	SWEARINGEN	SA26T	FATAL
3 3709	N2929W	111373	NINTRACSTL CTY, LA	BELL	206B	MINOR
3 3724	N369FH	102373	FAIRBANKS, ALAS	HILLER ACFT	FH1100	MINOR
3 3753	N2215W	082173	NTHOMPSON FLS, MONT	BELL	205-A1	NONE
3 3781	N7881S	120273	NORTH PLATTE, NEBR	BELL	206A	NONE

LISTING OF ACCIDENTS
TURBINE POWERED AIRCRAFT
U.S. GENERAL AVIATION
1973
(IN FILE ORDER SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
3 3797	N7904J	112073	NINTRCSTL CTY,LA	BELL	206B	MINOR
3 3806	N609PD	122073	BETHPAGE,NY	HILLER ACFT	FH1100	SERIOUS
3 3839	N33616	110673	DANSVILLE,NY	HILLER ACFT	UH-12B	MINOR
3 3965	N40LB	092573	LINCOLN,NEBR	GATES LEAR	25	FATAL
3 3972	N333CA	082273	ALEX,OKLA	AERO COMDR	690A	FATAL
3 3981	N546FH	081473	NUMIAT,ALAS	HILLER ACFT	FH1100	NONE
3 3983	N1166U	101673	NJAYUYA,PR	SIKORSKY	S-62A	MINOR
3 3996	N7079J	092873	MILESBURG,PA	BELL	206B	NONE
3 4016	N711FW	121073	JASPER,ALA	TRADEWIND	C-45H	NONE
3 4032	N750NH	110173	NCENTRALIA,WASH	HILLER ACFT	FH1100	NONE
3 4044	N9043F	082673	PACKWOOD,WASH	HUGHES	369HS	SERIOUS
3 4053	N194MA	070673	N.WILKESBORO,NC	MITSUBISHI	MU-2	NONE
3 4097	N360AA	121973	DETROIT,MICH	GATES LEAR	25	MINOR
3 4100	N711FC	122073	W COLUMBIA,SC	BEECH	C90	FATAL
3 4102	N42AL	111973	NTUCSON,ARIZ	BELL	206B	NONE
6 0003	N14821	020273	BAN XON,LAOS	BELL	206B	MINOR
6 0019	N173W	060973	CASEY,QUEBEC,CAN	LOCKHEED	1049G	FATAL
6 0025	N882Q	061373	CEDILLOS C,MEX	MITSUBISHI	MU-2B	FATAL
6 0036	N660MA	071673	DHAHRAN,SAUD ARAB	DEHAVILLAND	DHC-6	MINOR
6 0039	N8162J	072873	NDHAHRAN,SAUD ARAB	BELL	206	NONE
6 0042	N316Y	101173	NREQUENA,PERU	SIKORSKY	S-62A	FATAL
6 0050	N1196W	033073	NBAN NA,LAOS	BELL	204B	SERIOUS
6 0071	N392R	103073	LAM SON,S.VIETNAM	PILATUS	PC6CH2	MINOR
6 0074	N9157Z	092073	PHAN RANG,S.VTNM	BEECH	C-45H	NONE
6 0075	N8535F	090773	RAMASUN,THAILAND	BELL	204B	NONE
6 0076	N5304F	112573	LING TIENG,LAOS	PILATUS	PC6CH2	MINOR

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20591

BRIEFS OF ACCIDENTS

TURBINE POWERED AIRCRAFT

U.S. GENERAL AVIATION

1973

(IN STATE AND DATE ORDER)

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4016	12/10/73 TIME - 1045	JASPER, ALA	TRADEWIND C-45H N711FW DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 41, 12000 TOTAL HOURS, 504 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - WALKER COUNTY DEPARTURE POINT INTENDED DESTINATION HAMILTON, ALA HUNTSVILLE, ALA TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED LANDING: ROLL PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR: NORMAL RETRACTION/EXTENSION ASSEMBLY SYSTEMS - ELECTRICAL SYSTEM: MOTORS MISCELLANEOUS ACTS, CONDITIONS - BINDING REMARKS- LNDG GR DYNAMIC BRAKE MALFUNCTIONED GR MOTOR COASTED DWN RESULTED BINDING NOSE GR DRIVE CHAIN						
3-0121	1/23/73 TIME - 1605	ANCHORAGE, ALAS	BELL 205A N4049G DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 8	COMMERCIAL AIR TAXI-PASSG	ATR, FLIGHT INSTR., AGE 35, 3054 TOTAL HOURS, 2600 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BELUGA DEPARTURE POINT INTENDED DESTINATION ANCHORAGE, ALAS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: UNCONTROLLED TAKEOFF: VERTICAL PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT FACTOR(S) ROTORCRAFT - FLIGHT CONTROL SYSTEMS: CYCLIC PITCH CONTROL SYSTEM SYSTEMS - FLIGHT CONTROL SYSTEMS: FLIGHT CONTROL BOOST SYSTEMS, HYDRAULIC MISCELLANEOUS ACTS, CONDITIONS - HYDRAULIC FAILURE						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-0503	3/19/73 TIME - 1615	GIRDWOOD,ALAS	HILLER ACFT FH1100 N519FH DAMAGE-SUBSTANTIAL	CR- PX-	0 0	0 4	1 AIR TAXI-PASSG	COMMERCIAL TOTAL HOURS, 1817 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT TURNAGAIN PASS,ALAS	INTENDED DESTINATION TIN CAN MTN,ALAS				PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE	
		TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES						
		PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
		FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS						
		REMARKS- HIT UNMARKED PWR LINES. CONT FLT AND LND OK.						
3-1145	5/3/73 TIME - 1420	JUNEAU,ALAS	BELL 206A N7817S DAMAGE-SUBSTANTIAL	CR- PX-	0 0	0 0	1 CONSTRUCTION	ATR,FLIGHT INSTR., AGE 27, 2682 TOTAL HOURS, 361 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT JUNEAU,ALAS	INTENDED DESTINATION LOCAL				PHASE OF OPERATION IN FLIGHT: OTHER LANDING: LEVEL OFF/TOUCHDOWN	
		TYPE OF ACCIDENT MISCELLANEOUS DITCHING						
		PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED SPEED ROTORCRAFT - ROTOR ASSEMBLIES: TAIL ROTOR BLADES MISCELLANEOUS - FOREIGN OBJECT DAMAGE						
		FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT MISCELLANEOUS ACTS,CONDITIONS - JETTISONED LOAD WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC.						
		WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER						
		SKY CONDITION UNKNOWN/NOT REPORTED			CEILING AT ACCIDENT SITE 4000			
		VISIBILITY AT ACCIDENT SITE 5 OR OVER			PRECIPITATION AT ACCIDENT SITE NONE			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE			TEMPERATURE-F 45			
		WIND DIRECTION-DEGREES 225			WIND VELOCITY-KNOTS 10			
		TYPE OF WEATHER CONDITIONS VFR			TYPE OF FLIGHT PLAN NONE			
		REMARKS- WIND GUSTING 25K.SLING LOAD HIT T/R AFT STARTNG FWD FM HOVER.INFLATABLE FLOATS NOT ARMED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3699	5/16/73 TIME - 1045	NR.DEADHORSE,ALAS	SWEARINGEN SA26T N1214S DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 2 1 1	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 34, 8216 TOTAL HOURS, 1134 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT FAIRBANKS,ALAS	INTENDED DESTINATION PRUDHOE BAY,ALAS	PHASE OF OPERATION LANDING: INITIAL APPROACH		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED				
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION PILOT IN COMMAND - BECAME LOST/DISORIENTED				
		FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT				
		SKY CONDITION UNKNOWN/NOT REPORTED		CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED		
		VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED		PRECIPITATION AT ACCIDENT SITE NONE		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED		TEMPERATURE-F 25		
		WIND DIRECTION-DEGREES 310		WIND VELOCITY-KNOTS 4		
		TYPE OF WEATHER CONDITIONS IFR		TYPE OF FLIGHT PLAN IFR		
		REMARKS- BEGAN APCH BFO STA PASSAGE,DESCENT BLO CLNC LMT,EXCEEDED 10NM ARC OUTBD,IMPACT 28NM S OF AIRPORT.				
3-2229	5/20/73 TIME - 0630	ANCHORAGE,ALAS	PILATUS PC-6 N348FH DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 1 0	NONCOMMERCIAL BUSINESS	COMMERCIAL, AGE 33, 10500 TOTAL HOURS, 48 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - LAKE HOOD STRIP DEPARTURE POINT ANCHORAGE,ALAS		INTENDED DESTINATION LOCAL		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED		PHASE OF OPERATION TAKEOFF: INITIAL CLIMB		
		PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING SYSTEMS - FLIGHT CONTROL SYSTEMS: ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY INSTALLED				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2698	7/6/73 TIME - 1105	ANCHORAGE, ALAS	HILLER ACFT FH1100 N755FH DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0 OT- 0 0 1	MISCELLANEOUS TEST	COMMERCIAL, AGE 30, 2600 TOTAL HOURS, 250 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - ANCHORAGE INTL DEPARTURE POINT INTENDED DESTINATION ANCHORAGE, ALAS LOCAL TYPE OF ACCIDENT COLLISION WITH AIRCRAFT: BOTH ON GROUND PHASE OF OPERATION STATIC: IDLING ROTORS PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF OTHER AIRCRAFT REMARKS- M/R BLADES MESHED.						
3-2698	7/6/73 TIME - 1105	ANCHORAGE, ALAS	HILLER ACFT FH1100 N5052F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0 OT- 0 0 1	MISCELLANEOUS FERRY	COMMERCIAL, FL. INSTR., AGE 28, 2950 TOTAL HOURS, 500 IN TYPE, NOT INSTRU- MENT RATED.
NAME OF AIRPORT - ANCHORAGE INTL DEPARTURE POINT INTENDED DESTINATION ANCHORAGE, ALAS MCGRATH, ALAS TYPE OF ACCIDENT COLLISION WITH AIRCRAFT: BOTH ON GROUND PHASE OF OPERATION STATIC: STARTING ENGINE(S) PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- M/R BLADES MESHED.						
3-1855	7/9/73 TIME - 1300	NR. TALKEETNA, ALAS	BELL 206B N58110 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	COMMERCIAL AIR TAXI-PASSG	ATR, FLIGHT INSTR., AGE 35, 4166 TOTAL HOURS, 1056 IN TYPE, NOT INSTRU- MENT RATED.
DEPARTURE POINT INTENDED DESTINATION TALKEETNA, ALAS LOCAL TYPE OF ACCIDENT ROLL OVER PHASE OF OPERATION LANDING: POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - OTHER REMARKS- ATTEMPTED LDG ON LAKE EDGE IN 6-8 IN WATER. SKID SLIPPED OFF ROCK. PULLED COLLECTIVE, AUTO ROTATED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1882	7/25/73	NR.KETCHIKAN,ALAS	HUGHES 369HS N9142F	CR- 0 0 1 PX- 0 0 1	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 35, 924 TOTAL HOURS, 313 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT KITKUN BAY,ALAS	DAMAGE-SUBSTANTIAL INTENDED DESTINATION PORT JOHNSON,ALAS	PHASE OF OPERATION LANDING: POWER-ON LANDING LANDING: POWER-ON LANDING		
		TYPE OF ACCIDENT HARD LANDING ROLL OVER				
PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC.						
FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - WINDSHIELD,DIRTY,FOGGY,ETC.-RESTRICTED VISION WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER						
		SKY CONDITION OVERCAST	CEILING AT ACCIDENT SITE 500			
		VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS	PRECIPITATION AT ACCIDENT SITE RAIN			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG	TEMPERATURE-F 50			
		TYPE OF WEATHER CONDITIONS IFR	TYPE OF FLIGHT PLAN NONE			
REMARKS- CANOPY FOGGED OVER. PLT ATTEMPTED INSTRUMENT LDG						
3-3480	7/30/73	NR.KETCHIKAN,ALAS	HUGHES 369HS N177ST	CR- 0 1 0 PX- 0 2 0	MISCELLANEOUS SEARCH AND RESCUE	COMMERCIAL, AGE 55, 10287 TOTAL HOURS, 150 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT KETCHIKAN,ALAS	INTENDED DESTINATION RETURN	LAST ENROUTE STOP FRANCIS COVE,ALAS		
		TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE: TAIL ROTOR HARD LANDING	PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: LEVEL OFF/TOUCHDOWN			
PROBABLE CAUSE(S) MISCELLANEOUS - FOREIGN OBJECT DAMAGE TERRAIN - ROUGH/UNEVEN						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND DIRECTIONAL CONTROL PROBLEM SUSPECTED OR KNOWN AIRCRAFT DAMAGE						
REMARKS- HEARD LOUD SNAP,UN MNTN DIR CNTL.NO PRE-IMPACT METAL DISTRESS NOTED EXCEPT GOUGE TO LEAD EDGE T/R.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3207	8/7/73 TIME - 1055	NR.COLD BAY,ALAS	BELL 206A N6238N DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS OTHER PUBLIC	COMMERCIAL, AGE UNK/NR, 1596 TOTAL HOURS, 766 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT CANOE BAY,ALAS	INTENDED DESTINATION PAVLOF BAY,ALAS		PHASE OF OPERATION TAKEOFF: VERTICAL	
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED				
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS				
		REMARKS- ACFT ROLLED OVER AFT TKOF.				
3-1849	8/7/73 TIME - 1245	NR.WASILLA,ALAS	BELL 206A N1472W DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 1 0	MISCELLANEOUS OTHER PUBLIC	ATR,FLIGHT INSTR., AGE 44, 7002 TOTAL HOURS, 98 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT PALMER,ALAS	INTENDED DESTINATION WASILLA,ALAS		PHASE OF OPERATION LANDING: FINAL APPROACH	
		TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES				
		PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS				
		FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS				
		FIRE AFTER IMPACT				
		REMARKS- HIT PARTIALLY CONCEALED WIRES. FAA PLT IN FAA RENTAL ACFT.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1847	8/8/73 TIME - 0001	OLIKTOK, ALAS	HILLER ACFT FH1100 N5048F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL. INSTR., AGE 23, 2001 TOTAL HOURS, 77 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - OLIKTOK AFS DEPARTURE POINT INTENDED DESTINATION DEADHORSE, ALAS THESIS ISLANDS, ALAS TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: CONTROLLED IN FLIGHT: NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED 300 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 42 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR UNKNOWN/NOT REPORTED REMARKS- FLEW INTO LAKE IN REDUCED VISIBILITY COND.						
3-2228	8/14/73 TIME - 0800	NR. BETTLES, ALAS	ALOUETTE SA318B N7329 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 26, 1500 TOTAL HOURS, 13 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION BETTLES, ALAS UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE: TAIL ROTOR TAKEOFF: VERTICAL HARD LANDING LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM: TAIL ROTOR DRIVE SHAFT ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION TERRAIN - ROUGH/UNEVEN FACTOR(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE INSPECTION OF AIRCRAFT (MAINTENANCE PERSONNEL) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. MISCELLANEOUS ACTS, CONDITIONS - VIBRATION, EXCESSIVE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PLT LND TWICE ENRTE DUE VIBRATION. 2ND LDG MECH CKD ACFT. CONT FLT. T/R DRIVE SHAFT BEARING FAILED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3981	8/14/73	NR.UMIAT,ALAS	HILLER ACFT FH1100 N546FH DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 29, 2076 TOTAL HOURS, 290 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT UMIAT,ALAS	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING	PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: LEVEL OFF/TOUCHDOWN			
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS						
FACTOR(S) TERRAIN - ROUGH/UNEVEN						
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
REMARKS- INSUFFICIENT ALT TO AFFECT SAFE RECOVERY.						
3-3599	10/1/73	NR.KENAI,ALAS	SUDAVIATION SA318C N8452 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	MISCELLANEOUS FERRY	AIRLINE TRANSPORT, AGE 28, 2205 TOTAL HOURS, 136 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT KENAI,ALAS	INTENDED DESTINATION SS PHILADELPHIA			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED	PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE			
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE						
FACTOR(S) TERRAIN - OTHER						
REMARKS- CO.FLT PLAN VFR. DRK NIGHT NO HORIZ REF SPARSE LTG IN AREA. HIT WATER CONT FLT TO DEST						
3-3724	10/23/73	FAIRBANKS,ALAS	HILLER ACFT FH1100 N369FH DAMAGE-SUBSTANTIAL	CR- 0 0 3 PX- 0 0 0	MISCELLANEOUS TEST	COMMERCIAL, AGE 38, 3725 TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - MERRIC,INC.	INTENDED DESTINATION LOCAL			
		DEPARTURE POINT FAIRBANKS,ALAS				
		TYPE OF ACCIDENT MISCELLANEOUS ROLL OVER	PHASE OF OPERATION IN FLIGHT: OTHER LANDING: OTHER			
PROBABLE CAUSE(S) ROTORCRAFT - FLIGHT CONTROL SYSTEMS: CYCLIC PITCH CONTROL SYSTEM						
MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY SECURED						
PERSONNEL - MAINTENANCE,SERVICING,INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION						
EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT						
LATERAL CONTROL PROBLEM						
SUSPECTED MECHANICAL DISCREPANCY						
FIRE AFTER IMPACT						
REMARKS- TEST FLT.LOST BOLT CAUSED LOSS OF LATERAL CYCLIC CONTROL						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0523	3/9/73 TIME - 2024	PHOENIX, ARIZ	HAM-FLUGZEU HFB320 N320MC DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 7	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 44, 11672 TOTAL HOURS, 1200 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SKY HARBOR INTL DEPARTURE POINT INTENDED DESTINATION SAN FRANCISCO, CALIF SANTA FE, N MEX TYPE OF ACCIDENT WHEELS-UP LAST ENROUTE STOP SAN DIEGO, CALIF 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 FIRE AFTER IMPACT						
3-3072	10/16/73 TIME - 1220	SUNFLOWER, ARIZ	HILLER ACFT FH1100 N436FH DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 2	COMMERCIAL CTR PASSG-D	COMMERCIAL, AGE 26, 1827 TOTAL HOURS. 10 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION SCOTTSDALE, ARIZ RETURN TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE ROLL OVER PHASE OF OPERATION LANDING: POWER-ON LANDING LANDING: POWER-ON LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT TERRAIN - OTHER REMARKS- ROTATED TO R. L SKID CTCD GRND. LOG ON MTN. RAIN GAUGE SURVEY.						
3-4102	11/19/73 NR. TIME - 1523	TUCSON, ARIZ	BELL 206B N42AL DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 29, 2618 TOTAL HOURS, 514 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION TUCSON, ARIZ ALBUQUERQUE, N MEX TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) TERRAIN - ROUGH/UNEVEN PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LND ON MTN PLATEAU, DMGD SKID & LWR FUSELAGE						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3348	10/23/73 TIME - 1500	DE QUEEN,ARK	BEECH 65-90 N333CS DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 56, 18350 TOTAL HOURS, 65 IN TYPE, INSTRU- MENT RATED.
NAME OF AIRPORT - SEVIER COUNTY						
DEPARTURE POINT		INTENDED DESTINATION				
DE QUEEN,ARK		LITTLE ROCK,ARK				
TYPE OF ACCIDENT						
AIRFRAME FAILURE: IN FLIGHT				PHASE OF OPERATION		
COLLISION WITH GROUND/WATER: UNCONTROLLED				TAKEOFF: INITIAL CLIMB		
				LANDING: LEVEL OFF/TOUCHDOWN		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
AIRFRAME - FUSELAGE: DOORS,DOOR FRAMES						
MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY SECURED						
FACTOR(S)						
MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT						
EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT.						
DOOR/PANEL OPEN						
PITCH CONTROL PROBLEM						
REMARKS- PAX LOCKED DOOR PLT DID NOT CK.DOOR OPENED AND SEPARATED FROM FRAME ACFT PITCHED VIOLENTLY.						

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N			FLIGHT PURPOSE	PILOT DATA
3-0443	3/8/73 TIME - 1115	CARLSBAD,CALIF	LEAR JET 23 N332PC DAMAGE-SUBSTANTIAL	CR-	0 0 2	NONCOMMERCIAL	AIRLINE TRANSPORT, AGE 30, 3113 TOTAL HOURS, 458 IN TYPE, INSTRUMENT RATED.	
		NAME OF AIRPORT - PALOMAR DEPARTURE POINT LAS VEGAS,NEV TYPE OF ACCIDENT OVERSHOOT GEAR COLLAPSED	INTENDED DESTINATION CARLSBAD,CALIF	PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL				
PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: WET RUNWAY MISCELLANEOUS ACTS,CONDITIONS - HYDROPLANING ON WET RUNWAY								
FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE WEATHER - RAIN WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT								
		SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 53 WIND VELOCITY-KNOTS 14 TYPE OF FLIGHT PLAN IFR	CEILING AT ACCIDENT SITE 700 PRECIPITATION AT ACCIDENT SITE RAIN RELATIVE BEARING OF WIND LEFT CROSS WIND 248-292 DEGREES WIND DIRECTION-DEGREES 170 TYPE OF WEATHER CONDITIONS IFR					
REMARKS- LND IN KNOWN ADVERSE RWY COND. RAN OFF RWY INTO MUD.								
3-3275	6/25/73 TIME - 0919	GLASSEL PRK,CALIF	BELL 206B N48531 DAMAGE-SUBSTANTIAL	CR-	0 1 0	NONCOMMERCIAL	COMMERCIAL, AGE 47, 11000 TOTAL HOURS, 35 IN TYPE, INSTRUMENT RATED.	
		DEPARTURE POINT BURBANK,CALIF TYPE OF ACCIDENT MISCELLANEOUS COLLIDED WITH: WIRES/POLES	INTENDED DESTINATION SAN CLEMENTE,CALIF	PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE IN FLIGHT: AUTOROTATIVE DESCENT				
PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM: ENGINE DRIVE SHAFT ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM: OTHER MISCELLANEOUS ACTS,CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART,NOT SYSTEM MISCELLANEOUS ACTS,CONDITIONS - EXCESSIVE TEMPERATURE MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE TERRAIN - HIGH OBSTRUCTIONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- INPUT SHAFT FWD COUPLING(P/N2060401085) & DRAG PIN ASSY(P/N2060315095),ABT 200FT AGL.								

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2720	8/25/73	NR.SAN ANDREAS,CALIF	BELL 206B N165FD DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 2 0	COMMERCIAL ASSOC FIRE CTL ACTIVITY	COMMERCIAL, AGE 34, 6400 TOTAL HOURS, 600 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT COLUMBIA,CALIF	INTENDED DESTINATION LOCAL	PHASE OF OPERATION TAKEOFF: INITIAL CLIMB		
		TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES				
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
TERRAIN - HIGH OBSTRUCTIONS						
REMARKS- ACFT STRUCK WIRE.						
3-0520	4/13/73	MONTROSE,COLO	N.AMERICAN NA-265 N743R DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 37, 10000 TOTAL HOURS, 84 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - MONTROSE		LAST ENROUTE STOP MONTROSE,COLO		
		DEPARTURE POINT LOS ANGELES,CALIF	INTENDED DESTINATION DENVER,COLO	PHASE OF OPERATION TAKEOFF: INITIAL CLIMB		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED				
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS						
PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC.						
MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES						
MISCELLANEOUS ACTS,CONDITIONS - THRUST REVERSAL-UNWANTED						
FIRE AFTER IMPACT						
REMARKS- CONTD OPN OF L ENG AT CLIMB PWR AFTER UNWANTED IN-FLT DEPLOYMENT OF L ENG THRUST REVERSER.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0833	4/4/73 TIME - 1304	WILMINGTON, DEL	BEECH A90 N4646S DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 30, 3977 TOTAL HOURS, 512 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - WILMINGTON DEPARTURE POINT INTENDED DESTINATION MIDDLETOWN, DEL BALTIMORE, MD TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB COLLIDED WITH: RUNWAY OR APPROACH LIGHTS LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) WEATHER - RAIN WEATHER - LOW CEILING WEATHER - UNFAVORABLE WIND CONDITIONS AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES: RUNWAY LIGHTING PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPORT. SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 700 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG RIGHT CROSS WIND 068-112 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 52 80 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 15 IFR TYPE OF FLIGHT PLAN IFR REMARKS- OPS MANUAL REC USE OF AUTO-IGNITION SYS DURING RAIN, ICING COND. WIND GUSTING 23K.						
3-1713	5/22/73 TIME - 1520	OPA LOCKA, FLA	BEECH 90 N963M DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 30, 3800 TOTAL HOURS, 2775 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - OPA LOCKA DEPARTURE POINT INTENDED DESTINATION DELAND, FLA OPA LOCKA, FLA TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED LANDING: ROLL PROBABLE CAUSE(S) COPILOT - INADVERTENTLY RETRACTED GEAR COPILOT - SPONTANEOUS-IMPROPER ACTION PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT REMARKS- COPILOT PLACED GR HANDLE IN UP PSN LONG ENOUGH FOR GR LOCKS TO DISENGAGE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0829	2/14/73 TIME - 0930	ATHENS,GA	BEECH 100 N570DU DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 3	N COMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 64, 19633 TOTAL HOURS, 1522 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ATHENS MUNICIPAL DEPARTURE POINT INTENDED DESTINATION WILMINGTON,DEL ATHENS,GA TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING: LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT - FAILED TO ARREST HIGH SINK RATE DRG LDG FACTOR(S) WEATHER - LOW CEILING MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - SELF-HELP,PILOT CHECKED WEATHER DATA WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 100 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3/4 MILE OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG RIGHT CROSS WIND 068-112 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 45 100 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 8 BELOW MINIMUMS TYPE OF FLIGHT PLAN IFR REMARKS- MDA 1160FT.0946 SPCL WX.FLAPS FOUND IN UP PSN.						
3-0186	2/26/73 TIME - 1012	ATLANTA,GA	GATES LEAR 24 N454RN DAMAGE-DESTROYED	CR- 2 0 0 PX- 5 0 0 OT- 0 1 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 31, 5600 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
NAME OF AIRPORT - DEKALB-PEACHTREE DEPARTURE POINT INTENDED DESTINATION ATLANTA,GA MIAMI,FLA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB COLLIDED WITH: BUILDING(S) IN FLIGHT: UNCONTROLLED DESCENT PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: INGESTION MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS PERSONNEL - AIRPORT SUPERVISORY PERSONNEL: OTHER AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - FAILURE OF TWO OR MORE ENGINES PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE REMARKS- LOST ENG THRUST DUE COWBIRD INGESTION.FAA & ARPT AUTHORITY AWARE OF BIRD HAZARD,NOT REMOVED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0744	3/12/73 TIME - 1900	KAMUELA, HAWAII	S.N.I.A.S. SA318C N65180 DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	COMMERCIAL ASSOC FIRE CTL ACTIVITY	COMMERCIAL, AGE 41, 7500 TOTAL HOURS, 60 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT KEMOLE, HAWAII	INTENDED DESTINATION WAIMEA, HAWAII			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED	PHASE OF OPERATION IN FLIGHT: UNCONTROLLED DESCENT			
PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION						
FACTOR(S) PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT WEATHER - OBSTRUCTIONS TO VISION WEATHER - FOG WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION UNKNOWN/NOT REPORTED	CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED			
		VISIBILITY AT ACCIDENT SITE 3/4 MILE OR LESS	PRECIPITATION AT ACCIDENT SITE NONE			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE SMOKE	TYPE OF WEATHER CONDITIONS VFR			
		TYPE OF FLIGHT PLAN NONE				
REMARKS- IFR COND DUE SMOKE FROM RANGE FIRE, GRND FOG AND DUSK. PLT TURNED ON LDG LTS.						
3-1157	5/27/73 TIME - 1515	HONOLULU, HAWAII	BELL 206A N4063G DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS FERRY	COMMERCIAL, AGE 51, 20000 TOTAL HOURS, 3000 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT HONOLULU, HAWAII	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES	PHASE OF OPERATION TAKEOFF: INITIAL CLIMB			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS						
REMARKS- HIT PWR LINE						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2730	8/8/73	NR.HILO,HAWAII	ALOUETTE II SA318C	CR- 0 0 1	COMMERCIAL	COMMFRCLAL, AGE 32, 2754
	TIME - 1015		N41171	PX- 0 0 1	ASSOC FIRE CTL ACTIVITY	TOTAL HOURS, 238 IN TYPE,
		DEPARTURE POINT	DAMAGE-SUBSTANTIAL			NOT INSTRUMENT RATED.
		WAIKAE, HAWAII	LOCAL			
		TYPE OF ACCIDENT			PHASE OF OPERATION	
		ENGINE FAILURE OR MALFUNCTION			IN FLIGHT: NORMAL CRUISE	
		HARD LANDING			IN FLIGHT: AUTOROTATIVE DESCENT	
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING				
		PILOT IN COMMAND - MISMANAGEMENT OF FUEL				
		MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION				
		MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION				
		PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION				
		PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE				
		FACTOR(S)				
		POWERPLANT - POWERPLANT-INSTRUMENTS: FUEL QUANTITY GAUGE				
		EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND				
		REMARKS- FUEL GAGE UNRELBL. LOW FUEL INDCR INOP.				
3-0595	3/26/73	SAVOY, ILL	DEHAVILLAND DHC-6	CR- 1 0 0	NONCOMMERCIAL	COMMERCIAL, FL. INSTR.,
	TIME - 0510		N7705	PX- 0 0 0	BUSINESS	AGE 33, 2745 TOTAL HOURS,
			DAMAGE-DESTROYED			60 IN TYPE, INSTRUMENT
		NAME OF AIRPORT - WILLARD				RATED.
		DEPARTURE POINT	INTENDED DESTINATION			
		SAVOY, ILL	CHICAGO, ILL			
		TYPE OF ACCIDENT			PHASE OF OPERATION	
		COLLISION WITH GROUND/WATER: UNCONTROLLED			TAKEOFF: INITIAL CLIMB	
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING				
		MISCELLANEOUS ACTS, CONDITIONS - GUST LOCKS ENGAGED				
		FACTOR(S)				
		WEATHER - UNFAVORABLE WIND CONDITIONS				
		WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE				
		WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT				
		SKY CONDITION			CEILING AT ACCIDENT SITE	
		OVERCAST			1300	
		VISIBILITY AT ACCIDENT SITE			PRECIPITATION AT ACCIDENT SITE	
		3 MILES OR LESS			NONE	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE			RELATIVE BEARING OF WIND	
		FOG			LEFT QUARTERING HEAD WIND 293-337 DEGREES	
		WIND DIRECTION-DEGREES			WIND VELOCITY-KNOTS	
		20			20	
		TYPE OF WEATHER CONDITIONS			TYPE OF FLIGHT PLAN	
		VFR			IFR	
		FIRE AFTER IMPACT				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3231	10/5/73 TIME - 0605	SPRINGFIELD, ILL	MITSUBISHI MU-2 N887Q DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 40, 5448 TOTAL HOURS, 510 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CAPITOL DEPARTURE POINT SPRINGFIELD, ILL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: OBJECT NAME OF AIRPORT - CAPITOL DEPARTURE POINT SPRINGFIELD, ILL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH: OBJECT PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER REMARKS- SKIDDED ON GRASS STRUCK EDGE OF TAXIWAY WHICH WAS ABT 6IN HIGHER THAN GND. PLT ATTN TO SYNC INST.						
3-3079	11/9/73 TIME - 1200	GALESBURG, ILL	DASSAULT FALCON N910L DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	ATR, FLIGHT INSTR., AGE 43, 7643 TOTAL HOURS, 2164 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - GALESBURG DEPARTURE POINT OKLAHOMA CITY, OKLA TYPE OF ACCIDENT UNDERSHOOT GEAR COLLAPSED NAME OF AIRPORT - GALESBURG DEPARTURE POINT OKLAHOMA CITY, OKLA TYPE OF ACCIDENT UNDERSHOOT GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER TERRAIN - ROUGH/UNEVEN REMARKS- GRND LVL ABT 6 FT LOWER THAN 90 FT OVERRUN. GR CTCD BANK BFOR OVERRUN.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0214	1/12/73 TIME - 1957	NOBLESVILLE,IND	MITSUBISHI MU-2B N555C DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	MISCELLANEOUS FERRY	COMMERCIAL, FL.INSTR., AGE 38, 7327 TOTAL HOURS, 5 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - INDIANAPOLIS DEPARTURE POINT INTENDED DESTINATION SPRINGFIELD,ILL MUNCIE,IND TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING: ROLL GROUND-WATER LOOP-SWERVE LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION MISCELLANEOUS ACTS,CONDITIONS - THRUST REVERSAL-ASYMETRICAL COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT LOW ON FUEL REMARKS- REVERSED ENGS. R ENG FLAMED OUT AND L ENG WENT INTO REVERSE. VEERED OFF RWY. UNPLANNED STOP.						
3-0705	1/3/78 TIME - 1722	BLAIRSTOWN,IOWA	BEECH C90 N936K DAMAGE-DESTROYED	CR- 2 0 0 PX- 3 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 49, 4225 TOTAL HOURS, 25 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION OMAHA,NEBR CEDAR RAPIDS,IOWA TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE: IN FLIGHT IN FLIGHT: UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT WEATHER - LOW CEILING WEATHER - FOG WEATHER - SNOW WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FOG IFR TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- BEGAN DESCENT TO ILS APCH LATE,BELIEVED PLT EXPEDITED DESCENT,APCH FLAPS,GR DWN.L WG,ENG,TAIL SEP.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2052	8/22/73 TIME - 1453	DES MOINES, IOWA	BELL 206A N7068J DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 2 2	COMMERCIAL OTHER	COMMERCIAL, AGE 26, 2649 TOTAL HOURS, 668 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT DES MOINES, IOWA			INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT: CLIMB TO CRUISE LANDING: POWER-OFF AUTOROTATIVE LANDING	
TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING						
PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM: OTHER MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED MISCELLANEOUS ACTS, CONDITIONS - OVER TORQUED PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- SIGHT SEEING. PC FUEL LINE FILTER THREADS STRIPPED, CAME LOOSE. LND IN STREET, HAD TO AVOID TRAFFIC.						
3-0677	4/18/73 TIME - 1416	WICHITA, KANS	BEECH 99A N3990A DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 12	COMMERCIAL AIR TAXI-PASSG S-D	COMMERCIAL, AGE 27, 5287 TOTAL HOURS, 2260 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - WICHITA MUNI			INTENDED DESTINATION WICHITA, KANS		LAST ENROUTE STOP HUTCHINSON, KANS	
DEPARTURE POINT GREAT BEND, KANS					PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN	
TYPE OF ACCIDENT WHEELS-UP						
PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR: NORMAL RETRACTION/EXTENSION ASSEMBLY AIRFRAME - LANDING GEAR: EMERGENCY/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT MISCELLANEOUS ACTS, CONDITIONS - JAMMED PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - LANDED ON FOAMED RUNWAY EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- INBD LMG DOOR JAMMED IN WHEEL WELL DUE IMPROPER RIGGING. LND WITH ALL GR PARTIALLY EXTENDED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0021	2/2/73 TIME - 1530	LAKE CHARLES,LA	BELL 206B N7065J DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 34, 3578 TOTAL HOURS, 1912 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - CHENNAULT DEPARTURE POINT INTENDED DESTINATION SILSBEE,LA LAKE CHARLES,LA TYPE OF ACCIDENT BIRD STRIKE HARD LANDING PROBABLE CAUSE(S) MISCELLANEOUS - BIRD COLLISION MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM: OTHER EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND LATERAL CONTROL PROBLEM DIRECTIONAL CONTROL PROBLEM REMARKS- BUZZARD JAMMED BETWEEN TRANSMISSION AND SWASH PLATE,CYCLIC CONTROL TUBE BROKEN						
3-0135	2/19/73 TIME - 0915	MORGAN CITY,LA	BELL 206B N14831 DAMAGE-DESTROYED	CR- 1 0 0 PX- 4 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 33, 4962 TOTAL HOURS, 1140 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION MARSH IS BLK 57 MORGAN CITY,LA TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE: MAIN ROTOR COLLISION WITH GROUND/WATER: UNCONTROLLED PROBABLE CAUSE(S) ROTORCRAFT - MISCELLANEOUS UNITS AND ASSEMBLIES: OTHER MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE REMARKS- PYLON SUPPORT LINK FAILED IN FATIGUE,CAUSING COMPLETE FAILURE OF MAIN ROTOR/TRANSMISSION ASSY.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0338	2/19/73 TIME - 0940	PATTERSON, LA.	BELL 206B N2941W DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, AGE 33, 4741 TOTAL HOURS, 1170 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT PATTERSON, LA.	INTENDED DESTINATION ISL BLK 292 G OF MEX			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING	PHASE OF OPERATION TAKEOFF: VERTICAL LANDING: POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) POWERPLANT - COMPRESSOR ASSEMBLY: BLADE, COMPRESSOR ROTOR MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS						
FACTOR(S) TERRAIN - WET, SOFT GROUND MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1. ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- OUT OF AFT CG.						
3-0425	2/22/73 TIME - 0905	NR. AMELIA, LA	BELL 206B N35AL DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL BUSINESS	COMMERCIAL, AGE 46, 10500 TOTAL HOURS, 1208 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT PATTERSON, LA	INTENDED DESTINATION SO. TIMBALIER BLK 26			
		TYPE OF ACCIDENT AIRFRAME FAILURE: IN FLIGHT	PHASE OF OPERATION IN FLIGHT: OTHER			
PROBABLE CAUSE(S) ROTORCRAFT - MISCELLANEOUS UNITS AND ASSEMBLIES: OTHER MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM: OTHER MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT MISSING AIRCRAFT - LATER RECOVERED REMARKS- RECOVERED IN SWAMP 2/26/73. R PYLON SUPPORT LINK FAILED, CAUSED IN FLT FAILURE OF M/R SYSTEM.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3709	11/13/73	NR.INTRACSTL CTY,LA	BELL 206B	CR- 0 0 1	COMMERCIAL	COMMERCIAL, AGE 26, 4225
	TIME - 1100		N2929W	PX- 0 0 2	AIR TAXI-PASSG	TOTAL HOURS, 448 IN TYPE,
			DAMAGE-SUBSTANTIAL		S-D	INSTRUMENT RATED.
		NAME OF AIRPORT - E.CAMERON	BLK 286			
		DEPARTURE POINT	INTENDED DESTINATION			
		E.CAMERON BLK 286	E.CAMERON BLK 257			
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		COLLIDED WITH: OBJECT		TAKEOFF: VERTICAL		
		ROLL OVER		TAKEOFF: VERTICAL		
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS				
		FACTOR(S)				
		WEATHER - UNFAVORABLE WIND CONDITIONS				
		AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER				
		SKY CONDITION		CEILING AT ACCIDENT SITE		
		SCATTERED		UNLIMITED		
		VISIBILITY AT ACCIDENT SITE		PRECIPITATION AT ACCIDENT SITE		
		5 OR OVER		NONE		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE		TEMPERATURE-F		
		HAZE		75		
		WIND DIRECTION-DEGREES		WIND VELOCITY-KNOTS		
		135		17		
		TYPE OF WEATHER CONDITIONS		TYPE OF FLIGHT PLAN		
		VFR		NONE		
		REMARKS- HIT STEEL BEAM,BLOCK LOCATED GULF OF MEX,100MI SW OF INTRACOASTAL CITY,LA.				
3-3797	11/20/73	NR.INTRCSTL CTY,LA	BELL 206B	CR- 0 0 1	COMMERCIAL	COMMERCIAL, AGE 27, 2063
	TIME - 0645		N7904J	PX- 0 0 2	AIR TAXI-PASSG	TOTAL HOURS, 45 IN TYPE,
			DAMAGE-DESTROYED			NOT INSTRUMENT RATED.
		DEPARTURE POINT	INTENDED DESTINATION			
		E.CAMERON BLK 254B	E.CAMERON BLK 255F			
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		ENGINE FAILURE OR MALFUNCTION		IN FLIGHT: NORMAL CRUISE		
		DITCHING		LANDING: POWER-OFF AUTOROTATIVE LANDING		
		PROBABLE CAUSE(S)				
		POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS				
		FACTOR(S)				
		ROTORCRAFT - MISCELLANEOUS UNITS AND ASSEMBLIES: EMERGENCY FLOTATION GEAR				
		MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER				
		COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE				
		EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER				
		REMARKS- RETARDED INFLATION OF R EMERG FLOAT,ROLLED OVER.HELO SANK.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0854	3/13/73 TIME - 1138	PORTLAND, ME	BEECH 65-A90 N791K DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 1 0	INSTRUCTIONAL CHECK	COMMERCIAL, AGE 27, 2896 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PORTLAND INTL DEPARTURE POINT INTENDED DESTINATION PORTLAND, ME LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING: GO-AROUND COLLISION WITH GROUND/WATER: UNCONTROLLED LANDING: GO-AROUND PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE FIRE AFTER IMPACT REMARKS- ATR FLT CK. GO ARND ABOUT 10-15 FT AGL, FLAPS 80 PCT DWN, GR DWN. R ENG LOST PWR. UN MAINTAIN CTL.						
3-3105	9/18/73 TIME - 1617	BELTSVILLE, MD	BELL 206A N6294N DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	MISCELLANEOUS POLICE PATROL	COMMERCIAL, AGE 27, 1010 TOTAL HOURS, 491 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION ANDREWS AFBASE, MD LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE COLLIDED WITH: TREES LANDING: POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL: INADEQUATE FLIGHT TRAINING-PROCEDURES TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- IMPROPER AUTOROTATION PROC.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0185	1/31/73 TIME - 1355	DETROIT, MICH	MITSUBISHI MU-2 N866Q DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	COMMERCIAL CTR CARGO-D	COMMERCIAL, FL. INSTR., AGE 25, 2305 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DETROIT CITY DEPARTURE POINT CHICAGO, ILL INTENDED DESTINATION DETROIT, MICH TYPE OF ACCIDENT HARD LANDING PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION OVERCAST CEILING AT ACCIDENT SITE 1200 VISIBILITY AT ACCIDENT SITE 5 OR OVER PRECIPITATION AT ACCIDENT SITE NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND LEFT QUARTERING HEAD WIND 293-337 DEGREES WIND DIRECTION-DEGREES 100 WIND VELOCITY-KNOTS 22 TYPE OF WEATHER CONDITIONS VFR TYPE OF FLIGHT PLAN IFR REMARKS- WIND GUSTING TO 28KTS. LANDED RWY 15, RWY 07 AVAIL						
3-0341	2/21/73 TIME - 0956	HELLEVILLE, MICH	LEAR 24 N100SQ DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 1 0	COMMERCIAL AIR TAXI-PASSG	ATR, FLIGHT INSTR., AGE 36, 4998 TOTAL HOURS, 473 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - WILLOW RUN DEPARTURE POINT ST JOSEPH, MO INTENDED DESTINATION DETROIT, MICH TYPE OF ACCIDENT OVERSHOOT PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN COLLIDED WITH: OBJECT LANDING: GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS REMARKS- LANDED LONG, HIT LOC ANTENNAE AND ILS BLDG. DID NOT STOW SPOILERS ON GO AROUND.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2115	8/4/73 TIME - 1330	DETROIT,MICH	BEECH TC-45J N9231 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS FERRY	COMMERCIAL, AGE 35, 6500 TOTAL HOURS, 450 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DETROIT CITY DEPARTURE POINT INTENDED DESTINATION YPSILANTI,MICH DETROIT,MICH TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED TAXI: FROM LANDING PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR: GEAR LOCKING MECHANISM MISCELLANEOUS ACTS,CONDITIONS - DISCONNECTED PERSONNEL - MAINTENANCE,SERVICING,INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION REMARKS- UPPER BOLT ON R GR WALKING BEAM DRAG LEG ASSY FAILED.						
3-4097	12/19/73 TIME - 0740	DETROIT,MICH	GATES LEAR 25 N360AA DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0 OT- 0 0 2	COMMERCIAL AIR TAXI-CARGO	ATR,FLIGHT INSTR., AGE 26, 3630 TOTAL HOURS, 115 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DETROIT CITY DEPARTURE POINT INTENDED DESTINATION ROCKFORD,ILL DETROIT,MICH TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING: LEVEL OFF/TOUCHDOWN COLLIDED WITH: AUTOMOBILE LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) PERSONNEL - AIRPORT SUPERVISORY PERSONNEL: FAILURE TO NOTIFY OF UNSAFE CONDITION AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SNOW ON RUNWAY PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT WEATHER - SNOW WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 1900 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F UNKNOWN/NOT REPORTED 21 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 70 15 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR FIRE AFTER IMPACT REMARKS- LNDD LONG,OVERRAN SNOW COVERED RWY,PASSED THRU FENCE,HIT AUTO,FAILED TO USE DRAGCHUTE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0584	3/2/73 TIME - 0820	BRAINERD, MINN	LEAR JET 24 N661CP DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 44, 2800 TOTAL HOURS, 680 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CROW WING COUNTY DEPARTURE POINT INTENDED DESTINATION ATLANTA, GA BRAINERD, MINN TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING: LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE FACTOR(S) PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG LEFT CROSS WIND 248-292 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 31 130 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 12 IFR TYPE OF FLIGHT PLAN IFR REMARKS- OVERSHOT TURN TO FINAL. BOTH TIP TANKS HIT RWY, THEN NOSE GR.						
3-0703	3/7/73 TIME - 0659	BLAINE, MINN	N. AMERICAN NA-265 N9503Z DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 35, 6402 TOTAL HOURS, 288 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ANOKA COUNTY DEPARTURE POINT INTENDED DESTINATION MINNEAPOLIS, MINN HIBBING, MINN TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: UNCONTROLLED IN FLIGHT: UNCONTROLLED DESCENT PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FIRE AFTER IMPACT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3753	8/21/73 TIME - 1345	NR. THOMPSON FLS, MONT	BELL 205-A1 N221SW DAMAGE-DESTROYED INTENDED DESTINATION LOCAL	CR- 0 0 2 PX- 0 0 0	COMMERCIAL FIRE CONTROL	COMMERCIAL, AGE 27, 1785 TOTAL HOURS, 55 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT THOMPSON FLS, MONT TYPE OF ACCIDENT COLLIDED WITH: TREES PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING INSTRUMENTS/EQUIPMENT AND ACCESSORIES - MISCELLANEOUS EQUIPMENT: OTHER FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE MISCELLANEOUS ACTS, CONDITIONS - LOAD NOT JETTISONED TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 8 TYPE OF FLIGHT PLAN NONE FIRE AFTER IMPACT REMARKS- PLT UN RELEASE 250 GAL WATER IN EXTRNL BUCKET. DENS ALT APRX 7000 FT.						
PHASE OF OPERATION IN FLIGHT: POWER-ON DESCENT CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 75 TYPE OF WEATHER CONDITIONS VFR						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3217	9/10/73 TIME - 1745	NR. LEWISTOWN, MONT	BELL 206B N8110J DAMAGE-DESTROYED	CR- 0 0 2 PX- 0 0 0	COMMERCIAL ASSOC FIRE CTL ACTIVITY	COMMERCIAL, FL. INSTR., AGE 25, 2700 TOTAL HOURS, 262 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT LEWISTOWN, MONT	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED	PHASE OF OPERATION IN FLIGHT: HOVERING			
PROBABLE CAUSE(S)						
PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G.						
MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH						
PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M.						
PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL						
MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES						
FACTOR(S)						
MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND						
WEATHER - HIGH DENSITY ALTITUDE						
TERRAIN - HIGH OBSTRUCTIONS						
MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD						
WEATHER BRIEFING - NO BRIEFING RECEIVED						
WEATHER FORECAST - UNKNOWN/NOT REPORTED						
SKY CONDITION UNKNOWN/NOT REPORTED				CEILING AT ACCIDENT SITE 12000		
VISIBILITY AT ACCIDENT SITE 5 OR OVER				PRECIPITATION AT ACCIDENT SITE NONE		
OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE				TEMPERATURE-F 88		
WIND DIRECTION-DEGREES 240				WIND VELOCITY-KNOTS 12		
TYPE OF WEATHER CONDITIONS VFR				TYPE OF FLIGHT PLAN NONE		
REMARKS- MTN SITE AT TWIN PEAKS FIRE. 360LB OVRWT. DA 9050FT. HVR OGE. ENG TOPPED. RT SPIN. PULLED COLLECTIVE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3965	9/25/73 TIME - 0618	LINCOLN,NEBR	GATES LEAR 25 N40LB DAMAGE-DESTROYED	CR- 2 0 0 PX- 1 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 44, 2690 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
NAME OF AIRPORT - LINCOLN MUNI DEPARTURE POINT INTENDED DESTINATION LINCOLN,NEBR OMAHA,NEBR TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: UNCONTROLLED TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - CREW COORDINATION-POOR FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 100 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 56 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 140 3 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR REMARKS- PLT RATED IN MODEL PREVIOUS DAY.						
3-3781	12/2/73 TIME - 1650	NORTH PLATTE,NEBR	BELL 206A N7881S DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PRACTICE	COMMERCIAL, AGE 24, 573 TOTAL HOURS, 43 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION NORTH PLATTE,NEBR LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING IN FLIGHT: HOVERING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL REMARKS- PRACTICE HOVER,WHEN DECREASING ROTOR RPM DISCOVERED APLD FULL PWR ACFT TURNED 180 DEG.SKIDS FAILED						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2743	7/24/73 TIME - 1015	NR.LUNA,N MEX	BELL 205A-1 N83044 DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 1 0 0	COMMERCIAL CONSTRUCTION	COMMERCIAL, AGE 27, 4450 TOTAL HOURS, 2500 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT LUNA,N MEX	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE: TAIL ROTOR ROLL OVER	PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS						
FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND DIRECTIONAL CONTROL PROBLEM SUSPECTED OR KNOWN AIRCRAFT DAMAGE						
REMARKS- EXTERNAL SLING CABLE STRUCK & SEVERED T/R BLADE.HIT ON L SKID IN YAW.						
3-1761	7/17/73 TIME - 1500	AMITYVILLE,NY	BELL 206B N7094J DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL PRACTICE	COMMERCIAL, AGE 36, 5200 TOTAL HOURS, 2500 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT GARDEN CITY,NY	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER: CONTROLLED	PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) MISCELLANEOUS ACTS,CONDITIONS - SIMULATED CONDITIONS PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE						
REMARKS- DURING PRACTICE POWER OFF AUTOROTATIVE LANDING PLT LNDD HARDER THAN USUAL M/R BLADE HIT TAIL.						
3-2839	7/28/73 TIME - 0804	NEW YORK,NY	BELL 206A N4087G DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 41, 2330 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - 23RD ST SKYPORT DEPARTURE POINT NEW YORK,NY	INTENDED DESTINATION MIDDLETOWN,NJ			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED	PHASE OF OPERATION IN FLIGHT: EMERGENCY DESCENT			
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,ALTITUDE OR CLEARANCE PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION						
FACTOR(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT						
REMARKS- POSSIBLY 1ST FLT FM L SEAT.MADE STEEP R TURN FOLLOWED BY RAPID DESCENT TO WATER.						

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-3839	11/6/73	DANSVILLE,NY	HILLER ACFT UH-12B	CR-	0	0	2	NONCOMMERCIAL	COMMERCIAL, AGE 41, 3967
	TIME - 0830		N33616	PX-	0	0	0	OTHER	TOTAL HOURS, 855 IN TYPE,
			DAMAGE-SUBSTANTIAL						NOT INSTRUMENT RATED.
	NAME OF AIRPORT - DANSVILLE								
	DEPARTURE POINT	INTENDED DESTINATION							
	DANSVILLE,NY	LOCAL							
	TYPE OF ACCIDENT							PHASE OF OPERATION	
	PROPELLER/ROTOR FAILURE: TAIL ROTOR							IN FLIGHT: NORMAL CRUISE	
	COLLISION WITH GROUND/WATER: UNCONTROLLED							LANDING: POWER-OFF AUTOROTATIVE LANDING	
	PROBABLE CAUSE(S)								
	ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM: TAIL ROTOR GEAR BOX								
	MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE								
	REMARKS- DURING FAA CERTIFICATION FLT,TAIL ROTOR FAILED, PIC LOST DIR CONTROL.ACFT ABT 20FT AGL.								
3-0082	12/5/73	WHITE PLAINS,NY	AERO COMDR 680W	CR-	0	0	1	NONCOMMERCIAL	PRIVATE, AGE 52, 1500
	TIME - 1745		N5029E	PX-	0	0	1	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 400 IN TYPE,
			DAMAGE-SUBSTANTIAL						INSTRUMENT RATED.
	NAME OF AIRPORT - WESTCHESTER CO.								
	DEPARTURE POINT	INTENDED DESTINATION							
	PHILADELPHIA,PA	WHITE PLAINS,NY							
	TYPE OF ACCIDENT							PHASE OF OPERATION	
	GROUND-WATER LOOP-SWERVE							LANDING: ROLL	
	COLLIDED WITH: DIRT BANK							LANDING: ROLL	
	PROBABLE CAUSE(S)								
	PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL								
	MISCELLANEOUS ACTS,CONDITIONS - ICE-WINDSHIELD								
	AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: ICE/SLUSH ON RUNWAY								
	FACTOR(S)								
	WEATHER - UNFAVORABLE WIND CONDITIONS								
	WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON								
	WEATHER FORECAST - UNKNOWN/NOT REPORTED								
	SKY CONDITION							CEILING AT ACCIDENT SITE	
	OVERCAST							700	
	VISIBILITY AT ACCIDENT SITE							PRECIPITATION AT ACCIDENT SITE	
	5 OR OVER							FREEZING RAIN	
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE							RELATIVE BEARING OF WIND	
	FOG							RIGHT QUARTERING HEAD WIND 023-067 DEGREES	
	TEMPERATURE-F							WIND DIRECTION-DEGREES	
	31							80	
	WIND VELOCITY-KNOTS							TYPE OF WEATHER CONDITIONS	
	14							IFR	
	TYPE OF FLIGHT PLAN								
	IFR								
	REMARKS- T/D TO L OF RWY 12,SKIDDED ACROSS RWY,HIT ROCKS AND HILL.WIND GUSTING 20K.								

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3558	12/17/73 TIME - 1900	WHITE PLAINS,NY	LEAR JET 25 N900P DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 56, 20738 TOTAL HOURS, 1231 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - WESTCHESTER CO DEPARTURE POINT INTENDED DESTINATION CLEVELAND,OHIO WHITE PLAINS,NY TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. MISCELLANEOUS ACTS,CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES: RUNWAY LIGHTING AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER REMARKS- RUNWAY SNOW COVERED UNLIGHTED.PILOT MISTOOK SIDE OF RUNWAY FOR RUNWAY PROPER.						
3-3806	12/20/73 TIME - 1402	BETHPAGE,NY	HILLER ACFT FH1100 N609PD DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	MISCELLANEOUS OTHER PUBLIC	COMMERCIAL, AGE 50, 5899 TOTAL HOURS, 1798 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - GRUMMAN-BETHPAGE DEPARTURE POINT INTENDED DESTINATION BETHPAGE,NY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: CLIMB TO CRUISE HARD LANDING LANDING: POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION: IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - COMPRESSOR ASSEMBLY: FAN MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. REMARKS- LARGE QUANTITY OF TEXTILE MATERIAL FOUND IN ENG COMPRESSOR.SNOW SCOOP INSTALLED 12/14/73.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0862	4/27/73 TIME - 1127	GREENSBORO,NC	N. AMERICAN NA-265 N80E DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 47, 14500 TOTAL HOURS. 650 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - GREENSBORO DEPARTURE POINT PITTSBURGH,PA INTENDED DESTINATION GREENSBORO,NC TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE PHASE OF OPERATION GEAR COLLAPSED LANDING: ROLL LANDING: ROLL PROBABLE CAUSE(S) MISCELLANEOUS ACTS,CONDITIONS - HYDROPLANING ON WET RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: WET RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND MISCELLANEOUS ACTS,CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE POWERPLANT - THRUST REVERSER: REVERSER DOORS MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- FAA RQRD ALL OWNERS TO LOCK THRUST REVERSERS IN FORWARD THRUST POS.ACFT HIT SOFT DIRT.						
3-4053	7/6/73 TIME - 1330	N.WILKESBORO,NC	MITSUBISHI MU-2 N194MA DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 43, 11622 TOTAL HOURS, 2793 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - WILKES CO DEPARTURE POINT N.WILKESBORO,NC INTENDED DESTINATION ORLANDO,FLA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION PHASE OF OPERATION WHEELS-UP TAKEOFF: INITIAL CLIMB LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION: IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - FUEL SYSTEM: FUEL INJECTION SYSTEM MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION MISCELLANEOUS ACTS,CONDITIONS - INTENTIONAL WHEELS-UP FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- L FUEL CTL VALVE FEMALE SPLINE WORN,SHEARED.ARSB 72-0027,NCW,COVERS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3240	7/30/73 TIME - 1000	N.PHILDELPHIA,OHIO	SWEARINGEN SA26 N4252X DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 52, 6100 TOTAL HOURS, 1151 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CLEVER DEPARTURE POINT PITTSBURG,PENN TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED PROBABLE CAUSE(S) COPILOT - IMPROPER LEVEL OFF PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- ABT SFT ABV RWY,FULL BACK ELEV PRES ACFT DROPPED OFF FASTER THAN NORM,LNDD 3 POINT.						
3-0419	1/24/73 TIME - 1020	BURNS FLAT,OKLA	LOCKHEED TV-2 N152 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	MISCELLANEOUS TEST	ATR,FLIGHT INSTR., AGE 56, 15955 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT OKLAHOMA CITY,OKLA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - INCAPACITATION MISCELLANEOUS ACTS,CONDITIONS - PILOT SUFFERED HEART ATTACK FIRE AFTER IMPACT REMARKS- PLT HAD HI BLOOD PRESSURE COND. FAA ACFT AND CREW.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3645	7/27/73 TIME - 1005	YUKON, OKLA	BOEING 727 N127 DAMAGE-SUBSTANTIAL	CR- 0 0 4 PX- 0 0 0 OT- 3 0 0	INSTRUCTIONAL TRAINING	ATR, FLIGHT INSTR., AGE 50, 10255 TOTAL HOURS, 950 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT OKLAHOMA CITY, OKLA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLISION WITH AIRCRAFT: BOTH IN FLIGHT	PHASE OF OPERATION IN FLIGHT: DESCENDING			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT						
FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PERSONNEL - TRAFFIC CONTROL PERSONNEL: OTHER						
SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV. - LARGE US GEN. AV. CONTROLLING AGENCY - APPROACH CONTROL-LANDING TRAFFIC ADVISORY ISSUED - NONE HORIZONTAL COLLISION ANGLE-DEGREES - 71 ANTI-COLLISION LIGHTS - OPERATING REMARKS- FAR 91.67 APPLIES.						
3-3972	8/22/73 TIME - 1420	ALEX, OKLA	AERO COMDR 690A N333CA DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	MISCELLANEOUS TEST	COMMERCIAL, AGE 53, 8950 TOTAL HOURS, 1944 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT BETHANY, OKLA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT AIRFRAME FAILURE: IN FLIGHT	PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE			
PROBABLE CAUSE(S) SYSTEMS - ELECTRICAL SYSTEM: SWITCHES SYSTEMS - AIR CONDITION, HEATING AND PRESSURIZATION: PRESSURIZATION CONTROL AND INDICATING SYSTEM COPILOT - LACK OF FAMILIARITY WITH AIRCRAFT COPILOT - FAILED TO USE OR INCORRECTLY USED MISC. EQUIPMENT PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT MISCELLANEOUS ACTS, CONDITIONS - EXPLOSIVE DECOMPRESSION						
FACTOR(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL: OTHER MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT FIRE AFTER IMPACT REMARKS- PROD TEST FLT. PLT R SEAT. C/P SLCTD UNCOVERED PRESSURIZATION DUMP SWITCH. DIF PANEL PSN 690 MODEL.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2547	7/9/73 TIME - 1945	CAVE JCTN, OREG	HILLER FH1100 N427FH DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC FIRE CTL ACTIVITY	COMMERCIAL, AGE 33, 5250 TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT CAVE JCTN, OREG						
TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED			PHASE OF OPERATION TAKEOFF: VERTICAL			
PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - SPATIAL DISORIENTATION						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER						
REMARKS- CARRYING WATER TO FIRE, DISTRCTD BY LOUD NOISE.						
3-0332	3/22/73 TIME - 1345	RIMERSBURG, PA	BELL 206A N8030 DAMAGE-SUBSTANTIAL INTENDED DESTINATION CHARLEROI, PA	CR- 0 0 1 PX- 0 0 3	MISCELLANEOUS DEMONSTRATION	COMMERCIAL, AGE 27, 4639 TOTAL HOURS, 405 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT KNOX, PA						
TYPE OF ACCIDENT HARD LANDING			PHASE OF OPERATION LANDING: POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS						
REMARKS- AFCT STRUCK GROUND HARD TAIL FIRST. OWNER REQUESTED PILOT TO DEMONSTRATE AUTOROTATION DSCNT.						
3-3996	9/28/73 TIME - 1115	MILESBERG, PA	BELL 206B N7079J DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	MISCELLANEOUS POLICE PATROL	COMMERCIAL, FL. INSTR., AGE 28, 905 TOTAL HOURS, 94 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT MILESBERG, PA						
TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING			PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M.						
FACTOR(S) TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
REMARKS- CRACKED PITCH TO CLR FENCE LOST ROTOR SPEED, RDCD FWD SPEED NEAR ZERO ABT 15FT AGL APLD FULL COLL.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3486	11/20/73 TIME - 1625	WEBSTER,PA	BELL 206A N461NC DAMAGE-DESTROYED	CH- 1 0 0 PX- 0 0 0 OT- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 29, 2493 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ROSTRAVER DEPARTURE POINT INTENDED DESTINATION CONNELLSVILLE,PA W.MIFFLIN,PA TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT: BOTH IN FLIGHT IN FLIGHT: NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - UNKNOWN/NOT REPORTED RADAR CTL/SURVEILLANCE - UNKNOWN/NOT REPORTED TRAFFIC ADVISORY ISSUED - UNKNOWN/NOT REPORTED CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - NO EVASIVE ACTION TAKEN - NO ANTI-COLLISION LIGHTS - INSTALLED,OPERATION UNKNOWN REMARKS- M/R BLADES SEPRTO AFT HITTING CESSNA.						
3-4100	12/20/73 TIME - 1317	W COLUMBIA,SC	BEECH C90 N711FC DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 1 0	NONCOMMERCIAL CORP/EXEC	ATR,FLIGHT INSTR., AGE 35, 6125 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
NAME OF AIRPORT - COLUMBIA METRO DEPARTURE POINT INTENDED DESTINATION EDENTON,NC COLUMBIA,SC TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: TREES LANDING: FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3/4 MILE OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 51 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 120 3 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN BELOW MINIMUMS IFR REMARKS- DESCENDED BELOW MDA.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0285	1/7/73 TIME - 1737	CHATTANOOGA, TENN	SWEARINGEN SA226T N664MC DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 53, 18746 TOTAL HOURS, 8007 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LOVELL DEPARTURE POINT HOUSTON, TEX INTENDED DESTINATION CHATTANOOGA, TENN TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED PHASE OF OPERATION LANDING: ROLL LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: ICE/SLUSH ON RUNWAY FACTOR(S) PERSONNEL - AIRPORT SUPERVISORY PERSONNEL: FAILURE TO NOTIFY OF UNSAFE CONDITION WEATHER - SNOW MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 27 WIND VELOCITY-KNOTS 5 TYPE OF FLIGHT PLAN IFR CEILING AT ACCIDENT SITE 900 PRECIPITATION AT ACCIDENT SITE RAIN RELATIVE BEARING OF WIND RIGHT QUARTERING HEAD WIND 023-067 DEGREES WIND DIRECTION-DEGREES 50 TYPE OF WEATHER CONDITIONS IFR REMARKS- Rwy COND NOT NOTAMED. TWR TOLD CREW ABOUT 1 3/4 INCHES SNOW ON Rwy BFOR LDG.						
3-2840	9/24/73 TIME - 1435	SEVIERVILLE, TENN	LEAR JET 25 N777RA DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 8	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 29, 5800 TOTAL HOURS, 3000 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SEIVERVILLE-GATLI DEPARTURE POINT NEW ORLEANS, LA INTENDED DESTINATION SEVIERVILLE, TENN TYPE OF ACCIDENT UNDERSHOOT GEAR COLLAPSED PHASE OF OPERATION LANDING: FINAL APPROACH LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER REMARKS- LND APRX 6 FT SHORT, R GR HIT 4 INCH Rwy LIP. 3500 FT Rwy MARGINAL FOR TYPE ACFT. WIND CALM.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3117	10/20/73 TIME - 0945	COLLEGE STN, TEX	SWEARINGEN SA226T N5273M DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1	INSTRUCTIONAL TRAINING	AIRLINE TRANSPORT, AGE 36, 6000 TOTAL HOURS, 1404 IN TYPE, NOT INSTRU- MENT RATED.
NAME OF AIRPORT - EASTERWOOD DEPARTURE POINT INTENDED DESTINATION COLLEGE STN, TEX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING: ROLL GEAR COLLAPSED LANDING: ROLL PROBABLE CAUSE(S) COPILOT - FAILED TO MAINTAIN DIRECTIONAL CONTROL COPILOT - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SOFT SHOULDERS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- R TIRE HAD 7X5 IN AREA WORN OFF.						
3-3200	10/21/73 TIME - 1700	SUNRAY, TEX	BELL 206B N58090 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 28, 2044 TOTAL HOURS, 1250 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - SUNRAY DEPARTURE POINT INTENDED DESTINATION AMARILLO, TEX COLDWATER RANCH, TEX TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE HARD LANDING LANDING: POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE FACTOR(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NO ENG MALFUNCTION FOUND. PLT EXPD A SLIGHT TORQUE AND THEN ENG OUT LIGHT AND BEEPER CAME ON.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3643	12/3/73 TIME - 1934	COLEMAN,TEX	MITSUBISHI MU-2B N307MA DAMAGE-SUBSTANTIAL	CR- 1 0 0 PX- 0 1 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 59, 15450 TOTAL HOURS, 2950 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - COLEMAN MUNI DEPARTURE POINT INTENDED DESTINATION DALLAS,TEX SAN ANGELO,TEX TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE COLLIDED WITH: OBJECT LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION TERRAIN - OTHER FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - FAILURE OF TWO OR MORE ENGINES COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- HIT FENCE POSTS,DIRT PILES,TRAILER.						
3-0323	1/29/73 TIME - 1430	CHARLOTTESVILLE,VA	SWEARINGEN SA26AT N51L DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 47, 10599 TOTAL HOURS, 910 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CHARLOTTESVILLE DEPARTURE POINT INTENDED DESTINATION CHARLOTTESVILLE,VA WILMINGTON,NC TYPE OF ACCIDENT LAST ENROUTE STOP GEAR RETRACTED HOUSTON,TEX PHASE OF OPERATION TAKEOFF: RUN PROBABLE CAUSE(S) PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR REMARKS- LDG GR HANDLE FOUND IN UP PSN.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0122	1/16/73 TIME - 1120	NORTH BEND, WASH	HUGHES 369HS N9033F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL. INSTR., AGE 24, 2775 TOTAL HOURS, 1000 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT MAPLE VALLEY, WASH	INTENDED DESTINATION FINDLEY LAKE, WASH	PHASE OF OPERATION LANDING: ROLL-ON/RUN-ON LANDING: ROLL-ON/RUN-ON		
TYPE OF ACCIDENT HARD LANDING ROLL OVER PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) TERRAIN - OTHER EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND DIRECTIONAL CONTROL PROBLEM REMARKS- PLT HAD TO REDUCE PWR TO STAB YAW. ACFT AT MAX GWT. SKID BROKE THRU ICE, ROLLED OVER.						
3-0368	1/19/73 TIME - 1040	NR. CLARKSTON, WASH	ALOUETTE III N9703 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 5	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 36, 4722 TOTAL HOURS, 31 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT LEWISTON, ID	INTENDED DESTINATION RETURN	LAST ENROUTE STOP CLARKSTON, WASH PHASE OF OPERATION TAKEOFF: VERTICAL		
TYPE OF ACCIDENT ROLL OVER PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT WEATHER - UNFAVORABLE WIND CONDITIONS FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - LATERAL IMBALANCE WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF WEATHER CONDITIONS VFR REMARKS- ATTEMPTED TKOF FROM SLOPING TERRAIN WITH DEPRESSED R GR OLEO STRUT IN WINDS GUSTING TO 30K.						
				CEILING AT ACCIDENT SITE 5000 PRECIPITATION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 20 TYPE OF FLIGHT PLAN NONE		

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3312	6/19/73	MARBLEMOUNT, WASH	SIKORSKY S-61L	CR- 0 0 2	MISCELLANEOUS	COMMERCIAL, AGE 28, 2063
	TIME - 1510		N302Y	PX- 0 0 0	OTHER	TOTAL HOURS, 495 IN TYPE,
			DAMAGE-SUBSTANTIAL			NOT INSTRUMENT RATED.
	DEPARTURE POINT		INTENDED DESTINATION			
	MARBLEMOUNT, WASH		LOCAL			
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	COLLIDED WITH: TREES				TAKEOFF: VERTICAL	
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - EXERCISED POOR JUDGMENT					
	FACTOR(S)					
	WEATHER - HIGH DENSITY ALTITUDE					
	WEATHER BRIEFING - UNKNOWN/NOT REPORTED					
	WEATHER FORECAST - UNKNOWN/NOT REPORTED					
	SKY CONDITION				CEILING AT ACCIDENT SITE	
	CLEAR				UNLIMITED	
	VISIBILITY AT ACCIDENT SITE				PRECIPITATION AT ACCIDENT SITE	
	5 OR OVER				NONE	
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE				TEMPERATURE-F	
	NONE				80	
	WIND VELOCITY-KNOTS				TYPE OF WEATHER CONDITIONS	
	CALM				VFR	
	TYPE OF FLIGHT PLAN					
	NONE					
	FIRE AFTER IMPACT					
	REMARKS- HEAVY LOAD. DENS ALT ABT 5000FT MSL.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4044	8/26/73 TIME - 1255	PACKWOOD, WASH	HUGHES 369HS N9043F DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	COMMERCIAL FIRE CONTROL	COMMERCIAL, FL. INSTR., AGE 33, 3224 TOTAL HOURS, 220 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT PACKWOOD, WASH	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES		PHASE OF OPERATION IN FLIGHT: HOVERING LANDING: POWER-OFF AUTOROTATIVE LANDING		
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS TERRAIN - HIGH OBSTRUCTIONS						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - LOAD NOT JETTISONED WEATHER - HIGH DENSITY ALTITUDE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
		SKY CONDITION CLEAR	CEILING AT ACCIDENT SITE UNLIMITED			
		VISIBILITY AT ACCIDENT SITE 5 OR OVER	PRECIPITATION AT ACCIDENT SITE NONE			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE	TEMPERATURE-F 60			
		WIND VELOCITY-KNOTS CALM	TYPE OF WEATHER CONDITIONS VFR			
		TYPE OF FLIGHT PLAN NONE				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3631	9/2/73 TIME - 1436	LESTER, WASH	BELL 205-A1 N1440W DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 2	MISCELLANEOUS OTHER PUBLIC	ATR, FLIGHT INSTR., AGE 35, 3254 TOTAL HOURS, 2689 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - KELLY BUTTE HELIP DEPARTURE POINT INTENDED DESTINATION LESTER, WASH LESTER, WASH TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING: FINAL APPROACH ROLL OVER LANDING: GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. FACTOR(S) WEATHER - SUDDEN WINDSHIFT WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 63 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 270 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR VFR REMARKS- ACFT ON USFS CONTRACT. DENSITY ALT 7000FT. OVERWEIGHT BY 1025 LBS. GUSTING TO 13K.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4032	11/1/73	NR.CENTRALIA,WASH	HILLER ACFT FH1100	CR- 0 0 2	MISCELLANEOUS	PRIVATE, AGE 57, 801
	TIME - 1300		N750NH	PX- 0 0 0	UNKNOWN/NOT REPORTED	TOTAL HOURS, 308 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT	INTENDED DESTINATION	DAMAGE-SUBSTANTIAL		LAST ENROUTE STOP	
	PORTLAND,OREG	PORTLAND,OREG			UNKNOWN/NOT REPORTED	
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	ENGINE FAILURE OR MALFUNCTION				IN FLIGHT: HOVERING	
	COLLISION WITH GROUND/WATER: CONTROLLED				LANDING: POWER-OFF AUTOROTATIVE LANDING	
	PROBABLE CAUSE(S)					
	POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS					
	MISCELLANEOUS ACTS,CONDITIONS - WINDSHIELD,DIRTY,FOGGY,ETC.-RESTRICTED VISION					
	WEATHER - OBSTRUCTIONS TO VISION					
	PILOT IN COMMAND - MISJUDGED ALTITUDE					
	COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE					
	EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND					
	SKY CONDITION			CEILING AT ACCIDENT SITE		
	SCATTERED			UNLIMITED		
	VISIBILITY AT ACCIDENT SITE			PRECIPITATION AT ACCIDENT SITE		
	5 OR OVER			THUNDERSTORM		
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE			TEMPERATURE-F		
	SMOKE			50		
	WIND VELOCITY-KNOTS			TYPE OF WEATHER CONDITIONS		
	CALM			VFR		
	TYPE OF FLIGHT PLAN					
	NONE					
	REMARKS- DMGD SKIDS,FUSELAGE,ENG MOUNT,TAIL ROTR SHFT.					
3-2131	8/1/73	OSHKOSH,WIS	BEDE BD-5J	CR- 0 0 1	MISCELLANEOUS	COMMERCIAL, FL.INSTR.,
	TIME - 1800		N58D	PX- 0 0 0	DEMONSTRATION	AGE 31, 2200 TOTAL HOURS, 18 IN TYPE, INSTRUMENT RATED.
			DAMAGE-SUBSTANTIAL			
	NAME OF AIRPORT - WITTMAN FIELD					
	DEPARTURE POINT	INTENDED DESTINATION			PHASE OF OPERATION	
	OSHKOSH,WIS	LOCAL			LANDING: TRAFFIC PATTERN-CIRCLING	
	TYPE OF ACCIDENT				LANDING: ROLL	
	ENGINE FAILURE OR MALFUNCTION					
	COLLIDED WITH: RUNWAY OR APPROACH LIGHTS					
	PROBABLE CAUSE(S)					
	POWERPLANT - REVERSE THRUST LEVER: OTHER					
	MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS					
	MISCELLANEOUS ACTS,CONDITIONS - THRUST REVERSAL-UNWANTED					
	MISCELLANEOUS ACTS,CONDITIONS - JAMMED					
	FACTOR(S)					
	TERRAIN - HIGH OBSTRUCTIONS					
	PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE					
	EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND					
	REMARKS- THRUST REVERSER LEVER JAMMED CLOSED BY UNDET SUBSTANCE. HIT 2 APCH LT POLES.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3983	10/16/73 TIME - 0850	NR.JAYUYA,PR	SIKORSKY S-62A N1166U DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 4	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 42, 7695 TOTAL HOURS, 208 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT CAROLINA,PR	INTENDED DESTINATION JAYUYA,PR			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION ROLL OVER	PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: LEVEL OFF/TOUCHDOWN			
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS TERRAIN - ROUGH/UNEVEN PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- LOUD NOISE,PWR LOSS,AUTOROTATION TO SLOPING TERRAIN.						
3-3110	9/10/73 TIME - 1616	AGANA,GUAM	CONVAIR 990 N7876 DAMAGE-SUBSTANTIAL	CR- 0 0 4 PX- 0 0 0	MISCELLANEOUS FERRY	COMMERCIAL, FL.INSTR., AGE 51, 13000 TOTAL HOURS, 1621 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - AGANA NAS DEPARTURE POINT JAKARTA,INDONESIA	INTENDED DESTINATION AGANA,GUAM			
		TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED	PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL			
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED						
		SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 84 WIND VELOCITY-KNOTS 6 TYPE OF FLIGHT PLAN IFR	CEILING AT ACCIDENT SITE 1000 PRECIPITATION AT ACCIDENT SITE RAIN RELATIVE BEARING OF WIND RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES 130 TYPE OF WEATHER CONDITIONS IFR			
REMARKS- WIND GUSTING 20K.AGANA TWR ADVISED PLT OF LARGE STORM PASSING OVR APCH COURSE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
6-0025	6/13/73 TIME - 2025	CEDILLOS C,MEX	MITSUBISHI MU-2B N882Q DAMAGE-DESTROYED INTENDED DESTINATION LONG BEACH,CALIF	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 58, 3800 TOTAL HOURS, 76 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT MIDLAND,TEX					
	TYPE OF ACCIDENT TURBULENCE				PHASE OF OPERATION IN FLIGHT: OTHER	
	STALL: SPIN				IN FLIGHT: UNCONTROLLED DESCENT	
	FIRE AFTER IMPACT					
	REMARKS- INVESTIGATION UNDER JURISDICTION OF GOVT OF MEXICO.					
6-0042	10/11/73 NR.REQUENA,PERU TIME - UNK/NR		SIKORSKY S-62A N316Y DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- 1 0 0 PX- 8 4 0	COMMERCIAL CTR CARGO-I	COMMERCIAL, AGE 27, 2090 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT REQUENA,PERU					
	TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED				PHASE OF OPERATION IN FLIGHT: UNCONTROLLED DESCENT	
	REMARKS- INVEST UNDER JURISDICTION OF GOVT OF PERU.					
6-0003	2/2/73 TIME - 1552	BAN XON,LAOS	BELL 206B N14821 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- 0 0 1 PX- 0 0 2	COMMERCIAL CTR PASSG-I	COMMERCIAL, AGE 24, 1859 TOTAL HOURS, 140 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - BAN LON					
	DEPARTURE POINT BAN XON,LAOS					
	TYPE OF ACCIDENT COLLIDED WITH: OBJECT				PHASE OF OPERATION TAKEOFF: VERTICAL	
	ROLL OVER				TAKEOFF: VERTICAL	
	REMARKS- SKID HOOKED REFUELING HOSE. INVEST UNDER JURISDICTION OF GOVT OF LAOS.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
6-0050	3/30/73	NR.BAN NA,LAOS	BELL 204B	CR- 0 2 1	COMMERCIAL	COMMERCIAL, AGE 42,
	TIME - 1140		N1196W	PX- 0 0 0	AIR TAXI-CARGO	10068 TOTAL HOURS, 2500 IN
			DAMAGE-DESTROYED		S-I	TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - MT HELIPORT				
		DEPARTURE POINT	INTENDED DESTINATION			
		LONG TIENG,LAOS	LOCAL			
		TYPE OF ACCIDENT			PHASE OF OPERATION	
		COLLISION WITH GROUND/WATER: UNCONTROLLED			LANDING: GO-AROUND	
		FACTOR(S)				
		WEATHER - HIGH DENSITY ALTITUDE				
		WEATHER BRIEFING - SELF-HELP,PILOT CHECKED WEATHER DATA				
		WEATHER FORECAST - UNKNOWN/NOT REPORTED				
		SKY CONDITION			CEILING AT ACCIDENT SITE	
		CLEAR			UNLIMITED	
		VISIBILITY AT ACCIDENT SITE			PRECIPITATION AT ACCIDENT SITE	
		5 OR OVER			NONE	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE			TEMPERATURE-F	
		NONE			80	
		WIND DIRECTION-DEGREES			WIND VELOCITY-KNOTS	
		180			2	
		TYPE OF WEATHER CONDITIONS			TYPE OF FLIGHT PLAN	
		VFR			VFR	
		REMARKS- DA 6800FT.UN TO SUSTAIN ROTOR RPM.INVESTIGATION UNDER JURISDICTION LAOTIAN GOVT.				
6-0036	7/16/73	DHAHRAN,SAUD ARAB	DEHAVILLAND DHC-6	CR- 0 0 1	NONCOMMERCIAL	AIRLINE TRANSPORT, AGE
	TIME - 1128		N660MA	PX- 0 0 8	CORP/EXEC	27, 2483 TOTAL HOURS, 292
			DAMAGE-SUBSTANTIAL			IN TYPE, INSTRUMENT
		NAME OF AIRPORT - HAWIYAH				RATED.
		DEPARTURE POINT	INTENDED DESTINATION			
		HARADH,SAUDI ARABIA	DHAHRAN,SAUD ARAB			
		TYPE OF ACCIDENT			PHASE OF OPERATION	
		GROUND-WATER LOOP-SWERVE			LANDING: ROLL	
		REMARKS- INVEST UNDER THE JURISDICTION OF THE SAUDI ARABIAN GOV.				
6-0075	9/7/73	RAMASUN,THAILAND	BELL 204B	CR- 0 0 3	INSTRUCTIONAL	COMMERCIAL, AGE 33, 6073
	TIME - 1040		N8535F	PX- 0 0 0	DUAL	TOTAL HOURS, 1233 IN
			DAMAGE-SUBSTANTIAL			TYPE, NOT INSTRUMENT
		NAME OF AIRPORT - RAMASUN HELIPAD				RATED.
		DEPARTURE POINT	INTENDED DESTINATION			
		UDORN,THAILAND	RAMASUN,THAILAND			
		TYPE OF ACCIDENT			PHASE OF OPERATION	
		HARD LANDING			LANDING: POWER-OFF AUTOROTATIVE LANDING	
		REMARKS- INVESTIGATION UNDER THE JURISDICTION OF THE GOVT OF THAILAND.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
6-0074	9/20/73 TIME - 1740	PHAN RANG,S.VTNM	BEECH C-45H N9157Z DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 8	COMMERCIAL CTR PASSG-I	COMMERCIAL, AGE 49, 12690 TOTAL HOURS, 3690 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PHAN RANG DEPARTURE POINT INTENDED DESTINATION PHAN RANG,S.VTNM SAIGON,S.VIETNAM TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: CLIMB TO CRUISE GROUND-WATER LOOP-SWERVE LANDING: ROLL COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- INVESTIGATION UNDER JURISDICTION OF GOVERNMENT OF SOUTH VIETNAM.						
6-0071	10/30/73 TIME - 1155	LAM SON,S.VIETNAM	PILATUS PC6CH2 N392R DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 45, 8853 TOTAL HOURS, 2880 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LAM SON DEPARTURE POINT INTENDED DESTINATION BIEN HOA,S.VIETNAM LAM SON,S.VIETNAM TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE: PROPELLER LANDING: FINAL APPROACH COLLISION WITH GROUND/WATER: CONTROLLED LANDING: LEVEL OFF/TOUCHDOWN FIRE AFTER IMPACT REMARKS- INVEST UNDER JURISDICTION OF GOVT OF S.VIETNAM.						
6-0076	11/25/73 TIME - 1525	LING TIENG,LAOS	PILATUS PC6CH2 N5304F DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 7	COMMERCIAL CTR PASSG-I	AIRLINE TRANSPORT, AGE 39, 12210 TOTAL HOURS, 90 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BOUA MU DEPARTURE POINT INTENDED DESTINATION LONG TIEN,LAOS LING TIENG,LAOS TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING: LEVEL OFF/TOUCHDOWN COLLIDED WITH: DIRT BANK LANDING: ROLL FIRE AFTER IMPACT REMARKS- INVESTIGATION UNDER JURISDICTION OF GOVT OF LAOS						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
6-0039	7/28/73 TIME - 1830	NR.DHAHRAN,SAUD ARAB	BELL 206 N8162J DAMAGE-SUBSTANTIAL	CR- 0 0 3 PX- 0 0 0	MISCELLANEOUS TEST	COMMERCIAL, AGE 31, 4974 TOTAL HOURS, 793 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - DHAHRAN DEPARTURE POINT INTENDED DESTINATION DHAHRAN,SAUD ARAB LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING IN FLIGHT: AUTOROTATIVE DESCENT AIRFRAME FAILURE: ON GROUND LANDING: LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE FACTOR(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE WEATHER - HIGH DENSITY ALTITUDE ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM: OTHER SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 98 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 60 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- SEVERE SPIKE KNOCK.						
3-2524	9/15/73 TIME - 1225	GULF OF MEXICO	BELL 206B N83157 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 25, 2298 TOTAL HOURS, 443 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - PLATFORM A DEPARTURE POINT INTENDED DESTINATION EUGENE IS BLK 330A EUGENE IS BLK 330C TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: OBJECT TAKEOFF: VERTICAL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: UNMARKED OBSTRUCTIONS FIRE AFTER IMPACT REMARKS- ACFT SKID STRUCK VENT PIPE PROTRUDNG THRU PLTFRM						

NTSB
AMM
75-3
1973
c.1

Turbine Powered Aircraft



BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3548	11/29/73 TIME - 0850	EHIB 370 GULF MEX	BELL 212 N83235 DAMAGE-NONE	CR- 0 0 1 PX- 0 0 9 OT- 1 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 49, 13881 TOTAL HOURS, 455 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - BLOCK 370 DEPARTURE POINT INTENDED DESTINATION SABINE, TEX EHIB 370 GULF MEX TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR ACCIDENT TO PERSON STATIC: IDLING ENGINE(S) PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PERSONNEL - MISCELLANEOUS-PERSONNEL: PASSENGER REMARKS- PAX LEFT HELICOPTER WITHOUT PLTS APPROVAL OR KNOWLEDGE. INJ PAX EXPIRED AT HOSPITAL. PAX NOT BRIEFED						

