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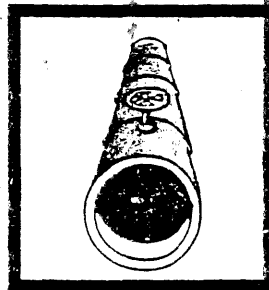
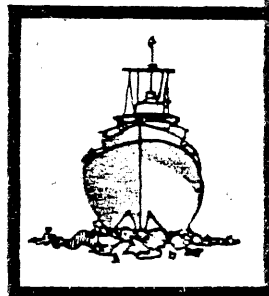
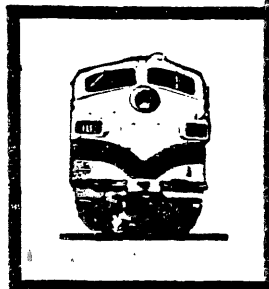
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BRIEFS OF ACCIDENTS INVOLVING TURBINE POWERED AIRCRAFT

U. S. GENERAL AVIATION
1976

REPORT NUMBER: NTSB-AMM-78-3

UNITED STATES GOVERNMENT



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16. Abstract This publication contains reports of U.S. general aviation turbine powered aircraft accidents occurring in 1976. Included are 109 accident Briefs, 30 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.			
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FOREWORD

This publication contains reports of U.S. General Aviation turbine powered aircraft accidents in Brief format arranged in order by state and date of occurrence. It also lists these accidents in order by file number and make/model sequence. In addition, information is presented in several statistical tables which tabulate and summarize selected accident information, such as injuries, a 7 year tabulation of U.S. General Aviation accidents involving turbine powered aircraft, emergency locator transmitter operation and use, hours in type, kind of flying, type of accident, phase of operation and causes and related factors.

The following chart compares the accident rates for total U.S. General Aviation with accidents involving U.S. General Aviation turbine powered aircraft.

	Hours Flown 1/	Total Accidents	Total Accident Rate 2/	Fatal Accidents	Fatal Accident Rate 2/
Total - U.S. General Aviation	36,128,000	4,193	11.60	695	1.92
U.S. General Aviation Accidents Involving Turbine Powered Aircraft	3,300,000	109	3.30	30	.90

1/ Source: Federal Aviation Administration. This exposure data is reported yearly to the FAA by the Aircraft owners on AC Form 8050-73.

2/ The accident rates are per 100,000 hours flown.

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:

"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 produced 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 photograph(s) reproduced.

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EXPLANATORY NOTES

U.S. GENERAL AVIATION

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

U.S. AIR CARRIER

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

DEFINITIONS

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

Aircraft Accident

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

Fatal Injury

Any injury which results in death within 7 days of the accident.

Serious Injury

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

Substantial Damage

1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component.
2) Engine failure, damage limited to an engine, bent fairings or cowlings, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "substantial damage" for the purpose of this part.

EXPLANATORY NOTES

INJURY INDEX

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

TYPE OF ACCIDENT

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

Gear Collapsed

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

Gear Retracted

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

Airframe Failure

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

Engine Failure/Malfunction

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

PHASE OF OPERATION

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

KIND OF FLYING

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

1. Instructional Flying

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

EXPLANATORY NOTES

KIND OF FLYING

2. Noncommercial Flying

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

Pleasure

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

Business

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

Corporate/Executive Operations

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

3. Commercial Flying

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

4. Miscellaneous Flying

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

COLLISION BETWEEN AIRCRAFT

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

EXPLANATORY NOTES

CAUSES AND RELATED FACTORS

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

AIRCRAFT WEIGHT CATEGORIES

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

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

SMALL FIXED-WING AIRCRAFT

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

LARGE FIXED-WING AIRCRAFT

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

ROTORCRAFT

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

TYPES OF WEATHER CONDITIONS

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

LIST OF ABBREVIATIONS USED IN BRIEFS

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 PASSG SRV	SCHEDULED DOMESTIC CARGO SERVICE
SCHED DOM CARGO 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

Turbine Powered Accidents
U.S. General Aviation
1970 - 1976

<u>Year</u>	<u>Turbine Powered Hours Flown 1/</u>	<u>Total Accidents</u>	<u>Total Accident Rate 2/</u>	<u>Fatal Accidents</u>	<u>Fatal Accident Rate 2/</u>	<u>Fatalities</u>
1970	1,759,000	116	6.59	24	1.36	55
1971	1,803,000	82	4.54	16	0.88	115
1972	1,925,000	115	5.97	32	1.66	117
1973	2,344,000	102	4.35	24	1.02	60
1974	2,735,000	100	3.65	26	0.95	73
1975	3,011,000	110	3.65	26	0.86	92
1976	3,300,000	109	3.30	30	0.90	88

1/ Source: Federal Aviation Administration

2/ Accident Rates per 100,000 hours flown.

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

1976

	INJURIES					TOTAL
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	
PILOT	23	18	7	62		110
COPILOT	6	3	4	15		28
DUAL STUDENT	1	1	1	3		6
CHECK PILOT				1		1
FLIGHT ENGINEER	1	1	1	1		4
NAVIGATOR						
CABIN ATTENDANT				1		1
EXTRA CREW	1		1	2		4
PASSENGERS	50	32	26	97		205
TOTAL	82	55	40	182	ABOARD	359
* OTHER AIRCRAFT	5					5
OTHER GROUND	1		6			7
GRAND TOTAL	88	55	46	182		371

INVOLVES 109 TOTAL ACCIDENTS
INVOLVES 30 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.

1
2
1

(71)

ANALYTIC TABLE

ACCIDENT SITE - TERRAIN (TYPE) - (OFF AIRPORT PROPER)
BY EMERGENCY LOCATOR TRANSMITTER OPERATION AND USE

EMERGENCY LOCATOR TRANSMITTER OPERATION AND USE

ACCIDENT SITE - TERRAIN (TYPE) - (OFF AIRPORT PROPER)	EMERGENCY LOCATOR TRANSMITTER OPERATION AND USE										RECORDS	ACCIDENTS	PERCENT
	OPERATED-USED IN LOCATING AIRCRAFT	OPERATED-NOT USED IN LOCATING AIRCRAFT	NOT USED IN LOCATING AIRCRAFT	NOT USED IN LOCATING AIRCRAFT-NOT ADDED	NOT USED IN LOCATING AIRCRAFT-SEPARATED FROM ANTENNA	NOT USED IN LOCATING AIRCRAFT-WEAK/CORRODED BATTERIES	NOT USED IN LOCATING AIRCRAFT-OTHER MALFUNCTION FAILURE	NOT USED IN LOCATING AIRCRAFT-IMPACT/FIRE DAMAGE	NOT APPLICABLE/INSUFFICIENT IMPACT	UNKNOWN/NOT REPORTED			
MOUNTAINOUS	1	2			3	1	3	6	1		17	17	25.00
HILLY	1	1		1		2	1	2	1		9	9	13.24
ROLLING	1					1	2	1	1		6	6	8.82
LEVEL, FLAT		1				2	5	2	3		13	13	19.12
FROZEN			1		1						2	2	2.94
ROCKY						1					1	1	1.47
SANDY							1				1	1	1.47
DENSE WITH TREES (FOREST, WOODED AREA)	1	1				1					3	3	4.41
CITY AREA					1	1					2	2	2.94
PLOWED						1	1				2	2	2.94
WATER-LAKES, RIVERS, ETC.		1				2	4		2		9	9	13.24
OTHER							1				1	1	1.47
UNKNOWN/NOT REPORTED							1		1		2	2	2.94
RECORDS	5	5	1	1	5	12	19	11	9		68		
ACCIDENTS	5	5	1	1	5	12	19	11	9			68	
PERCENTS	7.4	7.4	1.5	1.5	7.4	17.6	27.9	16.2	13.2				

ANALYTIC TABLE
HOURS IN TYPE BY PILOT CERTIFICATE

HOURS IN TYPE	PILOT CERTIFICATE								RECORDS	ACCIDENTS	PERCENT
	STUDENT	PRIVATE	COMMERCIAL	ATR	PRIVATE/ FL INSTR.	COMMERCIAL/ FL INSTR.	ATR/ FL INSTR.	OTHER			
NONE	1				1				2	2	1.82
1 - 5		1	1						2	2	1.82
6 - 25	1	1			2	1			5	5	4.55
26 - 50		1	4						5	5	4.55
51 - 100	1	6	1						8	8	7.27
101 - 300	1	14	4		2	2			23	23	20.91
301 - 500	1	4	4		4	2			15	15	13.64
501 - 1000	1	10	3			1			15	15	13.64
1001 - 2000		10	3		1	1		1	16	16	14.55
2001 - 3000		4	2		2	1			9	9	8.18
- 3000		2	3		2	3			10	9	9.09
UNKNOWN/ NOT REPORTED											
OTHER											
RECORDS	6	53	25		14	11		1	110		
ACCIDENTS	6	53	25		14	10		1		109	
PERCENTS	.0	5.5	48.2	22.7	.0	12.7	10.0	.0	.9		

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ANALYTIC TABLE
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 ACCIDENTS PERCENT

INSTRUCTIONAL

DUAL		2		3	1		6	6	5.45
SOLO									
CHECK		1					1	1	.91
TRAINING									

NONCOMMERCIAL

PLEASURE	3	5	2		1		11	11	10.00
PRACTICE	2	1					3	3	2.73
BUSINESS	1		1		1		3	3	2.73
CORPORATE/EXECUTIVE		4	11		1	2	18	18	16.36
AERIAL SURVEY									
COMPANY FLIGHT									
OTHER			1				1	1	.91

COMMERCIAL

AERIAL APPLICATION		2					2	2	1.82
CROP CONTROL RELATED FLIGHT		1					1	1	.91
FIRE CONTROL									
FIRE CONTROL RELATED FLIGHT		1					1	1	.91
AERIAL MAPPING/PHOTOGRAPHY		1					1	1	.91
AERIAL ADVERTISING									
POWER AND PIPELINE PATROL									
FISH SPOTTING									
AIR TAXI-PASSENGER OPERATIONS	22	4		3	7		36	35	32.73
AIR TAXI-CARGO OPERATIONS		1		2			3	3	2.73
CONSTRUCTION WORK	2	1					3	3	2.73
SCHEDULED PASSENGER SERVICE									
SCHEDULED CARGO SERVICE									
INTRA-STATE CHARTER PASSG.									
INTRA-STATE CHARTER CARGO.									
MILITARY CONTRACT-PASSENGER									
MILITARY CONTRACT-CARGO									
CHARTER CARGO-DOMESTIC									
CHARTER PASSG-DOMESTIC	2	1					3	3	2.73
CHARTER-CARGO-INTERNATIONAL									
CHARTER-PASSG-INTERNATIONAL									
OTHER	2			1			3	3	2.73

ANALYTIC TABLE

KIND OF FLYING BY PILOT CERTIFICATE

KIND OF FLYING	PILOT CERTIFICATE								RECORDS	ACCIDENTS	PERCENT
	STUDENT	PRIVATE	COMMERCIAL	ATR	PRIVATE/ FL INSTR.	COMMERCIAL/ FL INSTR.	ATR/ FL INSTR.	OTHER			
UNKNOWN/NOT REPORTED											
MISCELLANEOUS											
EXPERIMENTATION											
TEST					1				1	1	.91
DEMONSTRATION			2						2	2	1.82
FERRY			2	3					5	5	4.55
SEARCH AND RESCUE			1						1	1	.91
AIR SHOW/AIR RACING											
PARACHUTE JUMP			1						1	1	.91
PARACHUTE JUMP-AIR SHOW											
TOWING GLIDERS											
SEEDING CLOUDS											
HUNTING											
POLICE PATROL					1				1	1	.91
HIGHWAY TRAFFIC ADVISORY											
ALL OTHER PUBLIC FLYING			1		1		1		3	3	2.73
OTHER											
UNKNOWN/NOT REPORTED											
OTHER											
RECORDS		6	53	25		14	11	1	110		
ACCIDENTS		6	53	25		14	10	1		109	
PERCENTS		.0	5.5	48.2	22.7	.0	12.7	10.0	.0	.9	.0

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT	AIRCRAFT DAMAGE				RECORDS	ACCIDENTS	PERCENT
	DESTROYED	SUBSTANTIAL	MINOR	NONE			
GROUND-WATER LOOP-SWERVE	2				2	2	1.82
DROGGED WINGTIP POD OR FLOAT							
WHEELS-UP LANDING	6				6	6	5.45
WHEELS-DOWN LANDING IN WATER							
GEAR COLLAPSED	2				2	2	1.82
GEAR RETRACTED	4				4	4	3.64
HARD LANDING	1	5			6	6	5.45
NOSE OVER/DOWN							
ROLL OVER	2	7			9	9	8.18
OVERSHOOT							
UNDERSHOOT	2	1			3	3	2.73
<u>COLLISION BETWEEN AIRCRAFT</u>							
BOTH IN FLIGHT	2				2	2	1.82
ONE AIRBORNE							
BOTH ON GROUND	2				2	1	1.82
<u>COLLISION WITH GROUND/WATER</u>							
CONTROLLED	4	2			6	6	5.45
UNCONTROLLED	4	4			8	8	7.27
<u>COLLIDED WITH</u>							
WIRES/POLES	1	3			4	4	3.64
TREES	2	2			4	4	3.64
RESIDENCE/S							
BUILDING/S							
FENCE, FENCEPOSTS	1	1			2	2	1.82
ELECTRONIC TOWERS							
RUNWAY OR APPROACH LIGHTS							
AIRPORT HAZARD							
ANIMALS							
CROP							
FLAGMAN LOADER							
DITCHES	1				1	1	.91
SNOWBANK	1				1	1	.91
PARKED AIRCRAFT (UNATTENDED)							
AUTOMOBILE							
DIRT BANK							
OTHER	2				2	2	1.82

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT	AIRCRAFT DAMAGE				RECORDS	ACCIDENTS	PERCENT
	DESTROYED	SUBSTANTIAL	MINOR	NONE			
BIRD STRIKE	1	1			2	2	1.82
<u>STALL</u>	1				1	1	.91
SPIN							
SPIRAL							
MUSH	1	1			2	2	1.82
<u>FIRE OR EXPLOSTION</u>							
IN FLIGHT		1			1	1	.91
ON GROUND							
<u>AIRFRAME FAILURE</u>							
IN FLIGHT	3				3	3	2.73
ON GROUND							
ENGINE TEARAWAY							
ENGINE FAILURE OR MALFUNCTION	7	17			24	24	21.82
<u>PROPELLER/ROTOR FAILURE</u>							
PROPELLER							
TAIL ROTOR	1	3			4	4	3.64
MAIN ROTOR	1	2			3	3	2.73
PROP ROTOR ACNT TO PERSON							
JET INTAKE/EXH ACNT TO PERS							
PROPELLER/JET/ROTOR BLAST							
TURRULENCE							
MAIL DAMAGE TO AIRCRAFT							
LIGHTNING STRIKE							
EVASIVE MANEUVER							
UNCONTROLLED ALT DEVIATION							
DITCHING		2			2	2	1.82
MISSING ACFT NOT RECOVERED							
MISCELLANEOUS/OTHER		2	1		3	3	2.73
UNDETERMINED	1				1	1	.91
OTHER							
RECORDS	35	74	1		110		
ACCIDENTS	35	73	1			109	
PERCENTS	31.8	67.3	.9	.0			

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

FIRST OPERATIONAL PHASE	INJURY INDEX				RECORDS	ACCIDENTS	PERCENT
	FATAL	SERIOUS	MINOR	NONE			
<u>STATIC</u>							
STARTING ENGINE/S							
IDLING ENGINE/S							
ENGINE RUNUP							
IDLING ROTORS			1		1	1	.91
PARKED-ENGINES NOT OPERATING							
OTHER							
<u>TAXI</u>							
TO TAKEOFF							
FROM LANDING	1		2		3	3	2.73
OTHER			1		1	1	.91
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				3	3	3	2.73
INITIAL CLIMB	2	3	1	3	9	9	8.18
VERTICAL			1	1	2	4	3.64
RUNNING (ROTORCRAFT/VTOL-STOL)							
ABORTED (FIXED-WING)	1	1			2	2	1.82
ABORTED (ROTORCRAFT/VTOL)							
ABORTED (ROTORCRAFT/STOL)							
OTHER							
<u>INFLIGHT</u>							
CLIMB TO CRUISE	1	1			2	2	1.82
NORMAL CRUISE	7	2		3	12	12	10.91
DESCENDING	1	1		2	4	4	3.64
HOLDING (IFR)							
HOVERING	1	1		4	6	6	5.45
POWER-ON DESCENT (ROTORCRAFT)				1	1	1	.91
AUTOROTATIVE DESCENT							
ACROBATICS							
BUZZING							

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ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

FIRST OPERATIONAL PHASE	INJURY INDEX				RECORDS	ACCIDENTS	PERCENT
	FATAL	SERIOUS	MINOR	NONE			
UNCONTROLLED DESCENT	1	2			3	3	2.73
EMERGENCY DESCENT	1				1	1	.91
LOW PASS	1		1		2	2	1.82
OTHER	1		1		2	2	1.82
EN ROUTE TO TREAT CROP		1			1	1	.91
EN ROUTE TO RELOADING AREA							
SURVEY FIELD/AREA							
STARTING SWATH RUN							
SWATH RUN				1	1	1	.91
FLAREOUT FOR SWATH RUN							
PULLUP FROM SWATH RUN							
PROCEDURE TURNAROUND		1			1	1	.91
CLEANUP SWATH							
MANEUVER TO AVOID OBSTRUCTION							
RETURN TO STRIP							
<u>LANDING</u>							
TRAFFIC PATTERN-CIRCLING	2	1			3	3	2.73
FINAL APPROACH (VFR)	2		5		7	7	6.36
INITIAL APPROACH	1				1	1	.91
FINAL APPROACH (IFR)	3		1		4	4	3.64
LEVEL OFF/TOUCHDOWN		1		10	11	11	10.00
ROLL (FIXED WING)			2	4	6	6	5.45
ROLL-ON/RUN-ON (ROTORCRAFT)							
POWER-ON LANDING (ROTORCRAFT)	2	2	3	6	13	13	11.82
POWER-OFF AUTOROTATIVE LG	1		1	2	4	4	3.64
GO-AROUND (VFR)				1	1	1	.91
MISSED APPROACH (IFR)							
OTHER							
UNKNOWN/NOT REPORTED	1				1	1	.91
OTHER							
RECORDS	30	18	10	52	110		
ACCIDENTS	30	18	10	51		109	
PERCENTS	27.3	16.4	9.1	47.3			

CAUSE/FACTOR TABLE
TURBINE POWERED AIRCRAFT
 U.S. GENERAL AVIATION ACCIDENTS
 1976
 (EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 108 TOTAL ACCIDENTS

INVOLVES 29 FATAL ACCIDENTS

BROAD CAUSE/FACTOR -----	FATAL ACCIDENTS -----			NONFATAL ACCIDENTS -----			ALL ACCIDENTS -----		
	CAUSE -----	FACTOR -----	TOTAL* -----	CAUSE -----	FACTOR -----	TOTAL* -----	CAUSE -----	FACTOR -----	TOTAL* -----
PILOT	23 79.31	6 20.69	24 82.76	52 65.82	8 10.13	54 68.35	75 69.44	14 12.96	78 72.22
PERSONNEL	4 13.79	3 10.34	7 24.14	16 20.25	4 5.06	19 24.05	20 18.52	7 6.48	26 24.07
AIRFRAME	1 3.45	.00	1 3.45	1 1.27	1 1.27	2 2.53	2 1.85	1 .93	3 2.78
LANDING GEAR	.00	.00	.00	7 8.86	2 2.53	9 11.39	7 6.48	2 1.85	9 8.33
POWERPLANT	4 13.79	.00	4 13.79	14 17.72	3 3.80	16 20.25	18 16.67	3 2.78	20 18.52
SYSTEMS	.00	.00	.00	3 3.80	.00	3 3.80	3 2.78	.00	3 2.78
INSTRUMENTS/EQUIPMENT & ACCESSORIES	.00	.00	.00	.00	.00	.00	.00	.00	.00
ROTORCRAFT	3 10.34	.00	3 10.34	6 7.59	.00	6 7.59	9 8.33	.00	9 8.33
AIRPORT/AIRWAYS/FACILITIES	1 3.45	.00	1 3.45	.00	6 7.59	6 7.59	1 .93	6 5.56	7 6.48
WEATHER	2 6.90	8 27.59	10 34.48	3 3.80	9 11.39	12 15.19	5 4.63	17 15.74	22 20.37
TERRAIN	.00	5 17.24	5 17.24	2 2.53	22 27.85	24 30.38	2 1.85	27 25.00	29 26.85
MISCELLANEOUS	1 3.45	.00	1 3.45	5 6.33	.00	5 6.33	6 5.56	.00	6 5.56
UNDETERMINED	2 6.90	.00	2 6.90	.00	.00	.00	2 1.85	.00	2 1.85

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

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CAUSE/FACTOR TABLE
TURBINE POWERED AIRCRAFT
 U.S. GENERAL AVIATION ACCIDENTS
 1976
 (EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 108 TOTAL ACCIDENTS

INVOLVES 29 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	2	1	1	2
ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL		1	1					1	1
CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS				1		1	1		1
DELAYED ACTION IN ABORTING TAKEOFF	1		1	1		1	2		2
DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT	1		1		1	1	1	1	2
EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT	1		1				1		1
RETRACTED GEAR PREMATURELY				1		1	1		1
INADEVERTENTLY RETRACTED GEAR				1		1	1		1
FAILED TO SEE AND AVOID OTHER AIRCRAFT	2		2	1		1	3		3
FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS	1		1	4		4	5		5
FAILED TO OBTAIN/MAINTAIN FLYING SPEED	2		2	2		2	4		4
MISJUDGED, SPEED, ALTITUDE OR CLEARANCE	1		1				1		1
FAILED TO MAINTAIN ADEQUATE ROTOR RPM	2		2	4		4	6		6
FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT		2	2					2	2
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC				5	1	6	5	1	6
IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS				3	1	4	3	1	4
IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS				1		1	1		1
IMPROPER OPERATION OF FLIGHT CONTROLS	3		3	4		4	9		9
PREMATURE LIFT OFF				1		1	1		1
IMPROPER LEVEL OFF				5		5	5		5
IMPROPER IFR OPERATION	2		2	1		1	3		3
IMPROPER IN-FLIGHT DECISIONS OR PLANNING	3	1	4	4		4	7	1	8
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING	1	2	3	7	1	8	8	3	11
INADEQUATE SUPERVISION OF FLIGHT				3		3	3		3
LACK OF FAMILIARITY WITH AIRCRAFT	1	2	3	1		1	2	2	4
MISMANAGEMENT OF FUEL				1		1	1		1
EXERCISED POOR JUDGMENT	1		1	2	1	3	3	1	4
SELECTED UNSUITABLE TERRAIN	1		1	2		2	3		3
FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED				2		2	2		2
INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS				2	1	3	2	1	3
MISJUDGED DISTANCE, SPEED, AND ALTITUDE				1		1	1		1
MISJUDGED DISTANCE AND SPEED				1		1	1		1
MISJUDGED DISTANCE AND ALTITUDE				1		1	1		1
MISJUDGED SPEED AND ALTITUDE				2		2	2		2
MISJUDGED ALTITUDE AND CLEARANCE	1		1				1		1
MISJUDGED ALTITUDE	1		1				1		1
MISJUDGED CLEARANCE	2		2	3		3	5		5
INCAPACITATION	1		1				1		1
PHYSICAL IMPAIRMENT				1		1	1		1
SPATIAL DISORIENTATION	1		1	2		2	3		3
FAILED TO MAINTAIN DIRECTIONAL CONTROL				1		1	1		1
FAILED TO ABORT TAKEOFF				1		1	1		1
FAILED TO INITIATE GO-AROUND				1		1	1		1
DIRECT ENTRIES	2		2				2		2
SUBTOTAL	31	8	39	76	7	83	107	15	122
COPILOT									
FAILED TO MAINTAIN DIRECTIONAL CONTROL				1		1	1		1
SUBTOTAL				1		1	1		1
DUAL STUDENT									
FAILED TO EXTEND LANDING GEAR				1		1	1		1
SELECTED UNSUITABLE TERRAIN				1		1	1		1
MISJUDGED CLEARANCE				1		1	1		1
SUBTOTAL				3		3	3		3
CHECK PILOT									
INADEQUATE SUPERVISION OF FLIGHT					1	1		1	1

CAUSE/FACTOR TABLE

LACK OF FAMILIARITY WITH AIRCRAFT (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
LACK OF FAMILIARITY WITH AIRCRAFT					1	1		1	1
SUBTOTAL					2	2		2	2
** PERSONNEL **									
FLIGHT INSTRUCTOR									
MAINTENANCE, SERVICING, INSPECTION									
IMPROPER MAINTENANCE(MAINTENANCE PERSONNEL)				4		4	4		4
IMPROPERLY SERVICED AIRCRAFT(GROUND CREW)				1		1	1		1
INADEQUATE INSPECTION OF AIRCRAFT(MAINTENANCE PERSONNEL)				1		1	1		1
INADEQUATE MAINTENANCE AND INSPECTION				4	2	6	4	2	6
OPERATIONAL SUPERVISORY PERSONNEL									
INADEQUATE FLIGHT TRAINING-PROCEDURES		1	1					1	1
FAILURE TO PROVIDE ADEQ DIRECTIVES, MANUALS, EQUIPMENT				1		1	1		1
DEFICIENCY, COMPANY MAINTAINED EQMT, SERV, REGULATIONS		2	2	1		1	1	2	3
WEATHER PERSONNEL									
TRAFFIC CONTROL PERSONNEL									
INADEQUATE SPACING OF AIRCRAFT				2		2	2		2
AIRPORT SUPERVISORY PERSONNEL									
FAILURE TO NOTIFY OF UNSAFE COND/AND OR FAILURE TO MARK	1		1		1	1	1	1	2
IMPROPER/INADEQUATE SNOW REMOVAL				1		1	1		1
AIRWAYS FACILITIES PERSONNEL									
PRODUCTION-DESIGN-PERSONNEL									
SUBSTANDARD QUALITY CONTROL			1		1	1	1	1	2
POOR/INADEQUATE DESIGN	1		1	2	1	3	3	1	4
MISCELLANEOUS-PERSONNEL									
PILOT OF OTHER AIRCRAFT	1		1	1		1	2		2
GROUND SIGNALMAN	1		1				1		1
PASSENGER				1		1	1		1
THIRD PILOT									
FLIGHT ENGINEER									
FLIGHT PERSONNEL									
DISPATCHING (AIR CARRIER ONLY)									
SUBTOTAL	5	3	8	19	5	24	24	8	32
** AIRFRAME **									
WINGS									
FUSELAGE									
WINDSHIELDS, WINDOWS, CANOPIES				1		1	1		1
SEATS					1	1		1	1
OTHER	1		1				1		1
LANDING GEAR									
NORMAL RETRACTION/EXTENSION ASSEMBLY				3		3	3		3
EMERGENCY/EXTENSION ASSEMBLY				3		3	3		3
TAILWHEEL ASSEMBLIES					1	1		1	1
NOSEWHEEL ASSEMBLIES				1		1	1		1
BRAKING SYSTEM (NORMAL)					1	1		1	1
SWITCHES, LEVERS, CRANKING MECHANISM, ETC				1		1	1		1
NOSEWHEEL STEERING				1	1	2	1	1	2
FLIGHT CONTROL SURFACES									
SUBTOTAL	1		1	10	4	14	11	4	15
** POWERPLANT **									
ENGINE STRUCTURE									
IGNITION SYSTEM									
FUEL SYSTEM									
LUBRICATING SYSTEM									
COOLING SYSTEM									
PROPELLER AND ACCESSORIES									
EXHAUST SYSTEM									
ENGINE ACCESSORIES									
ENGINE CONTROLS									
POWERPLANT-INSTRUMENTS									
MISCELLANEOUS									
POWERPLANT FAILURE FOR UNDETERMINED REASONS	2		2	4		4	6		6
BIRD INGESTION					1	1		1	1
OTHER				1		1	1		1
REDUCTION GEAR ASSEMBLY									
GEARS, REDUCTION				1		1	1		1
COMPRESSOR ASSEMBLY									
OTHER				1		1	1		1

CAUSE/FACTOR TABLE

POWERPLANT (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
COMBUSTION ASSEMBLY									
TURBINE ASSEMBLY									
WHEEL, TURBINE	1		1	2		2	3		3
BLADE, TURBINE WHEEL				3		3	3		3
ACCESSORY DRIVE ASSEMBLY									
LUBRICATING SYSTEM									
FUEL SYSTEM									
PUMP, FUEL					1	1		1	1
FUEL CONTROL				3		3	3		3
OTHER	1		1				1		1
SAFETY SYSTEM									
IGNITION SYSTEM									
TORQUEMETER									
AIR BLEED									
OTHER					1	1		1	1
EXHAUST SYSTEM									
THRUST REVERSER									
PROPELLER SYSTEM									
CONSTANT SPEED DRIVE									
POWER LEVER									
PROPELLER LEVER									
REVERSE THRUST LEVER									
ENGINE INDICATING EQUIPMENT									
ENGINE INSTALLATION									
SUBTOTAL	4		4	15	3	18	19	3	22
** SYSTEMS **									
ELECTRICAL SYSTEM									
HYDRAULIC SYSTEM									
RESERVOIR, LINES, FITTINGS				3		3	3		3
FLIGHT CONTROL SYSTEMS									
FLIGHT CONTROL BOOST SYSTEM (HYDRAULIC)				1		1	1		1
ANTI-ICING, DE-ICING SYSTEMS									
AIR CONDITION, HEATING AND PRESSURIZATION									
AUTO PILOT									
FIRE WARNING SYSTEM									
FIRE EXTINGUISHER SYSTEM									
OXYGEN SYSTEM									
OTHER SYSTEMS									
SUBTOTAL				4		4	4		4
** ROTORCRAFT **									
ROTOR ASSEMBLIES									
MAIN ROTOR BLADES	1		1				1		1
TAIL ROTOR BLADES				1		1	1		1
MAIN ROTOR HEAD ASSEMBLIES				1		1	1		1
OTHER	1		1				1		1
TRANSMISSION ROTOR DRIVE SYSTEM									
TAIL ROTOR DRIVE SHAFT ASSEMBLY				2		2	2		2
FLIGHT CONTROL SYSTEMS									
CYCLIC PITCH CONTROL SYSTEM				1		1	1		1
TAIL ROTOR PITCH CONTROL SYSTEM				1		1	1		1
MISCELLANEOUS UNITS AND ASSEMBLIES									
TAIL BOOMS/PYLONS/CONES	1		1				1		1
SUBTOTAL	3		3	6		6	9		9
** AIRPORTS/AIRWAYS/FACILITIES **									
AIRPORT FACILITIES									
AIRPORT CONDITIONS									
WET RUNWAY					1	1		1	1
ICE/SLUSH ON RUNWAY					2	2		2	2
SNOW WINDROWS					1	1		1	1
UNMARKED OBSTRUCTIONS					1	1		1	1
OTHER	1		1		1	1	1	1	2
AIRWAYS FACILITIES									
H FACILITY					1	1		1	1
SUBTOTAL	1		1		7	7	1	7	8
** WEATHER **									

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CAUSE/FACTOR TABLE

WEATHER (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
LOW CEILING		4	4		3	3		7	7
RAIN		2	2		1	1		3	3
FOG		3	3		3	3		6	6
SNOW		1	1		2	2		3	3
ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC		1	1		1	1		2	2
UNFAVORABLE WIND CONDITIONS		2	2		2	2		4	4
WIND SHEAR	1		1	2		2	3		3
TURBULENCE ASSOCIATED WITH CLOUDS AND/OR THUNDERSTORMS		1	1		1	1		1	1
DOWNDRAFTS, UPDRAFTS		1	1	2	1	3	2	2	4
OBSTRUCTIONS TO VISION					1	1		1	1
HIGH DENSITY ALTITUDE	1	1	2		1	1	1	2	3
SUBTOTAL	2	16	18	4	15	19	6	31	37
** TERRAIN **									
WET, SOFT GROUND					1	1		1	1
SNOW-COVERED					2	2		2	2
HIGH VEGETATION					2	2		2	2
HIDDEN OBSTRUCTIONS					1	1		1	1
ROUGH/UNEVEN		2	2	1	4	5	1	6	7
HIGH OBSTRUCTIONS		3	3	1	11	12	1	14	15
OTHER		1	1		1	1		2	2
SUBTOTAL		6	6	2	22	24	2	24	30
** MISCELLANEOUS **									
FOREIGN OBJECT DAMAGE				1		1	1		1
FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS				2		2	2		2
UNDETERMINED	2		2				2		2
BIRD COLLISION				1		1	1		1
EVASIVE MANEUVER TO AVOID COLLISION	1		1	1		1	2		2
SUBTOTAL	3		3	5		5	4		4
GRAND TOTAL	50	33	83	145	65	210	195	94	293
** MISCELLANEOUS ACTS, CONDITIONS **									
PREVIOUS DAMAGE	1		1				1		1
LEAK/LEAKAGE				1		1	1		1
CIRCUIT BREAKER POPPED					1	1		1	1
ARCING				1		1	1		1
DOWNDRAFT					2	2		2	2
LOOSE, PART/FITTING				1		1	1		1
BINDING				1		1	1		1
CHAPPED				1		1	1		1
IMPROPERLY INSTALLED				1		1	1		1
OVERHEATED				1	1	2	1	1	2
PRESSURE, NONE					1	1		1	1
STRIPPED				1		1	1		1
STUCK				1		1	1		1
FIRE IN WING		1	1		1	1		2	2
LOAD NOT JETTISONED		1	1		1	1		1	1
RAN OFF END OF RUNWAY					2	2		3	3
CHECKLIST-FAILED TO USE					1	1		1	1
IMPROPER EMERGENCY PROCEDURES					1	1		1	1
UNWARRANTED LOW FLYING	1		1	1		1	2		2
POORLY PLANNED APPROACH	1		1				1		1
MISCALCULATED FUEL CONSUMPTION					1	1		1	1
LANDED ON FOAMED RUNWAY					3	3		3	3
IMPROPERLY SECURED				3		3	3		3
ELECTRICAL FAILURE				1		1	1		1
FATIGUE FRACTURE	2		2	2		2	4		4
RPM-UNCONTROLLABLE-OVERSPEED	1		1	1		1	2		2
IMPROPER ALIGNMENT/ADJUSTMENT				1	1	2	1	1	2
FAILURE OF TWO OR MORE ENGINES	1		1				1		1
SEPARATION IN FLIGHT		4	4		1	1		5	5
FIRE IN BRAKES/ WHEEL ASSEMBLY/ WHEEL WELL	1		1		1	1	1	1	2
CORRODED/CORROSION	1		1				1		1
CARGO SHIFTED				1		1	1		1
PILOT FATIGUE	1		1				1		1
FUEL EXHAUSTION	2		2	1		1	3		3
FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL				3		3	3		3

MISCELLANEOUS ACTS, CONDITIONS (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NON-FATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT	1		1				1		1
IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG	1		1	1	1	2	2	1	3
INTERFERENCE WITH FLIGHT CONTROLS				2		2	2		2
WHITFOOT				1	1	2	1	1	2
SIMULATED CONDITIONS				1	2	3	1	2	3
WATER IN FUEL				1		1	1		1
AIRCRAFT CAME TO REST IN WATER		4	4		3	3		7	7
FROZEN, MOISTURE				2		2	2		2
MISSING				1		1	1		1
HYDROPLANING ON WET RUNWAY					1	1		1	1
OVERLOAD FAILURE	1	1	2		6	6	1	7	8
MATERIAL FAILURE	2		2	8	1	9	10	1	11
FUEL STARVATION				4		4	4		4
IMPROPER CLEARANCE-TOLERANCE					1	1		1	1

DIRECT ENTRY CAUSES

PILOT-LOSS OF CONTROL, REASON UNKNOWN
PILOT-MADE NAVIGATIONAL ERROR

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

LISTING OF ACCIDENTS
INVOLVING
TURBINE POWERED AIRCRAFT
U.S. GENERAL AVIATION
1976
(IN FILE ORDER SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 0040	N62176	013076	NCIRCLE,AK	S.N.A.I.S.	SA341G	FATAL
3 0147	N274T	021976	FRESNO,CA	BEECH	A200	NONE
3 0166	N59471	010976	NHONOLULU,HI	BELL	206B	FATAL
3 0269	N1969K	010876	INDIANAPOLIS,IN	SWEARINGEN	SA26AT	MINOR
3 0273	N13SL	021176	NEWTON,KS	BEDE	BD-5JX	FATAL
3 0298	N59481	010476	KENAI,AK	BELL	206B	SERIOUS
3 0311	N62373	031076	NLAS VEGAS,NV	S.N.I.A.S	SA314G	NONE
3 0337	N349V	021076	MINNEAPOLIS,MN	VOLPAR	D18C-T	NONE
3 0366	N978	031176	SAYREVILLE,NJ	SIKORSKY	S-62	MINOR
3 0403	N8544	032376	MOJAVE,CA	CANADAIR	F-86	NONE
3 0463	N90217	020276	AUGUSTINE ISLD,AK	BELL	206B	NONE
3 0550	N7997R	031676	WAPPINGER FLS,NY	BEECH	99	SERIOUS
3 0685	N300MA	020876	EASTON,MD	MITSUBISHI	MU-2B	FATAL
3 0718	N97D	012276	INDIANA,PA	SWEARINGEN	SA26AT	NONE
3 0719	N9550A	041076	GILBERTSVILLE,PA	HELIO ACFT	HST550	NONE
3 0820	N82002	041276	CLEVELAND,TN	PIPER	PA-31T	NONE
3 0822	N651LJ	010376	ANCHORAGE,AK	LEAR JET	24	FATAL
3 0884	N90188	060376	COLDFOOT,AK	BELL	206B	NONE
3 1004	N9188F	041276	ALBRIGHT,WV	HUGHES	369HS	NONE
3 1085	N531MA	021876	ARGYLE,NY	MITSUBISHI	MU2B20	FATAL

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LISTING OF ACCIDENTS
INVOLVING
TURBINE POWERED AIRCRAFT
U.S. GENERAL AVIATION
1976
(IN FILE ORDER SEQUENCE)

<u>FILE</u> <u>NUMBER</u> <u>-----</u>	<u>AIRCRAFT</u> <u>REGIST.</u> <u>-----</u>	<u>DATE</u> <u>-----</u>	<u>LOCATION</u> <u>-----</u>	<u>AIRCRAFT</u> <u>MAKE</u> <u>-----</u>	<u>MODEL</u> <u>-----</u>	<u>INJURY</u> <u>INDEX</u> <u>-----</u>
3 1200	N96117	022176	NLAGRANDE,OR	BELL	206B	NONE
3 1230	N2959M	060876	MARINE CITY,MI	BEECH	95-C55	NONE
3 1237	N101TT	051076	BIRMINGHAM,AL	SWEARINGEN	SA26AT	NONE
3 1340	N4054G	040176	NEWHALL,CA	BELL	206A	NONE
3 1376	N30RP	012776	MARION,IN	GRUMMAN	G-1159	MINOR
3 1377	N47256	062176	MEDARYVILLE,IN	AEROSPATLE	SE3160	NONE
3 1483	N500PA	060776	NVINITA,OK	HUGHES	369HS	NONE
3 1540	N66837	051476	FAIRBANKS,AK	PIPER	PA-31T	NONE
3 1604	N7849S	031876	NGOBERNADOR,NM	BELL	206B	NONE
3 1689	N39AL	061176	NTALKEETNA,AK	BELL	206B	NONE
3 1747	N7329	061776	CLEARWATER,WA	AEROSPATLE	SE3133	SERIOUS
3 1748	N100YB	062676	WESTPORT,WA	BELL	206B	NONE
3 1758	N1EM	032576	CHICAGO,IL	LOCKHEED GA	1329	FATAL
3 1781	N10DA	062476	JAMAICA,NY	SHORT BROS	SC7	NONE
3 1792	N47078	081576	SHEEP MOUNTAIN,AK	HILLER ACFT	UH12EJ	FATAL
3 1810	N3043	061176	BIRD MOUNTAIN,AK	AEROSPATLE	SA318C	NONE
3 1813	N500HC	050976	KANDIK AK	HUGHES	369	NONE
3 1815	N55ST	070976	NJUNEAU,AK	HUGHES	369HS	SERIOUS
3 1817	N9079F	080576	NSKAGWAY,AK	HUGHES	369	NONE
3 1873	N8176J	071576	BERWICK,LA	BELL	206B	SERIOUS

LISTING OF ACCIDENTS
INVOLVING
TURBINE POWERED AIRCRAFT
U.S. GENERAL AVIATION
1976
(IN FILE ORDER SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 1916	N2244S	072576	NCODY,WY	AERO COMDR	560F	FATAL
3 2020	N4CP	050376	HILTON HEAD IS,SC	GRUMMAN	G-1159	FATAL
3 2026	N397F	022276	BURLINGTON,VT	GRUMMAN	G-1159	SERIOUS
3 2145	N9153F	051876	ELKHART,KS	HUGHES	369	NONE
3 2184	N2953W	062876	EAGLE,AK	BELL	206B	NONE
3 2186	N600WA	072276	NDUTCH HARBOR,AK	VOLPAR	C18S	FATAL
3 2193	N8375F	071076	CULVER CITY,CA	HUGHES	369HS	MINOR
3 2207	N143PA	011976	NINTERCSTL CITY,LA	BELL	206B	FATAL
3 2305	N441FH	080676	LAKE CITY,AR	HILLER ACFT	FH1100	NONE
3 2324	N8167J	042376	GULF OF MEXICO	BELL	205-A1	FATAL
3 2349	N85	011476	NRECIFE,BRAZIL	N. AMERICAN	NA-265	FATAL
3 2358	N21FE	042876	WICHITA,KS	DASSAULT	DA-20	NONE
3 2413	N2291W	091276	BOERNE,TX	BELL	206A	NONE
3 2519	N601G	080876	NALAPAHA,GA	AERO COMDR	680T	FATAL
3 2643	N58116	091376	NDRIFT RIVER,AK	BELL	205A-1	MINOR
3 2653	N754F	032676	NHEALY,AK	HILLER ACFT	FH1100	MINOR
3 2664	N58013	063076	NPALMER,AK	BELL	206B	FATAL
3 2719	N9261F	092476	HAENA,KAUAI,HI	HUGHES	369	MINOR
3 2743	N49570	071476	COALVILLE,UT	BELL	206B	MINOR
3 2749	N96TH	073076	NWRANGELL,AK	HILLER	UH12EJ	NONE

LISTING OF ACCIDENTS
INVOLVING
TURBINE POWERED AIRCRAFT
U.S. GENERAL AVIATION
1976
(IN FILE ORDER SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 2753	N374EH	091476	NJUNEAU AK	BELL	206B	NONE
3 2938	N5512X	082476	PAHOKEE, FL	TURBO	THRUSH	NONE
3 2970	N2955W	101976	NVALDEZ, AK	BELL	206B	NONE
3 2971	USAF0255091376		NBRIGHTON, FL	MCDONNELL	F4E	FATAL
3 3067	N7941S	062276	NBISHOP, CA	BELL	206B	FATAL
3 3102	N14856	041776	NLEEVIILE, LA	BELL	206B	FATAL
3 3132	N9914K	101776	AZTEC, NM	BELL	206B	NONE
3 3138	N2400X	041776	AKUTAN ISLAND, AK	BEECH	65-90	NONE
3 3176	N200WP	081676	ELLSWORTH, ME	BEECH	99	MINOR
3 3281	N9123F	062876	NTYGH VALLEY, OR	HUGHES	369HS	FATAL
3 3287	N9125F	080476	NINTRCOSTL CITY, LA	HUGHES	369	SERIOUS
3 3294	N90656	072576	ROCKPORT, LA	BOLKOW	80-105	NONE
3 3315	N9098F	092776	NANGOON, AK	HUGHES	369HS	SERIOUS
3 3323	N372EH	111776	NFLAXMAN ISLAND, AK	BELL	206B	SERIOUS
3 3526	N8678	121776	RENTON, WA	HILLER ACFT	FH1100	NONE
3 3533	N81491	120276	OKLAHOMA CITY, OK	AERO COMDR	690A	NONE
3 3568	N122G	092976	LOUISVILLE, KY	MITSUBISHI	MU-2B	NONE
3 3581	N123G	101376	FAYETTE, AL	AERO COMDR	690A	NONE
3 3626	N1498B	061376	NINTRACOSTAL, LA	BOLKOW	80105C	FATAL
3 3661	N9213F	102176	PICKNEY, MI	HUGHES	369HS	NONE

LISTING OF ACCIDENTS
INVOLVING
TURBINE POWERED AIRCRAFT
U.S. GENERAL AVIATION
1976
(IN FILE ORDER SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 3696	N609PD	073176	WESTBURY, NY	HUGHES	369	NONE
3 3748	N49667	122876	GULF OF MEXICO	BELL	206B	NONE
3 3780	N1308X	062276	MASONTOWN, PA	BELL	204-B	SERIOUS
3 3794	N568H	102176	LOS ANGELES, CA	AERO COMDR	690	FATAL
3 3832	N180AR	111276	ALBUQUERQUE, NM	N. AMERICAN	265-60	NONE
3 3856	N57186	111776	NINDEPENDENCE, KS	AERO COMDR	690A	FATAL
3 3870	N49669	121176	NMORGAN CITY, LA	BELL	206B	NONE
3 3875	N6843S	112976	NTOK, AK	BEECH	E90	FATAL
3 3895	N8513F	061776	OZARK, AL	BELL	204B	SERIOUS
3 3920	N8687D	092776	FT LAUDERDALE, FL	CANADAIR	F-86E	NONE
3 3946	N59568	072976	COLVILLE RIVER, AK	BELL	206B	NONE
3 3955	N9172F	090276	NHAWK INLET, AK	HUGHES	369HS	FATAL
3 3986	N304L	120376	GADSDEN, AL	MITSUBISHI	MU-2B	NONE
3 4000	N8099R	111976	NSPENCER, IA	BEECH	B99	SERIOUS
3 4012	N1500X	111476	KING SALMON, AK	SWEARINGEN	SA26AT	NONE
3 4013	N346F	082976	NWAINWRIGHT, AK	PILATUS	PC6BH2	MINOR
3 4036	N398EH	101776	CASPER, WY	BELL	B-212	SERIOUS
3 4074	N66180	122976	LOS ANGELES, CA	DEHAVILLAND	DHC-6	NONE
3 4074	N66191	122976	LOS ANGELES, CA	DEHAVILLAND	DHC-6	NONE
3 4078	N9200F	072476	NWOODLAND, IL	HUGHES	369HS	SERIOUS

LISTING OF ACCIDENTS
INVOLVING
TURBINE POWERED AIRCRAFT
U.S. GENERAL AVIATION
1976
(IN FILE ORDER SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 4083	N27R	111276	NAPLES,FL	FALCON JET	DA-20F	SERIOUS
3 4084	N6965R	121376	NCOWDREY,CO	SIKORSKY	S-64E	SERIOUS
3 4129	N500J	092676	HOT SPRINGS,VA	GRUMMAN	G-1159	FATAL
3 4134	N600SW	070576	NCARSON CITY,NV	BELL	206B	FATAL
3 4150	N538S	082476	DETROIT,MI	SWEARINGEN	SA226	NONE
3 4156	N5865	121676	MIAMI,FL	CONVAIR	880	SERIOUS
3 4160	N49723	121776	NANCHORAGE,AK	BELL	206L	SERIOUS
3 4170	N9135F	121176	NPONTIAC,IL	HUGHES	369C	FATAL
3 4171	N101AC	121276	WILDWOOD,NJ	DEHAVILLAND	DHC-6	FATAL
6 0021	N888AR	080776	ACAPULCO,MEX	AVIONS MRCL	FALCON	FATAL

LISTING OF ACCIDENTS
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TURBINE POWERED AIRCRAFT
U.S. GENERAL AVIATION
1976
(IN MAKE/MODEL SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 1916	N2244S	072576	NCODY,WY	AERO COMDR	560F	FATAL
3 3533	N81491	120276	OKLAHOMA CITY,OK	AERO COMDR	690A	NONE
3 3581	N123G	101376	FAYETTE,AL	AERO COMDR	690A	NONE
3 2519	N601G	080876	NALAPAHA,GA	AERO COMDR	680T	FATAL
3 3794	N568H	102176	LOS ANGELES,CA	AERO COMDR	690	FATAL
3 3856	N57186	111776	NINDEPENDENCE,KS	AERO COMDR	690A	FATAL
3 2186	N600WA	072276	NDUTCH HARBOR,AK	VOLPAR	C18S	FATAL
3 0337	N349V	021076	MINNEAPOLIS,MN	VOLPAR	D18C-T	NONE
3 3875	N6843S	112976	NTOK,AK	BEECH	E90	FATAL
3 3138	N2400X	041776	AKUTAN ISLAND,AK	BEECH	65-90	NONE
3 1230	N2959M	060876	MARINE CITY,MI	BEECH	95-C55	NONE
3 3176	N200WP	081676	ELLSWORTH,ME	BEECH	99	MINOR
3 4000	N8099R	111976	NSPENCER,IA	BEECH	899	SERIOUS
3 0550	N7997R	031676	WAPPINGER FLS,NY	BEECH	99	SERIOUS
3 0147	N274T	021976	FRESNO,CA	BEECH	A200	NONE
3 3895	N8513F	061776	OZARK,AL	BELL	204B	SERIOUS
3 3780	N1308X	062276	MASONTOWN,PA	BELL	204-B	SERIOUS
3 2324	N8167J	042376	GULF OF MEXICO	BELL	205-A1	FATAL
3 2643	N58116	091376	NDRIFT RIVER,AK	BELL	205A-1	MINOR
3 2184	N2953W	062876	EAGLE,AK	BELL	206B	NONE

LISTING OF ACCIDENTS
INVOLVING
TURBINE POWERED AIRCRAFT
U.S. GENERAL AVIATION
1976
(IN MAKE/MODEL SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 2664	N58013	063076	NPALMER, AK	BELL	206B	FATAL
3 2413	N2291W	091276	BOERNE, TX	BELL	206A	NONE
3 2743	N49570	071476	COALVILLE, UT	BELL	206B	MINOR
3 2207	N143PA	011976	NINTERCSTL CITY, LA	BELL	206B	FATAL
3 2753	N374EH	091476	NJUNEAU AK	BELL	206B	NONE
3 1873	N8176J	071576	BERWICK, LA	BELL	206B	SERIOUS
3 2970	N2955W	101976	NVALDEZ, AK	BELL	206B	NONE
3 3870	N49669	121176	NMORGAN CITY, LA	BELL	206B	NONE
3 3748	N49667	122876	GULF OF MEXICO	BELL	206B	NONE
3 3323	N372EH	111776	NFLAXMAN ISLAND, AK	BELL	206B	SERIOUS
3 3946	N59568	072976	COLVILLE RIVER, AK	BELL	206B	NONE
3 3132	N9914K	101776	AZTEC, NM	BELL	206B	NONE
3 3102	N14856	041776	NLEEVIILE, LA	BELL	206B	FATAL
3 3067	N7941S	062276	NBISHOP, CA	BELL	206B	FATAL
3 4160	N49723	121776	NANCHORAGE, AK	BELL	206L	SERIOUS
3 4134	N600SW	070576	NCARSON CITY, NV	BELL	206B	FATAL
3 0166	N59471	010976	NHONOLULU, HI	BELL	206B	FATAL
3 0463	N90217	020276	AUGUSTINE ISLD, AK	BELL	206B	NONE
3 0298	N59481	010476	KENAI, AK	BELL	206B	SERIOUS
3 0884	N90188	060376	COLDFOOT, AK	BELL	206B	NONE

LISTING OF ACCIDENTS
INVOLVING

TURBINE POWERED AIRCRAFT

U.S. GENERAL AVIATION
1976
(IN MAKE/MODEL SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE ----	LOCATION -----	AIRCRAFT MAKE ----	MODEL -----	INJURY INDEX -----
3 1748	N100YB	062676	WESTPORT,WA	BELL	206B	NONE
3 1604	N7849S	031876	NGOBERNADOR,NM	BELL	206B	NONE
3 1689	N39AL	061176	NTALKEETNA,AK	BELL	206B	NONE
3 1340	N4054G	040176	NEWHALL,CA	BELL	206A	NONE
3 1200	N96117	022176	NLAGRANDE,OR	BELL	206B	NONE
3 4036	N398EH	101776	CASPER,WY	BELL	B-212	SERIOUS
3 4156	N5865	121676	MIAMI,FL	CONVAIR	880	SERIOUS
3 4171	N101AC	121276	WILDWOOD,NJ	DEHAVILLAND	DHC-6	FATAL
3 4074	N66180	122976	LOS ANGELES,CA	DEHAVILLAND	DHC-6	NONE
3 4074	N66191	122976	LOS ANGELES,CA	DEHAVILLAND	DHC-6	NONE
3 2971	USAF0255091376		NBRIGHTON,FL	MCDONNELL	F4E	FATAL
3 2026	N397F	022276	BURLINGTON,VT	GRUMMAN	G-1159	SERIOUS
3 2020	N4CP	050376	HILTON HEAD IS,SC	GRUMMAN	G-1159	FATAL
3 4129	N500J	092676	HOT SPRINGS,VA	GRUMMAN	G-1159	FATAL
3 1376	N30RP	012776	MARION,IN	GRUMMAN	G-1159	MINOR
3 0719	N9550A	041076	GILBERTSVILLE,PA	HELIO ACFT	HST550	NONE
3 1792	N47078	081576	SHEEP MOUNTAIN,AK	HILLER ACFT	UH12EJ	FATAL
3 2749	N96TH	073076	NWRANGELL,AK	HILLER	UH12EJ	NONE
3 2305	N441FH	080676	LAKE CITY,AR	HILLER ACFT	FH1100	NONE
3 2653	N754F	032676	NHEALY,AK	HILLER ACFT	FH1100	MINOR

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LISTING OF ACCIDENTS
INVOLVING
TURBINE POWERED AIRCRAFT
U.S. GENERAL AVIATION
1976
(IN MAKE/MODEL SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	AIRCRAFT MODEL -----	INJURY INDEX -----
3 3526	N8678	121776	RENTON,WA	HILLER ACFT	FH1100	NONE
3 3955	N9172F	090276	NHAWK INLET,AK	HUGHES	369HS	FATAL
3 3661	N9213F	102176	PICKNEY,MI	HUGHES	369HS	NONE
3 3696	N609PD	073176	WESTBURY,NY	HUGHES	369	NONE
3 3281	N9123F	062876	NTYGH VALLEY,OR	HUGHES	369HS	FATAL
3 3287	N9125F	080476	NINTRCOSTL CITY,LA	HUGHES	369	SERIOUS
3 2719	N9261F	092476	HAENA,KAUAI,HI	HUGHES	369	MINOR
3 3315	N9098F	092776	NANGOON,AK	HUGHES	369HS	SERIOUS
3 2193	N8375F	071076	CULVER CITY,CA	HUGHES	369HS	MINOR
3 1817	N9079F	080576	NSKAGWAY,AK	HUGHES	369	NONE
3 1815	N55ST	070976	NJUNEAU,AK	HUGHES	369HS	SERIOUS
3 1813	N500HC	050976	KANDIK AK	HUGHES	369	NONE
3 2145	N9153F	051876	ELKHART,KS	HUGHES	369	NONE
3 1483	N500PA	060776	NVINITA,OK	HUGHES	369HS	NONE
3 1004	N9188F	041276	ALBRIGHT,WV	HUGHES	369HS	NONE
3 4170	N9135F	121176	NPONTIAC,IL	HUGHES	369C	FATAL
3 4078	N9200F	072476	NWOODLAND,IL	HUGHES	369HS	SERIOUS
3 2349	N85	011476	NRECIFE,BRAZIL	N. AMERICAN	NA-265	FATAL
3 3832	N180AR	111276	ALBUQUERQUE,NM	N. AMERICAN	265-60	NONE
3 0820	N82002	041276	CLEVELAND,TN	PIPER	PA-31T	NONE

LISTING OF ACCIDENTS
INVOLVING

TURBINE POWERED AIRCRAFT

U.S. GENERAL AVIATION
1976
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FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE ----	LOCATION -----	AIRCRAFT MAKE ----	MODEL -----	INJURY INDEX -----
3 1540	N66837	051476	FAIRBANKS, AK	PIPER	PA-31T	NONE
3 1781	N10DA	062476	JAMAICA, NY	SHORT BROS	SC7	NONE
3 0366	N978	031176	SAYREVILLE, NJ	SIKORSKY	S-62	MINOR
3 4084	N6965R	121376	NCOWDREY, CO	SIKORSKY	S-64E	SERIOUS
3 2938	N5512X	082476	PAHOKEE, FL	TURBO	THRUSH	NONE
3 1810	N3043	061176	BIRD MOUNTAIN, AK	AEROSPATLE	SA318C	NONE
3 1747	N7329	061776	CLEARWATER, WA	AEROSPATLE	SE3133	SERIOUS
3 1377	N47256	062176	MEDARYVILLE, IN	AEROSPATLE	SE3160	NONE
3 2358	N21FE	042876	WICHITA, KS	DASSAULT	DA-20	NONE
3 4083	N27R	111276	NAPLES, FL	FALCON JET	DA-20F	SERIOUS
6 0021	N888AR	080776	ACAPULCO, MEX	AVIONS MRCL	FALCON	FATAL
3 0311	N62373	031076	NLAS VEGAS, NV	S.N.I.A.S	SA314G	NONE
3 0040	N62176	013076	NCIRCLE, AK	S.N.A.I.S.	SA341G	FATAL
3 4013	N346F	082976	NWAINWRIGHT, AK	PILATUS	PC68H2	MINOR
3 1758	N1EM	032576	CHICAGO, IL	LOCKHEED GA	1329	FATAL
3 0273	N13SL	021176	NEWTON, KS	BEDE	BD-5JX	FATAL
3 0403	N8544	032376	MOJAVE, CA	CANADAIR	F-86	NONE
3 3920	N8687D	092776	FT LAUDERDALE, FL	CANADAIR	F-86E	NONE
3 3294	N90656	072576	ROCKPORT, LA	BOLKOW	BO-105	NONE
3 3626	N1498B	061376	NINTRACOASTAL, LA	BOLKOW	BO105C	FATAL

LISTING OF ACCIDENTS
INVOLVING
TURBINE POWERED AIRCRAFT
U.S. GENERAL AVIATION
1976
(IN MAKE/MODEL SEQUENCE)

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3 0822	N651LJ	010376	ANCHORAGE, AK	LEAR JET	24	FATAL
3 1085	N531MA	021876	ARGYLE, NY	MITSUBISHI	MU2B20	FATAL
3 0685	N300MA	020876	EASTON, MD	MITSUBISHI	MU-2B	FATAL
3 3568	N122G	092976	LOUISVILLE, KY	MITSUBISHI	MU-2B	NONE
3 3986	N304L	120376	GADSDEN, AL	MITSUBISHI	MU-2B	NONE
3 4012	N1500X	111476	KING SALMON, AK	SWEARINGEN	SA26AT	NONE
3 1237	N101TT	051076	BIRMINGHAM, AL	SWEARINGEN	SA26AT	NONE
3 0269	N1969K	010876	INDIANAPOLIS, IN	SWEARINGEN	SA26AT	MINOR
3 0718	N97D	012276	INDIANA, PA	SWEARINGEN	SA26AT	NONE
3 4150	N538S	082476	DETROIT, MI	SWEARINGEN	SA226	NONE

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS

INVOLVING

TURBINE POWERED AIRCRAFT

U.S. GENERAL AVIATION

1976

(IN STATE AND DATE ORDER)

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1237	5/10/76 TIME - 1015	BIRMINGHAM, AL	SWEARINGEN SA26AT N101TT DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 33, 9591 TOTAL HOURS, 407 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - BIRMINGHAM MCPL DEPARTURE POINT INTENDED DESTINATION MUSCLE SHOALS, AL BIRMINGHAM, AL TYPE OF ACCIDENT WHEELS-UP PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3895	6/17/76	OZARK, AL	BELL 204B N8513F DAMAGE-SUBSTANTIAL	CR- 0 2 0 PX- 0 0 0	INSTRUCTIONAL DUAL	COMMERCIAL, AGE 40, 12814 TOTAL HOURS, 133 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - BLACKWELL DEPARTURE POINT INTENDED DESTINATION OZARK, AL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE TAIL ROTOR IN FLIGHT CLIMB TO CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING AIRFRAME - FUSELAGE WINDSHIELDS, WINDOWS, CANOPIES MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED ROTORCRAFT - ROTOR ASSEMBLIES TAIL ROTOR BLADES MISCELLANEOUS - FOREIGN OBJECT DAMAGE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT REMARKS- EXIT HATCH SEPARATED IN FLT - STRUCK TAIL ROTOR.						
3-3581	10/13/76	FAYETTE, AL	AERO CMDR 690A N123G DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 6	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 37, 7757 TOTAL HOURS, 289 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - RICHARD-ARTHUR DEPARTURE POINT INTENDED DESTINATION FAYETTE, AL ATLANTA, GA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF RUN GEAR COLLAPSED TAKEOFF ABORTED PROBABLE CAUSE(S) MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS COPILOT - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE REMARKS- RIGHT ENGINE FUEL FILTER CONTAMINATED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3986	12/3/76 TIME - 1805	GADSDEN, AL	MITSUBISHI MU-2B N304L DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	INSTRUCTIONAL DUAL	ATP, FLIGHT INSTR., AGE 35, 4570 TOTAL HOURS, 171 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - GADSDEN MUNI DEPARTURE POINT INTENDED DESTINATION GADSDEN, AL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) DUAL STUDENT - FAILED TO EXTEND LANDING GEAR PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE						
3-0822	1/3/76 TIME - 1758	ANCHORAGE, AK	LEAR JET 24 N651LJ DAMAGE-SUBSTANTIAL	CR- 2 0 0 PX- 4 2 0	COMMERCIAL AIR TAXI-PASSG	ATP, FLIGHT INSTR., AGE 38, 9832 TOTAL HOURS, 321 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ANCHORAGE INTL DEPARTURE POINT INTENDED DESTINATION ANCHORAGE, AK RETURN TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE PARTIAL OBSCURATION 300 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS FREEZING RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG CALM TEMPERATURE-F TYPE OF WEATHER CONDITIONS 8 BELOW MINIMUMS TYPE OF FLIGHT PLAN IFR REMARKS- PLT DSCND BLO PUBLISHED MIN. LOW FUEL STATE, DIDNT REFUEL BFOR TKOFF, OVERFLEW SUITABLE ARPTS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0298	1/4/76	KENAI, AK	BELL 206B N59481	CR- 0 1 0 PX- 0 1 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 33, 2182 TOTAL HOURS, 182 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - KENAI MUNI			DAMAGE-SUBSTANTIAL			
DEPARTURE POINT		INTENDED DESTINATION		LAST ENROUTE STOP		
KENAI, AK		RETURN		ABOARD SHIP		
TYPE OF ACCIDENT				PHASE OF OPERATION		
COLLISION WITH GROUND/WATER		UNCONTROLLED		IN FLIGHT UNCONTROLLED DESCENT		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS						
PILOT IN COMMAND - SPATIAL DISORIENTATION						
FACTOR(S)						
WEATHER - LOW CEILING						
WEATHER - FOG						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
SKY CONDITION				CEILING AT ACCIDENT SITE		
OBSCURATION				0		
VISIBILITY AT ACCIDENT SITE				PRECIPITATION AT ACCIDENT SITE		
1/4 MILE OR LESS				NONE		
OBSTRUCTIONS TO VISION AT ACCIDENT SITE				TYPE OF WEATHER CONDITIONS		
FOG				BELOW MINIMUMS		
TYPE OF FLIGHT PLAN						
SPECIAL VFR						
REMARKS- LOST CTL IN BLO MINIMUM CONDS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0040	1/30/76	NR. CIRCLE, AK	S.N.A.I.S. SA341G N62176 DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 1 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL. INSTR., AGE 34, 2795 TOTAL HOURS, 15 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT KANDIK AIRSTRIP, AK	INTENDED DESTINATION FIELD SITE			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	UNCONTROLLED	PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT		
PROBABLE CAUSE(S) PILOT-LOSS OF CONTROL, REASON UNKNOWN FACTOR(S) WEATHER - LOW CEILING WEATHER - SNOW WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW WIND VELOCITY-KNOTS 18 TYPE OF FLIGHT PLAN NONE				CEILING AT ACCIDENT SITE 100 PRECIPITATION AT ACCIDENT SITE SNOW WIND DIRECTION-DEGREES 240 TYPE OF WEATHER CONDITIONS IFR		
REMARKS- WEA CHNGD DRASTICALLY AFTER PLT DEPT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0463	2/2/76 TIME - 1515	AUGUSTINE ISLD, AK	BELL 206B N90217 DAMAGE-SUBSTANTIAL INTENDED DESTINATION BASE CAMP ON ISLAND	CR- 0 0 1 PX- 0 0 2	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 33, 3100 TOTAL HOURS, 800 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT AUGUSTINE ISLD, AK			PHASE OF OPERATION			
TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING			TAKEOFF INITIAL CLIMB 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) WEATHER - SNOW PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - DOWNGROUND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SKY CONDITION OVERCAST			CEILING AT ACCIDENT SITE 700			
VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS			PRECIPITATION AT ACCIDENT SITE SNOW			
OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW			TEMPERATURE-F 30			
WIND DIRECTION-DEGREES 350			WIND VELOCITY-KNOTS 30			
TYPE OF WEATHER CONDITIONS VFR			TYPE OF FLIGHT PLAN VFR			
REMARKS- BLOWING SNOW & VOLCANIC ASH IN AREA. GUSTING TO 45K.						
3-2653	3/26/76 TIME - 1300	NR. HEALY, AK	HILLER ACFT FH1100 N754F DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 1	MISCELLANEOUS OTHER PUBLIC	COMMERCIAL, FL: INSTR., AGE 31, 4255 TOTAL HOURS, 8 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT GOLD KING, AK			LAST ENROUTE STOP UNKNOWN/NOT REPORTED			
TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED			PHASE OF OPERATION IN FLIGHT OTHER			
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FIRE AFTER IMPACT REMARKS- STATE WOLF CONTROL.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3138	4/17/76 TIME - 1020	AKUTAN ISLAND, AK	REECH 65-90 N2400X DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 3	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 33, 6350 TOTAL HOURS, 61 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT KENAI, AK	INTENDED DESTINATION DUTCH HARBOR, AK	PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN		
TYPE OF ACCIDENT DITCHING						
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						
FACTOR(S)						
MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION						
AIRPORTS/AIRWAYS/FACILITIES - AIRWAYS FACILITIES H. FACILITY						
MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER						
EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT						
LOW ON FUEL						
REMARKS- PILOT DITCHED AIRCRAFT DUE TO LOW FUEL STATE. DRIFTWOOD BAY BEACON INOP DUE ANTENNA DMG.						
3-1813	5/9/76 TIME - 2130	KANDIK AK	HUGHES 369 N500HC DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 27, 4100 TOTAL HOURS, 1000 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - KANDIK	INTENDED DESTINATION KANDIK AK	PHASE OF OPERATION LANDING POWER-ON LANDING LANDING POWER-ON LANDING		
DEPARTURE POINT KANDIK CAMP 2						
TYPE OF ACCIDENT DITCHING						
HARD LANDING						
PROBABLE CAUSE(S)						
POWERPLANT - TURBINE ASSEMBLY BLADE, TURBINE WHEEL						
MISCELLANEOUS ACTS, CONDITIONS - OVERHEATED						
REMARKS- ENG OVR TEMP SITUATIONS N/R.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1540	5/14/76 TIME - 1830	FAIRBANKS, AK	PIPER PA-31T N66837 DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1	COMMERCIAL AIR TAXI-PASSG	ATP, FLIGHT INSTR., AGE 29, 4090 TOTAL HOURS, 280 IN TYPE. INSTRUMENT RATED.
NAME OF AIRPORT - FAIRBANKS MUNI DEPARTURE POINT INTENDED DESTINATION VALDEZ, AK FAIRBANKS, AK TYPE OF ACCIDENT COLLIDED WITH FENCE, FENCEPOSTS PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. FACTOR(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - PRESSURE, NONE AIRFRAME - LANDING GEAR NOSEWHEEL STEERING MISCELLANEOUS ACTS, CONDITIONS - IMPROPER CLEARANCE-TOLERANCE REMARKS- HIT RAMP FENCE & DMGD 3 CARS. BRAKING & NOSE WHEEL STEERING INOP. PLT FEATH BOTH PROPS.						
3-0884	6/3/76 TIME - 1630	COLDFOOT, AK	BELL 206B N90188 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 34, 7050 TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - COLDFOOT DEPARTURE POINT INTENDED DESTINATION FIELD SITE COLDFOOT, AK TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - IMPROPER LEVEL OFF COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- BENT TAIL BOOM						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1689	6/11/76	NR. TALKEETNA, AK TIME - 1600	BELL 206R N39AL DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	MISCELLANEOUS OTHER PUBLIC	COMMERCIAL, AGE 48, 10454 TOTAL HOURS, 1300 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT FIELD SITE TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DIRT BANK	INTENDED DESTINATION TALKEETNA, AK		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING	
PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM FUEL CONTROL MISCELLANEOUS ACTS, CONDITIONS - FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL FACTOR(S) TERRAIN - HIDDEN OBSTRUCTIONS POWERPLANT - FUEL SYSTEM PUMP, FUEL COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL CONTAMINATION OCCURRED AT UNDET TIME. HIT MOUND IN MARSH GRASS.						
3-1810	6/11/76	BIRD MOUNTAIN, AK TIME - 1030	AEROSPATLE SA310C N3043 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 28, 2150 TOTAL HOURS, 267 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT ANCHORAGE, AK TYPE OF ACCIDENT HARD LANDING	INTENDED DESTINATION BIRD MOUNTAIN, AK		LAST ENROUTE STOP BIRD MOUNTAIN, AK PHASE OF OPERATION LANDING POWER-ON LANDING	
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS FACTOR(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT						
3-2184	6/28/76	EAGLE, AK TIME - 1000	BELL 206R N2953W DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL CONSTRUCTION	AIRLINE TRANSPORT, AGE 32, 6295 TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT GLACIER PEAK, AK TYPE OF ACCIDENT ROLL OVER COLLIDED WITH TREES	INTENDED DESTINATION LOCAL		LAST ENROUTE STOP EAGLE, AK PHASE OF OPERATION IN FLIGHT HOVERING IN FLIGHT HOVERING	
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- PLT HOVERING TO PICK UP LOAD						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2664	6/30/76	NR. PALMER, AK TIME - 1600	BELL 206B N58013 DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	COMMERCIAL CTR PASSG-D	AIRLINE TRANSPORT, AGE 36, 3780 TOTAL HOURS, 231 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT GULKANA, AK	INTENDED DESTINATION ANCHORAGE, AK	LAST ENROUTE STOP PALMER, AK		
		TYPE OF ACCIDENT ROLL OVER		PHASE OF OPERATION LANDING POWER-ON LANDING		
PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FIRE AFTER IMPACT REMARKS- ATTEMPTED TO LAND ON STEEP ROCKY RIDGE.						
3-1815	7/9/76	NR. JUNEAU, AK TIME - 0755	HUGHES 369HS N55ST DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 1 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 32, 3624 TOTAL HOURS, 720 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT JUNEAU, AK	INTENDED DESTINATION LOCAL	PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES		LANDING POWER-OFF AUTOROTATIVE LANDING		
PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPERLY SERVICED AIRCRAFT (GROUND CREW) MISCELLANEOUS ACTS, CONDITIONS - FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2186	7/22/76 TIME - 0905	NR.DUTCH HARBOR,AK	VOLPAR C185 N600WA DAMAGE-DESTROYED INTENDED DESTINATION DUTCH HARBOR,AK	CR- 2 0 0 PX- 3 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 57, 15868 TOTAL HOURS, 3605 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT COLD BAY,AK			PHASE OF OPERATION LANDING FINAL APPROACH			
TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED						
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION						
FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
SKY CONDITION UNKNOWN/NOT REPORTED			CEILING AT ACCIDENT SITE 1000			
VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED)			PRECIPITATION AT ACCIDENT SITE RAIN			
OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG			WIND DIRECTION-DEGREES 320			
WIND VELOCITY-KNOTS 5			TYPE OF WEATHER CONDITIONS IFR			
TYPE OF FLIGHT PLAN IFR						
REMARKS- CRUISE CLEARANCE.AIRMET-CLGS BLO 1000FT,AREAS OF VSBY BLO 3MI IN DRIZZLE & FOG.						
3-3946	7/29/76 TIME - 1000	COLVILLE RIVER,AK	BELL 206B N5956B DAMAGE-SUBSTANTIAL INTENDED DESTINATION DEADHORSE,AK	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 28, 2582 TOTAL HOURS, 470 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT COLEVILLE RIVER, AK			PHASE OF OPERATION IN FLIGHT HOVERING			
TYPE OF ACCIDENT ROLL OVER						
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS						
3-2749	7/30/76 TIME - 1630	NR.WRANGELL,AK	HILLER IH12EJ N96TH DAMAGE-SUBSTANTIAL INTENDED DESTINATION ADIT MINE AK	CR- 0 0 1 PX- 0 0 0	INSTRUCTIONAL DUAL	COMMERCIAL, AGE 28, 4200 TOTAL HOURS, 650 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT GROUND HOG BASIN AK			PHASE OF OPERATION LANDING POWER-ON LANDING			
TYPE OF ACCIDENT ROLL OVER						
PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN						
FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT						
REMARKS- PLT SET A/C L FLOAT ON ROCK OUTCROP W R FLOAT ON SNOWBANK. M/R HIT SNOWBANK.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1817	8/5/76 TIME - 1430	NR. SKAGWAY, AK	HUGHES 369 N9079F DAMAGE-SUBSTANTIAL INTENDED DESTINATION FIELD SITE	CR- 0 0 1 PX- 0 0 2	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 27, 3020 TOTAL HOURS, 680 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT SKAGWAY, AK TYPE OF ACCIDENT COLLIDED WITH OBJECT			PHASE OF OPERATION LANDING POWER-ON LANDING	
PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- M/R BLADES HIT CLIFF.						
3-1792	8/15/76 TIME - 1930	SHEEP MOUNTAIN, AK	HILLER ACFT JH12EJ N47078 DAMAGE-DESTROYED INTENDED DESTINATION PALMER, AK	CR- 1 0 0 PX- 0 0 0	MISCELLANEOUS FERRY	COMMERCIAL, AGE 39, 5856 TOTAL HOURS, 82 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT ORANGE HILLS, AK TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES			LAST ENROUTE STOP GULKANA, AK PHASE OF OPERATION IN FLIGHT NORMAL CRUISE	
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- HIT UNMARKED PWR LINES ABT 175FT AGL IN MTN PASS.						
3-4013	8/29/76 TIME - 1819	NR. WAINWRIGHT, AK	PILATUS PC68H2 N346F DAMAGE-SUBSTANTIAL INTENDED DESTINATION WAINWRIGHT DEW SITE	CR- 0 0 1 PX- 0 0 6	MISCELLANEOUS SEARCH AND RESCUE	COMMERCIAL, AGE 42, 16788 TOTAL HOURS, 6144 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT WAINWRIGHT, AK TYPE OF ACCIDENT STALL MUSH			LAST ENROUTE STOP UNKNOWN/NOT REPORTED PHASE OF OPERATION TAKEOFF INITIAL CLIMB	
PROBABLE CAUSE(S) PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) TERRAIN - WET, SOFT GROUND						

(5)

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3955	9/2/76 TIME - 1715	NR.HAWK INLET,AK	HUGHES 369HS N9172F DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 1 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 37, 6709 TOTAL HOURS, 367 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT EXPLORATION CAMP TYPE OF ACCIDENT COLLIDED WITH TREES	INTENDED DESTINATION HAWK INLET,AK		PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE	
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,ALTITUDE OR CLEARANCE PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M.						
FACTOR(S) WEATHER - DOWNDRAFT,UPDRAFTS TERRAIN - OTHER						
SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED WIND VELOCITY-KNOTS 30 TYPE OF FLIGHT PLAN VFR			CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED WIND DIRECTION-DEGREES 210 TYPE OF WEATHER CONDITIONS VFR			
FIRE AFTER IMPACT REMARKS- RIDGES ON BOTH SIDES OF VALLEY.						

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FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2643	9/13/76 TIME - 1630	NR.DRIFT RIVER,AK	BELL 205A-1 N58116 DAMAGE-SUBSTANTIAL	CR- PX-	0 0 2 COMMERCIAL 0 0 3 AIR TAXI-PASSG	COMMERCIAL, AGE 31, 2325 TOTAL HOURS, 2150 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT DRIFT RIVER,AK TYPE OF ACCIDENT ROLL OVER				LAST ENROUTE STOP FIELD SITE PHASE OF OPERATION LANDING POWER-ON LANDING		
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER - DOWNDRAFT,UPDRAFTS TERRAIN - ROUGH/UNEVEN WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED						
SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN OTHER				CEILING AT ACCIDENT SITE 6000 PRECIPITATION AT ACCIDENT SITE RAIN SHOWERS WIND DIRECTION-DEGREES 90 TYPE OF WEATHER CONDITIONS VFR		
REMARKS- PLT RPRTD WIND GUSTING 15K.WIND ESTIMATED 50-60K AFTR ACCIDENT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2753	9/14/76	NR. JUNEAU AK	BELL 206B N374EH DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 29, 4697 TOTAL HOURS, 2040 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT FIELD SITE	INTENDED DESTINATION JUNEAU, AK			
		TYPE OF ACCIDENT COLLIDED WITH TREES	PHASE OF OPERATION TAKOFF INITIAL CLIMB			
PROBABLE CAUSE(S) WEATHER - WIND SHEAR WEATHER - DOWNDRAFT, UPDRAFTS						
FACTOR(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SUSPECTED OR KNOWN AIRCRAFT DAMAGE						
		SKY CONDITION BROKEN	CEILING AT ACCIDENT SITE 2000			
		VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED)	PRECIPITATION AT ACCIDENT SITE NONE			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE	WIND DIRECTION-DEGREES 150			
		WIND VELOCITY-KNOTS 35	TYPE OF WEATHER CONDITIONS VFR			
		TYPE OF FLIGHT PLAN NONE				
REMARKS- DURING PINNACLE DEPT ACFT ENCOUNTERED SEVERE DOWNDRAFTS, DESCENDED & HIT TREES & VEGETATION.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3315	9/27/76	NR. ANGOON, AK TIME - 1550	HUGHES 369HS N9098F DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 3 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 27, 2339 TOTAL HOURS, 1279 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT ANGOON, AK	INTENDED DESTINATION RETURN	LAST ENROUTE STOP FIELD SITE		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING		
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS OTHER MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION WEATHER - DOWNDRAFT, UPDRAFTS						
FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
		SKY CONDITION BROKEN		CEILING AT ACCIDENT SITE 1500		
		VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS		PRECIPITATION AT ACCIDENT SITE NONE		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE		TYPE OF WEATHER CONDITIONS VFR		
		TYPE OF FLIGHT PLAN NONE				
REMARKS- N2 RPM EXCEEDED RED LINE CAUSING GOV TO SHUT OFF FUEL SUPPLY. PLT PREV PULLED ENG-OUT WARNING CB.						
3-2970	10/19/76	NR. VALDEZ, AK TIME - 1315	BELL 206B N2955W DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 35, 4280 TOTAL HOURS, 600 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT SHEEP CREEK, AK	INTENDED DESTINATION VALDEZ, AK	PHASE OF OPERATION LANDING POWER-ON LANDING		
		TYPE OF ACCIDENT ROLL OVER				
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE MISCELLANEOUS ACTS, CONDITIONS - WHITEOUT FACTOR(S) TERRAIN - SNOW-COVERED						
REMARKS- M/R BLADE HIT SLOPE. FLAT LIGHTING ON SNOW.						

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FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4012	11/14/76 TIME - 1820	KING SALMON, AK	SWEARINGEN SA26AT N1500X DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 26, 6377 TOTAL HOURS, 0 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - KING SALMON DEPARTURE POINT INTENDED DESTINATION KING SALMON, AK ANCHORAGE, AK TYPE OF ACCIDENT GEAR RETRACTED PHASE OF OPERATION TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - RETRACTED GEAR PREMATURELY						
3-3323	11/17/76 TIME - 1315	NR. FLAXMAN ISLAND, AK	BELL 206B N372EH DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 3	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 26, 3530 TOTAL HOURS, 1028 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION DEADHORSE, AK RETURN TYPE OF ACCIDENT HARD LANDING ROLL OVER LAST ENROUTE STOP FLAXMAN ISLAND, AK PHASE OF OPERATION LANDING POWER-ON LANDING LANDING POWER-ON LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG MISCELLANEOUS ACTS, CONDITIONS - WHITEOUT 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 OBSCURATION VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF WEATHER CONDITIONS BELOW MINIMUMS REMARKS- PLT ATTEMPTED TRANSITION TO INSTRUMENT FLT, EXPERIENCED VERTIGO & LNDG ON ICE FLOW.						
CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TEMPERATURE-F 6 TYPE OF FLIGHT PLAN VFR						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3875	11/29/76	NR.TOK,AK TIME - 1855	BEECH E90 N6843S DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 37, 6291 TOTAL HOURS, 311 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - CORDOVA MILE 13 DEPARTURE POINT TOK,AK TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED	INTENDED DESTINATION ANCHORAGE,AK		PHASE OF OPERATION TAKEOFF INITIAL CLIMB	
		PROBABLE CAUSE(S) PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - LOW CEILING WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT				
		SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 70 TYPE OF WEATHER CONDITIONS IFR REMARKS- WIND GUSTS TO 40K.			CEILING AT ACCIDENT SITE 400 PRECIPITATION AT ACCIDENT SITE RAIN TEMPERATURE-F 49 WIND VELOCITY-KNOTS 27 TYPE OF FLIGHT PLAN IFR	
3-4160	12/17/76	NR.ANCHORAGE,AK TIME - 1713	BELL 206L N49723 DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 3 0	COMMERCIAL OTHER	COMMERCIAL, FL.INSTR., AGE 29, 3200 TOTAL HOURS, 2701 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT ANCHORAGE,AK TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING	INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING	
		PROBABLE CAUSE(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL POOR/INADEQUATE DESIGN POWERPLANT - TURBINE ASSMBLY BLADE,TURBINE WHEEL MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) TERRAIN - HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LOW LEVEL 180DEG AUTOROTATION.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2305	8/6/76 TIME - 2330	LAKE CITY, AR	HILLER ACFT FH1100 N441FH DAMAGE-DESTROYED INTENDED DESTINATION LOCAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 34, 2642 TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT LAKE CITY, AR TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE FACTOR(S) TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING						
3-0147	2/19/76 TIME - 1445	FRESNO, CA	BEECH A200 N274T DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 36, 6122 TOTAL HOURS, 118 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - FRESNO AIR TERM DEPARTURE POINT SAN FRANCISCO, CA TYPE OF ACCIDENT WHEELS-UP INTENDED DESTINATION FRESNO, CA PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY AIRFRAME - LANDING GEAR EMERGENCY/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - LANDED ON GRAVED RUNWAY REMARKS- NUT LOST ON TAPER PIN WHICH FELL OUT OF TORQUE TUBE ASSEMBLY. GEAR EXTENSION IMPOSSIBLE.						

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BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0403	3/23/76 TIME - 1400	MOJAVE, CA	CANADAIR F-86 N8544 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS TEST	ATP, FLIGHT INSTR., AGE 49, 7126 TOTAL HOURS, 353 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - MOJAVE DEPARTURE POINT MOJAVE, CA TYPE OF ACCIDENT UNDERSHOOT GEAR COLLAPSED	INTENDED DESTINATION LOCAL		PHASE OF OPERATION LANDING FINAL APPROACH LANDING ROLL	
		PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE WEATHER - WIND SHEAR FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE TERRAIN - ROUGH/UNEVEN WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED				
		SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 280 TYPE OF WEATHER CONDITIONS VFR FIRE AFTER IMPACT REMARKS- GUSTING TO 25K.			CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 60 WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN NONE	
3-1340	4/1/76 TIME - 0950	NEWHALL, CA	BELL 206A N4054G DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	INSTRUCTIONAL DUAL	COMMERCIAL, FL. INSTR., AGE 57, 14000 TOTAL HOURS, 3500 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT VAN NUYS, CA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING	INTENDED DESTINATION RETURN		LAST ENROUTE STOP NEWHALL, CA PHASE OF OPERATION LANDING GO-AROUND LANDING POWER-OFF AUTOROTATIVE LANDING	
		PROBABLE CAUSE(S) POWERPLANT - TURBINE ASSEMBLY WHEEL TURBINE MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS, CONDITIONS - OVERHEATED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- SECTION OF FIRST STAGE TURBINE WHEEL FAILED. TOO LOW FOR SAFE AUTOROTATION.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3067	6/22/76 TIME - 1114	NR.BISHOP,CA	BELL 206B N7941S DAMAGE-DESTROYED INTENDED DESTINATION LOCAL	CR- 0 1 0 PX- 2 1 0	COMMERCIAL OTHER	COMMERCIAL, AGE 43, 6500 TOTAL HOURS, 400 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT BISHOP,CA			PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL-ON/RUN-ON	
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER CONTROLLED				
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS WEATHER - HIGH DENSITY ALTITUDE PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING						
FACTOR(S) TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED MISSING AIRCRAFT - LATER RECOVERED						
		SKY CONDITION CLEAR			CEILING AT ACCIDENT SITE UNLIMITED	
		VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED)			PRECIPITATION AT ACCIDENT SITE NONE	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE			TEMPERATURE-F 73	
		WIND DIRECTION-DEGREES 10			WIND VELOCITY-KNOTS 13	
		TYPE OF WEATHER CONDITIONS VFR			TYPE OF FLIGHT PLAN NONE	
		FIRE AFTER IMPACT				
REMARKS- LOST PWR AT LOW ALT OVR MTN SLOPE, DENSITY ALT APT 9000FT.ACFT HEAVY. RECOVERY DATE 6/23/76.						
3-2193	7/10/76 TIME - 1610	CULVER CITY,CA	HUGHES 369HS N8375F DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 55, 13128 TOTAL HOURS, 3336 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - HUGHES DEPARTURE POINT CULVER CITY,CA	INTENDED DESTINATION LOCAL		PHASE OF OPERATION LANDING POWER-OFF AUTOROTATIVE LANDING	
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED				
PROBABLE CAUSE(S) ROTORCRAFT - FLIGHT CONTROL SYSTEMS CYCLIC PITCH CONTROL SYSTEM MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS,CONDITIONS - BINDING EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- PRACTICE AUTOROTATION.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3794	10/21/76 TIME - 1423	LOS ANGELES,CA	AERO COMDR 690 N568H DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0 OT- 1 0 6	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 44, 13785 TOTAL HOURS, 972 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - HUGHES DEPARTURE POINT INTENDED DESTINATION CULVER CITY,CA CULVER CITY,CA TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT LAST ENROUTE STOP SANTA BARBARA,CA PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING 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 - TOWER RADAR CTL/SURVEILLANCE - UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT CONTROL ZONE/AREA - YES EVASIVE ACTION TAKEN - NO ANTI-COLLISION LIGHTS - INSTALLED,OPERATION UNKNOWN FIRE AFTER IMPACT REMARKS- MID-AIR,ON DWNWND FOR RWY 23,GRD DAMAGE TO AUTOS,PWR LINES,BLDG.STREET.						
3-4074	12/29/76 TIME - 1732	LOS ANGELES,CA	DEHAVILLAND DHC-6 N66180 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0 OT- 0 0 12	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	ATP,FLIGHT INSTR., AGE 38, 11090 TOTAL HOURS, 4771 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LOS ANGELES INTL DEPARTURE POINT INTENDED DESTINATION LOS ANGELES,CA LOCAL TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH ON GROUND PHASE OF OPERATION TAXI OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - TRAFFIC CONTROL PERSONNEL INADEQUATE SPACING OF AIRCRAFT REMARKS- N66180 TAXIING TO MAINT HANGAR.						
3-4074	12/29/76 TIME - 1732	LOS ANGELES,CA	DEHAVILLAND DHC-6 N66191 DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 10 OT- 0 0 1	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	ATP,FLIGHT INSTR., AGE 52, 12098 TOTAL HOURS, 6528 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LOS ANGELES INTL DEPARTURE POINT INTENDED DESTINATION LOS ANGELES,CA SANTA ANA,CA TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH ON GROUND PHASE OF OPERATION TAKEOFF RUN PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT PERSONNEL - TRAFFIC CONTROL PERSONNEL INADEQUATE SPACING OF AIRCRAFT REMARKS- LTG IN AREA AT TME OF ACOT BLENDING WTH ACFT LIGHTS MAKING IDENT DIFFICULT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4084	12/13/76	NR. COWDREY, CO	SIKORSKY S-64E N6965R DAMAGE-SUBSTANTIAL	CR- 0 1 2 PX- 0 0 0	COMMERCIAL CONSTRUCTION	COMMERCIAL, AGE 35, 4584 TOTAL HOURS, 2077 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT COWDREY, CO	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	UNCONTROLLED	PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION						
SYSTEMS - FLIGHT CONTROL SYSTEMS FLIGHT CONTROL BOOST SYSTEMS, HYDRAULIC						
MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED						
SYSTEMS - HYDRAULIC SYSTEM RESERVOIR, LINES, FITTINGS						
MISCELLANEOUS ACTS, CONDITIONS - LEAK/LEAKAGE						
MISCELLANEOUS ACTS, CONDITIONS - LOOSE PART/FITTING						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
REMARKS- PRESSURE AND RETURN HYD LINES TO LEFT LATERAL SERVO REVERSED HYD LEAK DEVELOPED IN FLIGHT						
3-2938	8/24/76	PAHOKEE, FL	TURBO THRUSH N5512X DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS DEMONSTRATION	COMMERCIAL, AGE 24, 2500 TOTAL HOURS, 55 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - CHEM AIRSPRAY	INTENDED DESTINATION LOCAL			
		DEPARTURE POINT PAHOKEE, FL				
		TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH DITCHES		PHASE OF OPERATION LANDING ROLL LANDING ROLL		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL						
PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS						
PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS						
FACTOR(S)						
PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION						
AIRFRAME - LANDING GEAR TAILWHEEL ASSEMBLIES						
MISCELLANEOUS ACTS, CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT						
REMARKS- USING REVERSE THRUST ON LDG ROLL, TAILWHEEL LOCK IMPROPERLY ADJUSTED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2971	9/13/76	NR BRIGHTON, FL	MCDONNELL F4E USAF0255 DAMAGE-DESTROYED	CR- 1 0 1 PX- 0 0 0 OT- 4 0 0	MISCELLANEOUS OTHER PUBLIC	NO CERTIFICATE, AGE 35, 2591 TOTAL HOURS, 1742 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT HOMESTEAD AFB, FL	INTENDED DESTINATION RETURN	PHASE OF OPERATION IN FLIGHT DESCENDING		
		TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT				
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT						
FACTOR(S) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL EFFICIENCY, COMPANY MAINTAINED EOPMT, SERVICES, REGULATION						
SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV. - US MILITARY						
		CONTROLLING AGENCY - NO CONTROL	RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT			
		TRAFFIC ADVISORY ISSUED - NONE	CONTROL ZONE/AREA - NO			
		HORIZONTAL COLLISION ANGLE-DEGREES - 5	EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED			
		ANTI-COLLISION LIGHTS - NOT OPERATING				
FIRE AFTER IMPACT						
REMARKS- INCONSISTENCY BETWEEN HOMESTEAD AFB SUPPLEMENTAL REGS AND AF REGS.						
3-3920	9/27/76	FT LAUDERDALE, FL	CANADAIR F-86E N8687D DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 30, 3129 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - FT LAUDERDALE	INTENDED DESTINATION FT LAUDERDALE, FL	PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN		
		DEPARTURE POINT JACKSONVILLE, FL				
		TYPE OF ACCIDENT WHEELS-UP				
PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR EMERGENCY/EXTENSION ASSEMBLY SYSTEMS - HYDRAULIC SYSTEM RESERVOIR, LINES, FITTINGS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - LANDED ON FOAMED RUNWAY						
REMARKS- NOSE GR DOWN LINE RUPTURED.						

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BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4083	11/12/76 TIME - 0857	NAPLES, FL	FALCON JET DA-20F N27R DAMAGE-DESTROYED	CR- 0 2 0 PX- 0 9 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 38, 3826 TOTAL HOURS, 768 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - NAPLES MUNICIPAL						
DEPARTURE POINT		INTENDED DESTINATION				
NAPLES, FL		WINSTON SALEM, NC				
TYPE OF ACCIDENT				PHASE OF OPERATION		
BIRD STRIKE				TAKEOFF INITIAL CLIMB		
COLLISION WITH GROUND/WATER CONTROLLED				TAKEOFF ABORTED		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC.						
PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL FAILURE TO PROVIDE ADEQ. DIRECTIVES, MANUAL, EQUIPMENT						
FACTOR(S)						
PERSONNEL - AIRPORT SUPERVISORY PERSONNEL FAILURE TO NOTIFY OF UNSAFE COND/AND OR FAILURE TO MARK OBSTRUCTION						
PERSONNEL - PRODUCTION-DESIGN-PERSONNEL SUBSTANDARD QUALITY CONTROL						
AIRFRAME - FUSELAGE SEATS						
MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE						
POWERPLANT - MISCELLANEOUS BIRD INGESTION						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
REMARKS- PAX NOT BRIEFED, EMER CARD INSTNS NOT CORRECT FOR EXITS, SEATBELT ANCHOR FITTINGS BLAZED NOT WELDED.						
3-4156	12/16/76 TIME - 0330	MIAMI, FL	CONVAIR 880 N5865 DAMAGE-SUBSTANTIAL	CR- 0 1 2 PX- 0 0 0	NONCOMMERCIAL OTHER	AIRLINE TRANSPORT, AGE 50, 16918 TOTAL HOURS, 6643 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MIAMI INTL						
DEPARTURE POINT		INTENDED DESTINATION				
MIAMI, FL		SANTO DOMINGO, DOMR				
TYPE OF ACCIDENT				PHASE OF OPERATION		
COLLIDED WITH DITCHES				TAKEOFF ABORTED		
PROBABLE CAUSE(S)						
PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL DEFICIENCY, COMPANY MAINTAINED EOPMT, SERVICES, REGULATION						
MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G.						
PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF						
FACTOR(S)						
MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY						
REMARKS- TRANSPORTING COWS, CG BEYOND FORWARD LIMIT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2519	8/8/76	NR. ALAPAHIA, GA TIME - 0500	AERO CMDR 680T N601G DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	AIRLINE TRANSPORT, AGE 37, 2850 TOTAL HOURS, 40 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT HOUSTON, TX	INTENDED DESTINATION NEW ORLEANS, LA			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER UNCONTROLLED			PHASE OF OPERATION IN FLIGHT NORMAL CRUISE IN FLIGHT OTHER	
PROBABLE CAUSE(S)						
PILOT IN COMMAND - INCAPACITATION						
MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE						
MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION						
MISCELLANEOUS ACTS, CONDITIONS - FAILURE OF TWO OR MORE ENGINES						
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES						
REMARKS- PLT OVERFLEW DEST BY 375 MILES. ALCOHOL LVL 0.150 PCT. DROPS OF FUEL ONLY IN DIVIDERS.						
3-0166	1/9/76	NR. HONOLULU, HI TIME - 1315	BELL 206B N59471 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 1 0 1	COMMERCIAL MAPPING/PHOTO	COMMERCIAL, AGE 27, 3535 TOTAL HOURS, 710 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT HONOLULU, HI	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED			PHASE OF OPERATION IN FLIGHT HOVERING	
PROBABLE CAUSE(S)						
PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING						
PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M.						
PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE						
FACTOR(S)						
PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC. EQUIPMENT						
MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER						
WEATHER - UNFAVORABLE WIND CONDITIONS						
WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION OVERCAST/LOWER SCATTERED			CEILING AT ACCIDENT SITE 25000	
		VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED)			PRECIPITATION AT ACCIDENT SITE NONE	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE			TEMPERATURE-F 73	
		WIND DIRECTION-DEGREES 60			WIND VELOCITY-KNOTS 18	
		TYPE OF WEATHER CONDITIONS VFR			TYPE OF FLIGHT PLAN NONE	
REMARKS- SETTLED INTO OCEAN. DOWNWIND GUSTS TO 22K. POP OUT FLOATS NOT ARMED. FLOATATION EQUIP AVAIL, NOT USED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2719	9/24/76 TIME - 1442	HAENA, KAUAI, HI	HUGHES 369 N9261F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	COMMERCIAL OTHER	COMMERCIAL, AGE 44, 5000 TOTAL HOURS, 152 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - HANAIEI HELIPAD DEPARTURE POINT INTENDED DESTINATION HAENA, KAUAI, HI LOCAL TYPE OF ACCIDENT PHASE OF OPERATION MISCELLANEOUS TAKEOFF VERTICAL COLLIDED WITH RESIDENCE(S) TAKEOFF ABORTED PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER MISCELLANEOUS ACTS, CONDITIONS - INTERFERENCE WITH FLIGHT CONTROLS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- PAX INADVERTENTLY BLOCKED R CYCLIC CTL WITH FOOT. M/R BLADES DMGD APT VERANDA. SIGHTSEEING FLT.						
3-1758	3/25/76 TIME - 1431	CHICAGO, IL	LOCKHEED GA 1329 N1EM DAMAGE-DESTROYED	CR- 2 0 0 PX- 2 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 45, 12250 TOTAL HOURS, 61 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MIDWAY DEPARTURE POINT INTENDED DESTINATION CHICAGO, IL SAN JOSE, CA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH FENCE, FENCEPOSTS TAKEOFF ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY FIRE AFTER IMPACT REMARKS- PIC FLEW DASH 8 JETSTAR NEVER FLEW DASH 6 WHICH HAS 1200 LB LESS THRUST THAN DASH 8.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4078	7/24/76	NR.WOODLAND,IL	HUGHES 369HS N9200F DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- 0 1 0 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 32, 1675 TOTAL HOURS, 360 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT WOODLAND,IL						
TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH CROP			PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND IN FLIGHT PROCEDURE TURNAROUND			
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS						
FACTOR(S) TERRAIN - HIGH VEGETATION						
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED			KIND OF OPERATION - SPRAYING CROPS			
KIND OF CROP - BEANS			TYPE OF CHEMICAL USED - UNKNOWN/NOT REPORTED			
PILOT'S SEAT BELT - FASTENED-PROPERLY			TERRAIN-TYPE - LEVEL,FLAT			
ELEVATION-AREA BEING TREATED-FEET - 650			SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED			
3-4170	12/11/76	NR.PONTIAC,IL	HUGHES 369C N9135F DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- 0 1 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 51, 261 TOTAL HOURS, 24 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT PONTIAC,IL						
TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING			PHASE OF OPERATION LANDING POWER-OFF AUTOROTATIVE LANDING LANDING POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) POWERPLANT - TURBINE ASSEMBLY WHEEL TURBINE						
MISCELLANEOUS ACTS,CONDITIONS - PREVIOUS DAMAGE						
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- ENG FAILED DRG PRACT AUTOROTATION.THERMAL FATIGUE,OUTER RIM.EVIDENCE OF PREVIOUS OIL FIRE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0269	1/8/76 TIME - 1416	INDIANAPOLIS, IN	SWEARINGEN SA26AT N1969K DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 56, 25000 TOTAL HOURS. 360 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - WEIR COOK DEPARTURE POINT INTENDED DESTINATION MILWAUKEE, WI INDIANAPOLIS, IN TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED LANDING ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT REMARKS- EXPOSED PORTIONS OF ACTUATOR NUT APT 3/4 IN LESS THAN ON OTR SIM ACFT. R ACT 1 1/2 IN SHORT DWN PSN.						
3-1376	1/27/76 TIME - 0910	MARION, IN	GRUMMAN G-1159 N30RP DAMAGE-SUBSTANTIAL	CR- 0 0 3 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 29, 6000 TOTAL HOURS. 1500 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MARION MUNI DEPARTURE POINT INTENDED DESTINATION WHITE PLAINS, NY MARION, IN TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH SNOWBANK LANDING ROLL PROBABLE CAUSE(S) MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS AIRFRAME - LANDING GEAR NOSEWHEEL STEERING MISCELLANEOUS ACTS, CONDITIONS - FROZEN, MOISTURE REMARKS- NOSEWHEEL STEERING CABLES FROZEN NOSEWHEEL STEER UNIT FROZE WITH BUILT IN TURN.						
3-1377	6/21/76 TIME - 1410	MEDARYVILLE, IN	AEROSPATLE SE3160 N47256 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PRACTICE	COMMERCIAL, AGE 40, 4100 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - HANGER AREA DEPARTURE POINT INTENDED DESTINATION MEDARYVILLE, IN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION MISCELLANEOUS TAKEOFF VERTICAL ROLL OVER TAKEOFF OTHER PROBABLE CAUSE(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL POOR/INADEQUATE DESIGN MISCELLANEOUS ACTS, CONDITIONS - CARGO SHIFTED REMARKS- AFT RESTRAINING STRAPS OF HOPPER TANK BROKE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4000	11/19/76 TIME - 0310	NR.SPENCER,IA	BEECH 899 N8099R DAMAGE-SUBSTANTIAL	CR- 0 1 1 PX- 0 0 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	COMMERCIAL, FL.INSTR., AGE 24, 2300 TOTAL HOURS, 400 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT MINNEAPOLIS,MN TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION PROPELLER/ROTOR ACCIDENT TO PERSON	INTENDED DESTINATION SPENCER,IA			PHASE OF OPERATION IN FLIGHT DESCENDING IN FLIGHT DESCENDING	
	PROBABLE CAUSE(S) POWERPLANT - REDUCTION GEAR ASSEMBLY GEARS,REDUCTION POWERPLANT - TURBINE ASSEMBLY WHEEL TURBINE MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE REMARKS- FAILURE 2ND STAGE PLANETARY GEAR. ENG PWR TURBINE DISCONNECTED AND FLYING BLADE STRUCK PILOT.					
3-0273	2/11/76 TIME - 1410	NEWTON,KS	BEDE BD-5JX N13SL DAMAGE-SUBSTANTIAL	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PRACTICE	PRIVATE, AGE 52, 862 TOTAL HOURS, 0 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - NEWTON TRI-COUNTY DEPARTURE POINT NEWTON,KS TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED	INTENDED DESTINATION LOCAL			PHASE OF OPERATION TAKEOFF INITIAL CLIMB	
	PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT FACTOR(S) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE FLIGHT TRAINING-PROCEDURES REMARKS- INITIAL FLT IN SINGLE SEAT ACFT.LOST PITCH CTL.NO PREV JET FLT EXP.PLT FLEW IN SIMULATOR.					
3-2358	4/28/76 TIME - 0532	WICHITA,KS	DASSAULT DA-20 N21FE DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D	AIRLINE TRANSPORT, AGE 31, 3818 TOTAL HOURS, 2000 IN TYPE, NOT INSTRU- MENT RATED.
	NAME OF AIRPORT - MIDCONTINENT DEPARTURE POINT MEMPHIS,TN TYPE OF ACCIDENT GEAR COLLAPSED	INTENDED DESTINATION WICHITA,KS			PHASE OF OPERATION LANDING ROLL	
	PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR NOSEWHEEL ASSEMBLIES FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER MISCELLANEOUS ACTS,CONDITIONS - HYDROPLANING ON WET RUNWAY MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY REMARKS- EARTHWORMS ON RUNWAY.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2145	5/18/76 TIME - 1930	ELKHART,KS	HUGHES 369 N9153F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 49, 10007 TOTAL HOURS, 57 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - ELKHART-MORTON CO DEPARTURE POINT ELKHART,KS TYPE OF ACCIDENT BIRD STRIKE		INTENDED DESTINATION LOCAL PHASE OF OPERATION IN FLIGHT SWATH RUN		
PROBABLE CAUSE(S) MISCELLANEOUS - BIRD COLLISION						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - 5000			KIND OF OPERATION - OTHER			
KIND OF CROP - OTHER			TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC			
PILOT'S SEAT BELT - FASTENED-PROPERLY			GLOVES - NOT USED			
GOGGLES - NOT USED			CRASH HELMET - AVAILABLE USED			
COCKPIT CRASHPAD - INSTALLED			CRASH BAR - INSTALLED			
TANK/HOPPER-LOCATION - AFT OF PILOT			TERRAIN-TYPE - ROLLING			
ELEVATION-AREA BEING TREATED-FEET - 3620			SWATH RUN-HOW FLOWN - CROSSWIND			
REMARKS- BIRD STRUCK SPRAY BOOM BRACE AND IT HIT TAILBOOM. SPRAYING SAGEBRUSH.						
3-3856	11/17/76 TIME - 1950	NR.INDEPENDENCE,KS	AERO COMDR 690A N57186 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 44, 10000 TOTAL HOURS, 980 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT OKLAHOMA CITY,OK TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT FIRE OR EXPLOSION IN FLIGHT		LAST ENROUTE STOP KANSAS CITY,MO PHASE OF OPERATION IN FLIGHT NORMAL CRUISE IN FLIGHT NORMAL CRUISE		
PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED						
FACTOR(S)						
MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE						
MISCELLANEOUS ACTS,CONDITIONS - FIRE IN WING						
MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT						
REMARKS- ALTITUDE VARIED BETWEEN 14500FT & 15300F DRG LAST 4MIN OF FLT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3568	9/29/76 TIME - 2124	LOUISVILLE, KY	<p> MITSUBISHI MU-2B N122G DAMAGE-SUBSTANTIAL </p>	<p> CR- 0 0 1 PX- 0 0 2 </p>	<p> NONCOMMERCIAL CORP/EXFC </p>	<p> COMMERCIAL, FL. INSTR., AGE 59, 23928 TOTAL HOURS, 388 IN TYPE, INSTRUMENT RATED. </p>
<p> NAME OF AIRPORT - STANDIFORD DEPARTURE POINT OCALA, FL INTENDED DESTINATION LOUISVILLE, KY TYPE OF ACCIDENT GEAR RETRACTED PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR SWITCHES, LEVERS, CRANKING MECHANISM, ETC. MISCELLANEOUS ACTS, CONDITIONS - CHAFED MISCELLANEOUS ACTS, CONDITIONS - ELECTRICAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - ARCING REMARKS- SELECTOR SWITCH WIRE DMGD 4 IN FM SWITCH. </p>						
3-2207	1/19/76 TIME - 1430	NR. INTERCSTL CITY, LA	<p> BELL 206B N143PA DAMAGE-DESTROYED </p>	<p> CR- 1 0 0 PX- 0 0 0 </p>	<p> COMMERCIAL AIR TAXI-PASSG </p>	<p> COMMERCIAL, AGE 30, 3293 TOTAL HOURS, 1076 IN TYPE, NOT INSTRUMENT RATED. </p>
<p> DEPARTURE POINT LAFAYETTE, LA INTENDED DESTINATION EUGENE ISLAND, LA TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT PROBABLE CAUSE(S) PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT REMARKS- FLT OVR WILDLIFE REFUGE </p>						
3-3102	4/17/76 TIME - 1415	NR. LEEVILLE, LA	<p> BELL 206B N14856 DAMAGE-DESTROYED </p>	<p> CR- 1 0 0 PX- 0 0 0 </p>	<p> COMMERCIAL AIR TAXI-PASSG </p>	<p> COMMERCIAL, AGE 32, 2379 TOTAL HOURS, 70 IN TYPE, NOT INSTRUMENT RATED. </p>
<p> NAME OF AIRPORT - BLOCK 21 NO 55 DEPARTURE POINT LEEVILLE, LA INTENDED DESTINATION LEEVILLE, LA TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE MAIN ROTOR PROBABLE CAUSE(S) ROTORCRAFT - ROTOR ASSEMBLIES OTHER MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE PERSONNEL - PRODUCTION-DESIGN-PERSONNEL SUBSTANDARD QUALITY CONTROL FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- MAIN ROTOR TENSION-TORSION STRAP FAILED </p>						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3626	6/13/76	NR. INTRACOASTAL, LA	BOLKOW BO105C N1498B	CR- 1 0 0 PX- 0 0 3	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 43, 4674 TOTAL HOURS, 203 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT INTRACOASTAL, LA	DAMAGE-SUBSTANTIAL INTENDED DESTINATION GULF OF MEXICO	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-ON LANDING		
		TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE MAIN ROTOR DITCHING				
PROBABLE CAUSE(S) ROTORCRAFT - ROTOR ASSEMBLIES MAIN ROTOR BLADES PERSONNEL - PRODUCTION-DESIGN-PERSONNEL POOR/INADEQUATE DESIGN MISCELLANEOUS ACTS, CONDITIONS - CORRODED/CORROSION						
FACTOR(S) PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC. EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER						
REMARKS- M/R INERTIA WEIGHTS SEPARATED & HIT T/R BLADE. PLTS SHOULDER HARNESS FOUND HANGING OVER SEAT BACK						
3-1873	7/15/76	BERWICK, LA	BELL 206B NR176J	CR- 0 0 1 PX- 0 1 2	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 28, 4312 TOTAL HOURS, 533 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - BERWICK	DAMAGE-DESTROYED	PHASE OF OPERATION TAKOFF VERTICAL		
		DEPARTURE POINT BERWICK, LA	INTENDED DESTINATION GULF OF MEXICO			
		TYPE OF ACCIDENT ROLL OVER				
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- GRASS FIRE ONLY. SKID CAUGHT UNDER REFUELING LINE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3294	7/25/76 TIME - 0905	ROCKPORT, LA	BOLKOW 80-105 N90656 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 45, 6175 TOTAL HOURS, 194 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - ARANSAS COUNTY						
DEPARTURE POINT			INTENDED DESTINATION			
FREEPORT, TX			ROCKPORT, LA			
TYPE OF ACCIDENT			PHASE OF OPERATION			
PROPELLER/ROTOR FAILURE TAIL ROTOR			IN FLIGHT HOVERING			
HARD LANDING			LANDING POWER-ON LANDING			
PROBABLE CAUSE(S)						
PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL)						
PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE INSPECTION OF AIRCRAFT (MAINTENANCE PERSONNEL)						
ROTORCRAFT - FLIGHT CONTROL SYSTEMS TAIL ROTOR PITCH CONTROL SYSTEM						
MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED						
MISCELLANEOUS ACTS, CONDITIONS - MISSING						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
REMARKS- COTTER PIN SECURING NUT ON LOWER T/R BELLCRANK BOLT NOT INSTALLED AFTER REASSEMBLY.						
3-3287	8/4/76 TIME - 1140	NR. INTRCOSTL CITY, LA	HUGHES 369 N9125F DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	MISCELLANEOUS FERRY	COMMERCIAL, AGE 27, 3588 TOTAL HOURS, 126 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT			INTENDED DESTINATION			
INTRCOSTL CITY, LA			LOCAL			
TYPE OF ACCIDENT			PHASE OF OPERATION			
PROPELLER/ROTOR FAILURE TAIL ROTOR			TAKEOFF INITIAL CLIMB			
COLLISION WITH GROUND/WATER CONTROLLED			LANDING LEVEL OFF/TOUCHDOWN			
PROBABLE CAUSE(S)						
ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM TAIL ROTOR DRIVE SHAFT ASSEMBLY						
MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE						
PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC.						
FACTOR(S)						
MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER						
REMARKS- POP OUT FLOATS NOT INFLATED. TAIL ROTOR DRIVE SHAFT FAILED, CAUSE UNKNOWN. FRACTURES OBLITERATED.						
3-3870	12/11/76 TIME - 0856	NR. MORGAN CITY, LA	BELL 206B N49669 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 36, 7027 TOTAL HOURS, 2724 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SHIP SHOAL 168A						
DEPARTURE POINT			INTENDED DESTINATION			
MORGAN CITY, LA			SHIP SHOAL 154			
TYPE OF ACCIDENT			PHASE OF OPERATION			
PROPELLER/ROTOR FAILURE MAIN ROTOR			STATIC IDLING ROTORS			
PROBABLE CAUSE(S)						
PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL)						
ROTORCRAFT - ROTOR ASSEMBLIES MAIN ROTOR HEAD ASSEMBLIES						
MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE						
REMARKS- TENSION TORSION STRAP SEPARATED						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3176	8/16/76 TIME - 0632	ELLSWORTH, ME	BEECH 99 N200WP DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AIR TAXI-PASSG	ATP, FLIGHT INSTR., AGE 34, 9797 TOTAL HOURS, 2501 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BAR HARBOR DEPARTURE POINT INTENDED DESTINATION BANGOR, ME ELLSWORTH, ME TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 600 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND VELOCITY-KNOTS FOG CALM TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN BELOW MINIMUMS IFR REMARKS- FLEW INTO 220 FT HILL, LOCALIZER APPROACH, ALTIMETER TESTED OK AFTER CRASH.						
3-0685	2/8/76 TIME - 1225	EASTON, MD	MITSUBISHI MU-2B N300MA DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	AIRLINE TRANSPORT, AGE 59, 16800 TOTAL HOURS, 1900 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - EASTON MUNI DEPARTURE POINT INTENDED DESTINATION FT LAUDERDALE, FL EASTON, MD TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH STALL SPIN LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.						
REMARKS- BLACK SMOKE OBSVD FOLLOWED BY A STALL DEPARTURE TO THE L. ACFT ABT 150 FT AGL APRX 200 FT L OF RWY.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1230	6/8/76 TIME - 1030	MARINE CITY, MI	BEECH 95-C55 N2959M DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 48, 1920 TOTAL HOURS, 82 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - MARINE CITY DEPARTURE POINT HUNTINGTON, WV TYPE OF ACCIDENT GEAR RETRACTED	INTENDED DESTINATION MARINE CITY, MI		PHASE OF OPERATION LANDING ROLL	
		PROBABLE CAUSE(S) PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR				
3-4150	8/24/76 TIME - 1655	DETROIT, MI	SWearingen SA226 N538S DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 7	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 35, 7755 TOTAL HOURS, 2343 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT RATTLE CREEK, MI TYPE OF ACCIDENT FIRE OR EXPLOSION IN FLIGHT	INTENDED DESTINATION DETROIT, MI		PHASE OF OPERATION IN FLIGHT DESCENDING	
		PROBABLE CAUSE(S) SYSTEMS - HYDRAULIC SYSTEM RESERVOIR, LINES, FITTINGS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) POWERPLANT - AIR BLEED OTHER MISCELLANEOUS ACTS, CONDITIONS - FIRE IN BRAKES, WHEEL ASSEMBLY, WHEEL WELL MISCELLANEOUS ACTS, CONDITIONS - FIRE IN WING REMARKS- ALUM LINE RUPTURED, IGNITED BY UNSHIELDED BLEED AIR LINE.				
3-3661	10/21/76 TIME - 1100	PICKNEY, MI	HUGHES 369HS N9213F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 26, 3300 TOTAL HOURS, 1700 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT LANSING, MI TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING	INTENDED DESTINATION PICKNEY, MI		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING	
		PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ENG DRIVEN FUEL PUMP CONTAMINATED WITH WATER, RUST AND PAINT FLAKES. ACFT PITCHED FWD ON ROUGH TRRN.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0337	2/10/76 TIME - 0440	MINNEAPOLIS,MN	VOLPAR D18C-T N349V DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D	COMMERCIAL, FL.INSTR., AGE 29, 2872 TOTAL HOURS, 1009 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MINNEAPOLIS MUNI DEPARTURE POINT INTENDED DESTINATION MINNEAPOLIS,MN CHICAGO,IL TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY AIRFRAME - LANDING GEAR EMERGENCY/EXTENSION ASSEMBLY FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - LANDED ON FOAMED RUNWAY MISCELLANEOUS ACTS,CONDITIONS - CIRCUIT BREAKER POPPED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT REMARKS- AN4-15A BOLT SHEARED AT ATTACHMENT OF LNDG GR RETRACT CTR CROSS SHAFT AND GR BOX SHAFT.						
3-0311	3/10/76 TIME - 1208	NR.LAS VEGAS,NV	S.N.I.A.S SA314G N62373 DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 28, 4058 TOTAL HOURS, 0 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION NORTH LAS VEGA,NV LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT LANDING POWER-ON LANDING PROBABLE CAUSE(S) DUAL STUDENT - SELECTED UNSUITABLE TERRAIN DUAL STUDENT - MISJUDGED CLEARANCE PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- ROCK RIDGE. PILOT WAS LANDING IN AN AREA OF INSUFFICIENT MAIN ROTOR BLADE CLEARANCE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4134	7/5/76 TIME - 0918	NR. CARSON CITY, NV	BELL 206B N600SW DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- 1 0 0 PX- 2 2 0	COMMERCIAL ASSOC FIRE CTL ACTIVITY	COMMERCIAL, AGE 28, 2595 TOTAL HOURS, 216 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT CARSON CITY, NV TYPE OF ACCIDENT COLLIDED WITH TREES			PHASE OF OPERATION LANDING POWER-ON LANDING			
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH						
FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED						
SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS CALM TYPE OF FLIGHT PLAN NONE			CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 75 TYPE OF WEATHER CONDITIONS VFR			
3-0366	3/11/76 TIME - 1530	SAYREVILLE, NJ	SIKORSKY S-62 N97B DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 10	COMMERCIAL AIR TAXI-PASSG	ATP, FLIGHT INSTR., AGE 29, 4600 TOTAL HOURS, 14 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - NATIONAL LEAD DEPARTURE POINT LINDEN, NJ TYPE OF ACCIDENT ROLL OVER			INTENDED DESTINATION SAYREVILLE, NJ PHASE OF OPERATION LANDING POWER-ON LANDING			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. PILOT IN COMMAND - EXERCISED POOR JUDGMENT						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND REMARKS- BUILDINGS ADJ TO S SIDE OF HELIPAD PRECLUDED APCHS TO N. SETTLED TO GND ON L WHEEL. WIND 25K.						

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BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4171	12/12/76 TIME - 2326	WILDWOOD,NJ	DEHAVILLAND DHC-6 N101AC DAMAGE-DESTROYED	CR- 1 1 0 PX- 2 6 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	ATP,FLIGHT INSTR., AGE 36, 7428 TOTAL HOURS, 5200 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CAPE MAY COUNTY DEPARTURE POINT INTENDED DESTINATION PHILADELPHIA,PA WILDWOOD,NJ TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH TREES PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE WEATHER - WIND SHEAR MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. FACTOR(S) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL DEFICIENCY,COMPANY MAINTAINED EQPMT,SERVICES,REGULATION WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND VELOCITY-KNOTS 6 TYPE OF FLIGHT PLAN IFR REMARKS- LACK OF ALT AWARENESS ORG CIRCLING APCH.CG 4.6X MAC FWD OF FWD LMT.NO COMPANY PROC,ALT-CALLOUTS.						
3-1604	3/18/76 TIME - 1115	NR.GOVERNADOR,NM	BELL 206B N7849S DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 39, 3274 TOTAL HOURS, 1213 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT GOVERNADOR,NM TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM FUEL CONTROL MISCELLANEOUS ACTS,CONDITIONS - STUCK MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. REMARKS- BYPASS VALVE IN FUEL CONTROL POWER TURBINE GOVERNOR STUCK MOMENTARILY. HAD TO CLR TREES,BUSHES.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3132	10/17/76 TIME - 1750	AZTEC,NM	BELL 206A N9914K DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 45, 4796 TOTAL HOURS, 2000 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - AZTEC MUNI		INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT LOW PASS	
	DEPARTURE POINT AZTEC,NM					
	TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES					
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS					
	MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING					
	FACTOR(S)					
	TERRAIN - HIGH OBSTRUCTIONS					
	REMARKS- HIT 50FT PWR LINES OVR RIVER					
3-3832	11/12/76 TIME - 1736	ALBUQUERQUE,NM	N. AMERICAN 265-60 N180AR DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 46, 15675 TOTAL HOURS, 1905 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - ALBUQUERQUE INTL.		INTENDED DESTINATION ALBUQUERQUE,NM		PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN	
	DEPARTURE POINT ROSWELL,NM					
	TYPE OF ACCIDENT WHEELS-UP					
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED					
	MISCELLANEOUS ACTS,CONDITIONS - FROZEN, MOISTURE					
	FACTOR(S)					
	PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC.					
	AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICF/SLUSH ON RUNWAY					
	FIRE AFTER IMPACT					
	REMARKS- LNDG GEAR SYSTEM FROZEN PARTIALLY UP. T/O MADE FROM SLUSH COVERED RWY. OUTSIDE OBSERVER NOT USED.					

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BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1085	2/18/76 TIME - 1520	ARGYLE, NY	MITSUBISHI MU2B20 N531MA DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL BUSINESS	AIRLINE TRANSPORT, AGE 59, 2897 TOTAL HOURS, 45 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT MANCHESTER, NH	INTENDED DESTINATION RENNINGTON, VT	PHASE OF OPERATION LANDING INITIAL APPROACH		
		TYPE OF ACCIDENT STALL				
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 230 TYPE OF WEATHER CONDITIONS IFR			CEILING AT ACCIDENT SITE 1000 PRECIPITATION AT ACCIDENT SITE SLEET, FREEZING RAIN TEMPERATURE-F 30 WIND VELOCITY-KNOTS 7 TYPE OF FLIGHT PLAN IFR			
FIRE AFTER IMPACT REMARKS- AFTER 4 DAY CHECKOUT IN A/C INST TOLD STU NOT TO ATTEMPT IFR FLT UNTIL HE ATTENDED FORMAL SCHOOL.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-0550	3/16/76 TIME - 1630	WAPPINGER FLS,NY	BFECH 99 N7997R DAMAGE-DESTROYED	CR- PX-	0 0	1 0	1 7 COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 42, 14159 TOTAL HOURS, 3343 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - DUTCHESS COUNTY						
		DEPARTURE POINT	INTENDED DESTINATION					
		WAPPINGER FLS,NY	JAMAICA,NY					
		TYPE OF ACCIDENT		PHASE OF OPERATION				
		STALL MUSH		TAKEOFF INITIAL CLIMB				
		PROBABLE CAUSE(S)						
		PILOT IN COMMAND - EXERCISED POOR JUDGMENT						
		PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
		PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS						
		PILOT IN COMMAND - FAILED TO ABORT TAKEOFF						
		PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
		FACTOR(S)						
		AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY						
		WEATHER - SNOW						
		WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC.						
		MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G.						
		SKY CONDITION	CEILING AT ACCIDENT SITE					
		OVERCAST	1200					
		VISIBILITY AT ACCIDENT SITE	PRECIPITATION AT ACCIDENT SITE					
		1/2 MILE OR LESS	SLEET, SNOW					
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE	WIND DIRECTION-DEGREES					
		FOG	160					
		WIND VELOCITY-KNOTS	TYPE OF WEATHER CONDITIONS					
		10	IFR					
		TYPE OF FLIGHT PLAN						
		IFR						
		FIRE AFTER IMPACT						
		REMARKS- ACFT APRX 368 LB OVR G/W.PLT PAX RPTD ACFT SHUDDERED L WING DROPPED,LVLD,THEN RIGHT WING DROPPED,						
3-1781	6/24/76 TIME - 0405	JAMAICA,NY	SHORT BRNS SC7 N100A DAMAGE-SUBSTANTIAL	CR- PX-	0 0	0 0	2 0 COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, FL.INSTR., AGE 26, 2785 TOTAL HOURS, 2079 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - JF KENNEDY INTL						
		DEPARTURE POINT	INTENDED DESTINATION	LAST ENROUTE STOP				
		CHARLOTTE,NC	JAMAICA,NY	PHILADELPHIA,PA				
		TYPE OF ACCIDENT		PHASE OF OPERATION				
		GEAR COLLAPSED		TAXI FROM LANDING				
		PROBABLE CAUSE(S)						
		PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS						
		PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS						
		FACTOR(S)						
		MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE						
		REMARKS- L TURN INTO PARKING AREA USING DIFFERENTIAL PWR.NOSE GR ASSEMBLY TORN LOOSE FM ITS MOUNTING.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3696	7/31/76 TIME - 1710	WESTBURY,NY	HUGHES 369 N609PD DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	MISCELLANEOUS POLICE PATROL	COMMERCIAL, FL.INSTR., AGE UNK/NR, 3111 TOTAL HOURS, 167 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT HEMPSTEAD,NY	INTENDED DESTINATION LOCAL	PHASE OF OPERATION IN FLIGHT POWER-ON DESCENT		
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES				
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - OBSTRUCTIONS TO VISION WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED						
		SKY CONDITION CLEAR	CEILING AT ACCIDENT SITE UNLIMITED			
		VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS	PRECIPITATION AT ACCIDENT SITE NONE			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE	WIND DIRECTION-DEGREES 270			
		WIND VELOCITY-KNOTS 8	TYPE OF WEATHER CONDITIONS VFR			
		TYPE OF FLIGHT PLAN NONE				
REMARKS- DSCNDG TO RENDER ASSISTANCE TO AN INJURED MOTORIST.						
3-1483	6/7/76 TIME - 1500	NR.VINITA,OK	HUGHES 369HS N500PA DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL BUSINESS	COMMERCIAL, FL.INSTR., AGE 34, 1178 TOTAL HOURS, 181 IN TYPE, NOT INSTRU- MENT RATED.
		NAME OF AIRPORT - LEONS	INTENDED DESTINATION VINITA,OK	PHASE OF OPERATION LANDING POWER-OFF AUTOROTATIVE LANDING		
		DEPARTURE POINT TULSA,OK				
		TYPE OF ACCIDENT HARD LANDING				
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED						
FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SIMULATED CONDITIONS						
REMARKS- PRACTICE AUTOROTATION.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3533	12/2/76 TIME - 1000	OKLAHOMA CITY,OK	AERO CMDR 690A N81491 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS FERRY	AIRLINE TRANSPORT, AGF 46, 6570 TOTAL HOURS, 2 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DOWNTOWN AIRPARK DEPARTURE POINT ENID,OK TYPE OF ACCIDENT HARD LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF			PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN			
3-1200	2/21/76 TIME - 1335	NR.LAGRANDE,OR	BELL 206B N96117 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL CTR PASSG-D	COMMERCIAL, AGE 25, 946 TOTAL HOURS, 149 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT LAGRANDE,OR TYPE OF ACCIDENT ROLL OVER PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) TERRAIN - SNOW-COVERED WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN NONE REMARKS- ATTEMPTD TKOF FRM 8600FT MSL MTN.			PHASE OF OPERATION TAKEOFF VERTICAL CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 35 TYPE OF WEATHER CONDITIONS VFR			

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BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3281	6/28/76 TIME - 1445	NR.TYGH VALLEY,OR	HUGHES 369HS N9123F DAMAGE-DESTROYED	CR- 0 1 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 50, 8000 TOTAL HOURS, 1100 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT WAMIC,OR	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM OTHER MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS,CONDITIONS - RPM-UNCONTROLLABLE-OVERSPEED PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT						
REMARKS- POWER TURBINE GOVERNOR DIAPHRAGM RUPTURED. THROTTLE IDLE CUT-OFF. FIRE 5-6 HRS AFTER ACCDT.						
3-0718	1/22/76 TIME - 0927	INDIANA,PA	SWEARINGEN SA26AT N97D DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 32, 5534 TOTAL HOURS, 158 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - JIMMY STEWART DEPARTURE POINT CLEVELAND,OH	INTENDED DESTINATION INDIANA,PA			
		TYPE OF ACCIDENT COLLIDED WITH SNOWBANK	PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PERSONNEL - AIRPORT SUPERVISORY PERSONNEL IMPROPER/INADEQUATE SNOW REMOVAL						
FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW WINDROWS						
REMARKS- ACFT STRUCK 2-3FT HI SNOW BANK ON THE APCH END OF THE RWY.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0719	4/10/76 TIME - 1730	GILBERTSVILLE, PA	HELIO ACFT HST550 N9550A DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS PARAJUMP-SPORT	COMMERCIAL, AGE 40, 4735 TOTAL HOURS, 35 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - NEW HANOVER DEPARTURE POINT GILBERTSVILLE, PA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES	INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT DESCENDING LANDING FINAL APPROACH	
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPY. REMARKS- ACFT WAS DSCNDG AT A VERY STEEP ANGLE RFR FLAME OUT.						
3-3780	6/22/76 TIME - 1825	MASONTOWN, PA	BELL 204-B N1308X DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 31, 1850 TOTAL HOURS, 1200 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT MASONTOWN, PA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES	INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT EN ROUTE TO TREAT CROP LANDING POWER-OFF AUTOROTATIVE LANDING	
PROBABLE CAUSE(S) POWERPLANT - TURBINE ASSEMBLY BLADE, TURBINE WHEEL MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE TERRAIN - HIGH OBSTRUCTIONS FACTOR(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION MISCELLANEOUS ACTS, CONDITIONS - LOAD NOT JETTISONED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1200 KIND OF CROP - FOREST-TREES PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - AFT OF PILOT REMARKS- FUEL REG SET 109 DEGREES, LYC P/N 1-100-490-06. FRACTURE OCRD BY STRESS RUPTURE MECHANISM.						
		KIND OF OPERATION - DEFOLIATION (LIQUID) TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2020	5/3/76 TIME - 1435	HILTON HEAD IS.SC	GRUMMAN G-1159 N4CP DAMAGE-MINOR	CR- 1 0 1 PX- 0 0 1 OT- 1 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 49, 13930 TOTAL HOURS, ALL IN TYPE, NOT INSTRU- MENT RATED.
NAME OF AIRPORT - HILTON HEAD DEPARTURE POINT INTENDED DESTINATION WEST PALM BEACH,FL HILTON HEAD IS.SC TYPE OF ACCIDENT MISCELLANEOUS FIRE OR EXPLOSION ON GROUND PHASE OF OPERATION TAXI FROM LANDING TAXI FROM LANDING PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL GROUND SIGNALMAN PERSONNEL - AIRPORT SUPERVISORY PERSONNEL FAILURE TO NOTIFY OF UNSAFE COND/AND OR FAILURE TO MARK OBSTRUCTION AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER MISCELLANEOUS ACTS,CONDITIONS - FIRE IN BRAKES,WHEEL ASSEMBLY,WHEEL WELL FIRE AFTER IMPACT REMARKS- ACFT.TAIL CONTACTED 7200 VOLT POWER LINE,OTR PERSONNEL ATMTD WARN PLT WHILE LINEMAN PARKED ACFT.						
3-0820	4/12/76 TIME - 0814	CLEVELAND,TN	PIPER PA-31T N82002 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS DEMONSTRATION	COMMERCIAL, AGE 36, 5450 TOTAL HOURS, 296 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - HARDWICK FIELD DEPARTURE POINT INTENDED DESTINATION ATLANTA,GA CLEVELAND,TN TYPE OF ACCIDENT UNDERSHOOT HARD LANDING PHASE OF OPERATION LANDING FINAL APPROACH LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - PHYSICAL IMPAIRMENT PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND REMARKS- UPSLOPE TRRN BFR RWY.T/D ABT 90 FT SHORT OF RWY.PLT HAD A COLD & EAR BLOCK FOR A WEEK.						
3-2413	9/12/76 TIME - 1230	BOERNE,TX	BELL 206A N2291W DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL.INSTR.. AGE 26, 1494 TOTAL HOURS, 403 IN TYPE, NOT INSTRU- MENT RATED.
DEPARTURE POINT INTENDED DESTINATION BOERNE,TX LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING OTHER PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - COMPRESSOR ASSEMBLY OTHER MISCELLANEOUS ACTS,CONDITIONS - STRIPPED PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- SEPN OF COMPRESSOR DISCHARGE PRESSURE PROBE FILTER ASSEMBLY CAUSED ENG TO GO TO FLIGHT IDLE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2743	7/14/76 TIME - 0800	COALVILLE,UT	BELL 206B N49570 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- 0 0 1 PX- 0 0 3	COMMERCIAL CTR PASSG-D	COMMERCIAL, AGE 26, 3304 TOTAL HOURS, 510 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT COALVILLE,UT TYPE OF ACCIDENT HARD LANDING ROLL OVER			PHASE OF OPERATION LANDING POWER-ON LANDING LANDING POWER-ON LANDING	
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE				
3-2026	2/22/76 TIME - 1504	BURLINGTON,VT	GRUMMAN G-1159 N397F DAMAGE-DESTROYED	CR- 0 2 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 31, 4744 TOTAL HOURS, 754 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - BURLINGTON INTL DEPARTURE POINT NEWARK,NJ TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED			PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN	
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT				
		SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 350 TYPE OF WEATHER CONDITIONS VFR			CEILING AT ACCIDENT SITE 1200 PRECIPITATION AT ACCIDENT SITE SNOW SHOWERS RELATIVE BEARING OF WIND RIGHT QUARTERING HEAD WIND 023-067 DEGREES WIND VELOCITY-KNOTS 21 TYPE OF FLIGHT PLAN VFR	
REMARKS- COMMENCED OSCILLATING ROLL ON FINAL APPROACH RT WING STRUCK RUNWAY, THEN LFT WING, AIRCRAFT CARTWHEEL						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4129	9/26/76 TIME - 1038	HOT SPRINGS, VA	GRUMMAN G-1159 N500J DAMAGE-DESTROYED	CR- 3 0 0 PX- 8 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 54, 16982 TOTAL HOURS, 523 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - INGALLS FIELD DEPARTURE POINT INTENDED DESTINATION TRENTON, NJ HOT SPRINGS, VA TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FIRE AFTER IMPACT						
3-1747	6/17/76 TIME - 1915	CLEARWATER, WA	AEROSPATLE SE3133 N7329 DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	COMMERCIAL CONSTRUCTION	COMMERCIAL, AGE 26, 2400 TOTAL HOURS, 219 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION UNKNOWN/NOT REPORTED CLEARWATER, WA TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT HOVERING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - INTERFERENCE WITH FLIGHT CONTROLS FACTOR(S) TERRAIN - OTHER REMARKS- SLING CABLE STRUCK T/R. CRASHED IN CANYON.						
3-1748	6/26/76 TIME - 1600	WESTPORT, WA	BELL 206B N100YB DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 63, 2935 TOTAL HOURS 135 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION OLYMPIA, WA WESTPORT, WA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3526	12/17/76 TIME - 1145	RENTON, WA	HILLER ACFT FH1100 N8678 DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	INSTRUCTIONAL CHECK	COMMERCIAL, AGE 32, 3194 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - LONGACRES DEPARTURE POINT RENTON, WA TYPE OF ACCIDENT HARD LANDING	INTENDED DESTINATION LOCAL	PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN		
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT FACTOR(S) CHECK PILOT - INADEQUATE SUPERVISION OF FLIGHT CHECK PILOT - LACK OF FAMILIARITY WITH AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS REMARKS- LATE FLARE DRG PWR RECOVERY FM PRACTICE AUTOROTATIVE DESCENT. PIC-3HRS IN TYPE, CK PLT-4HRS IN TYPE.						
3-1004	4/12/76 TIME - 1800	ALBRIGHT, WV	HUGHES 369HS N9188F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL PRACTICE	PRIVATE, AGE 40, 767 TOTAL HOURS, 306 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT ALBRIGHT, WV TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING	INTENDED DESTINATION LOCAL	PHASE OF OPERATION LANDING POWER-OFF AUTOROTATIVE LANDING LANDING POWER-OFF AUTOROTATIVE LANDING		
PROBABLE CAUSE(S) MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PRACTICE AUTOROTATIONS, REAR TAILSKID AREA STRUCK GND FIRST.						
3-1916	7/25/76 TIME - 1030	NR. CODY, WY	AERO CMDR 560F N2244S DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 45, 2464 TOTAL HOURS, 900 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT CODY, WY TYPE OF ACCIDENT COLLIDED WITH TREES	INTENDED DESTINATION SPOKANE, WN	LAST ENROUTE STOP UNKNOWN/NOT REPORTED PHASE OF OPERATION IN FLIGHT LOW PASS		
PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - MISJUDGED CLEARANCE MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISSING AIRCRAFT - LATER RECOVERED FIRE AFTER IMPACT REMARKS- RECOVERY DATE 7/26/76.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4036	10/17/76 TIME - 1245	CASPER, WY	BELL 8-212 N398EH DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 1 1	MISCELLANEOUS FERRY	AIRLINE TRANSPORT, AGE 57, 16000 TOTAL HOURS, 30 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - NATRONA COUNTY DEPARTURE POINT INTENDED DESTINATION DENVER, CO BILLINGS, MONT TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE TAIL ROTOR ROLL OVER LAST ENROUTE STOP CASPER, WY PHASE OF OPERATION LANDING POWER-ON LANDING LANDING POWER-ON LANDING PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM TAIL ROTOR DRIVE SHAFT ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - RPM-UNCONTROLLABLE-OVERSPEED MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL POOR/INADEQUATE DESIGN EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. DIRECTIONAL CONTROL PROBLEM REMARKS- INADVERTANT AND/OR UNRECOGNIZED ROTOR SYSTEM OVER SPEED. NO.4 TAIL ROTOR DRIVE SHFT CRIT. SPD. LOW						
6-0021	8/7/76 TIME - 0230	ACAPULCO, MEX	AVIONS MRCL FALCON N888AR DAMAGE-DESTROYED	CR- 2 0 0 PX- 1 0 0	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 34, 6000 TOTAL HOURS, 373 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION HOUSTON, TX UNKNOWN/NOT REPORTED TYPE OF ACCIDENT UNDETERMINED LAST ENROUTE STOP UNKNOWN/NOT REPORTED PHASE OF OPERATION UNKNOWN/NOT REPORTED FIRE AFTER IMPACT REMARKS- INVESTIGATION UNDER JURISDICTION OF THE GOVT OF MEXICO.						
3-2349	1/14/76 TIME - 1835	NR. RECIFE, BRAZIL	N. AMERICAN NA-265 N85 DAMAGE-DESTROYED	CR- 1 0 2 PX- 0 0 0	MISCELLANEOUS FERRY	AIRLINE TRANSPORT, AGE 53, 13920 TOTAL HOURS, 2440 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION ASCENSION ISLAND, ATL RECIFE, BRAZIL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION DITCHING PHASE OF OPERATION IN FLIGHT EMERGENCY DESCENT LANDING OTHER PROBABLE CAUSE(S) PILOT-MADE NAVIGATIONAL ERROR MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- WROTE WRONG COURSE ON NAV CHART. INTL WATERS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2324	4/23/76 TIME - 0808	GULF OF MEXICO	BELL 205-A1 NR167J DAMAGE-DESTROYED INTENDED DESTINATION WEST CAMERON 266	CR- 1 0 0 PX- 11 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 47, 7206 TOTAL HOURS, 229 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT CAMERON, LA						
TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT			PHASE OF OPERATION IN FLIGHT NORMAL CRUISE			
PROBABLE CAUSE(S) AIRFRAME - FUSELAGE OTHER ROTORCRAFT - MISCELLANEOUS UNITS AND ASSEMBLIES TAIL BOOMS/PYLONS/CONES MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER						
REMARKS- TAIL BOOM/FUSELAGE ATTACH FITTINGS FAILED. PLT & 4 PAX NOT RECOVERED, PRESUMED FATAL.						
3-3748	12/28/76 TIME - 0735	GULF OF MEXICO	BELL 206B N49667 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 29, 2661 TOTAL HOURS, 1494 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT PATTERSON, LA						
TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION DITCHING			PHASE OF OPERATION LANDING FINAL APPROACH LANDING POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM FUEL CONTROL MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES 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- APPROACH TO OFFSHORE OIL RIG. FLOATS NOT INFLATED.						

BY THE NATIONAL TRANSPORTATION SAFETY BOARD

/s/ JAMES B. KING
Chairman

/s/ FRANCIS H. McADAMS
Member

/s/ PHILIP A. HOGUE
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