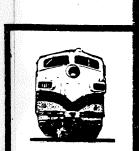
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NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594





BRIEFS OF ACCIDENTS
INVOLVING COMMUTER AIR
CARRIERS AND ON-DEMAND
AIR TAXI OPERATIONS

U.S. GENERAL AVIATION 1976



REPORT NUMBER: NTSB-AMM-78-11

Doc NTSB AMM 78



UNITED STATES GOVERNMENT

NTSB

AMM Commuter Air Carriers 78-11 and On-demand Air Taxi 1976 Operations

TECHNICAL REPORT STANDARD TITLE PAGE

1. Report No. NTSB-AMM-78-11	2.Government Accession No.	3.Recipient's Catalog No.				
4. Title and Subtitle Briefs of Accidents Invol	5.Report Date April 13, 1978					
and On-Demand Air Taxi On U.S. General Aviation, 19	6.Performing Organization Code					
7. Author(s)		8.Performing Organization Report No.				
Performing Organization Bureau of Technology	Name and Address	10.Work Unit No. 2325				
National Transportation S Washington, D.C. 20594	11.Contract or Grant No. 13.Type of Report and Period Covered					
12.Sponsoring Agency Name a	ind Address	Accident Reports in Brief Format - U.S. General				
NATIONAL TRANSPORTATI Washington, D. C. 20	Aviation Air Taxi Operations, 1976 14.Sponsoring Agency Code					
15.Supplementary Notes		, trapende ing ngene,				

16.Abstract

This publication contains reports of commuter air carrier and on-demand air taxi accidents that occurred in 1976. Included are 33 commuter air carrier and 155 on-demand air taxi accident briefs. The brief format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation, injuries, aircraft weight, cause(s) and related factor(s) and accident rates by the state of occurrence. This publication will be published annually.

17. Key Words Aviation accid commuter air carrier, on- Aviation, probable cause, operation, kind of flying weight, injuries, pilot d	18.Distribution Statement This document is available to the public through the National Technical Infor- mation Service, Springfield Virginia 22151			
19.Security Classification (of this report) UNCLASSIFIED	20.Security Classification (of this page) UNCLASSIFIED	21.No. of Pages	22.Price	

FOREWORD

This report contains aircraft accident information involving CFR 14 Part 135 air taxi operations. It is divided into three parts as follow:

Part 1 - All Air Taxi accidents

Part 2 - Commuter Air Carrier accidents

Part 3 - On-Demand Air Taxi accidents

Each part contains statistical tables which tabulate and summarize selected accident information, such as accident rates by state of occurrence, accident types, operational phases, injuries, causes and related factors, and types of operation. In addition parts 2 and 3 contain accident listings in file order sequence and Briefs of Accidents in sequence by state and date of occurrence.

The accident rates per 100,000 hours flown for Commuter Air Carriers, On-Demand Air Taxi, and all Air Taxi accidents are as follows:

	3 3 _ 3		77		t Rates
	Accide Total	Fatal	Hours Flown	Per 100,000 Total	Fatal
Commuters	33	9	963,697 <u>1</u> /	3.42	0.93
On-Demand	155	38 .	2,983,103 <u>2</u> /	5.20	1.27
All Air Taxi	188	47	3,946,800 <u>3/</u>	4.76	1.19

- Source: Civil Aeronautics Board. This exposure data is reported quarterly to the CAB on CAB Form 298-C, Schedule A-1, and includes hours flown, miles flown, departures, and passenger miles flown.
- This figure is an <u>estimate</u> of the On-Demand Air Taxi hours flown. It was derived by subtracting the Commuter Air Carrier hours flown, as reported by the CAB, from the total Air Taxi hours flown, as reported by the FAA.
- 3/ Source: Federal Aviation Administration. This figure includes the Air Taxi hours flown plus a proportional amount of the U.S. General Aviation rental hours flown. This exposure data is reported yearly to the FAA by the aircraft owners on AC Form 8050-73.

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 therof, 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 cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "substantial damage" for the purpose of this part.

DEFINITIONS

Commuter Air Carrier

As defined in CFR 14, Part 298, paragraph 298.2 (f), a commuter air carrier is an air taxi operator which (l) performs at least five round trips per week between two or more points and publishes flight schedules which specify the times, days of the week and places between which such flights are performed, or (2) transport mail by air pursuant to contract with the United States Postal Service.

On-Demand Air Taxi Operation

Any CFR 14, Part 135 nonscheduled air taxi operation.

All Revenue Operations

The carrying of persons, property or mail for compensation during commuter air carrier operations. Non revenue operations such as training ferry flights are not included.

All Passenger Operations

The carrying of persons for compensation during commuter air carrier operations. Flights carrying property or mail in addition to revenue passengers are considered passenger operations.

All Cargo Operations

The carrying of property for compensation during commuter air carrier operations. Flights carrying both property and mail will be considered cargo operations.

All Mail Operations

Flights conducted exclusively for the transport of U.S. mail. These flights are conducted pursuant to a current contract with the U.S. Postal Service.

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.

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 pou	nds 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 ATR, FLIGHT INSTR. AIR SHOW/RACING AIR TAXI-CARGO AIR TAXI-PASSG APPROACH CTL-DEPARTURE APR CTL-TOW ENRT CTL SRV ASSOC CROP CTL ACTIVITIES ASSOC FIRE CTL ACTIVITIES COMMERCIAL, FLIGHT. INSTR CORP/EXEC CR-CTR CARGO-D CTR CARGO-I CTR PASSG-D CTR PASSG-I LAST ENROUTE STOP MAPPING/PHOTO MIL CONTRACT CARGO INTL MIL CONTRACT PASSG INTL MILITARY CTR CARGO DOM MILITARY CTR PASSG DOM MIL/CTR CARGO MIL/CTR PASSG NR. NS CTR CARGO NS CTR PASSG NS CTR REVENUE CARGO DOM NS CTR REVENUE CARGO INTL NS CTR REVENUE PASSG DOM NS CTR REVENUE PASSG INTL nT-PARAJUMP PRIVATE, FL. INST R. PX-RADAR CTL/SURVEILLANCE SCHED CARGO SRV SCHED DOM PASSG SRV SCHED DOM CARGO SRV SCHED INTERNATE CARGO SRV SCHED INTERNATL PASSG SRV SCHED PASSG SRV S-0

S-I

UNK/NR

AERIAL ADVERTISING AIRLINE TRANSPORT INSTRUCTOR AIR SHOW/AIR RACING AIR TAXI-CARGO OPERATIONS AIR TAXI-PASSENGER OPERATIONS APPROACH . CON TROL-DEPAR TURE APPROACH CONTROL-TOWER EN ROUTE CONTROL SERVICE ASSOCIATED CROP CONTROL ACTIVITIES ASSOCIATED FIRE CONTROL ACTIVITIES COMMERCIAL FLIGHT INSTRUCTOR CORPORATION/EXECUTIVE CREW CONTRACT/CHARTER-CARGO-DOMESTIC CONTRACT/CHARTER-CARGO-INTERNATIONAL CONTRACT/CHARTER-PASSENGER-DOMESTIC CONTRACT/CHARTER-PASSENGER-INTERNATIONAL LAST PLANNED EN ROUTE LANDING POINT AERIAL MAPPING/PHOTOGRAPHY MILITARY CONTRACT-CARGO-INTERNATIONAL MILITARY CONTRACT-PASSENGER-INTERNATIONAL MILITARY CONTRACT-CARGO-DOMESTIC MILITARY CONTRACT-PASSENGER-DOMESTIC MILITARY CONTRACT-CARGO MILITARY CONTRACT-PASSENGER NEAR NONSCHEDULED/CHARTER REVENUE CARGO-INTRA-STATE NONSCHEDULED/CHARTER REVENUE PASSENGER-INTRA-STATE NONSCHEDULED/CHARTER REVENUE CARGO-DOMESTIC NONSCHEDULED/CHARTER REVENUE CARGO-INTERNATIONAL NONSCHEDULED/CHARTER REVENUE PASSENGER-DOMESTIC NONSCHEDULED/CHARTER REVENUE PASSENGER-INTERNATL OTHER AIRCRAFT AND GROUND PARACHUTE JUMP PRIVATE FLIGHT INSTRUCTOR **PASSENGERS** RADAR CONTROL/SURVEILLANCE SCHEDULED CARGO SERVICE SCHEDULED DOMESTIC CARGO SERVICE SCHEDULED DOMESTIC PASSENGER SERVICE SCHEDULED INTERNATIONAL CARGO SERVICE SCHEDULED INTERNATIONAL PASSENGER SERVICE SCHEDULED PASSENGER SERVICE SCHEDULED DOMESTIC SCHEDULED INTERNATIONAL UNKNOWN/NOT REPORTED

>

PART 1 ALL AIR TAXI ACCIDENTS

Air Taxi Accidents
U.S. General Aviation
1967-1976

	Air Taxi	Total	Total Accident	Fatal	Fatal Accident	
Year	Hours Flown 1/	Accidents	Rate 2/	Accidents	Rate 2/	Fatalities
1967	1,766,000	237	13.42	33	1.87	94
1968	1,999,000	180	9.00	46	2.30	111
1969	2,238,000	207	9.25	29	1.30	142
1970	2,481,000	190	7.66	38	1.53	100
1971	2,225,000	148	6.65	33	1.48	109
1972	2,555,000	147	5.75	42	1.64	121
1973	3,066,200	165	5.38	44	1.44	113
1974	3,639,500	191	5.25	40	1.10	111
1975	3,688,300	203	5.50	37	1.00	98
1976	3,946,800	188	4.76	47	1.19	133

^{1/} Source: Federal Aviation Administration

^{2/} Accident Rates per 100,000 hours flown.

ACCIDENTS INJURIES AIR TAXI — ALL OPERATIONS U.S. GENERAL AVIATION 1976

TNJURIES

	FATAL	SERIOUS	WINUB	NONE	UNKNUMN		TOTAL
PILOT	42	14	18	116			190
COPILOT	5	3		13			21
DUAL STUDENT CHECK PILOT				1			,
FLIGHT ENGINEER				1.			,
NAVIGATOR							•
CARIN ATTENDANT		1		l			2
EXTRA CREW	3			4		•	7
PASSENGERS	76	32	5.8	257			423
TOTAL	126	5 N	76	393		ABOARD	645
* OTHER AIRCRAFT OTHER GROUND	5 2	1	1	4			11
GRAND TOTAL	133	52	77	397			659

INVOLVES 188 TOTAL ACCIDENTS
INVOLVES 47 FATAL ACCIDENTS

N

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

ANALYTIC TARLE TYPE OF OPERATION BY INJURY INDEX

INJURY INDEX

TYPE OF OPERATION	45	,a ^l gea	IOUS MIN	NIME.			RECORDS	<u>ACC IN</u>	ENTS PERCENT
SCHEDULED NOMESTIC PASSG.SVC	5	4	ı	13			23	22	12.11
SCHEDULED INTL PASSG SERVICE				1 .			1	1	.53
SCHEDULED DOMESTIC GARGO SVC	4		ι	5			10	10	5.26
SCHEDULED INTL CARGO SERVICE									
CHARTER-PASSENGER-DOMESTIC	. 23	14	9	56			102	101	53.68
CHARTER-CARGO-DOMESTIC	5	5	5	20		• •	32	3.2	16.84
MIL CONTRACT-PASSG-DOMESTIC									
MIL CONTRACT-CARGO-DOMESTIC				1			1	1	.53
TEST									
TRAINING				1			1	1	.53
FERRY-DOMESTIC	А		3	6		•	17	17	я.95
COMPANY FLIGHT									
CHARTER-PASSG-INTL	2						2	2	1.05
CHARTER-CARGO-INTL				-					
MIL CONTRACT-PASSG-INTL				•					
MIL CONTRACT-CARGO-INTL									
FERRY-INTERNATIONAL					•				
OTHER			1				1	t	.53
RECORDS .	47	20	20	103.		•	190		
ACCIDENTS	47	20	20	101			:	188	
PERCENTS	24.7	10.5	10.5	54.2					

Injuries By Type of Operation
Air Taxi Accidents - All Operations
U.S. General Aviation
1976

Type of Operation	<u>Fatal</u>	Serious	Minor	None	Total
Sched Domestic Pass Serv	21	13	23	102	159
Sched Inter Pass Serv	0	0	0	9	9
Sched Domestic Cargo Serv	6	1	1	8	16
Nonsched Dom Pass Serv	82	35	41	236	394
Nonsched Dom Cargo Serv	5	3	8	27	43
Domestic Military Cargo	0	0	0	2	2
Training	0	0	0	2	2
Ferry	10	0	3	9	22
Inter Nonsched Pass	9	. 0	0	0	9
Other	0	0	_1	2	3
Total	133	52	7 7	397	659

Air Taxi Accident Rates by State of Occurrence
U. S. General Aviation
1976

	Hours	Total	Total Accident	Fatal	Fatal Accident
State	Flown 1/	Accidents 2/	Rate 3/	Accidents 2/	Rate 3/
Alabama	28,818	5	17.4	,	3.5
Alaska	310,718	70	22.5	1 9	2.9
Arizona	71,607	1	1.4	0	0.0
Arkansas	30,482	0	0.0	0	0.0
California	280,104	12	4.3	3	1.1
Colorado	49,506	5	10.1	3	6.1
Connecticut	36,934	0	0.0	0	0.0
Delaware	22,771	0	0.0	0	0.0
D. C.	10,951	0	0.0	0	0.0
Florida	·	3	2.1	0	0.0
	139,709	1	3.4	1	3.4
Georgia	29,535	5	10.9	0	0.0
Hawaii	46,001	2	8.5	2	8.5
Idaho	23,610	2		0	0.0
Illinois	106,516	1	1.9	0	
Indiana	54,532	1	1.8		0.0
Iowa	82,112		1.2	0	0.0
Kansas	66,810	5	7.5	1	1.5
Kentucky	19,359	1	5.2	1	5.2
Louisiana	333,377	10	3.0	4	1.2
Maine	37,528	1	2.7	0	0.0
Maryland	41,915	0	0.0	0	0.0
Massachusetts	29,589	2	6.8	1	3.4
Michigan	73,352	3	4.1	1	1.4
Minnesota	42,775	2	4.7	0	0.0
Mississippi	25,284	0	0.0	0	0.0
Missouri	52,170	6	11.5	1	1.9
Montana	52,170	1	3.4	1	3.4
Nebraska	30,386	1	3.3	0	0.0
Nevada	48,492	1	2.1	0	0.0
New Hampshire	7,534	0	0.0	0	0.0
New Jersey	42,297	2	4.7	1	2.4
New Mexico	31,623	3	9.5	1	3.2
New York	116,940	8	6.8	1	0.9
North Carolina	48,165	2	4.2	1	2.1
North Dakota	14,219	0	0.0	0	0.0
Ohio	81,283	1	1.2	1	1.2
Oklahoma	46,226	0	0.0	0	0.0
Oregon	65,181	0	0.0	0	0.0
Pennsylvania	138,630	1	0.7	0	0.0
Rhode Island	6,525	0	0.0	0	0.0

State	Hours Flown	Total Accidents	Total Accident Rate	Fatal Accidents	Fatal Accident Rate
Grant's Grant's	22 242	^	• •	_	2.0
South Carolina	22,241	0	0.0	0	0.0
South Dakota	19,869	0	0.0	0	0.0
Tennessee	102,508	4	3.9	1	1.0
Texas	233,577	4	1.7	1	0.4
Utah	44,190	4	9.1	1	2.3
Vermont	12,208	1	8.2	0	0.0
Virginia	30,794	1	3.2	1	3.2
Washington	88,050	5	5.7	1	1.1
West Virginia	31,916	1	3.1	0	0.0
Wisconsin	81,297	1	1.2	1	1.2
Wyoming	18,050	2	11.1	2	11.1

1/ Source: Federal Aviation Administration. This figure includes the actual hours flown by the state of aircraft registration. The hours flown by state do not include a proportional share of U.S. General Aviation rental hours which are included in the total air taxi hours flown. (See Foreword, footnote 3). This exposure data is reported yearly to the FAA by the aircraft owners on AC Form 8050-73.

^{2/} The aircraft accidents are based on the state of occurrence.

^{3/} Accident rates are per 100,000 hours flown.

INJURIES BY STATE OF OCCURRENCE

AIR TAXI ACCIDENTS - ALL OPERATIONS U.S. GENERAL AVIATION 1976

STATE	FATAL	SERTOUS	MINOR	MONE	UNKNOWN	101AL
ΔΙΔΑΔΜΑ	1	n	n	10	n	11
ALASKA	29	22	14	165	n	230
ARIZONA	0	n	2	,	0	4
CAL [FORN] A	12	3	О	46	n	41
COLORADO	6	n	0	9	n	15
FLORIDA	n	n	0	23	n	23
GEORGIA	1	n	n	n	n	1
HAWATI'	0	3	16	11	n	30
IDAHO	4	n	n	0	n	4
ILLINOIS	n	Λ	2,	n	n	2
INDIANA	0	n	n	٦	n	3
INMA	n	1	n	1	n	2
KANSAS	2	2	3	7	n	14
KENTUCKY	2	1	0	n	n	3
LNUISIANA	5	ľ	9	11	Ω	26
MAINE	n	n	l	n	n	1
MASSACHUSETTS	1	l	3	n.	. 0	5
MICHIGAN	l	t	2.	4	0	13
MINNESOTA	,O	r	0	٦	0	3
MISSOURI	5	4	n	13	n	22
ΜΠΝΤΔΝΔ	3	t	n	0	Λ	4
NERRASKA	0	0	n	l	n	1
NEVANA	0	n	n	2	0	2
NEW JERSEY	3	7	10	2 .	n	22
NEW MEXICO	. 4	l	1	3	n	9
NEW YORK	1	t	5	31	n	38
NORTH CAROLINA	4	n	n ·	2	n .	6
UH [U	l	0	n	0	n	1
PENNSYLVANIA	n	n	n	1	n	1
TENNESSEE	?	0	l	7	n	ל
TFXAS	l	n	1	4	n	6
HTAH	.3	n	. 7	12	n	17
VERMONT	n	n	n	1	n	1
VIRGINIA	4	U.	n	n	n	4
WASHINGTON	7	7 .	0	10	n	14
WEST VIRGINIA	o	0	n	2	0	2
WISCONSIN	1	0	0	n	n	1
HYUWING	3	n	n	n	n	3
UNITED STATES - UNKNOWN	7	n	0	n	0	7
VIRGIN ISLANDS	5	1 .	2.	2	n	10
MEXICO	3	n	0	4	n	12
ВАНАМА	n	n	3	n	n	3
GULF OF MEXICO	12	n	n	n	0	12
TOTAL	1 33	52	77	397	0	659

ANALYTIC TABLE TYPE OF OPERATION BY AIRCRAFT WEIGHT

AIRCRAFT WEIGHT

IVPE OF OPERATION	_0 15	2.25	3.10°	· · · · · · · · · · · · · · · · · · ·	RECORDS	ACCIDEN	TS PERCENT
SCHEDULED DUMESTIC PASSG.SVC	5	17	ı	X.	23	22	12.11
SCHEDINED INTL PASSE SERVICE		ı			1	1	.53
SCHEDULED DOMESTIC CARGO SVC	2	7	1		10	10	5.26
SCHEDULED INTL CARGO SERVICE							
CHARTER-PASSENGER-DOMESTIC .	82	19	ı		105	101	53.48
CHARTER-CARGO-DOMESTIC	22	lο			32	32	16.84
MIL CONTRACT-PASSG-DOMESTIC							
MIL CONTRACT-CARGO-DOMESTIC		ı			1	1	.53
TEST				•			
TRAINING			1		i	1	.53
FERRY-DOMESTIC	11	6			17	17	A.95
COMPANY FLIGHT							
CHARTER-PASSG-INTL		1	1		2	2	1.05
CHARTER-CARGO-INTL							
MIL CONTRACT-PASSG-INTL	•		•			•	
MIL CONTRACT-CARGO-INTL							
FFRRY-INTERNATIONAL							
OTHER .	1				1	ı	.53
RECORDS	123	62	5		190		
ACCIDENTS	• 123	61	5			188	
PERCENTS	64.7	32.6	2.6				

PART 2

COMMUTER AIR CARRIER ACCIDENTS

Accidents, Fatalities and Rates Commuter Air Carriers 1976

		All Revenue Operations	Passenger	All Cargo	All Mail
	Accidents		-		
	Total	33	23	5	5
	Fatal	9	5	2	2
	<u>Fatalities</u>				
	Passenger	. 15	14	1	0
	Crew	8	5	2	1
	Others	4	2	0	2
	Total	27	21	3	3
	Aircraft Hours Flown	963,697	746,729	174,175	42,793
	Aircraft Miles Flown (000)	171,194	119,818	44,376	6,999
	Revenue Passenger		•		
9	Miles Flown(000)	N/A	799,718	N/A	N/A
ı	Departures	1,531,137	1,308,647	164,635	57,855
	Accident Rate Per				
	100,000 Hours Flown				
	Total	3.42	3.08	2.87	11.68
	Fatal	.93	.67	1.15	4.67
	Accident Rate Per				
	Million Miles Flown		•		
	Total	.19	.19	.11	.71
	Fatal	.05	.04	.05	.29
	Accident Rate Per				
	100,000 Departures				
	Total	2.16	1.76	3.04	8.64
	Fatal	.59	.38	1.22	3.46
	Passenger Fatality Rate				
	Per 100 Million				
	Passenger Miles	N/A	1.75	N/A	N/A

ACCIDENTS INJURIES COMMUTER AIR CARRIER OPERATIONS H.S. GENERAL AVIATION 1976

INJURIES

	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL
PILOT	6	4	4	20			34
COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER	2	1		6			9
NAVIGATOR		•		•			
CABIN ATTENDANT				l ,			l ,
FXTRA CREW PASSENGERS	15	A	19	87			129
TOTAL	23	13	23	115		ΔΗΠΔΩΠ	174
* OTHER AIRCRAFT OTHER GROUND	2	1	1	4			A 2
GRAND TOTAL	27	14	24	119			184

33 TOTAL ACCIDENTS INVOLVES INVOLVES 9 FATAL ACCIDENTS

10

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.

WEATHER CONDITION

ALGROAT COCYTATE	The les Belle Time	RECORD	\$ ACC106N3	e neneeur
ATRPORT PROXIMITY		YECOKD	S ACCIDENT	S PERCENT
ON AIRPORT	15 3	18	17	52.94
ON SEAPLANE BASE			• •	, , , , , , , , , , , , , , , , , , ,
ON HELIPORT				
ON BARGE/SHIP/PLATFORM				
IN TRAFFIC PATTERN	1	1	t	2.94
WITHIN 1/4 MILE	1 1	2	2	5.A8
WITHIN 1/2 MILE	1	1	1	2.94
WITHIN 3/4 MILE		•	•	2.,-
WITHIN 1 MILE	1 1	2	2	5.88
WITHIN 2 MILES			-	34
WITHIN 3 MILES				
WITHIN 4 MILES			*	
WITHIN 5 MILES	1	ı	1	2.94
REYOND 5 MILES	7 1 1	9		26.47
HINKNOWN/NOT REPORTED				
RECORDS				
ACCIDENTS	25 7 2 24 7 2	34		
PERCENTS			33	
FIRGERIA	73.5 20.6 5.9			

TYPE OF FLIGHT PLAN BY CONDITION OF LIGHT

CONDITION OF LIGHT

TYPE OF FLIGHT PLAN	<u> </u>	il gu	ot all	Ten Mer Machine			RECORDS	ACCIDE	NTS PERCE	ΝŢ
NONE	3	ı	1	, 1			6	6	17.65	
VFR	10	. 2	4	1			17	17	50.00	
1 FR	5		6				11	11	32.35	
CONTROLLED VFR										
IFR (VFR CONDITIONS ON TOP)										
TOWER EN ROUTE CONTROL SERVICE										
DVFR				•						
VFR FLIGHT FOLLOWING SERVICE										
SPECIAL VFR										
OTHER										
UNKNOWN/NOT REPORTED										
	•									
0.5000.00	• •	•		2			27			
RECORDS	18	3	11	?			34		•	
ACCIDENTS	18	2	11	2		•		33		
PERCENTS	52.9	8.8	32.4	5.9	,					

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE AIRCRAFT DAMAGE

	TEO HIAL		
FIRST TYPE OF ACCIDENT	OESRO TEO SANIAL HOME	RECORDS	ACCIDENTS PERCENT
GROUND-WATER LOOP-SWERVE	5	. 5	5 14.71
DRAGGED WINGTIP POD OR FLOAT		·	
WHEELS-HP LANDING	ı	1	1 2.94
WHEELS-DOWN LANDING IN WATER			
GEAR COLLAPSED	2	2	2 5.8H
GEAR RETRACTED			
HARD LANDING		•	
NOSE OVER/DOWN	1	t	1 2.94
ROLL NVER			
OVER SHOOT			
UNDERSHOOT	1.	1	1 7.94
COLLISION RETWEEN AIRCRAFT			
BOTH IN FLIGHT	1	1	1 2.94
ONE AIRBORNE	4.		
BOTH ON GROUND	3	3	2 A.A7
COLLISTON WITH GROUND/WATER			
CONTROLLED	,	2	2 5.AA
UNCONTROLLED		•	
COLLINED WITH			
WIRES/POLES			٠
TREES	1	1	1 2.94
RESIDENCE/S			
AUTLDINGAS		•	
FENCE, FENCEPOSTS	•		
ELECTRONIC TOWERS			
RUNWAY OR APPROACH LIGHTS			
ATRPORT HAZARD			
ANIMALS			•
CROP ,			
FLAGMAN LOADER			
DITCHES			
SNOWBANK	1	1	1 2.94
PARKED AIRCRAFT (UNATTENDED)	1	1	1 2.94
AUTOMORILE	1	l	1 2.94
DIRT BANK			

OTHER

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT RIPD STRIKE	o g	SIROTED STANTAL MORE	•		RECORDS	ACCIDENTS	PERCENT
STAL!							
SPIN							
SP[RAI_							
MUSH	t	1			2	2 .	5.88
FIRE OR EXPLOSION							
IN EFICHT		2			2	?	5.88
ON GROUND							
AIRFRAME FAILURE				•	•		
[N FLIGHT	1				1	ı	2.94
ON GROUND							
ENGINE TEARAWAY							
ENGINE FAILURE OR MALEHNOTION	3	4			7	7 :	0.59
PROPELLER/ROTOR FAILURE							
PROPELLER		•					
TATE ROTOR							
MAIN ROTOR							
PROP ROTOR ACONT TO PERSON							
JET INTAKE/EXH ACONT TO PERS							
PROPELLER/JET/RUTOR ALAST		1·			1	1	2.94
THRBULENCE							
HAT! DAMAGE TO AIRCRAFT							•
LIGHTNING STRIKE							
EVASIVE MANEHVER			•				
UNCONTROLLED ALT DEVIATION							
9116HING							
MISSING ACET NOT RECOVERED							
MISCELLANEOUS/OTHER		ı			1	1	2.94
UNDETERMINED							
RECORDS	10	24			34		
ACCIDENTS	10	23				33	
PERCENTS	29.4	70.6					

FIRST PHASE OF OPERATION BY INJURY INDEX INJURY INDEX

	_1	NJUI	RYI	ADEX	•								
FIRST OPERATIONAL PHASE	44	AR'SE	FION	AINO P	0 ^{4&}				RECURDS	ACCIN	EN TS	PERCENT	
STATIC													
STARTING ENGINE/S IDLING ENGINE/S													
ENGINE RUNUP													
INLING ROTORS													
PARKED-ENGINES NOT OPERATING													
OTHER								. :					
TAXI												•	
TO TAKEDEE				?					2	2	5	,8 8	
FROM LANDING		1		3	•				4	4		.76	
OTHER		•		1					1	1		.94	
GROUND TAXI TO TAKEDEE													
GROUND TAXE FROM LANDING													
GROUND TAXI. OTHER										•			
AERIAL TAXI TO TAKENEE													
AERIAL TAXI TO/FROM LANDING				٠									
AERIAL TAXI. OTHER													
TAKENFF													
RUN				3					3	3	д	.82	
INITIAL CLIMB	5	2		1					5	5	14	.71	
VERTICAL													
RUNNING (ROTORCRAFT/VTOL-STOL)													,
ABORTED (FIXED-WING)				2					2	2	5	.88	
ABORTED (ROTORCRAFT/VTOL)													
ABORTED (ROTORCRAFT/STOL)													
OTHER													
INETICHT													
CLIMB TO CRUISE													
NORMAL GRUISE	3		l	3					6	4	17	.65	
DESCENDING		1							1	1	2	.94	
HOLDING (IFR)													
HOVERING													
POWER-ON DESCENT (ROTORCRAFT)													
AUTOROTATIVE DESCENT													
ACROMATICS													
AUZZING													

FIRST PHASE OF OPERATION BY INJURY INDEX INJURY INDEX

OP	FIRST ERATIONAL PHASE	ENTA SERIOUS NA PAE	RECURUS	ACCIDENTS	PERCENT
	UNCONTROLLED DESCENT				
	EMERGENCY DESCENT				
	INW PASS	1	ì	1	2.94
	OTHER				
	EN ROUTE TO TREAT CROP				
	EN ROUTE TO RELOADING AREA				
	SURVEY FIELD/ARFA				
	STARTING SWATH RUN				
	SWATH RUN		•		
	FLAREGUT FOR SWATH RIIN				
	PULLUP FROM SWATH RUN				
	PROCEDURE TURNAROUND			•	
	CLEANUP SWATH				
	MANEUVER TO AVOID CHSTRUCTION	•			
	RETURN TO STRIP	·			
	LANDING				
	TRAFFIC PATTERN-CIRCLING	·			
	FINAL APPROACH (VFR)	?	2	2	5.88
	INITIAL APPROACH	1	1	ι	2.94
	FINAL APPROACH (IFR)	1	l	l	2.94
	LEVEL OFF/TOUCHDOWN	?	5	2	5.88
	ROLL (FIXED WING)	3	3	3	8.87
	ROLL-ON/RUN-ON (ROTORCRAFT)				
	POWER-ON LANDING (ROTORCRAFT)				
	POWER-OFF AUTOROTATIVE LOG				
	GO-AROUND (VFR)				
	MISSED APPROACH (IFR)				
	OTHER				
	UNKNOWN/NOT REPORTED				
	RECORDS	9 4 7 19	34		
	ACCIDENTS	9 4 2 18		33	
	PERCENTS	26.5 11.8 5.9 55.9			

CAUSE/FACTOR TABLE

COMMUTER AIR CARRIER ACCIDENTS U.S. GENERAL AVIATION 1976

(EXCLUDES ACCIDENTS WITH NO CAUSAL ASSIGNMENT)

INVOLVES

32 TOTAL ACCIDENTS

INVOLVES

9 FATAL ACCIDENTS

	FAT	AL ACCID	ENTS	NONF A	TAL ACCI	DENTS	AL	L ACCIDE	NTS
BROAD CAUSE/FACTOR	C AUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*	C AUSE	FAC TOR	TOTAL*
PILAT	100.00	1 11•11	9 100.00	14 60.87	l 4.35	14 60.87	23 71.88	2 6•25	23 71.88
PERSONNEL	1 11•11	1 11.11	2 22.22	7 30.43	2 8.70	8 34.78	8 25.00	3 9.3A	10 31.25
AIRFRAME	.00	.00	.00	1 4.35	•00	l 4.35	1 3.13	•00	1 3.13
LANDING GFAR	•00	.00	.00	4 17.39	•00	4 17.39	4 12.50	•00	4 12.50
POWERPL AN 1	· 22.22	•00	2 22•22	2 8.70	1 4.35	3 13.04	4 12.50	l 3.13	5 15.63
SYSTEMS	. 00	1 11.11	1 11.11	2 8.70		2 8.70	2 6 • 25	1 3.13	3 9.3A
INSTRUMENTS/EQUIPMENT & ACCESSORIES	•00	.00	.00	.00	•00	•00	•00	•00	.00
RATARCRAFT	•00	•00	.00	.00	•00	00	•00	•00	.00
AIRPORT/AIRWAYS/FACILITIFS	•00	•00	.00	2 8.70	4 17.39	6 26.09	2 6.25	4 12.50	6 18.75
WEATHER	1 11.11	4 44.44	5 55.56	.00	5 21.74	5 21.74	1 3.13	9 28 • 13	10 31.25
TERRAIN	. 1 11•11	1 11.11	2 22 <u>.</u> 22	2 8.70	•00	2 8.70	3 9.38	1 3.13	4 12.50
MISCELLANFOUS	•00	.00	•00 -	2 0.70	•00	2 A.70	2 6.25	.00	2 · 6.25
UNDETERMINED	.00	•00	.00	•00	•00	.00	•00	•00	.00

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

1

^{* 1}F AN ACCIDENT INCLUDES BOTH A CAUSE AND RELATED FACTOR IN THE SAME CAUSAL CATEGORY, THE ACCIDENT IS REPRESENTED DINCE UNDER THE TOTAL FOR THAT CATEGORY

CAUSE/FACTOR TABLE

COMMUTER AIR CARRIER ACCIDENTS U.S. GENERAL AVIATION 1976 (EXCLUDES ACCIDENTS WITH NO CAUSAL ASSIGNMENT)

INVOLVES

32 TOTAL ACCIDENTS

INVOLVES

9 FATAL ACCIDENTS

•		FAT	AL ACCID	ENTS	NONFA	TAL ACCI	DENTS	AL	L ACCIDE	NTS
DETAILED CAUSE/FACTOR		CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** PILOT **										
PILOT IN COMMAND DELAYED ACTION IN ABORTING TAKENFF DIVERTED ATTENTION FROM DERATION OF AIRCRAF FAILED TO SEE AND AVOID OTHER AIRCRAFT FAILED TO OBTAIN/MAINTAIN FLYING SPEED MISJUDGED. SPEED. ALTITUDE OR CLEARANCE FAILED TO USE OR INCORRECTLY USED MISC EQUIP FAILED TO USE OR INCORRECTLY USED MISC EQUIP FAILED TO FOLLOW APPROVED PROCEDURES. DIRECT IMPROPER OPERATION OF POWERPLANT + POWERPLAN IMPROPER OPERATION OF FLIGHT CONTROLS IMPROPER OPERATION OF FLIGHT CONTROLS IMPROPER IN-FLIGHT DECISIONS OR PLANNING INADEQUATE SUPERVISION OF FLIGHT MISMANAGEMENT OF FUEL EXERCISED POOR JUDGMENT SELECTED UNSUITABLE TERRAIN TAXIED/PARKED WITHOUT PROPER ASSISTANCE INITIATED FLIGHT IN ADVERSE WEATHER CONDITIO MISJUDGED ALTITUDE MISJUDGED ALTITUDE	MENT IVES FTC T CINTROLS ONTROLS—	1 1 1 1 2 3 1 1	1	1 1 1 1 1 2 3 1 1	2 2 2 2 1 3 1 1 1 1 1 1	1	2 2 2 2 1 1 1 1 1 1 1	2 1 3 2 1 1 2 6 6 1 2 2 1	1	2 1 3 2 1 1 1 2 7 1 1 2 7 1 2 7 1 2 7 1 2 7 1 1 2 7 1 1 2 7 1 1 1 2 7 1 1 1 1
MISJUDGED CLEARANCE MISUSED OR FAILED TO USE FLAPS		1		ı	2		2	2 1		2
FAILED TO MAINTAIN DIRFCTIONAL CONTROL FAILED TO ABORT TAKEOFF	44				2 1		2 1	2 1		2) 1
SUBTOTAL	101	§ 16	1	17	26	1	27	42	2	44
** PERSONNEL **		V .							•	
FLIGHT INSTRUCTOR MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) INADEQUATE MAINTENANCE AND INSPECTION OPERATIONAL SUPERVISORY PERSONNEL DEFICIENCY, COMPANY MAINTAINED EGMT, SERV, R WEATHER PERSONNEL	BULATIONS	1219	1	1	2 2		2 2	2 2	1	2-2-1
TRAFFIC CONTROL PERSONNEL FAILURE TO ADVISE OF OTHER TRAFFIC		•		•		1	1		ı	1
INADEQUATE SPACING OF AIRCRAFT AIRPORT SUPERVISORY PERSONNEL IMPROPER/INADEQUATE SNOW REMOVAL AIRWAYS FACILITIES PERSONNEL					1		1	1	,	1
PRODUCTION-DESIGN-PERSONNEL MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT DRIVER OF VEHICLE THIRD PILOT FLIGHT ENGINEER FLIGHT PERSONNEL	1017	1		1	2	1	2 1	3	1	(³)
DISPATCHING (AIR CARRIER ONLY)	1									
SUBTOTAL	- 1	1	1	2	. 9	2	11	10	3	13
** AIRFRAME **	, q 10									
WINGS NACELLES, PODS, PYLONS FUSELAGE					1		1	1		1
LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY EMERGENCY/EXTENSION ASSEMBLY NOSEWHEEL ASSEMBLIFS					2 1 1		2 1 1	2 1 1		2 1 1

AIRFRAME (CONTINUED)		AL ACCID			TAL ACCI			L ACCIDE	
DETAILED CAUSE/FACTOR		FACTOR			F AC TOR			FAC TOR	TO TAL
NOSEWHEEL STEERING FLIGHT CONTROL SURFACES				1		1	1		1
SUBTOTAL						6	6		
** POWERPLANT **									
ENGINE STRUCTURE VALVE ASSEMBLIES IGNITION SYSTEM	1		1				1		ı
FUEL SYSTEM LUBRICATING SYSTEM LINES. HOSES. FITTINGS COOLING SYSTEM				ı		1	1		1
PROPELLER AND ACCESSORIES EXHAUST SYSTEM ENGINE ACCESSORIES COML FLAP ACTUATING ASSEMBLY				1		1	1		. 1
ENGINE CONTROLS POMERPLANT-INSTRUMENTS MISCELLANEOUS POMERPLANT FAILURE FOR UNDETERMINED REASONS	1		1	, ;			ı		1
REDUCTION GEAR ASSEMBLY GEARS. REDUCTION COMPRESOR ASSEMBLY COMBUSTION ASSEMBLY	-		-	1		1	1		1
TURRINE ASSEMBLY WHEEL, TURBINE ACCESSORY DRIVE ASSEMBLY LIBRICATING SYSTEM FIRE SYSTEM				1			1.		i
SAFETY SYSTEM IGNITION SYSTEM TOROUGHETER AIR BLEED OTHER						1		l	1
EXHAUST SYSTEM THRUST REVERSER PROPELLER SYSTEM CONSTANT SPEED ORIVE POMER LEVER PROPELLER LEVER REVERSE THRUST LEVER REVERSE INDICATING EQUIPMENT									
ENGINE INSTALLATION			. •	,			,	1	7
SUBTOTAL	2		2	4	1	5	4	1	,
** SYSTEMS **				•					
ELECTRICAL SYSTEM GENERATORS/ALTERNATORS HYDRAULIC SYSTEM RESERVOIR. LINES, FITTINGS		1	. 1	1		1	ι	1	1
FLIGHT CONTROL SYSTEMS ELEVATOR AND ELEVATOR TAR CONTROL SYSTEM ANTI-ICING. DE-ICING SYSTEMS AIR CONDITION. HEATING AND PRESSURIZATION AUTO PILOT FIRE WARNING SYSTEM				1		1	1		1
FIRE EXTINGUISHER SYSTEM DXYGEN SYSTEM OTHER SYSTEMS									
SIJBTOTAL		1	1	2		2	2	1	3
** A[RPORTS/A[RWAYS/FACIL[TIES **									
AIRPORT FACILITIES AIRPORT CONDITIONS WET RUNWAY ICE/SLUSH ON RUNWAY SNOW ON RUNWAY SNOW WINDROWS				1 1 1	1 1 1	1 2 2 1	1 1 1	1 1 1	1 2 7 1
OTHER AIRWAYS FACILITIES					2	2		2	2
SÚRTOTAL				3	5	Я	3	5	я

		AL ACCID			TAL ACCI		Δ(L ACCIDE	NTS
DETAILED CAUSE/FACTOR	CAUSE	FACTOR	INTAL	CAUSE	FACTOR	101AL	CAUSE	FACTOR	TOTAL
** WEATHER **									
LOW CEILING FOG SNOW ICING CONDITIONS—INCLUDES SLEET, FREEZING RAIN, ETC CONDITIONS CONDUCIVE TO CARB/INDUCTION SYSTEM ICING		2 1 1	2 1 1		1 2 2	1 2 2		2 2 3 2	2 2 3 2
UNFAVORABLE WIND CONDITIONS WIND SHEAR	1	1	1 1		1 2	2	1	1 3	1 3 1
SUBTOTAL	1	5	6		8	8	1	13	14
** TERRAIN **									
ROUGH/UNEVEN Rough Water High Orstructions	1	1	1	1		1 1	1 1 1	t	1 2 1
SUBTOTAL	1	1	2	. 2		, 2	3	1	4
** MISCELLANEOUS **									
FOREIGN MATERIAL AFFECTING NORMAL OPFRATIONS PROPULET/ROTOR BLAST				. 1		1	1		1 1
SUBTOTAL				2		2	2		2
GRAND FOTAL	21	9	30	54	17	71	75	26	101
** MISCELLANEOUS ACTS. CONDITIONS **					•				
CIRCUIT BREAKER POPPED CHAFFED				2	1	. 1 2	2	1	1 2
OISCONNECTED Improperly installed				i 1		1	1		1
CONGESTED RAMP/TAXIWAY				1		į	i	1	į
FIRE IN WING INTENTIONAL WHEELS UP					1	1		i	i
RAN OFF END OF RINMAY ANTI-ICING/DEICING EQUIP-IMPROPER OPER, OF/FAILED TO USE UNWARRANTED LOW FLYING		. 1	. 1	1	. 1	1	1	1	1 1
LANDED ON FOAMED RINWAY HYDRAULIC FAILURE				1		1	1		1
FAILURE OF TWO OR MORE ENGINES FIRE IN ENGINE		1	1	1		1	1	1	1
FIRE IN BRAKES/ WHEEL ASSEMBLY/ WHEEL WELL CARGO SHIFTED		1	1		1	1		1	1
FUEL EXHAUSTION ICE-CARBURETOR ALDERAME ICE	1		1	1.		1	1		1
IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG	1	1	. 2	1	i	. 1 .	1	2	3
WHITEOUT Water in fuel	1	1	1 1				1	1	1
AIRCRAFT CAME TO REST IN WATER Hydroplaning on wet runway		3	3		1	1		3 1	3 1
OVERLOAD FAILURE Material Failure				2	2	2 2	2	2	2 2
FUEL STARVATION				1		1	1		1

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

LISTING OF COMMUTER AIR CARRIER ACCIDENTS U.S. GENERAL AVIATION 1976 IN FILE ORDER SEQUENCE (NAME OF OPERATOR DISPLAYED AT RIGHT)

	FILE NUMBER	AIRCRAF REGIST.	DATE	LOCATION	AIRCRAF MAKE 	MODEL	INJURY INDEX	
3	0024	N3542B	011576	NEW YORK NY	BEECH	D18S	NONE	COMMUTER AIRLI
3	0042	N3798W	020576	STEVENS VLG.AK	PIPER	PA-32	NONE	AIR NORTH
3	0146	N14CS	020976	AVALON.CA	GRUMMAN	G-21	NONE	AIR CATALINA
3	0337	N349V	021076	MINNEAPOLIS.MN	VOLPAR	D18C-T	NONE	VIKING INTERNA
3	0358	N218A	011376	FT CAMPBELL.KY	REECH ·	E185 :	FATAL	HAMILTON AVIA+
3	0368	N6768L	021176	OR I SKANY , NY	PIPFR	PA-31	NONE	ONEIDA CO AVIA
3	0446	N569Q	020976	ST LOUIS.MO	CESSNA	206	NONE	TRANS MO
3	0455	N43T	013076	ERIE, PA	BEECH	F18S	NONE	GREAT WESTERN#
3	0550	N7997R	031676	WAPPINGER FLS.NY	BEECH	99	SERIOUS	COMMAND AIRWAY
3	0677	N1674U	032376	LANSING.KS	CESSNA	207	MINOR	CAPITOL AIR SE
3	0771	N78160	022776	HONOLULU.HI	CESSNA	4024	SERIOUS	ISLAND PACIFIC
3	1183	N3329G	020376	NLAFAYETTE+LA	BEECH	C-45H	FATAL	FALCON AIRWAYS
3	1368	N33PR	060976	NAPLES.FL	DOUGLAS	00-3	NONE	NAPLES AIRLINE
3	2358	N21FE	042876	WICHITA.KS	DASSAULT	D4-20	NONE	FEDERAL EXPRES
3	2372	N40100	072876	NFARMINGTON, MO	CESSNA	401	NONE	TRANS-MO AIRLI
3	2419	N4772C	022176	NST CROIX;VI	GRUMMAN'	G-21A	. FATAL	ANTILLES AIR B
3	2480	N4968T	062376	MICHIGAN CITY.IN	PIPER	PA-34	NONE	PHILIPS FLY SV
3	2611	N5448Y	061176	NCHEYENNE, WY	PIPER	PA-23	FATAL	GREAT WESTR AL
3	2754	N40490	061176	NSUMMIT LAKE, AK	CESSNA	402	FATAL	ALASKA AERONA÷
3	2836	N7721J	021976	WACO, TX	PIPER	PA-32	FATAL	TRICON AIRLINE
3	2850	N1707U	042776	NANAKTUVUK PASS.AK	CESSNA	207	FATAL	FRONTIER FLYIN

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LISTING OF COMMUTER AIR CARRIER ACCIDENTS U.S. GENERAL AVIATION 1976

IN FILE ORDER SEQUENCE (NAME OF OPERATOR DISPLAYED AT RIGHT)

FILE	AIRCRAF	Т		AIRCRAF	T	INJURY	
NUMBER	REGIST.	DATE	LOCATION	MAKE	MODEL	INDEX	
3 2972	N92CA	022876	BETHEL . AK	BRITTNORMAN	BN-2	NONE	BUSH AIR . INC
3 3019	N40550	081776	HAYS . KS	CESSNA	402	NONE	AIR MIDWEST
3 3406	N633DN	100876	BLOUNTVILLE. TN	BEECH	E185	MINOR	SEMO AVIATION
3 3564	N74788	112976	ALBANY,NY	DEHAVILLAND	DH-104	NONE	MALL AIRWAYS, I
3 3783	N61436	102076	HAMPTON, VA	PIPER	PA-31	FATAL	SKYLINE AVIATI
3 3948	N53079	111276	WISEMAN.AK	CESSNA	185	NONE	FRONTIER FL SV
3 4000	N8099R	111976	NSPENCER, I A	BEECH	899	SERIOUS	MESABA AIRLINE
3 4011	N69391	082876	MOLOKAI.HI	CESSNA	4028	SERIOUS	AIR MOLOKAI
3 4074	N66180	122976	LOS ANGELES, CA	DEHAVILLAND	DHC-6	NONE	GOLDEN WEST AT
3 4074	N66191	122976	LOS ANGELES.CA	DEHAVILLAND	DHC-6	NONE	GOLDEN WEST AT
3 4150	N538S	082476	DETROIT.MI	SWEARINGEN	S 4 2 2 6	NONE	AIR WISCONSIN#
3 4171	NIOIAC	121276	MIFDMUUD*NA	DEHAVILLAND	DHC-6	FATAL	ATLANTIC CITY
6 0002	N342E	022076	RAHIA DE L.A.,MEX	BEECH	E18S	NONE	BAJA AIRLINES

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF COMMUTER AIR CARRIER ACCIDENTS

U.S. GENERAL AVIATION

1976

(IN STATE AND DATE ORDER)

FILE	DATE	LOCATION	AIRCRAFT DATA		F	S M	/N	FLIGHT PURPOSE	PILOT DATA
3-0042	2/5/76 TIME - 1115	STEVENS VLG.AK		CR- PX-	0	0	1	COMMERCIAL COMMUTER AIR CARRIER	COMMERCIAL, FL.INSTR., AGE 30, 3869 TOTAL HOURS, ROS IN TYPE, INSTRUMENT RATED.
	_	PORT - STEVENS V	ILLAGE INTENDED DESTINATION			ACT	ΕN	OUTS STUD	
	STEVENS V	/LG.AK IDENT WITH SNOWBANK	FAIRBANKS.AK			RAI HASI TAI	4PA E () (E()	RT,AK F OPERATION FF ABORTED FF ABORTED	
	PILOT IN FACTOR(S) PILOT IN AIRPORTS/ MISCELLAN	COMMAND - SELECT COMMAND - DELAYER COMMAND - INADEOR AIRWAYS/FACILITI	ED UNSUITABLE TERRAIN D ACTION IN ABORTING TA JATE PREFLIGHT PREPARAT ES — AIRPORT CONDITIONS IONS — OVERLOAD FAILURE	ION A					
								٠.	
3-2972	2/28/76 TIME - 1635		BRITTNDRMAN BN-2 N92CA DAMAGE-SUBSTANTIAL	PX-				COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 48, 18300 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
		RPORT - BETHEL AK							FIENT RATED.
	DEPARTURE P HOOPER BA	POINT OINT	INTENDED DESTINATION BETHEL, AK						
	TYPE OF ACC		F OPERATION FROM LANDING						
	PILOT IN	CUMMAND - TAXIED COMMAND - MISJUD	/PARKED WITHOUT PROPER GED CLEARANCE ED C-130,MINOR DMG,OPER			-	EN	AIR ALASKA FLT 507.	

BRIEFS OF ACCIDENTS

FILE	DATE LOCATION	AIRCRAFT DATA I	E C M/N	FLIGHT PURPOSE	PILOT DATA
	4/27/76 NR.ANAKTUVUK PASS, TIME - 1115	AK CESSNA 207 CR- N1707U PX- DAMAGE-DESTROYED	1 0 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	COMMERCIAL, AGE 52, 1744 TOTAL HOURS, 35 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT ANAKTUVUK PASS,AK TYPE OF ACCIDENT COLLISION WITH GROUND/WAT	INTENDED DESTINATION BETTLES,AK ER CONTROLLED		OF OPERATION IGHT NORMAL CRUISE	
	FACTOR(S) WEATHER - LOW CEILING WEATHER - SNOW MISCELLANEOUS ACTS, CONDIT WEATHER BRIEFING - BRIEFED	ATED FLIGHT IN ADVERSE WEATH TIONS - WHITEOUT BY FLIGHT SERVICE PERSONNEL SLIGHTLY WORSE THAN FORECAS	• BY PHONI		
	SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS OBSTRUCTIONS TO VISION AT	•	UNKNI PRECIP SNOW TYPE NI	G AT ACCIDENT SITE DWN/NOT REPORTED ITATION AT ACCIDENT SITE SHOWERS F WEATHER CONDITIONS	
	BLOWING SNUW TYPE OF FLIGHT PLAN VFR REMARKS- PLT HAD JUST FLOW	N THRU SAME WEA. OPERATING UN		N MINIMUMS NIRACT AS WIEN AIR ALASKA	A FLT 528.
-2754	6/11/76 NR.SUMMIT LAKE.AK TIME - 0750	CESSNA 402 CR- N40490 PX- DAMAGF-DESTROYED DT-	1 0 0 1 0 0 2 0 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	ATP.FLIGHT INSTR., AGE 32, 4000 TUTAL HOURS, 72 IN TYPE, INSTRUMENT
	DEPARTURE POINT ANCHORAGE AK TYPE OF ACCIDENT COLLISION WITH AIRCRAFT			DE OPERATION LIGHT NORMAL CRUISE	RATED.
		D TO SEE AND AVOID OTHER AIR S-PERSONNEL PILOT OF OTHER			
	CONTROLLING AGENCY - NO C TRAFFIC ADVISORY ISSUED CONVERGENCE ANGLE-DEGREES ANTI-COLLISION LIGHTS - C	- NONE S - 150	RADAI CONT EVAS	R CTL/SURVEILLANCE - NOT. ROL ZONE/AREA - NO IVE ACTION TAKEN - UNKNOY	

* BRIEFS OF ACCIDENTS

FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES F S M/N	ELIGHT PURPOSE	PILUT DATA
3-3948	11/12/76 WISFMAN, AK TIME - 1545	CESSNA 185 N53079 DAMAGE-SURSTANTIAL		COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D	CUMMERCIAL, AGE 31, 2257 TOTAL HOURS, 49 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - WISEMA DEPARTURE POINT WISEMAN,AK TYPE OF ACCIDENT NOSE OVER/DOWN	•	PHASE (DF OPFRATION DFF AAURTED	
	AIRPORTS/AIRWAYS/FACIL	PERVISORY PERSONNEL IMPRO ITIES - AIRPORT CONDITION AYED ACTION IN ABORTING TO	S SNOW ON RUNN		
3-0146	2/9/76 AVALON.CA TIME - 0803	GRUMMAN G-21 N14CS DAMAGF-SUBSTANTIAL	PX- 0 0 5	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	61, 17000 TOTAL HOURS, 4650 IN TYPE, INSTRUMENT
	NAME OF AIRPORT - PERBLY DEPARTURE POINT LONGREACH.CA TYPE OF ACCIDENT MISCELLANEOUS	' BEACH INTENDED DESTINATION AVALON,CA		IF OPERATION ING LEVEL OFF/TOUCHOOWN	KATED.
	PROBABLE CAUSE(S) TERRAIN - ROUGH WATER FACTORIS) WEATHER - UNFAVORABLE WEATHER BRIFFING - UNKNOWFATHER FÜRECAST - UNKNOWFATHER	WW/NOT REPORTED	·	· · · · · · · · · · · · · · · · · · ·	
	SKY CONDITION SCATTERED VISIALLITY AT ACCIDENT S	SITE -	UNL II	S AT ACCIDENT SITE MITED ITATION AT ACCIDENT SITE	
	5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION A	AT ACCIDENT SITE	5.5	ATURE-F	
			LITAID VE	LOCITY-KNOTS	

ARIEFS OF ACCIDENTS

FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES F S M/N	ELIGHT PUR POSE	PILOT DATA
	12/29/76 LOS ANGELES.CA TIME - 1732	DEHAVILLAND DHC-6	CR- 0 0 2	COMMERCIAL	ATP, FLIGHT INSTR., AGE 52, 12098 INTAL HOURS, 6528 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - LOS ANGE DEPARTURE POINT LOS ANGELES.CA TYPE OF ACCIDENT COLLISION WITH AIRCRAFT	LES INTL INTENDED DESTINATION SANTA ANA.CA	PHASE	NE NPERATINN NEE RUN	KAIEU.
		IS-PERSONNEL PILOT OF OT ROL PERSONNEL INADEQUAT IF OF ACOT BLENDING WTH A	E SPACING OF		
3-4074	12/29/76 LOS ANGELES,CA TIME - 1732	N66180	PX- 0 0 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-O	AIP.FLIGHT INSTR., AGF 38. 11090 TOTAL HOURS, 4771 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - LOS ANGE DEPARTURE POINT LOS ANGELES CA TYPE OF ACCIDENT COLLISION WITH AIRCRAFT	INTENDEN DESTINATION LOCAL	PHASE (DE DPERATION OTHER	
		EN TO SEE AND AVOID OTHER ROL PERSONNEL INADECUAT MAINT HANGAR.		A IRCRAFT	
3-136A	6/9/76 NAPLES.FL Time - 1805	DOUGLAS DC-3 N33PR Damage-Surstantlal		COMMERCIAL Commuter air Carrier air Taxi-Passc S-O	ATP.FLIGHT INSTR AGF 36. 7242 TOTAL HOURS. 1420 IN TYPF. INSTRUMENT RATED.
	NAME OF AIRPURT - NAPLES M DEPARTURE POINT TAMPA,FL				~~·
	TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH PARKED AI	RCRAFT	TAXI	OF OPERATION	
	-POWERPLANT - ENGINE ACCE POWERPLANT - LUBRICATING MISCELLANEOUS ACTS-CONDI MISCELLANEOUS ACTS-CONDI	S SYSTEM LINES.HOSES.FIT	TING ASSEMBLY TING		
	PILOT IN COMMAND - FAILE REMARKS- ACFT COLLIDED WIT	O TO FOLLOW APPROVED PRO OH M30PB AND M34PB. ROTH		TIVES.ETC.	

-BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	· INJ	UR I E S	S M/N	FLIGHT PURPOSE	PILOT DATA
3-0771	2/27/76 HON TIME - 1805	OLULU•HI	CESSNA 402A N7816Q DAMAGE-SUBSTANTIAL	CR- PX- OT-	0 0	10	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-O	COMMERCIAL, AGE 29, 4672 TOTAL HOURS, 956 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPOR' DEPARTURE POIN' LANAI CITY,H	T - HONOLULU II T I	NTL INTENDED DESTINATION HONOLULU,HI:					
	TYPE OF ACCIDE	NI TH AIRCRAFT B	OTH ON GROUND				OF OPERATION FROM LANDING	
	PERSONNEL - (FACTOR(S)	MAND - FAILED MISCELLANEOUS-	TO SEE AND AVOID OTHER PERSONNEL PILOT OF OT	HER AI	RCR	VF T		
			L PERSONNEL FAILURE T TWR.THIS INFO PUBLISHE				THER TRAFFIC ECTORY.GRND CTL DIDNT AD	VISE EITHER ACFT.
3-4011	8/28/76 MOL TIME - 1050	NKAI,HI	CESSNA 402B N69391 Damage-destroyed	CR- PX-	0 (0 1 2 6	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-O	COMMERCIAL, FL.INSTR., AGE 32, 1503 TOTAL HOURS, 400 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPOR	T - MOLOKAI	INTENDED DESTINATION HONDLULU.HI					RATED.
	MOLOKAL HI TYPE OF ACCIDE AIRFRAME FAI	NT LURE IN FLIGH				-	DF OPERATION OFF INITIAL CLIMB	
	SYSTEMS - FL MISCELLANEOU MISCELLANEOU EMERGENCY CIRC	MAINTENANCE,SE IGHT CONTROL S S ACTS,CONDITI S ACTS,CONDITI UMSTANCES — FO	YSTEMS ELEVATOR AND I ONS - IMPROPERLY INSTA ONS - CHAFED RCFD LANDING OFF AIRPO	ELEVATO ALLED ORT ON	R T	AH C	NANCE (MAINTENANCE PERSOI ONTROL SYSTEM D) PIN. CABLE WORE AND BRO	
3-2480	6/23/76 MIC TIME - 1800		PIPER PA-34 N4968T DAMAGE-SURSTANTIAL	CR- PX-	0 () 1) 2	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AGE 22, 160H TOTAL HUURS, 35 IN TYPE, INSTRUMENT
	MICHIGAN CIT	T Y, IN NT	INTENDED DESTINATION CHICAGO.IL				OF OPERATION	RATED.
	PROBABLE CAUSE PILOT IN COM		ED CLEARANCE			IAXI	TO TAKEOFF	
			PERSONNEL DRIVER OF V PAX SERVICE OPR FROM I) W N E	D AIRPORT.	

ARIEFS OF ACCIDENTS

FILE	DATE LOCATION		F S M/N	PURPOSE	PILOI DATA
3-4000	11/19/76 NR.SPENCER, IA TIME - 0310		CR- 0 1 1	COMMUTER AIR CARRIER	CUMMERCIAL, FL.INSTR., AGE 24, 2300 TOTAL HOURS, 400 IN 1YPE, INSTRUMENT RATED.
	DEPARTURE POINT MINNEAPOLIS.MN TYPE OF ACCIDENT ENGINE FAILURE OR MAL PROPELLER/ROTOR ACCID		IN FL	DE OPERATION IGHT DESCENDING IGHT DESCENDING	
	POWERPLANT - TURBINE MISCELLANEUUS ACTS.CO COMPLETE POWER LOSS - C	N GEAR ASSEMBLY GEARS.REDU ASSEMBLY WHEEL TURBINE NDITIONS - MATERIAL FAILURE OMPLETE ENGINE FAILURE/FLAM AGE PLANETARY GFAR. ENG PWR	EOUT-1 ENGINE	INNECTED AND FLYING RLAC	DE STRUCK PILOT.
3-0677	3/23/76 LANSING.KS TIME - 2209	CESSNA 207 N1674Ü DAMAGE-SUBSTANTIAL INTENDED DESTINATION	CR- 0 0 1 PX- 0 0 4	COMMUTER AIR CARRIER	COMMERCIAL, AGE 31, 3100 TOTAL HOURS, 1830 IN TYPE, INSTRUMENT RATED.
		TOPEKA, KS	IN FL	OF OPERATION IGHT NORMAL CRUISE ING FINAL APPROACH	
	PILOT IN COMMAND - FA PILOT IN COMMAND - MI MISCELLANEOUS ACTS.CO TERRAIN - HIGH OBSTRU	NDITIONS - FUEL STARVATION CTIONS			

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BRIEFS OF ACCIDENTS

FILE			AIRCRAFT DATA	_	F	S	1/N	FLIGHT PURPOSE	PILOT DATA
		WICHITA, KS		CR~ PX~	0	0	2	COMMERCIAL	AIRLINE TRANSPORT, AGE 31, 3818 TOTAL HOURS, 2000 IN TYPE, INSTRU- MENT RATED.
	NAME OF A II DEPARTURE II MEMPHIS, TYPE OF ACC GEAR COL	TN CIDENT	ENT INTENDED DESTINATION WICHITA.KS		Ρ			F OPERATION NG ROLL	
	FACTOR(S) AIRPORTS AIRPORTS MISCELLAI MISCELLAI MISCELLAI	- LANDING GEAR /AIRWAYS/FACILITI /AIRWAYS/FACILITI NEOUS ACTS.CONDIT NEOUS ACTS.CONDIT	NOSEWHEEL ASSEMBLIES ES - AIRPORT CONDITIONS ES - AIRPORT CONDITIONS IONS - HYDROPLANING ON IONS - OVERLOAD FAILURE IONS - RAN OFF END OF R AY.	MET R	ER UNW		ΛY		•
3-3019	8/17/76 TIME - 154			PX-				COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 28, 4025 TOTAL HOURS, 2203 IN TYPE, INSTRUMENT
	NAME OF AT	RPORT - HAYS MUNT	CIPAL INTENDED DESTINATION						RATED.
	HAYS,KS		GREAT BEND.KS						
	TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH OBJECT TAXI TO TAKEOFF								•
		COMMAND - FAILED	TO MAINTAIN DIRECTIONA IR CONTROL TAXIING RT (AND	FELL INTO MAN HOLE AD.	JACENT TO TAXIWAY.

BRIEFS OF ACCIDENTS

FILE	DATE LOCATIO	•		FLIGHT V PURPOSE	PILOT DATA
3-035B	1/13/76 FT CAMPRELL TIME - 0350	KY BEECH E18S N218A	PX- 0 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D	COMMERCIAL, AGE 31, 3500 10TAL HOURS, 3000 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - FORT				
	DEPARTURE POINT	INTENDED DESTINATION			
	LOUISVILLE.KY TYPE OF ACCIDENT	PADUCAH + TN	OUACE	OF OPERATION	
	ENGINE FAILURE OR MA	LEUNCTION		OING FINAL APPROACH	•
	COLLIDED WITH AUTOM			ING ROLL	
	PILOT IN COMMAND - I PILOT IN COMMAND - M MISCELLANEOUS ACTS.C FACTOR(S) MISCELLANEOUS ACTS.C WEATHER - LOW CEILIN	NADEQUATE PREFLIGHT PREPARAT MPROPER IN-FLIGHT DECISIONS ISMANAGEMENT OF FUEL ONDITIONS - FUEL EXHAUSTION ONDITIONS - FAILURE OF TWO O	OR PLANNING IR MORE ENGINE	ē s	
		RECORD OF ARIEFING RECEIVED	EU01-5 C40114	.3	
		ECAST SUBSTANTIALLY CORRECT			
	EMERGENCY CIRCUMSTANCE	S - FORCED LANDING ON AIRPOR	TISEAPLANE R	SE/HELIPT.	
	SKY CONDITION OVERCAST	•	CEILI 300	NG AT ACCIDENT SITE	•
	VISIBILITY AT ACCIDENT 2 MILES OR LESS	SITE	PRECI DRI	PITATION AT ACCIDENT SI ZZLE	TE
	OBSTRUCTIONS TO VISION FOG	AT ACCIDENT SITE	TYPE IFR	DE WEATHER CONDITIONS	
	TYPE OF FLIGHT PLAN				
	REMARKS- UN IDENT RWY.	LNDD ATWN 2 ROWS OF BLUE LGT	S.HIT ALERT	TRUCK ON HELIO PARKING I	RAMP.MAIL FLT.

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ARIEFS OF ACCIDENTS

FILE	DATE LOCAT	I A NO I I	RCRAFT DATA	INJU F	JRIES S M	/N	FLIGHT PURPOSE	PILOT DATA
3-1183	2/3/76 NR.LAFAYETT TIME - 0542	TE+LA BEEC N332 DAMA		CR- PX-	1 0	0	CUMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D	COMMERCIAL, AGE 23, 2875 TOTAL HOURS, 520 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - LA DEPARTURE POINT	NAME OF AIRPORT - LAFAYETTE REGIONA OFPARTURE POINT INTENDED DESTINATION LAFAYETTE,LA PATTERSON,LA						
	TYPE OF ACCIDENT COLLIDED WITH TRE		K STIN , LA				F OPERATION FF INITIAL CLIMB	
	PROBABLE CAUSE(S) PILOT IN COMMAND - PILOT IN COMMAND - PILOT IN COMMAND - FACTOR(S) MISCELLANEOUS ACTS MISCELLANEOUS ACTS WEATHER - FOG MISCELLANEOUS ACTS WEATHER BRIFFING - F	- INITIATED FLIG - IMPROPER OPERA 5.CONDITIONS - I 5.CONDITIONS - C 5.CONDITIONS - A BRIFFED BY FLIGH	HT IN ADVERSE ITION OF FLIGHT MPROPERLY LOAD ARGO SHIFTED IRCRAFT CAME TO	WEATHER CONTRO ED AIRCI D REST	CONE LS RAFT- IN WA	ITI WEI TER	ONS GHT-AND/OR C.G.	
	WEATHER FORECAST - F	FORECAST SUBSTAN	ITIALLY CORRECT			•		
	SKY CONDITION PARTIAL OBSCURATION VISIBILITY AT ACCIDE 4 MILES OR LESS		UN PREC	เหพก	AT ACCIDENT SITE WN/NOT REPURTED TATION AT ACCIDENT SITE			
	4 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE GROUND FOG				TE ME	ERA	TURE-F	
	WIND DIRECTION-DEGRE 210 Type OF WEATHER CONF		•		3		LOCITY-KNOTS FLIGHT PLAN	
	IER FIRE AFTER IMPACT		VF	R				
	REMARKS- ENTERED UNI	C ININ LATER HE	FIG. CRASHED 1	M 2MWMA	• 17 [17]		OPDATE WEATHER.	
3-4150	8/24/76 DETROIT.	MI SWE/ N538 DAM/	ARINGEN SA226 IS AGE-SURSTANTIAL	CR- PX-	0 0	2 7	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 35, 7755 THEAL HOURS, 2343 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT BATTLE CREEK.MI	INTENDA DETRO	ED DESTINATION NIT, MI					
	TYPE OF ACCIDENT FIRE OR EXPLOSION	IN FLIGHT					E OPERATION IGHT DESCENDING	•
	PROHABLE CAUSE(S) SYSTEMS - HYDRAHL MISCELLANEUHS ACT FACTOR(S)	S.CONDITIONS - N						
	POWERPLANT - AIR O MISCELLANEOUS ACT MISCELLANEOUS ACT REMARKS- ALUM HYD L	S.CONDITIONS - F S.CONDITIONS - F	IRF IN WING					

BRIFFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	I AULUI F S	ES M/N	FLIGHT PURPOSE	PILUT DATA
3-0337	2/10/76 11MF - 04	MINNEAPOLIS, MN 40	VOLPAR DIAC-T CON NA49V POLAMAGE-SUBSTANTIAL	K- 0 X- 0	0 2	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D	CUMMERCIAL, FL.INSTR., AGE 29, 2872 TOTAL HOURS, 1009 IN TYPE, INSTRUMENT RAIED.
	DEPARTURE MINNEAP	TRPORT - MINNEAPOLI POINT OLIS,MN CCIDENT	S MUNI INTENDED DESTINATION	РН	ASE (DE OPERATION ING LEVEL OFF/TOUCHDOWN	
	AIRFRAM AIRFRAM FACTOR(S)	FL - MAINTENANCE.SE E - LAMDING GEAR N E - LANDING GEAR E	RVICING, INSPECTION INADI ORMAL RETRACTION/EXTENSI MERGENCY/EXTENSION ASSEM	NN ASSE BLY			
	MISCELL EMERGENCY	ANEOUS ACTS, CONDITI CIRCUMSTANCES - PR	ONS - LANDED ON FOAMED RI ONS - CIRCUIT BREAKER PO ECAUTIONARY LANDING ON A D AT ATTACHMENT OF LNDG	PPED IRPORT	ACT (CTR CRUSS SHAFT AND GR F	SOX SHAFT.
J-0446	2/9/76 TIME - 14	ST LOUIS.MO	CESSNA 206 C N5690 P. DAMAGE-SUBSTANTIAL	R- 0 x- 0	0 1 0 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	CUMMERCIAL, AGE 30, 2199 TOTAL HOURS, 148 IN TYPE, INSTRUMENT RATED.
	DEPARTURE JEFFERS TYPE OF A PROPELL	IRPURT - LAMBERT-ST POINT ON CITY•MO	INTENDED DESTINATION ST LOUIS, MO	РН	ASE (OF OPERATION FROM LANDING FROM LANDING	
	MISCELL	ANEOUS - PROP/JET/R ANEOUS ACTS.CONDITI	OTOR BLAST ONS - CONGESTED RAMP/TAX OUTER RAMP AND ENG JET BL		w CE:	SSNA 206 OVER.BOTH ACFT	WERE ON OUTER RAMP.
-2372	7/28/76 TIME - 18	NR.FARMINGTON,MO 40	CESSNA 401 G N40100 P DAMAGE-SURSTANTIAL	R- 0 x- 0	0 1 0 6	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE FRANSPORT, AGE 28, 3029 TOTAL HOURS, 619 IN 199E, INSTRUMENT RATED.
	FIRE OR	POINT RARDEAU,MO CCIDENT EXPLOSION IN FLIG E FAILURE IN FLIG	БНТ		IN F	: OF OPERATION LIGHT NORMAL CRUISE LIGHT NORMAL CRUISE	
	PROBABLE PERSONN AIRFRAM MISCELL MISCELL AIRFRAM	CAUSE(S) IEL - MAINTENANCE+SE IE - LANDING GEAR M ANEOUS ACTS+CONDITI ANEOUS ACTS-CONDITI E - WINGS NACELLES	ERVICING.INSPECTION IMPR IORMAL RETRACTION/FXTENSI IONS - CHAFED IONS - FIRE IN ENGINE	OPER MA	INTE MBLY	NANCE (MAINTENANCE PERSO	

* ARIEFS OF ACCIDENTS

	DATE		AIRCRAFT DATA	1			FLIGHT PURPOSE	PILOT DATA
-4171	12/12/76 WI TIME - 2326	FDMUUD*N7	DEHAVILLAND DHC-6 NIOIAC DAMAGE-DESTROYED	CR-			COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	
		RT - CAPE MAY	= · · · · · · · · · · · · · · · · · · ·					
	DEPARTURE POI	-	INTENDED DESTINATION				ROUTE STOP	
		• • •	MIFUMUUU*M7				TIC CITY NJ	
	TYPE OF ACCID	ENT					FOPERATION	
	UNDERSHOOT						NG FINAL APPROACH	
	COLLIDED MI	TH TREES	•		L	ANDI	NG FINAL APPROACH	
	WEATHER - W	MMAND - MISJUD IND SHEAR	GCD ALTITOO					
	MISCELLANEO FACTOR(S) PERSONNEL - WEATHER BRIFF	OPERATIONAL S ING - UNKNOWN		DEFICI			GHT-AND/OR C.G. , ANY MAINTAINED EGPMT.SE	RVICES.REGULATION
	MISCELLANEO FACTOR(S) PERSONNEL - WEATHER BRIFF	US ACTS, CONDIT OPERATIONAL S ING - UNKNOWN, AST - WEATHER	SUPERVISORY PERSONNEL I	DEFICI	ENCY,	COMP		RVICES, REGULATION
	MISCELLANEO FACTOR(S) PERSONNEL - WEATHER BRIFF WEATHER FOREC	US ACTS,CONDIT OPERATIONAL S ING - UNKNOWN/ AST - WEATHER	SUPERVISORY PERSONNEL I	DEFICI	ENCY,	COMP	ANY MAINTAINED EGPMT.SE	RVICES, REGULATION
	MISCELLANEOU FACTOR(S) PERSONNEL — WEATHER BRIFF WEATHER FOREC SKY CONDITION OBSCURATION VISIBILITY AT	US ACTS, CONDIT OPERATIONAL SING - UNKNOWN, AST - WEATHER ACCIDENT SITE	SUPERVISORY PERSONNEL IN INTERPORTED SLIGHTLY WORSE THAN FOR	DEFICI	ENCY, CE 1 4 PRE	COMP LING OO CIPI	ANY MAINTAINED EGPMT.SE	
	MISCELLANEOUS FACTOR(S) PERSONNEL — WEATHER BRIFF WEATHER FOREC SKY CONDITION OBSCURATION VISIBILITY AT 1 MILE OR L	OPERATIONAL SITE WEATHER ACCIDENT SITE ESS	RUPERVISORY PERSONNEL I VNOT REPORTED SLIGHTLY WORSE THAN FOI	DEFICI	CEI 4 PRE	COMP LING OO CIPI	ANY MAINTAINED EGPMT, SE AT ACCIDENT SITE TATION AT ACCIDENT SITE	
	MISCELLANEOUS FACTOR(S) PERSONNEL — WEATHER BRIFF WEATHER FOREC SKY CONDITION OBSCURATION VISIBILITY AT 1 MILE OR L OBSTRUCTIONS	US ACTS, CONDIT OPERATIONAL SING - UNKNOWN, AST - WEATHER ACCIDENT SITE	RUPERVISORY PERSONNEL I VNOT REPORTED SLIGHTLY WORSE THAN FOI	DEFICI	CE 1 PRE N	COMP LING OO CIPI ONE D DII	ANY MAINTAINED EGPMT.SE	
	MISCELLANGO FACTOR(S) PERSONNEL — WEATHER BRIFF WEATHER FOREC SKY CONDITION OBSCURATION VISIBILITY AT 1 MILE OR L OBSTRUCTIONS FOG	OPERATIONAL SING - UNKNOWN, AST - WEATHER ACCIDENT SITE ESS TO VISION AT A	RUPERVISORY PERSONNEL I VNOT REPORTED SLIGHTLY WORSE THAN FOI	DEFICI	CE1 4 PRE N WIN 2	COMPO	ANY MAINTAINED EGPMT, SE AT ACCIDENT SITE TATION AT ACCIDENT SITE RECTION-DEGREES	
	MISCELLANEOUS FACTOR(S) PERSONNEL - WEATHER BRIFF WEATHER FOREC SKY CONDITION OBSCURATION VISIBILITY AT 1 MILE OR L OBSTRUCTIONS FOG WIND VELOCITY	OPERATIONAL SING - UNKNOWN, AST - WEATHER ACCIDENT SITE ESS TO VISION AT A	RUPERVISORY PERSONNEL I VNOT REPORTED SLIGHTLY WORSE THAN FOI	DEFICI	CE1 4 PRE N WIN 2 TYP	COMPO	ANY MAINTAINED EGPMT, SE AT ACCIDENT SITE TATION AT ACCIDENT SITE	
	MISCELLANGO FACTOR(S) PERSONNEL — WEATHER BRIFF WEATHER FOREC SKY CONDITION OBSCURATION VISIBILITY AT 1 MILE OR L OBSTRUCTIONS FOG	OPERATIONAL S ING - UNKNOWN, AST - WEATHER ACCIDENT SITE ESS TO VISION AT A	RUPERVISORY PERSONNEL I VNOT REPORTED SLIGHTLY WORSE THAN FOI	DEFICI	CE1 4 PRE N WIN 2 TYP	COMPO	ANY MAINTAINED EGPMT, SE AT ACCIDENT SITE TATION AT ACCIDENT SITE RECTION-DEGREES	

BRIEFS OF ACCIDENTS

			AIRCRAFT DATA	F	S	M/N	PURPOSE	PILOT DATA
		NEW YORK NY	HFECH D18S N3542R DAMAGE-SURSTANTIAL	CR- PX-	0 0	0 2	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D	AIRLINE TRANSPORT, AGE 51, 10770 TOTAL HOURS, 410 IN TYPE, INSTRUMENT RATED,
	DEPARTURE F NEW YORK, TYPE OF ACC GROUND-WA	NY	INTENDED DESTINATION BINGHAMTON,NY	SE OF OPERATION AKEOFF RUN AKEOFF ABORTED				
	PILOT IN PILOT IN FACTOR(S) WEATHER - AIRPORTS/ WEATHER BRI	PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRA PILOT IN COMMAND - IMPROPER OPERATION OF POW					ANT CONTROLS	
		ON AT ACCIDENT SITE R(UNLIMITED)			PR	UNL I	G AT ACCIDENT SITE MITED ITATION AT ACCIDENT SITE	E
	NONE WIND DIRECT	IS TO VISION AT ACTION—OFGREES	CCIDENT SITE		WI	31 NO V	ATURE-F ELOCITY-KNOTS	
	VFR	THER CONDITIONS OF THE CONDITIONS	IT DIKE.		TY	20 PE N VFR	F FLIGHT PLAN	
	nama							
3-0368	2/11/76 TIME - 1846	ORISKANY,NY)	PIPER PA-31 N6768L Damage-Substantial	CR- PX-	0	0 1 0 7	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	COMMERCIAL, AGE 3A, 2056 TOTAL HOURS, 259 IN TYPE, INSTRUMENT RATED.
	DEPARTURE F SYRACUSE	,NY						
		TOENT TER LOOP-SWERVE WITH SNOWBANK				LANI	OF OPERATION ING ROLL ING ROLL	
	MISCELLAI AIRPORTS, AIRPORTS,	- LANDING GEAR NEOUS - FOREIGN M /AIRWAYS/FACILITI /AIRWAYS/FACILITI	NOSEWHEEL STEERING ATERIAL AFFECTING NORM ES — AIRPORT CONDITION STARTED TO DRIFT TO L	IS TOE.	SLL WI	ISH N NDRN		USH ARND STEERING LNK

ADJECS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	1	F	S M	N	PURPOSE	PILOT DATA
-0550	3/16/76 W. TIME - 1630	APPINGER FLS.NY	REECH 99	CR- PX-	0	ı	1		AIRLINE TRANSPORT, AGE 42, 14159 TOTAL HOURS, 3343 IN TYPE, INSTRUMENT RATED.
		ORT - DUTCHESS CO							
	DEPARTURE POI		NTENDED DESTINATION JAMAICA.NY						
	TYPE OF ACCIO		Jama I Ca • NY		р	HASI	: 0	FOPERATION	
	STALL MUSI				•			FF INITIAL CLIMB	
	PILOT IN CO PILOT IN CO PILOT IN CO FACTOR(S) AIRPORTS/A WEATHER -: WEATHER -: MISCELLANEO	JMMAND - INITIATE DMMAND - FAILED T DMMAND - FAILED T IRWAYS/FACILITIES SNOW LCING CONDITIONS- DUS ACTS,CONDITIO	TE PREFLIGHT PREPARA D FLIGHT IN ADVERSE O ABORT TAKEOFF O OBTAIN/MAINTAIN FL - AIRPORT CONDITION INCLUDES SLEFT, FREEZ NS - IMPROPERLY LOAD	WEATHEI YING SI S ICE. ING RA	R C PEE /SL IN, CRA	OND! USH ETC.	ON VEI	RUNHAY GHT-AND/OR C.G.	
	SKY CONDITION OVERCAST	N			C	E I L 120		AT ACCIDENT SITE	
	VISIBILITY AT	T ACCIDENT SITE R LESS			ρ			TATION AT ACCIDENT SITE . SNOW	
	OBSTRUCTIONS FOG	TO VISION AT ACC	CIDENT SITE		W	0 01 1		RECTION-DEGREES	
	WIND VELOCIT	Y-KNOTS			T	-	ΩF	WEATHER CONDITIONS	
	TYPE OF FLIGHT PLAN IFR								

BRIEFS OF ACCIDENTS

	DATE	LOCATION	AIRCKAFT DATA	INJURIES F S M/N		PILOT DATA
3-3564		ALBANY,NY	DEHAVILLAND DH-104 N747BB DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 5	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 46, 17120 TOTAL HOURS, 210 IN TYPE, INSTRUMENT RATED.
	NAME OF AIR DEPARTURE P ALBANY,NY TYPE OF ACC STALL MU	IDENT	UNTY INTENDED DESTINATION BINGHAMTON,NY		F OPERATION FF INITIAL CLIMB	
	PILOT IN	COMMAND - INADEC COMMAND - FAILED	UATE PREFLIGHT PREPARA TO OBTAIN/MAINTAIN FL IONS - AIRFRAME ICE		NNING	
	WEATHER - WEATHER - WEATHER -	SNOW	S-INCLUDES SLEET.FRFEZ	ING RAIN, ETC.		
			BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT			
	SKY CONDITI	ON		CEILING 400	AT ACCIDENT SITE	
		AT ACCIDENT SITE			TATION AT ACCIDENT SIT	E
	1 MILE OR OBSTRUCTION FOG	Z TO AISTON MY Y	CCIDENT SITE		E BEARING OF WIND QUARTERING HEAD WIND 29	93-337 DEGREES
	TEMPERATURE	-F			RECTION-DEGREES	
	32 WIND VELOCI	TY-KNOTS		- 320 TYPE OF IFR	WEATHER CONDITIONS	
	TYPE OF FLI 1FR	GHT PLAN	!!	•		
3-0455	1/30/76 TIME - 2150		REECH E18S N43T Damage-Surstantial	CR- 0 0 1 PX- 0 0 0	COMMERCIAL COMMUIER AIR CARRIER AIR TAXI-CARGO S-D	CUMMERCIAL, AGE 26, 2400 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
		PORT - ERIE INTL OINT			AIR TANTE CARGO Sen	THE MARKINER RAIGHT
	TYPE OF ACC GROUND-WA	IDENT TER LOOP-SWERVE			F OPERATION IFF RUN	
		COMMAND - FAILER	TO MAINTAIN DIRECTION		RIGHT.STRUCK RT WING	ON CHARLEY LANDED OF

ARIEFS OF ACCIDENTS

FII.E	DATE	LOCATION	AIRCRAFT DATA	IN.	IUR :	IES S M	/N	FLIGHT PURPOSE	PILOT DATA	
									COMMERCIAL, A.E 55, 1135 TOTAL HOURS, 6530 IN TYPE, INSTRUMENT RATED.	
									THEY INSTRUMENT WATER	
	DEPARTURE	POINT	INTERPAL INTENDED DESTINATION BLOUNTVILLE, TN		L	AST	E٨	IROUTE STOP		
	MEMPHIS	• TN	BLOUNTVILLE, TN			KN	กมง	ILLE, TN		
	TYPE OF A	CCIDENI			Ρ	HA 2	E (IF OPERATION		
		FAILURE OR MALFUNC' D WITH FENCE,FENC						NG FINAL APPROACH NG FINAL APPROACH		
	MISCELL MISCELL PILOT I FACTOR(S) WEATHER MISCELL PARTIAL P WEATHER B WEATHER F	N COMMAND - IMPROPI ANEOUS ACTS.CONDIT ANEOUS ACTS.CONDIT N COMMAND - MISJUD - CONDITIONS CONDI ANEOUS ACTS.CONDIT OWER LOSS - PARTIA RIEFING - BRIEFED O ORECAST - FORECAST	IONS - ICE-CARBURETOR GED DISTANCE AND ALTIT UCIVE TO CARB./INDUCTI IONS - INTENTIONAL WHE L LOSS OF POWER - 2 EN BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT	UDE ON SYSTELS-UP IGINES ONNEL.	IEM BY	MEN IC	T-I	MPROPER OPERATION OF/O	R FAILED TO USE	
	EMERGENCY	CIRCUMSTANCES - F	DRCED LANDING ON AIRPO	RT/SFAF	LA	NE	A A S	E/HELIPT.		
	SKY CONDI	TION			С	EIL	ING	AT ACCIDENT SITE		
	OVERCAS		·			40		•		
		Y AT ACCIDENT SITE		PRECIPITATION AT ACCIDENT SITE						
		OR LESS ONS TO VISION AT A	CCIOCHT CITC	NONE TEMPERATURE-F						
	FOG	UNS III AISIUN AI M	CCIDENT 211E			EMP 61				
		CTION-DEGREES						LOCITY-KNOTS		
		EATHER CONDITIONS INIMUMS				YPE IF		FLIGHT PLAN		
-2836	T1ME - 22		•	CR- PX-	0	0	0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D	AIRLINE TRANSPORT, AGE 32, 7951 TOTAL HOURS, 50 IN TYPE, INSTRUMENT RATED.	
	NAME OF A	IRPORT - MADISON C	OOPER							
	DEPARTURE	POINT	INTENDED DESTINATION		L.	AST	EN	ROOTE STOP		
	WACO,TX	CCIDENT	AUSTIN.TX					.E.TX DE OPERATION	·	
	ENGINE	FAILURE OR MALEUNC D WITH DIRT BANK	TION			TA	ΚĿι	NF INITIAL CLIMB NG LEVEL OFF/TOUCHDOW	N	
	MISCELL TERRAIN	N COMMAND - INADEO ANEOUS ACTS.CONDIT - ROUGH/UNEVEN	UATE PREFLIGHT PREPARA IONS - WATER IN FUEL					NNING		
	EMERGENCY		ETE ENGINE FAILURE/FLA ORCED LANDING NEF AIRP				NE			

BRIFFS OF ACCIDENTS

	DATE LOCATION		INJURIES FLIGHT F S M/N PURPUSE	PILOT DATA
	10/20/76 HAMPTON, VA TIME - 1908 DEPARTURE PUINT I	PIPER PA-31 N61436 DAMAGE-DESTROYED NTENDED DESTINATION BALTIMORE,MD		CUMMERCIAL, AGE 24, 2646
	PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTU PILOT IN COMMAND - DIVERTED FACTOR(S) SYSTEMS - ELECTRICAL SYSTEM PILOT IN COMMAND - FAILED T MISCELLANEOUS ACTS.CONDITIO PARTIAL POWER LOSS - PARTIAL REMARKS- NR5 CYL.R ENG.EXH VA	ATTENTION FROM OPERA GENERATORS/ALTERNATO O USE OR INCORRECTLY NS - AIRCRAFT CAME TO LOSS OF POWER - 1 ENG	ORS USED MISC.EQUIPMENT REST IN WATER	IDEX PRESUMED.
3-2611	6/11/76 NR.CHEYENNE.WY TIME - 0140 DEPARTURE POINT CHEYENNE.WY TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	NAMAGE-DESTROYED NTENDED DESTINATION RAWLINS.WY	CR- 1 0 0 COMMERCIAL PX- 0 0 0 COMMUTER AIR CARRIER AIR TAXI-CARGO S-0 PHASE OF OPERATION IN FLIGHT LOW PASS	
	PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGE PILOT IN COMMAND - FAILED T PILOT IN COMMAND - EXERCISE FACTOR(S) MISCELLANEOUS ACTS.CONDITION FIRE AFTER IMPACT REMARKS- NIGHT MAIL FLIGHT.PL	O FOLLOW APPROVED PRO D POOR JUDGMENT INS - UNWARRANTED LOW	CEDURES, DIRECTIVES, ETC.	•

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BRIEFS OF ACCIDENTS

FILE		LOCATION			F	5 1	1/N	PURPOSE	PILOT DATA
3-2419	2/21/76 NR.SI TIME - 1633		GRUMMAN G-21A N4772C DAMAGE-DESTROYED					COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 54, 13628 TOTAL HOURS, 3048 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POIN ST THOMAS.VI TYPE OF ACCIDE ENGINE FAILU DITCHING		ρ	11	l FL	F OPERATION IGHT NORMAL CRUISE NG LEVEL OFF/TOUCHDOWN			
	PILOT IN COM PILOT IN COM FACTOR(S) WEATHER - UN TERRAIN - RE MISCELLANEOU	- MISCELLANEOUS MMAND - IMPROPER MMAND - MISUSEO WEAVORABLE WIND DUGH WATER US ACTS, CONDITIO	NS - AIRCRAFT CAME TO	OR PLAPS	IN	IIN(TER		
	FMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPOSKY CONDITION UNKNOWN/NUT REPORTED VISIBILITY AT ACCIDENT SITE					10	0000	AT ACCIDENT SITE	
	NONE WIND DIRECTION	TO VISION AT ACC	IDENT SITE	NONE TEMPERATURE-E 79 Wind Velocity-knots					
	70 TYPE OF WEATHI VER	FR CONDITIONS		25 TYPE OF FLIGHT PLAN VFR					
	REMARKS- UNSCI	HED FEATHER RT P	ROP REASON UNDETERMI	NED.ACI	FŢ	SU	BMER	GED AND NOT RECOVERED.	AMPHIBIOUS.
6-0002	TIME - 1250	HIA DE L.A.,MEX	N342F DAMAGE-SUBSTANTIAL	PX-	0	0	1 8	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-I	COMMERCIAL, FL.INSTR., AGE 33, 441R TOTAL HOURS, 2100 IN TYPE, INSTRUMENT RATED.
	OEPARTURE POIN	x	S ANGE NTENDED DESTINATION BAHIA DE L.AMEX					E OBERATION .	
	GEAR COLLAR		•	Р			F OPERATION NG ROLL		
	REMARKS- INVES	ST UNDER JURISDI	CTION OF GOVT OF MEX	ico.					

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PART 3

ON-DEMAND AIR TAXI ACCIDENTS

Accidents, Fatalities, and Rates On-Demand Air Taxi 1976

	All Revenue Operations	Passengers	Cargo
Accidents			<u> </u>
Total	155	115	40
Fatal	. 38	29	9
<u>Fatalities</u>			
Passengers	61	61	0
Crew	42	32	10
Others	3	3	0
Total	106	96	10
Aircraft Hours Flown	2,983,103		
Accident Rate Per			
100,000 Hours Flown			
Total	5.20		
Fatal	1.27		

ACCIDENTS, INJURIES ON-DEMAND AIR TAXI OPERATIONS U.S. GENERAL AVIATION 1976

INJURIES

	FATAL	SERTOUS	MINOR	NUNE	IINKNUMN		TOTAL
PILOT	36	10	14	96			156
COPILOT DUAL STUDENT	3	2		7			12
CHECK PILOT				1			1
FLIGHT ENGINEFR NAVIGATOR				1			1
CABIN ATTENDANT		1					1
EXTRA CREW	3			3			6
PASSENGERS	61		39	170			294
TOTAL	103	37	53	278		ABOARD	471
* OTHER AIRCRAFT OTHER GROUND	3	1			·		3 1
GRAND TOTAL	106	38	53	278			475

INVOLVES 155 TOTAL ACCIDENTS
INVOLVES 38 FATAL ACCIDENTS

.

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

ANALYTIC TABLE AIRPORT PROXIMITY BY WEATHER CONDITION

WEATHER CONDITION

AIRPORT PROXIMITY	16.8 16.8 BEIGH WARRENING	RECORDS	ACC IDE	NTS PERCENT
ON AIRPORT	42 3 1 1	47	46	30.13
ON SEAPLANE RASE	3	3	3	1.92
ON HELIPORT	2	2	2	1.28
ON BARGE/SHIP/PLATFORM				
IN TRAFFIC PATTERN	7 1 2	10	10	4.41
WITHIN 1/4 MILE	4	. 4	4	2.56
WITHIN 1/2 MILE	6	6	6	3.85
WITHIN 3/4 MILE	2	2	2	1.29
WITHIN L MILE	6 2 .	×	8	5.13
WITHIN 2 MILES	· t	2	2	1.29
WITHIN 3 MILES	ı .	ì	1	-64
WITHIN 4 MILES				
WITHIN 5 MILES	1	1	1	.64
BEYOND 5 MILES	4A 9 1 1	59	59	37.82
UNKNOWN/NOT REPORTED	10 1	11	11	7 • 05
RECORDS	132 17 5 2	156		
ACCIDENTS	191 17 5 2		155	
PERCENTS	84.6 10.9 3.2 1.3			

ANALYTIC TABLE

TYPE OF FLIGHT PLAN BY CONDITION OF LIGHT

CONDITION OF LIGHT

TYPE	OF FLIGHT PLAN	<u>0</u>	and co	LIGHT	THICK	Mich	'WE OUT THE WAY HE OF			RECURDS	ACCIDI	ENTS PERCENT
	NONE		62	3	10	2	1			78	78	50.00
	VFR	1	39	5	5	2				52	57	33.33
	1 FR		В	1	10					19	19	12.18
	CONTROLLED VER											
	IFR (VER CONDITIONS ON TOP)											
	TOWER EN ROUTE CONTROL SERVICE				,							
	DVFR											
	VER FLIGHT FOLLOWING SERVICE		1						•	1	1	.64
	SPECIAL VER		2		1					3	3	1.92
	OTHER		1							1	1	.64
	UNKNOWN/NOT REPORTED		1		1					2	2	1.28
	RECORDS	1	114	·9	27	4	1			156		
	ACCIDENTS	1	113	9	27	4	1				155	
	PERCENTS	6	73.1	5.8	17.3	2.6	•6					

FIRST TYPE OF ACCIDENT BY AIRCRAST DAMAGE

AIRCRAFT DAMAGE

	AIRCE	AFT DAMAGE				
	OESTROATS	OSTANIAL MORE				•
FIRST	ESIRO.	JOSTA, MINOS MONE				
TYPE OF ACCIDENT	<u> </u>	, kr. 4 ₀		RECORDS	ACCIDENTS	PERCENT
GROUND-WATER LOOP-SWERVE	7			7	7 4	4.49
PRAGGED WINGTIP POD OR FLOAT						•
WHEELS-IIP LANDING	1			1	1	.64
WHEELS-DOWN LANDING IN WATER						
GEAR COLLAPSED	1			1	1	.64
GEAR RETRACTED	5			5	5 3	3.21
HARD LANDING	1 5			. <u>, :</u>	A 3	3.85
NOSE OVERZOOWN	я			8	A 5	5.13
POLI OVER	2 4			6	6 3	3.85
AVER SHOOT	1 5			6	6 3	3.45
HMDERSHOOT	2			2	? 1	1.28
COLLISION RETWEEN AIRCRAFT						
ANTH IN FLIGHT	1 1			2	2 1	1.28
UNE TIRBURNE						
BOTH ON GROUND	2			2	1 1	1.28
COLUISION WITH GROUND/WATER						
CONTROLLED	. 5 2	•		7	7 4	4.49
HACANTROLLED	5 2			7	7 4	49
<u>כמננומפת שודא</u>						
WIRES/POLES	4			4	4 2	2.56
TREES	4 5			9	9 9	5.77
. RESIDENCE/S						
SUILDING/S			•			
FENCE, FENCEPOSTS	2			2	2 1	.2A
ELECTRONIC TOWERS						
RENWAY OR APPROACH LIGHTS						
TIRPORT HAZARO						
7.1 W V C	1			1	1	.64
୍କମନ			•			
FLAGMAN LOADER						
DITCHES	2			2	2 1	1.28
SNOWRANK	3			2	<i>z</i> 1	.28
VARKED AIRCRAFT (UNATTENDED)						
ANTOMORIUS						
PERT BANK						
атнее	. 11			11	11 7	7.05

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

AIRCRAFT DAMAGE

	AIRCRAFT DAMAGE			
FIRST TYPE OF ACCIDENT	OESROTED STATIAL HOWE		RECOROS	ACCIDENTS PERCENT
BIRD STRIKE				
<u>stall</u>	2 1		3	3 1.92
SPIN	ι ,		1	1 .64
SPIRAL				
MUSH	5		5	5 3.21
FIRE OR EXPLOSION				
IN FLIGHT	1 1		2	2 1.28
ON GROUND	1		1	1 .64
AIRERAME FAILURE				
IN FLIGHT	3 1		4	4 2.56
ON GROUND				
ENGINE TEARAWAY				
ENGINE FAILURE OR MALEUNCTION	7 24	•	31	31 19.87
PROPELLER/ROTOR FAILURE				
PROPELLER	1 2		3	3 1.92
TAIL ROTOR	1		1	1 .64
MAIN ROTOR	1 2		3	3 1.92
PROP ROTOR ACONT TO PERSON			2	2 1.28
JET INTAKE/EXH ACONT TO PERS				
PROPELLER/JET/ROTOR BLAST				
TURBUL ENCE	1		1	1 .64
HAIL DAMAGE TO AIRCRAFT				
LIGHTNING STRIKE	•			
EVASIVE MANEUVER				
UNCONTROLLED ALT DEVIATION				
DITCHING	2		2	2 1.28
MISSING ACFT NOT RECOVERED	1 1		2	2 1.28
MISCELLANEOUS/OTHER	1 2		3	3 1.92
UNDETERMINED	1		1	1 .64
RECORDS	43 111 2		156	
ACCIDENTS	43 110 2			155
PERCENTS	27.6 71.2 .0 1.3			

FIRST PHASE OF OPERATION BY INJURY INDEX INJURY INDEX

FIRST OPERATIONAL PHASE	40	ABV SE	*IOUS	140°	A e	RECORDS	ACCIDENTS	PERCENT
STATIC								
STARTING ENGINE/S	1					1	1	.64
IDLING ENGINE/S		1		1		2	2	1.28
ENGINE RUNUP								
IDLING ROTORS				1		1	1	.64
PARKED-FNGINES NOT OPERATING								
OTHER						:		
T A A T								
TO TAKEOFF				4		4	4	2.56
FROM LANDING				3		3	3	1.92
DTHER								
GROUND TAXE TO TAKEOFF								
GROUND TAX! FROM LANDING			1			ı	1	.64
GROUND TAXI. OTHER								
AERIAL TAXI TO TAKEDEE			1	1		7	2	1.28
AERIAL TAXI TO/FROM LANDING								
AERIAL TAXI. OTHER								
TAKEOFF								
RUN		2	2	7		11	11	7.05
INITIAL CLIMA	4		3	15		22	27 !	4.10
VERTICAL .		1				ī	1	.64
RUNNING (ROTORCRAFT/VTOL-STOL)								•
ABORTED (FIXED-WING)				3	•	3	3	1.92
ABORTED (ROTORCRAFT/VTOL)								
ABORTED (ROTORCRAFT/STOL)								
OTHER		1			•	1	1	.44
INFL IGHT						•		
CLIMB TO CRUISE	2			4		6	6	3.85
NORMAL CRUISE	7	3	2	7		19	19 [2.18
DESCENDING	1	?	1	?		6	۸ -	3.85
HOLDING (IER)								
HOVERING				3		3	3	1.92
POWER-ON DESCENT (ROTORCRAFT)								
AUTOROTATIVE DESCENT								
ACROBATICS								
AUZZING								

FIRST PHASE OF OPERATION BY INJURY INDEX INJURY INDEX

FIRST OPERATIONAL PHASE	42	AL SER	OUS MIN	40 4E			R ECCIR DS	ACCIDENT	S PERCENT
UNCONTROLLED DESCENT	5	1	1				7	7	4.49
EMERIGENCY DESCENT		-							
ENW PASS									
OTHER	5						5	5	3.21
EN ROUTE TO TREAT CROP									
EN ROUTE TO RELOADING AREA									
SURVEY FIELD/AREA									
STARTING SWATH RIIN					*	. :			
SWATH RUN									
FLAREOUT FOR SHATH RUN									
PULLUP FROM SWATH RUN									
PROCEDURE TURNAROUND									•
CLEANUP SWATH					.7				
MANEUVER TO AVOID OBSTRUCTION					• (
RETURN TO STRIP									
LANDING									
TRAFFIC PATTERN-CIRCLING	?	ı		. 1			4	4	2.56
FINAL APPROACH (VFR)	?		1	,			5	5	3.21
INITIAL APPROACH	ι			1			2	?	1.28
FINAL APPROACH (IFR)	2		1				3	3	1.92
LEVEL OFF/TOUCHOOWN	ι	1	ı	15			18	18	11.54
ROLL (FIXED WING)		1	2	ın			13	13	я.33
ROLL-ON/RUN-ON (ROTORCRAFT)									
POWER-ON LANDING (ROTORCRAFT)		ı	2	4			7	7	4.49
POWER-OFF AUTOROTATIVE LOG									
GO-ARDUND (VER)	1	1					2	2	1.28
MISSED APPROACH (IFR)									
OTHER									
UNKNOWN/NOT REPORTED	4						4	4	2.56
RECORDS	38	16	18	я4			156		
ACCIDENTS	38	16	18	83				155	
PERCENTS	24.4	10.3	11.5	53.8					

ON-DEMAND AIR TAXI ACCIDENTS U.S. GENERAL AVIATION

1976

(EXCLUDES ACCIDENTS WITH NO CAUSAL ASSIGNMENT)

INVOLVES

152 TOTAL ACCIDENTS

INVOLVES

37 FATAL ACCIDENTS

			AL ACCID	ENTS	NONFA	TAL ACCI	DENTS	ALL ACCIDENTS		
	BRDAD CAUSE/FACTOR	C AUSE	FAC TOR	TO TAL*	CAUSE	FAC TOR	TOTAL*	CAUSE	FAC TOR	TOTAL*
	PILOT	25 67.57	5 / 13.51	27 72.97	90 78.26	21 18.26	94 81.74	115 75.66	26 17.11	121 79.61
	PERSONNEL	5 13.51	1 2.70	6 16.22	16 13.91	3 2.61	19 16.52	21 13.82	2.63	25 16.45
44	AIRFRAME	1 2.70	.00	1 2.70	1 .87	1 .87	2 1.74	2 1.32	1 .66	3 1.97
•	LANDING GEAR	.00	.00	.00	6 5.22	3 2.61	9 7.83	6 3.95	3 1.97	9 5.92
	POWERPLANT	1 2.70	1 2.70	2 5.41	21 18.26	2 1.74	23 20.00	22 14.47	3 1.97	25 16.45
	SYSTEMS	.00	.00	.00	1 .87	.00	1 •87	1 .66	.00	l .66
	INSTRUMENTS/EQUIPMENT & ACCESSORIES	.00	.00	.00	.00	.00	•00	•00	.00	.00
	ROTORCRAFT	3 8.11	l00	3 8.11	2 1.74		2 1.74	5 3.29	.00	5 3.29
	AIRPORT/AIRWAYS/FACILITIES	. •00	2 5 • 41	2 5.41	.00	13 11.30	13 11.30	.00	15 9.87	15 9.87
	WEATHER	3 8.11	16 1 43.24	19 51.35	3 2.61	21 18.26	24 20.87	6 3.95	37 24.34	43 28.29
	TERRAIN	1 2.70	9) 24.32	10 27.03	11 9,57	. 29 25.22	39 33.91	12 7.89	38 25.00	49 32.24
	MISCELLANEOUS	2 5.4	1 .00	2 5.41	4 3.48	.00	4 3.48	6 3.95	00	6 3.95
	UNDETERMINED	8 21.62	2 .00	8 21.62	1 .87	.00	1 .87	. 9 5.92	2 .00	9 5.92

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

ON-DEMAND AIR TAXI ACCIDENTS U.S. GENERAL AVIATION 1976 (EXCLUDES ACCIDENTS WITH NO CAUSAL ASSIGNMENT)

INVOLVES

152 TOTAL ACCIDENTS

INVOLVES

37 FATAL ACCIDENTS

### PILOT ####################################		FAI	AL ACCIO	ENTS	NONFA	NONFATAL ACCIDENTS			ALL ACCIDENTS		
PILLOT IN COMMAND										TOTAL	
ATTEMPTED OPERATION WYNDOWN DEFICIENCIES IN SQUIPMENT 1 1 2 1 3 3 1 4 ATTEMPTED OPERATION WYNDOWN DEFICIENCIES IN SQUIPMENT 1 1 2 1 3 3 1 4 ATTEMPTED OPERATION DEFORMERCE/ABILITY LEVEL 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	em PILOT ##										
ATTEMPTED OPERATION BEYOND EXPERIENCE/ASILITY LEVEL 1 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	PILOT IN COMMANO										
CONTINUED VER FLIGHT INTO ADVERSE WEATHER COMDITIONS 6 2 8 4 10 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1		1	2	1	3	3	1	4	
CONTINUED INTO KNOWN AREA OF SEVERE TURBULENCE 1 1 3 2 1 3 2 1 3 0 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1		-	,	-					,	-	
DELAYED ACTION IN ABORTING TAKEOFF DELAYED IN INITIATING GO-ANDUND DELAYED ATTENTION MORD OPERATION OF AIRCRAFT 2 2 1 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		_	-	-	•		-		- 2		
DIVERTED ATTENTION FARD OPERATION OF AIRCRAFT 2 2 3 2 3 2 3 2 3 2 3 2 3 2 3 2 3 2 3 2 3 2 3 2 3 2 3 2 3 2 3 2 3 2 3 3	DELAYED ACTION IN ABORTING TAKEOFF		•			1	3		1	3	
EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT FAILED TO RETRACT LANDING GEAR FAILED TO RETRACT LANDING GEAR FAILED TO RETRACT LANDING GEAR FAILED TO SEER AND AVOID OBJECTS OR OBSTRUCTIONS FAILED TO OSEE AND AVOID OBJECTS OR OBSTRUCTIONS FAILED TO OBTAIN/MAINTAIN FLITING SPEED MISJUDGED. SPEED. ALTITUDE OR CLEARANCE Z MISJUDGED. SPEED. ALTITUDE MISJUDGED MISM COMPITIONS MISMODER LANDING CONSTITUTIONS MISMODER LANDING CONSTITUTIONS MISMODER LANDING CONSTITUTIONS MISMODER LANDING CONSTITUTIONS MISJUDGED MISMODERN TO SEE MAN AND LOCKED MISJUDGED MISMODERN TO SEE MASS DOWN AND LOCKED MISJUDGED DISTANCE SPEED. AND ALTITUDE MISJUDGED DISTANCE AND SPEED MISJUDGED DISTANCE AND SEED. AND ALTITUDE MISJUDGED DISTANCE AND SPEED MISJUDGED DISTANCE AND							_			2	
### ATTENDED GEAR AND THE CONTROLS ### ATTENDED GEAR AND ATTENDED GEAR ### ATTENDED GEAR AND ATTENDED GEAR ### ATTENDED GEAR AND ATTENDED GEAR		2		2	2		,		1	2	
I	FAILED TO RETRACT LANDING GEAR			-		1	1	_	1	1	
FAILED TO SEE AND AVOID OBJECTS OR OBSTRICTIONS 2 2 2 9 9 9 11 1 1 1 3 1 1 1 1 3 1 1 1 1 1 1					_		1			1	
FAILED TO SEE AND AVOID OBJECTS ON OBSTRUCTIONS FAILED TO GRATIAN/MAINTAIN FLYING SPEED # 6		2		2			1			1	
MISJUDGED, SPEED, ALTITUDE OR CLEARANCE 2 2 1 2 3 3 4 4 4 5 5 5 5 5 5 5					ģ		ģ	_			
FAILED TO MAINTAIN ADDOUATE ROTOR APM FAILED TO USE ON INCORRECTLY USED MISC EQUIPMENT FAILED TO 10 USE ON INCORRECTLY USED MISC EQUIPMENT 1 1 2 FAILED TO FOLLOM APPROVED PROCEDURES. DIRECTIVES ETC 1 1 1 8 8 9 9 9 9 1 9 1 1 1 1 1 1 1 1 1		4		4	8		8				
FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT 1 1 2 FAILED TO FOLLOW APPROVED PROCEDURES. DIRECTIVES ETC 1 1 1 8 8 8 9 9 9 IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS 3 3 5 1 6 8 1 9 IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS 1 1 1 1 1 1 1 IMPROPER OPERATION OF ELIGHT CONTROLS 2 2 2 10 10 10 12 12 IMPROPER OPERATION OF ELIGHT CONTROLS 2 2 2 10 10 10 12 12 IMPROPER LEVEL OFF 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7		2			3	1	_	2	1	. 3	
FAILED TO FOULDM APPROVED PROCEDURES, DIRECTIVES ETC 1 1 8 8 9 9 1 9 1 1 1 1 1 1 1 1 1 1 1 1		i	1		,		•	ĭ	1	ž	
IMPROPER OPERATION OF SHAKES AND/OR FLIGHT CONTROLS 1		•					-	9		9	
IMPROPER OPERATION OF FLIGHT CONTROLS		3		3		. 1		8	1	9	
PREMATURE LIFT OFF 1 1 1 1 2 2 1 3 3 1 1 1 1 2 2 2 1 3 3 1 1 1 1		2		. 2	-		-	_		12	
IMPROPER IN-FLIGHT DECISIONS OB PLANNING	PREMATURE LIFT OFF	1			1	1	2	2	1	3	
IMPROPER IMPROPER COMPENSATION FOR WIND CONDITIONS 5 5 5 5 5 5 5 5 5				,							
IMPROPER COMPENSATION FOR WIND CONDITIONS 5 5 5 5 1 14 7 7 21 1 1 3 3 3 4 4 4 4 1 5 1 1 7 7 7 8 8 8 8 8 8 8		-	1			2			3	-	
LACK OF FAMILIARITY WITH AIRCRAFT MISMANAGEMENT OF FUEL 1 1 7 7 8 8 8 8 8 8 8 9 8 9 9 9 9 9 9 9 9 9		-	•		5		5			5	
MISMANAGEMENT OF FUEL EXERCISED POOR JUDGMENT OPERATEO CARELESSLY SELECTED UNSUITABLE TERRAIN FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED TO ASSURE THE CONTROL TO ASSURE THE CONTROL TO ASSURE THE ASSURE THE CONTROL TO ASSURE THE CONTROL TO ASSU					14			14		21	
EXERCISED POOR JUDGMENT OPERATED CARELESSLY SELECTED UNSUITABLE TERRAIN SELECTED UNSUITABLE TERRAIN FAILED TO ASSUME THE GEAR WAS DOWN AND LOCKED FAILED TO ASSUME THE GEAR WAS DOWN AND LOCKED FAILED TO ASSUME THE GEAR WAS DOWN AND LOCKED FAILED TO ASSUME THE GEAR WAS DOWN AND LOCKED FAILED TO ASSUME THE GEAR WAS DOWN AND LOCKED FAILED TO ASSUME THE GEAR WAS DOWN AND LOCKED FAILED TO ASSUME THE GEAR WAS DOWN AND LOCKED FAILED TO ASSUME THE GEAR WAS DOWN AND LOCKED TO ASSUME THE MASSUME THE CONTROLS TO ASSUME THE MASSUME THE CONTROLS TO ASSUME THE MASSUME TO ASSUME THE MASSUME THE CONTROLS TO ASSUME THE MASSUME TH		,	1		7	3			•	Ā	
SELECTED UNSUITABLE TERRAIN FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED INTITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS 1 1 1 2 2 2 1 3 SPONTANEOUS-IMPROPER ACTION MISJUDGED DISTANCE AND ALTITUDE MISJUDGED DISTANCE AND SPEED MISJUDGED DISTANCE AND SPEED MISJUDGED DISTANCE AND ALTITUDE 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		-				3	a		3		
FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS 1 1 1 1 2 2 1 3 SPONTANEOUS—IMPROPER ACTION MISJUDGED DISTANCE, SPEED, AND ALTITUDE MISJUDGED DISTANCE AND SPEED MISJUDGED DISTANCE AND ALTITUDE MISJUDGED DISTANCE AND ALTITUDE MISJUDGED DISTANCE AND ALTITUDE MISJUDGED DISTANCE AND ALTITUDE MISJUDGED CLEARANCE MISJUDGED DISTANCE AND ALTITUDE MISJUDGED CLEARANCE MISJUDGED C						1			1		
INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS SPONTANEOUS-IMPROPER ACTION HISJUDGED DISTANCE, SPEED, AND ALTITUDE HISJUDGED DISTANCE AND SPEED MISJUDGED DISTANCE AND SPEED MISJUDGED DISTANCE AND ALTITUDE HISJUDGED CLEARANCE JAMES JA											
HISJUDGED DISTANCE AND SPEED, AND ALTITUDE 1 1 1 1 1 1 1 1 1		1		1	_	ı			1	3	
MISJUDGED DISTANCE AND SPEED 5 5 5 5 5 5 5 6 5 5 6 5 6 6		_			1		1			1	
MISJUDGED DISTANCE MISJUDGED CLEARANCE MISJUDG		1		1.	5					1	
MISJUDGED DISTANCE AND ALTITUDE 1 1 1 1 1 1 1 1 1						1			1	ź	
IMPROPER RECOVERY FROM BOUNCEO LANDING					ı					1	
SPATIAL DISORIENTATION 1 2 2 3 3 3 3 4 4 5 5 5 5 5 5 5 5					3						
FAILED TO MAINTAIN DIRECTIONAL: CONTROL SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND 1 1 1 1 1 FAILED TO ABORT TAKEOFF 1 1 3 3 3 4 4 4 6 7 6 1 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7		1		1	ž					3	
FAILED TO ABORT TAKEOFF 1						1			1	7	
FAILED TO INITIATE GO-ARGUND 1 1 3 1 4 4 1 5 DIRECT ENTRIES 2 2 2 2 2 2 SUBTOTAL 46 7 53 147 25 172 193 32 225 CHECK PILOT IMPROPER OPERATION OF FLIGHT CONTROLS IMPROPER REGOVERY FROM BOUNCEO LANDING SUBTOTAL 2 2 2 2 2 2 2		,		,	-		-	-			
SUBTOTAL 46 7 53 147 25 172 193 32 225 CHECK PILOT IMPROPER OPERATION OF FLIGHT CONTROLS I 1 1 1 1 IMPROPER RECOVERY FROM BOUNCED LANDING SUBTOTAL Z 2 2 2 2 2		i		-		1	-		1	5	
CHECK PILOT IMPROPER OPERATION OF FLIGHT CONTROLS I I I I I I I I I I I I I I I I I I I	DIRECT ENTRIES	2		2				2		2	
IMPROPER OPERATION OF FLIGHT CONTROLS I I I I I I I I I I I I I I I I I I I	SUBTOTAL	46	7	53	147	25	172	193	32	225	
IMPROPER RECOVERY FROM BOUNCED LANDING 1 1 1 1 1 1 SUBTOTAL 2 2 2 2 2					1		1	1		1	
										i	
## PERSONNEL ##	SUBTOTAL				2		2	2	٠	2	
	** PERSONNEL **										
FLIGHT INSTRUCTOR											
	IMPROPER MAINTENANCE(MAINTENANCE PERSONNEL)					1			1	7	

PERSONNEL (CONTINUED)		AL ACCIO			TAL ACCI		ALL ACCIDENTS			
DETAILED CAUSE/FACTOR	CAUSE	FACTOR	TOTAL	CAUSE	FAC TOR	TOTAL	CAUSE	FAC TOR	TOTAL	
IMPROPERLY SERVICED AIRCRAFT(OWNER-PILOT) INADEOUATE INSPECTION OF AIRCRAFT(MAINTENANCE PERSONNEL) INADEOUATE MAINTENANCE AND INSPECTION OPERATIONAL SUPERTYSORY PERSONNEL INADEOUATE SUPERVISION OF FLIGHT CREW WEATHER PERSONNEL TRAFFIC CONTROL PERSONNEL AIRPORT SUPERVISORY PERSONNEL	1	1	1	2 5	1	1 2 6	2 5 1	1 2	1 2 7	
AIRMAYS FACILITIES PERSONNEL PRODUCTION—DESIGN—PERSONNEL SUBSTANDARD QUALITY CONTROL POOR/INADEQUATE DESIGN MISCELLANEOUS—PERSONNEL PILOT OF OTHER AIRCRAFT PASSENGER	1 1 2		1 1 2	1 1		1 1	1 1 3 1		1 1 3 1	
OTHER OTHER OTRECT ENTRIES THIRD PILOT FLIGHT ENGINEER FLIGHT PERSONNEL DISPATCHING (AIR CARRIER ONLY)				1		1	1		1 -	
SUBTOTAL	5	1	6	19	3	22	24	4	28	
** AIRFRAME ** WINGS SKIN AND ATTACHMENTS FUSELAGE DOORS, DOOR FRAMES				1	1	1	1	. 1	1	
OTHER LANDING GEAR MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC SKI ASSEMBLIES BRAKING SYSTEM (NORMAL) LANDING GEAR WARNING AND INDICATING COMPONENTS GEAR LOCKING MECHANISM SWITCHES, LEVERS, CRANKING MECHANISM, ETC NOSEWHEEL STEERING	1		1	1 1 1 1 2	2 1 .	1 1 3 1 2 1 2	1 1 1 1 1 2 1 2	2 1 1	1 1 1 3 1 2 1 2	
FLIGHT CONTROL SURFACES SUBTOTAL	1		1	8	5	13	9	5	14	
** POWERPLANT ** ENGINE STRUCTURE CRANKSHAFT CYLINDER ASSEMBLY VALVE ASSEMBLIES IGNITION SYSTEM	1		1	1 1		1 1	1 1 . 1		. 1	
MAGNETOES FUEL SYSTEM LINES AND FITTINGS OTHER LUBRICATING SYSTEM OTHER COOLING SYSTEM	•	1	1	1		1 1	1 1	1	1 1 1	
PROPELLER AND ACCESSORIES SPINNERS, DOMES OTHER EXHAUST SYSTEM EXTERNAL SUPERCHARGER ENGINE ACCESSORIES				1		1 1	1 1	-	1 1	
ENGINE CONTROLS THROTTLE—POWER LEVER ASSEMBLIES MIXTURE CONTROL ASSEMBLIES POWERPLANT—INSTRUMENTS FUEL QUANTITY GAUGE MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FIREION OR JETT DAMAGE		1	ı	3 1 7	2	3 1 2 7	3 1 7	2	3 1 2 7 1	
FOREIGN ORJECT DAMAGE OTHER REDUCTION GEAR ASSEMBLY COMPRESSOR ASSEMBLY COMBUSTION ASSEMBLY TURBINE ASSEMBLY		ı	i.	1		1	1	•	i	

POWERPLANT (CONTINUED)	FATAL ACCIDENTS NO				TAL ACCI	DENTS	AL	ALL ACCIDENTS		
DETAILED CAUSE/FACTOR		FACTOR			FAC TOR			FAC TOR	TOTAL	
BLADE, TURBINE WHEEL ACCESSORY DRIVE ASSEMBLY LUBRICATING SYSTEM		,		1		1	1		1	
FUEL SYSTEM FUEL CONTROL SAFETY SYSTEM [GMITION SYSTEM				1		1	1		1	
TORQUEMETER AIR BLEED "XHAUST SYSTEM INKUST REVERSER										
PROPELLER SYSTEM CONSTANT SPEED DRIVE POWER LEVER										
PROPELLER LEVER REVERSE THRUST LEVER ENGINE INDICATING EQUIPMENT ENGINE INSTALLATION										
SUBTOTAL	1	2 ·	3	- 22	2	24	23	4	27	
** SYSTEMS **										
ELECTRICAL SYSTEM HYDRAULIC SYSTEM RESERVOIR, LINES, FITTINGS				1		1	1		1	
FLIGHT CONTROL SYSTEMS ANTI-ICING DE-ICING SYSTEMS AIR CONDITION - HEATING AND PRESSURIZATION AUTO PILOT										
FIRE WARNING SYSTEM FIRE EXTINGUISHER SYSTEM OXYGEN SYSTEM OTHER SYSTEMS										
SUBTOTAL				ı		1	1		1	
** ROTORCRAFT **										
ROTOR ASSEMBLIES MAIN ROTOR BLADES MAIN ROTOR MEAD ASSEMBLIES	1		l	1		1	1		1	
OTHER Transmission rotor drive system Flight control systems	1		1				1		1	
TAIL ROTOR PITCH CONTROL SYSTEM MISCELLANEOUS UNITS AND ASSEMALIES TAIL BOOMS/PYLONS/CONES	1		1	1		1	1		1	
SUBTOTAL	3		3	2		2	5		5	
** A[RPORTS/A]RWAYS/FACILITIES **										
AIRPORT FACILITIES RUNMAY LIGHTING AIRPORT CONDITIONS		1	1					1	1	
ICE/SLUSH ON RUNWAY SNOW ON RUNWAY UNMARKEO OBSTRUCTIONS					l 4	1 4 1		1 4 1	1 4 1	
HIGH VEGETATION POORLY MAINTAINED RUNWAY SURFACE SOFT RUNWAY		1	ı		1 2 3	1 2 3		1 3 3	1 3 3	
OTHER AIRWAYS FACILITIES H FACILITY					2	2		2 1	2	
SUBTOTAL		2	2		15	15		17	. 17	
** WEATHER **							•			
LOW CEILING Rain		9	9		5 2	5 2		14	14	
FOG SNOW		5 4	5 4		9	9 1		14	14	
ICING CONDITIONS—INCLUDES SLEET, FREEZING RAIN, ETC CONDITIONS CONDUCIVE TO CARB/INDUCTION SYSTEM ICING		2 1	2 l		1 1	1 1		3 2	2	

WEATHER (CONTINUED)		FATAL ACCIDENTS			TAL ACCI		ALL ACCIDENTS			
DETAILED CAUSE/FACTOR	CAUSE	F AC TOR	TO TAL	CAUSE	FAC TOR	TOTAL	CAUSE	FACTOR	TOTAL	
UNFAVORABLE WIND CONDITIONS WIND SHEAR SUDDEN WINDSHIFT	1	1	1 1	1 1	8	8 1 1	2	9	9 2 1	
TURBULENCE ASSOCIATED WITH CLOUDS AND/OR THUNDERSTORMS DOWNDRAFTS. UPDRAFTS HIGH DENSITY ALTITUDE THUNDERSTORM ACTIVITY	3 1 1	1 1 1	2 1 2	2	1	1 3	3 3 1	2 2 1 1	5 5 1 2	
SUBTOTAL	6	30	36	4	29	33	10	59	69	
** TERRAIN **										
WET. SOFT GROUND SNOW-COVERED ICY HIDDEN OBSTRUCTIONS ROUGH/UNEVEN GLASSY WATER HIGH OBSTRUCTIONS LOOSE GRAVEL SANDY OTHER	1	a 1	9	1 1 2 2 1 3	1 6 2 8 2 2 5	1 4 2 2 8 3. 11- 2 3	1 1 2 2 1 4	4 1 6 2 16 2 2 6	1 2 2 8 3 20 2	
SUBTOTAL	1	9	10	11	30	41	12	39	51	
** MISCELLANEOUS **	•	*	10		,0	71		37	71	
UNDETERMINED ANIMAL(S) ON RUNWAY/TAXIWAY/RAMP EVASIVE MANEUVER TO AVOID COLLISION DIRECT ENTRIES	8 1 1		8 1 1	1 1 3		1 1 3	9 1 4		9 1 4 1	
SUBTOTAL	10		10	5		5	15		15	
GRAND TOTAL	73	51	124	221	109	330	294	160	454	
** MISCELLANEOUS ACTS+ CONDITIONS **										
PREVIOUS DAMAGE Leak/Leakage Downwind				2	1 5	1 2 5	2	1	1 2 5	
BUCKLED CHAFFED DISCONNECTED ERRATIC GROUNDED IMPROPERLY INSTALLED OVERNEATED PRESSURE, NONE	٠			1 1 3 1	1 1	1 1 1 1 3 1 2 2	1 1 3 1	1 1	. 1 1 1 1 3 1 2	
STUCK EXCESSIVE TEMPERATURE ICE—INDUCTION INTENTIONAL GROUND—MATER LOOP—SWERVE INTENTIONAL WHEELS UP	1		1	1 1	1	2 1 1 1	1 1 1	1	2 1 1 1	
RAN OFF END OF RINNAY ANTI-ICING/DEICING EQUIP-IMPROPER OPER. OF/FAILED TO USE DISREGARD OF GOOD OPERATING PRACTICE IMPROPER EMERGENCY PROCEDURES FEATHERED WRONG ENGINE NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA	1	1	1	1 1 1	2	1 2 1 2	1 1 1	1 2 · 1	4 1 2 2 1 2	
UNMARRANTED LOW FLYING FAILED TO USE ALL AVAILABLE RUNWAY PREMATURE FLAP RETRACTION POORLY PLANNED APPROACH	1	1	1 1 1	1	2	1	1 1 2	1 2	1 1 1 4	
MISCALCULATED FUEL CONSIMPTION IMPROPERLY SECURED FATIGUE FRACTURE WINDSMIELD. DIRTY. FOGGY. ETC-RESTRICTED VISION IMPROPER ALIGNMENT/ADJUISTMENT	z		2	3 5	1	1 3 5 1	3 7 1	1	1 3 7 1	
FAILURÉ OF TWO OR MORE ÉNGINES SEPARATION IN FLIGHT FIRE IN CABIN/ COCKPIT/ BAGGAGE COMPARTMENT FIRE IN ENGINE	1	1 4 1	2 4 1	1	1	1 1	2	1 5 1	3 5 1	
CORRODED/CORROSION INCORRECT TRIM SETTING CARGO SHIFTED	1		1		1	1	1	1	1 1 1	

CAUSE/FACTOR TABLE

MISCELLANEOUS ACTS. CONDITIONS (CONTINUED)	FAT	AL ACCIO	ENTS	NONFATAL ACCIDENTS			ALL ACCIDENTS		
DETAILED CAUSE/FACTOR	CAUSE	FACTOR	TO TAL	CAUSE	FAC TOR	TOTAL	CAUSE	FAC TOR	TO TAL
PILOT FATIGUE		1	1					1	1
FUEL EXHAUSTION				•		6			
FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL				1		1	1		1
ICE-CARBURETOR	1		1				1		1
ICE-PROPELLER				1		1	1		1
AIRFRAME ICE	2		2				2		2
INTERFERENCE WITH FLIGHT CONTROLS	1		1				1		1
WHITEOUT				1	1	2	1	1	2
LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM				1		1	1		1
WATER IN FUEL				2		2	2		2
AIRCRAFT CAME TO REST IN WATER		5	5	_	13	13	_	18	18
MISSING				1		1	1		ì
OVERLOAD FAILURE	2		2		9	9	2	9	11
MATERIAL FAILURE	2		2	5		5	7		7
FUEL STARVATION	í		ĩ	5		5	6		6
IMPROPER CLEARANCE-TOLERANCE	•		•	í	1	2	ì	1	2

DIRECT ENTRY CAUSES

PILOT-LOSS OF CONTROL.REASON UNKNOWN PILOT-METRO COND NOT ADEQUATE FOR TRRN ASSESSMENT PERSONNEL - PREHEATING OIL SYSTEM INADEQUATE. MISC-ANIMAL INTERFERENCE

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

FILE	AIRCRAF	T		AIRCRAF	т	INJURY
NUMBER	REGIST.	DATE	LOCATION	MAKE 	MODEL	INDEX
3 0038	N5594J	012376	WILMINGTON, VT	PIPER	PA-32	NONE
3 0039	N5273U	020576	TAKOTNA,AK	CESSNA	206	MI'NOR
3 0040	N62176	013076	NCIRCLE+AK	S.N.A.I.S.	5A341G	FATAL
3 0041	N39386	011776	KASITSNA BAY.AK	LAKE	LA-4	NONE
3 0043	N6443X	012776	MCCARTHY, AK	CESSNA	180	NONE
3 0044	N9744G	011076	YAKUTAT +AK	CESSNA	180	NONE
3 0099	N2216R	031676	DOTHAN, AL	CESSNA	210H	NONE
3 0124	N55073	020376	GREENEVILLE, TN	PIPER	PA-34	NONE
3 0183	N5258Y	010676	NGRANTS, NM	PIPER	PA-23	FATAL
3 0212	N8049Q	012976	LOGAN,UT	CESSNA	402B	NONE
3 0248	N465AA	.022776	PARSONS+TN .	веесн	A 65.	NONE
3 0254	N7385V	011576	NOROFINO, ID	BELLANCA	17-30	FATAL
3 0298	N59481	010476	KENAI , AK	BELL	206B	SERIOUS
3 0299	N2714X	022976	PUNTILLA LAKE+AK	CESSNA	180	NONE
3 0300	N4903C	032776	NTYONEK, AK	CESSNA	185	NONE
3 0301	N74986	012176	TUCSON+AZ	PIPER	PA-31	MINOR
3 0307	N2020	022976	NOAKLAND, CA	AERO COMOR	500	SERIOUS
3 0312	N19KA	020576	RENO, NV	PIPER	PA-31	NONE
3 0366	N978	031176	SAYREVILLE, NJ	SIKORSKY	S-62	MINOR
3 0463	N90217	020276	AUGUSTINE ISLD.AK	BELL	206B	NONE
3 0464	N91249	040976	KWIGILLINGOK, AK	CESSNA	180	SERIOUS
3 0465	N70488	012176	HOMER.AK	CESSNA	185	SERIOUS

FILE NUMBER	AIRCRAF REGIST.	T DATE	LOCATION	AIRCRAF MAKE	T MODEL	INJURY INDEX
3 0495	N72194	032076	ASPEN.CO	CESSNA	TU206D	NONE
3 0518	N34400	021876	SINCLAIR, WY	CESSNA	320E	FATAL
3 0521	N3109G	030676	ENTERPRISE , AL	BELL :	47D l	NONE
3 0751	N18CS	041076	NAVALON.CA	GRUMMAN	G-21A	NONE
3 0772	N8934N	030376	LIHUE,HI	PIPER	PA-32	NONE
3 0822	N651LJ	010376	ANCHORAGE + AK	LEAR JET	24	FATAL
3 0863	N6346F	030276	GREENVILLE . AL	CESSNA	337A	FATAL
3 0875	N8268Q	031176	NCOLUMBIA+MO	CESSNA	U206F	NONE
3 0884	N90188	060376	COLDFOOT + AK	BELL	206B	NONE
3 0885	N91303	050476	NBETHEL + AK	CESSNA	180	NONE
3 1005	N59186	051176	MISSING AIRCRAFT	CESSNA	206	FATAL
3 1006	N8311	052276	KODIÁK+AK	ВЕЕСН	E18S	NONE
3 1019	N1631V	033176	SAN ONOFRE,CA	CESSNA	172M	FATAL
3 1107	N386	030176	BURLINGTON, WI	BEECH	E18S	FATAL
3 1148	N2230S	021876	DAKLAND,CA	CESSNA	T210L	NONE
3 1165	N8424F	052076	PALO ALTO+CA	CESSNA	402	NONE
3 1179	N35310	042776	UPOLU POINT,HI	DEHAVILLAND	DHC-3	NONE
3 1192	N4523X	052576	NHOBBS + NM	PIPER	PA-28	SERIOUS
3 1210	N403D	031876	NDALLAS,TX	DOUGLAS	DC-3A	NONE
3 1293	N1645U	040876	FRIDAY HARBOR, WA	CESSNA	207	FATAL
3 1330	N2141F	040476	NBELUGA + AK	CESSNA	U206	NONE
3 1332	N44HE	050476	BARROW, AK	CESSNA	337	NONE

FILE NUMBER	AIRCRAF REGIST.	DATE	LOCATION	AIRCRAF MAKE 	MODEL	INJURY INDEX
3 1342	N7894S	061076	SOMERSET.CO	BELL	47G381	FATAL
3 1349	N3442L	042176	NEL CAMPO.TX	CESSNA	U206B	NONE
3 1426	N4505X	062276	NDAVIS, WV	PIPER	PA-32R	NONE
3 1429	N64384	060376	NCRAIG.AK	DEHAVILLAND	DHC-2	NONE
3 1430	N5150E	021576	SPARREJOHN, AK	CESSNA	180	NONE
3 1540	N66837	051476	FAIRBANKS + AK	PIPER	PA-31T	NONE
3 1542	N70148	061576	VAKUTAT,AK	CESSNA	185	NONE
3 1559	N56602	062476	SAN ANDREAS . CA	PIPER	PA-34	NONE
3 1570	N37D	041576	NPALM DESERT, CA	ВЕЕСН	860	FATAL
3 1594	N73255	053176	BATON ROUGE, LA	BELL	47J-2	MINOR
3 1595	N4779U	062476	GOLDEN MEADOW+LA	CESSNA	180	NONE
3 1604	N7849S	031876	NGOBERNADOR,NM	BELL	2068	NONE
3 1687	N18400	061176	ANIAK, AK	CESSNA	177RG	SERIOUS
3 1688	N6014B	060476	WRANGELL +AK	CESSNA	1800	NONE
3 1762	N4177W	072376	ROCKFORD.IL	PIPER	PA-32	MINOR
3 1781	NIODA	062476	JAMAICA.NY	SHORT BROS	SC7	NONE
3 1810	N3043	061176	BIRD MOUNTAIN+AK	AEROSPATLE	SA318C	NONE
3 1812	N4311R	062376	NBETHEL . AK	CESSNA	A185F	NONE
3 1813	N500HC	050976	KANDIK AK	HUGHE S	369	NONE
3 1814	N55951	051876	NPETERSBURG . AK	PIPER	PA-34	FATAL
3 1815	N55ST	070976	NJUNEAU, AK	HUGHES	369HS	SERIOUS
3 1816	N8091Z	071276	NKENA I + AK	CESSNA	206	NONE

FILE	AIRCRAF			AIRCRAF		INJURY
NUMBER	REGIST.	DATE 	LOCATION	MAKE +	MODEL	INDEX
3 1817	N9079F	080576	NSKAGWAY.AK	HUGHES	369	NONE
3 1818	N4308R	081676	NCORDOVA+AK	CESSNA	185F	MINOR
3 1864	N6061S	040876	NASPEN+CO	BEECH:	A36	FATAL
3 1871	N2125Z	072976	HOUMA+LA	CESSNA	180	NONE
3 1873	N8176J	071576	BERWICK+LA	BELL	2068	SERIOUS
3 1878	N86810	080176	BILLINGS + MT	веесн	\$35	FATAL
3 1926	N2699B	070976	OKEECHOBEE .FL	AERO COMOR	560	NONE
3 1942	N5464S	070676	AUGUSTA, GA	CESSNA	337B	FATAL
3 1973	N3298R	071676	BEDFORD .MA	PIPER	PA-28R	FATAL
3 2185	N53032	082876	ILIAMNA+AK	CESSNA	185	MINOR
3 2199	N1587U	081476	KAHULUI,HI .	CESSNA	207	MINOR
3 2207	N143PA	011976	NINTERCSTL CITY+LA	BELL	206B	FATAL
3 2324	N8167J	042376	GULF OF MEXICO	BELL	205-A1	FATAL
3 2346	N2389J	081176	BLAKELY ISLAND, WA	BEECH	23	NONE
3 2362	N35919	080576	TUCKERNUCK IS,MA	CESSNA	U206F	SER I OUS
3 2374	N35946	072676	SYNSSET.NY	CESSNA	U206F	FATAL
3 2483	N34CB	070976	DETROIT,MI	BEECH	C-45H	FATAL
3 2486	N56712	072776	GREENSBURG, KS	PIPER	PA-34	FATAL
3 2615	N4236T	092476	NKING SALMON.AK	PIPER	PA-32	NONE
3 2643	N58116	091376	NDRIFT RIVER.AK	BELL	205 A-1	MINOR
3 2661	N8067Z	081176	ANCHORAGE, AK	CESSNA	U206	NONE
3 2663	N3552C	071976	NCOUNCIL+AK	CESSNA	1708	FATAL

!	FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAF	T MODEL	INJURY INDEX
3	2676	N3351L	070576	NEW YORK NY	CESSNA	185E	NONE
3	2686	N5765R	101176	WILMINGTON.NC	PIPER	PA-32R	NONE
3	2753	N374EH	091476	NJUNEAU AK	BELL :	206B	NONE
3	2792	N1052N	090176	NCOVINGTON.TN	веесн	E 18 S	FATAL
3	2844	N616W	080976	NPETERSBURG. AK	DEHAVILLAND	DHC-2	NONE
3	2845	N1084F	092076	NANIAK .AK	CESSNA	185	NONE
3	2846	N3367R	092476	SELDOVIA.AK	CESSNA	A185F	NONE
3	2847	N4965F	091676	NISHLIK LAKE.AK	CESSNA	U206	NONE
3	2848	N29061	091876	NANIAK.AK	CESSNA	U206	NONE
3	2871	N7125P	071176	CHADRON, NE	PIPER	PA-24	NONE
3	2932	N41418	092476	ST PETERSBURG.FL	PIPER	.PA-34	NONE
3	2970	N2955W	101976	NVALDEZ.AK	BELL	206B	NONE
3	3021	N2678S	062276	WARROAD, MN	CESSNA	185	NONE
3	3094	N12772	090976	BENGE . WA	CESSNA	172M	NONE
3	3102	N14856	041776	NLEEVILLE + LA	BELL	2 0 68	FATAL
3	3134	N4564W	092276	VERNAL,UT	NA ROCKWELL	112TC	NONE
3	3138	N2400X	041776	AKUTAN ISLAND•AK	BEECH	65-90	NONE
3	3144	N1322F	081076	TOOKSOOK BAY,AK	CESSNA	185	NONE
3	3145	N2241T	100276	KIPNUK, AK	CESSNA	185	NONE
3	3165	N299PE	071976	NTOPEKA • KS	AERO COMDR	5008	MINOR
3	3176	NZOOWP	081676	FLLSWORTH, ME	BEECH	99	MINOR
3	3187	N73216	021276	NEW YORK,NY	BELL	47J	MINOR
	,						

FILE NUMBER	AIRCRAFT REGIST.	T DATE	LOCATION	AIRCRA MAKE	AFT MODEL	INJURY INDEX
3 3229	N15666	101176	CHICO.CA	PIPER	PA-28	NONE
3 3261	N9389	092276	NSAN BERNARDINO+CA	SIKORSKY	S-55B	FATAL
3 3294	N90656	072576	ROCKPORT +LA	BOLKOW	BO-105	NONE
3 3304	N2701F	103076	ALAMOSA,CO	CESSNA	182J	NONE
3 3304	N66827	103076	ALAMOSA,CO	PIPER	PA-31P	NONE
3 3309	N9924X	082576	NSUNNYSIDE.UT	CESSNA	185	FATAL
3 3315	N9098F	092776	NANGOON . AK	HUGHES	369HS	SERIOUS
3 3323	N372EH	111776	NFLAXMAN ISLAND, AK	BELL	2068	SERIOUS
3 3430	N1383M	082576	NSALMON, ID	CESSNA	TU206E	FATAL
3 3454	N1493T	092976	JUNEAU, AK	PIPER	PA-28R	FATAL
3 3455	N2231D	120476	BEAVER , AK	CESSNA	1708	NONE
3 3478	N8489Y	113076	ST LOUIS, MO	PIPER	PA-30B	NONE
3 3511	N4191S	111976	CARLSHAD .CA	BEECH '	95-855	NONE
3 3626	N149BB	061376	NINTRACOASTAL, LA	BOLKOW	B0105C	FATAL
3 3645	N4831F	081576	NOURAY, UT	CESSNA	TU206	MINOR
3 3662	N55573	061276	CHARLEVOIX, MI	PIPER	PA-32	SERIOUS
3 3675	N7941C	072476	HUNTSVILLE .MO	PIPER	PA-28R	FATAL
3 3714	N15025	100976	BUSICK, NC	PIPER	PA-34	FATAL
3 3796	N2050D	111976	SACHSE.TX	веесн	D18S	MINOR
3 3806	N21NW	121776	NBATTLE GROUND, WA	CESSNA	TU206C	SERIOUS
3 3835	N37718	120876	ANCHORAGE , AK	BEECH	E18S	MINOR
3 3846	N1495M	111376	TUNTUTUL I AK . AK	CESSNA	206	SERIOUS

FILE NUMBER	AIRCRAF	T DATE	LOCATION	AIRCRAF MAKE	T MODEL	INJURY INDEX

3 3870	N49669	121176	NMORGAN CITY+LA	BELL	2068	NONE
3 3884	N8902P	112376	BIRMINGTON + AL	PIPER	PA-24	NONE
3 3888	N9123B	101876	LOWER KALSKAG+AK	CESSNA	172	NONE
3 3889	N26641	062376	NKOTZEBUE.AK	DEHAVILLAND	DHC-3	NONE
3 3891	N1690Z	110776	NAMBLER . AK	CESSNA	185	NONE
3 3914	N35971	111776	HELMRICKS CAMP, AK	CESSNA	U206	NONE
3 3915	N390G	120376	KOTZEBUE + AK	CESSNA	206	NONE
3 3923	N3359L	111976	HYDER + AK	CESSNA	, 185	NONE
3 3928	N4125R	112976	DENVER, CO	PIPER	PA-32	FATAL
3 3930	N84647	110576	LUMMI ISLAND, WA	CESSNA	172	NONE
3 3933	N1694M	082876	NWAINWRIGHT.AK	CESSNA	185E	NONE.
3 3943	N4923C	092176	BETHEL , AK	CESSNA	185	SERIOUS
3 3946	N59568	072976	COLVILLE RIVER, AK	BELL	2068	NONE
3 3954	N35593	112476	KOTZEBUE + AK	CESSNA	206	FATAL
3 3955	N9172F	090276	NHAWK INLET, AK	HUGHES	369HS	FATAL
3 3971	N4484T	102976	NSELMA .AL	PIPER	PA-34	NONE
3 4012	N1500X	111476	KING SALMON.AK	SWEARINGEN	SA26AT	NONE
3 4039	N4573P	122876	MISSING AIRCRAFT	PIPER	PA-23	FATAL
3 4081	N6510Y	091576	INDEPENDENCE, MO	PIPER	PA-23	SERIOUS
3 4090	N2264P	122376	NORTH ROYALTON, OH	PIPER	PA-23	FATAL
3 4114	N73313	060276	AKIAK, AK	CESSNA	206	MINOR
3 4136	N3128B	122876	NCAIRO,IL	веесн	D-18S	MINOR

FILE	AIRCRAF	Т		AIRCRAF	: T	INJURY
NUMBER	REGIST.	DATE	LOCATION	MAKE	MODEL	INDEX
6 0020	N34JH	052876	WALKER CAY, BAHAMA	CESSNA	411	MINOR
6 0021	N888AR	080776	ACAPULCO.MEX	AVIONS MRCL	FALCON	FATAL

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON. D. C. 20594

BRIEFS OF ON-DEMAND AIR TAXI ACCIDENTS

U.S. GENERAL AVIATION

1976

(IN STATE AND DATE ORDER)

FILE	DATE		AIRCRAFT DATA	1	NJURIES F S M/N	PURPOSE	PILOT DATA
3-0863	3/2/76 GF TIME - 0546	REENVILLE, AL	CESSNA 337A N6346F DAMAGE-DESTROYED	CR-	1 0 0		COMMERCIAL, AGE 29, 1600 TOTAL HOURS, 123 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPO	ORT - GREENVILL	E MUNI				
	DEPARTURE PO	INT	INTENDED DESTINATION			ROUTE STOP	
	EVERGREEN.	A L	RETURN		MONTG	OMERY+AL	
	TYPE OF ACCIO					F OPERATION	
	COLLIDED W	ITH TREES			IN FL	IGHT OTHER	
	PILOT IN CO PILOT-METRO FACTOR(S) TERRAIN - I WEATHER - I WEATHER - I WEATHER BRIE	DMMAND - IMPROP DMMAND - CONTIN D COND NOT ADEQ HIGH OBSTRUCTIO RAIN FOG FING - BRIEFED	ER IN-FLIGHT DECISION UED VFR FLIGHT INTO A UATE FOR TRRN ASSESSM NS RY FLIGHT SERVICE PER SUBSTANTIALLY CORREC	DVERSI ENT SONNE	WEATHER C		
	CKA CONDITIO				CETLING	AT ACCIDENT CITE	
	SKY CONDITION OBSCURATION					AT ACCIDENT SITE WN/NOT REPORTED	
		N T ACCIDENT SITE				TATION AT ACCIDENT S	I TE
					DRIZZ		
		RIFSS					
	1/4 MILE O	R LESS TO VISION AT A	CCIDENT SITE		TYPE OF	WEATHER CONDITIONS	
	1/4 MILE O		CCIDENT SITE		TYPE OF IFR		
	1/4 MILE OF OBSTRUCTIONS	TO VISION AT A	CCIDENT SITE				÷
	1/4 MILE OF OBSTRUCTIONS FOG	TO VISION AT A	CCIDENT SITE				÷

FILE	DATE	LOCATION	AIRCRAFT DATA	INJ F	UR I S	ES M/	N	FLIGHT PURPOSE		PILOT DATA
3-0521	3/6/76		BELL 47D1	CR- PX-	0	0	ı			COMMERCIAL, FL.INSTR., AGE 54, 7500 TOTAL HOURS, 192 IN TYPE, INSTRUMENT RATED.
	DEPARTURE F	POINT	INTENDED DESTINATION							RATED.
	ENTERPRIS		LOCAL				0.0	ODERATION		
	TYPE OF ACC	WITH OBJECT						OPERATION AERIAL TAXI TO TA	CEOFF	
	PILOT IN	COMMAND - FAILE COMMAND - IMPRO	D TO SEE AND AVOID OBJECT	CONTRO	LS			ONS		
	FACTOR(S)	CUMMAND - IMPRO	PER COMPENSATION FOR WIT	ND CUND	. , ,	UNS				
		- UNFAVORABLE WI	ND CONDITIONS							
	SKY CONDITI		•		-			AT ACCIDENT SITE		•
	SCATTEREC) AT ACCIDENT SIT						TED ATION AT ACCIDENT	SITE	
		(UNLIMITED)				NON		ATTOM AT ACCIDENT	31.1	
		S TO VISION AT	ACCIDENT SITE		TE	MPE	RAT	URE-F		
	NONE					65		OCITY WHOTE	;	
	WIND DIRECT	TION-DEGREES				ND 15	۷EL	DCITY-KNOTS		
	TYPE OF WEA	ATHER CONDITIONS	i		TY	PE		FLIGHT PLAN		
	VFR REMARKS- AC	CFT OPERATING FR	OM SHOPPING CENTER PARK	ING FOJ		NON ILLI	-	WITH CURB DRG AT	R TAXI	FOR TROF.
									•	
3-0099	3/16/76 TIME - 0530		CESSNA 210H N2216R Damage-Surstantial	PX-	0 0	0	0	COMMERCIAL AIR TAXI-CARGO		COMMERCIAL, AGE 33, 1640 TOTAL HOURS, 940 IN TYPE, INSTRUMENT RATED.
		PORT - DOTHAN M	UNI							
			INTENDED DESTINATION							
	MONTGOMER TYPE OF ACC		PANAMA CITY.FL					·AL OPERATION		
	GEAR RETA							G LEVEL OFF/TOUCH	HDOWN	
	MISCELLAN	- LANDING GEAR LEOUS ACTS, CONDI	MAIN GEAR-SHOCK ABSORB TIONS - FATIGUE FRACTURE TIONS - MATERIAL FAILURE	E	Υ,ς	TRU	TS.	ATTACHMENTS,ETC.		
	MISCELLA		TIONS - PREVIOUS DAMAGE							
		C CHICTIMO COLC	K FOUND IN LDG GEAR SADI		T T			n		

FILE	DATE	LOCATION	AIRCRAFT DATA	I	NJUR F			FL IGHT PUR POSE	PILOT DATA
3-3971	10/29/76 NR TIME - 1425		PIPER PA-34 N4484T DAMAGE-SUBSTANTIAL					COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 46, 6692 TOTAL HOURS, 218 IN TYPE, INSTRUMENT RATED.
	NAME OF AIR DEPARTURE P	PORT - SELFIELD DINT	INTENDED DESTINATION						
	SELMA, AL		UNKNOWN/NOT REPORTED						
	TYPE OF ACC		·		P			OPERATION	
	COLLIDED	WITH DITCHES				IA	(I	TO TAKEOFF	
	PROBABLE CA	ISE(S)							
	SYSTEMS - MISCELLANI MISCELLAN	HYDRAULIC SYSTEOUS ACTS.CONDI	ARAKING SYSTEM (NORMAL EM RESERVOIR,LINEŠ,FITT IIONS - LEAK/LEAKAGE TIONS - PRESSURE,NONE LE TAXIING TO TAKENFF.					·	
3-3884	11/23/76 TIME - 2045	BIRMINGTON.AL	PIPER PA-24 N8902P DAMAGE-SUBSTANTIAL					COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, AGE 22, 4740 TOTAL HOURS, 20 IN TYPF, INSTRUMENT RATED.
	NAME OF AIR	PORT - BIRMINGH							INSTRUMENT RATED.
	DEPARTURE P		INTENDED DESTINATION						
	GADSDEN.A	_	BIRMINGTON, AL					•	
	TYPE OF ACC				P			F OPERATION	
	GEAR RETR	ACTED				LA	MUI	NG ROLL	
	PROBABLE CA	USE(S)							
			TED ATTENTION FROM OPERA ERTENTLY RETRACTED GEAR	ATION	OF	AIR	CRA	FT	
	DII DI 1M								

PAGE 6

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	DATE	•	AIRCRAFT DATA		FS	M/N		PURPOSE	PILOT DATA		
		ANCHORAGE, AK	LEAR JET 24 N651LJ DAMAGE-SUBSTANTIAL	CR- PX-	2	0 0	CO		ATP, FLIGHT INSTR., AGE		
		AIRPORT - ANCHORAGE									
		POINT									
	ANCHORA										
	TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATION LANDING FINAL APPROACH										
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION									
	FACTOR(S)		EK IFR DPEKALIUN								
	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 COND						G AT	ACCIDENT SITE			
		OBSCURATION				300					
		TY AT ACCIDENT SITE LE OR LESS						ION AT ACCIDENT SIT RAIN	E		
	OBSTRUCT:	A TA MOISIV OT 2MOI	CCIDENT SITE			LAT]		EARING OF WIND			
	TEMPERATI	JRE-F						ATHER CONDITIONS			
	-	FLIGHT PLAN						- -			
		PLT DSCNO BLO PUBL	ISHED MIN.LOW FUEL STA	TE-DID	N I R	FFUE	L REI	NR TKOE NVERELEW SU	ITARLE ARPTS.		

FILE	DATE .	LOCATION	AIRCRAFT DÁTA	INJUF F	RIES S M	/N	FLIGHT PURPOSE	PILOT DATA				
	1/4/76 TIME - 0030	KENAI.AK	BELL 206B CR N59481 PX DAMAGE-SUBSTANTIAL				COMMERCETAL	COMMERCIAL, AGE 33, 2182 TOTAL HOURS, 182 IN TYPE, NOT INSTRUMENT RATED.				
		RPORT - KENAI MUN	H									
	DEPARTURE I	POINT	INTENDED DESTINATION RETURN	LAST ENROUTE STOP ABOARD SHIP PHASE OF OPERATION								
	TYPE OF AC		KETOKA									
	COLLISION	N WITH GROUND/WAT	ER UNCONTROLLED		IN	FL	IGHT UNCONTROLLED DESC	ENT				
	PILOT IN FACTOR(S) WEATHER - WEATHER -	COMMAND - INITIA COMMAND - SPATIA - LOW CEILING - FOG	ATED FLIGHT IN ADVERSE WEAT LL DISORIENTATION BY FLIGHT SERVICE PERSONNE									
			SUBSTANTIALLY CORRECT									
	SKY CONDIT	10N			Ceil	ING	AT ACCIDENT SITE					
	OBSCURAT		_	0								
	VISIBILITY 1/4 MILE	AT ACCIDENT SITE	:	PRECIPITATION AT ACCIDENT SITE								
		NS TO VISION AT	ACCIDENT SITE		TYPE	OF	WEATHER CONDITIONS					
	TYPE OF FL SPECIAL REMARKS- L		INIMUM CONDS.		•							
3-0044	1/10/76 TIME - 150	YAKUTAT•AK O	CESSNA 180 CF N9744G - P) DAMAGE-SUBSTANTIAL	e- 0	0 0	1 0	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, AGE 37, 2105 TOTAL HOURS, 861 IN TYPE INSTRUMENT RATED.				
	DEPARTURE		INTENDED DESTINATION									
	YAKUTAT, TYPE OF AC	AK	LOCAL		DHAS	e U	E OPERATION					
	ENGINE F	AILURE OR MALFUN WITH OBJECT		PHASE OF OPERATION TAKEOFF RUN TAKEOFF INITIAL CLIMB								
	PROBABLE C POWERPLA											
			DUCIVE TO CARB./INDUCTION S AL LOSS OF POWER - 1 ENGINE		M IC	ING						
	SKY CONDIT						AT ACCIDENT SITE					
	VISIBILITY	AT ACCIDENT SIT	F		PREC	IPI	TATION AT ACCIDENT SITE					
		R (UNLIMITED)			SN		THE					
	NONE ORZIKACITA	NS TO VISION AT	ACCINENT SITE		15MP		TURE-F					
		ATHER CONDITIONS		TYPE OF FLIGHT PLAN NONE								
	REMARKS- P	LT SAID ENG FALT	ERED ABT LIFT OFF PT. HIT I	CE C	AKES	. N	IO ENG MALFUNCTION FOUND	•				

FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F	RIES S M/N	FL IGHT PURPOSE	PILOT DATA
J-0041		KASITSNA BAY.AK		CR- O PX- O	0 2	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, FL.INSTR., AGE 55, 11587 TOTAL HOURS, 2 IN TYPE, INSTRU- MENT RATED.
	DEPARTURE	POINT	INTENDED DESTINATION				PENT RATED.
	HOMER, AK		KASITSNA BAY.AK			OF OPERATION	
	TYPE OF ACC	ı					
	CHECK PI	COMMAND - IMPROPE LOT - IMPROPER OPE	R LEVEL OFF RATION OF FLIGHT CONTI COVERY FROM BOUNCED LAI				
	MISCELLAI MISCELLAI		IONS - WINDSHIELD,DIRT IONS - AIRCRAFT CAME TO FOGGED.				
3-0465	1/21/76 Time - 1420		CESSNA 185 N70488	CR- O	0 l	COMMERCIAL	COMMERCIAL, AGE 31, 650 TOTAL HOURS, 425 IN TYPE,
	11ME - 1420	U	DAMAGE-SUBSTANTIAL		3 1	AIR TAXI-PASSG	NOT INSTRUMENT RATED.
		RPORT - HOMER					
	DEPARTURE HOMER, AK		INTENDED DESTINATION SELDOVA, AK				
	TYPE OF AC	CIDENT				OF OPERATION OFF OTHER	
	PROBABLE CA PILOT IN MISCELLA						
	FACTOR(S) WEATHER	- ICING CONDITIONS CIRCUMSTANCES - FO					
	SKY CONDIT				0.001		
	VISIBILITY	AT ACCIDENT SITE	•			PITATION AT ACCIDENT SITE	
		NS TO VISION AT AC	COIDENT SITE		_	ATURE-F	
	NONE	NONE					
	WIND DIRECT			V GNI₩ 10	ELOCITY-KNOTS		
		ATHER CONDITIONS				OF FLIGHT PLAN	
		RIED TO RET TO FLO	. SETTLED INTO TREES.				

FILE		OCATION	AIRCRAFT DATA	F	S M/	N		PILOT DATA			
	1/27/76 MCCAR TIME - 1000	THY,AK		CR-	0 0	ı	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 42, 6000 TOTAL HOURS, 3800 IN TYPE, NOT INSTRUMENT RATED.			
	NAME OF AIRPORT DEPARTURE POINT CHITINA.AK TYPE OF ACCIDENT GROUND-WATER L COLLIDED WITH	OOP-SWERVE	INTENDED DESTINATION MCCARTHY,AK		LAN	DIN	OPERATION G ROLL G ROLL				
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S)										
		YS/FACILITIE	ES - AIRPORT CONDITIONS ES - AIRPORT CONDITIONS OVR GLAZE ICE.								
3-0040	1/30/76 NR.CIRC TIME - 1847		S.N.A.I.S. SA341G N62176 DAMAGE-DESTROYED				COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 34, 2795 TOTAL HOURS 15 IN TYPE, NOT INSTRU- MENT RATED.			
	KANDIK AIRSTRI Typė of accident	P • AK	INTENDED DESTINATION FIELD SITE ER UNCONTROLLED	1 11 11 11 11 11 11 11 11 11 11 11 11 1			OPERATION GHT UNCONTROLLED DE				
		CONTROL, REAL CEILING VORABLE WING - NO RECORE									
	SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS						AT ACCIDENT SITE	TE			
	OBSTRUCTIONS TO BLOWING SNOW WIND VELOCITY-KN 18		WIND 240	DIP OF	RECTION-DEGREES WEATHER CONDITIONS						
	TYPE OF FLIGHT I NONE REMARKS- WEA CHI		LLY AFTER PLT DEPT.				4	•			

FILE	DATE	LOCATION	AIRCRAFT DATA	IN.	UR I	IES S F	/N	FLIGHT PURPOSE	PILOT DATA				
	2/2/76 TIME - 15	AUGUSTINE ISLD.A)	N90217						COMMERCIAL, AGE 33, 3100 TOTAL HOURS, 800 IN TYPE, NOT INSTRUMENT RATED.				
	DEPARTURE	POINT	INTENDED DESTINATION										
	AUGUSTI	NE ISLD.AK	BASE CAMP ON ISLAND		O.		E 0.0	- OPERATION					
	TYPE OF A	FAILURE OR MALFUNCT	T I DN		-	TA	E UI	FF INITIAL CLIMB					
	HARD LA					LA	NDI	NG POWER-OFF AUTOROTATIV	E LANDING				
	PROBABLE (S POWERPLANT FAILURE F	DR UNI)E T	ERM	INE	D REASONS					
	PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) HEATING - SHOW												
	WEATHER - SNOW PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING Miscellaneous acts.conditions - Downwind												
	MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED												
		NOT REPORTED											
	EMERGENCY	RT ON	L AI	ND									
	SKY CONDI		CI			AT ACCIDENT SITE							
	OVERCAST VISIBILITY AT ACCIDENT SITE					70 REC		TATION AT ACCIDENT SITE					
	1 MILE OR LESS					SNOW							
	OBSTRUCTION		T		ER A								
	WIND DIRE	WIND VELOCITY-KNOTS 30											
	TYPE OF W		T	YPE		FLIGHT PLAN							
	REMARKS- BLOWING SNOW & VOLCANIC ASH IN AREA. GUSTING TO 45K.												
					_								
3-0039			DAMAGE FUNCTANTEAL	PX-	0	0	2	AIR TAXI-PASSG	COMMERCIAL, AGE 26, 1245 TOTAL HOURS, 520 IN TYPE, NOT INSTRUMENT RATED.				
	DEPARTURE TAKOTNA		INTENDED DESTINATION MCGRATH.AK						MUI INZIKOMENI KAJED.				
	TYPE OF A		HCGRAIN AR	PHASE OF OPERATION									
	GROUND- GEAR CO				TA	KEO	FF RUN FF RUN						
	PROBABLE												
	PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S)												
		- ROUGH/UNEVEN											
		ANEOUS ACTS, CONDIT STRIP ON FROZEN LA	IONS - OVERLOAD FAILURE KF.	•									

FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES FLIGHT F S M/N PURPOSE	. PILOT DATA							
3-1430	2/15/76 SPARREJOHN. TIME - 1200 NAME OF AIRPORT - SPARI DEPARTURE POINT SPARREJOHN.AK TYPE OF ACCIDENT MISCELLANEOUS GROUND-WATER LOOP-SW	N5150F DAMAGE-SUBSTANTIA REVOHN INTENDED DESTINATION RETURN		COMMERCIAL, AGE 29, 1322 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED.							
	FACTOR(S) PILOT IN COMMAND - F PILOT IN COMMAND - I AIRPORTS/AIRWAYS/FAC EMERGENCY CIRCUMSTANCE:	ONDITIONS - MATERIAL FAILU AILED TO MAINTAIN DIRECTIO NADEQUATE PREFLIGHT PREPAR	INAL CONTROL ATION AND/OR PLANNING INS POORLY MAINTAINED RUNWAY SURFACE ON AIRPORT DISCREPANCY								
3-0299	2/29/76 PUNTILLA LA TIME - 1315 DEPARTURE POINT PUNTILLA LAKE,AK TYPE OF ACCIDENT GROUND-WATER LOOP-SW GEAR COLLAPSED	N2714X DAMAGE-SUBSTANTIA INTENDED DESTINATION BIG LAKE AK		COMMERCIAL, AGE 42, 6000 TOTAL HOURS, ALL IN TYPE NOT INSTRUMENT RATED.							
	GEAR COLLAPSED TAXI TO TAKEOFF PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) TERRAIN - SNOW-COVERED MISCELLANEOUS ACTS-CONDITIONS - OVERLOAD FAILURE PILOT IN COMMAND - OPERATED CARELESSLY REMARKS- R SKI DUG INTO SNOW DRG FAST TAXI ON FROZEN LAKE										

FILE	DATE	LOCATION		INJURIES F S M/	N PURPOSE	PILOT DAYA				
3-0300	3/27/76 NR TIME - 1830 DEPARTURE P TYONEK.AK TYPE OF ACC COLLIDED	OINT	CESSNA 185 N4903C DAMAGE-SUBSTANTIAL INTENDED DESTINATION: RETURN	PX- 0 0 LAST DRI PHASE	1 COMMERCIAL 3 AIR TAXI-PASSG ENROUTE STOP LL SITE OF OPERATION EOFF ABORTED	CUMMERCIAL, AGE 29, 3640 TOTAL HOURS, 1360 IN TYPE, INSTRUMENT RATED.				
	FACTOR(S) PILOT IN PILOT IN MISCELLAN TERRAIN - WEATHER -	COMMAND - FAILE COMMAND - DELAY COMMAND - MISJI EQUS ACTS.CONDI OTHER UNFAVORABLE WI EFING - UNKNOW	I/NOT REPORTED	KENFF	RANCE					
	SKY CONDITI OVERCAST VISIBILITY 5 OR OVER OBSTRUCTION NONE WIND DIRECT 135 TYPE OF WEA	AT ACCIDENT SIT (UNLIMITED) S TO VISION AT ION-DEGREES THER CONDITIONS	E ACCIDENT SITE	CEILING AT ACCIDENT SITE 5000 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 29 WIND VELOCITY-KNOTS 8 TYPE OF FLIGHT PLAN NONE						
	REMARKS- FR	UZEN LAKE•HI TI	RRAIN ON 3 SIDES.40FT TR	LEES AT TKOF	END. GUSTING TO 12K. L	IFTED OFF, THEN ABORTED.				
3-1330	4/4/76 NR TIME - 0935 DEPARTURE P ANCHORAGE TYPE OF ACC NOSE OVER	OINT , AK IDENT	CESSNA U206 N2141F DAMAGE-SUBSTANTIAL INTENDED DESTINATION RETURN	PX- O O LAST BELU PHASE	1 COMMERCIAL 3 AIR TAXI-PASSG ENROUTE STOP GA-AK OF OPERATION DING ROLL	COMMERCIAL, AGE 25, 2600 TOTAL HOURS, 700 IN TYPE, INSTRUMENT RATED.				
	TERRAIN -	COMMAND - SELEC	TED UNSUITABLE TERRAIN							

FILE	DATE		AIRCRAFT DATA	F S	M/N	PURPOSE	PILOT DATA				
3-0464	4/9/76 TIME - 110	KWIGILLINGOK.AK	CESSNA 180 N91249 DAMAGE-SUBSTANTIAL	CR- 0	0 1		COMMERCIAL, AGE 31, 1530 TOTAL HOURS, 1505 IN TYPE, INSTRUMENT RATED.				
	DEPARTURE BETHEL. TYPE OF A	AK .	OK INTENDED DESTINATION RETURN	РН	KWIGI ASE O	ROUTE STOP LLINGOK.AK F OPERATION FF RUN					
		N COMMAND - FAILED	TO ABORT TAKEOFF SED DISTANCE AND SPEED								
	AIRPORT: MISCELL		ES - AIRPORT CONDITIONS IONS - RAN OFF END OF RO WET SNOW.		RUNW	ΔΥ					
-3138	TIME - 10		BEECH 65-90 N2400X DAMAGE-SUBSTANTIAL			COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 33, 6350 TUTAL HOURS, 61 IN TYPF, INSTRUMENT RATED.				
	DEPARTURE KENALAN TYPE OF A DITCHIN	K CCINENT	INTENDED DESTINATION DUTCH HARROR, AK			F OPFRATION NG LEVEL OFF/TOUCHOO	MN				
	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.										

			INJURIES FLIGHT F- S M/N PURPOSE	PILOT DATA							
	5/4/76 BARROW.AK TIME - 1933		CR- O O 1 COMMERCIAL PX- O O 2 AIR TAXI-PASSG	COMMERCIAL, AGE 22. 2118							
	NAME OF AIRPORT - WILEY P DEPARTURE POINT POINT LAY, AK	INTENDED DESTINATION									
	TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE PROPELLER WHEELS-UP PROPELLER LANDING INITIAL APPROACH LANDING LEVEL OFF/TOUCHDOWN										
	PROBABLE CAUSE(S) POWERPLANT - PROPELLER AND ACCESSORIES OTHER MISCELLAMEOUS ACTS.CONDITIONS - FATIGUE FRACTURE PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES.DIRECTIVES.ETC. MISCELLAMEOUS ACTS.CONDITIONS - FEATHERED WRONG ENGINE FACTOR(S) TERRAIN - SNOW-COVERED MISCELLAMEOUS ACTS.CONDITIONS - INTENTIONAL WHEELS-UP EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND UNUSUAL NOISE										
	REMARKS- REAR PROP DOWEL										
3-0885	5/4/76 NR.BETHEL.AK TIME - 1510	CESSNA 180 N91303 Damage-Substantial	CR- O O 1 COMMERCIAL PX- O O 1 AIR TAXI-PASSG	COMMERCIAL, AGE 37, 5250 TOTAL HOURS, 1502 IN TYPE, NOT INSTRUMENT RATED.							
	DEPARTURE POINT RETHEL.AK	INTENDED DESTINATION NAPAKIAK.AK		KATEU.							
	TYPE OF ACCIDENT COLLIDED WITH OBJECT		PHASE OF OPERATION TAKEOFF RUN								
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAIL FACTOR(S) TERRAIN - ROUGH/UNEVEN PILOT IN COMMAND - INAD REMARKS- L SKI HIT RUT CA										

FILE		LOCATION	AIRCRAFT DATA		F	5	5 M/N	ŀ	FLIGHT PURPOSE	PILOT DATA		
		ANDIK AK	HUGHES 369 N500HC DAMAGE-SUBSTANTIAL	c	R-	0	0 1		COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 27, 4100 TOTAL HOURS, 1000 IN TYPE, NOT INSTRUMENT RATED.		
	NAME OF AIRE DEPARTURE PO KANDIK CAN TYPE OF ACCI DITCHING HARD LANDI	IP 2 DENT	INTENDED DESTINATION KANDIK AK				LANI	IN	OPERATION G POWER-ON LANDING G POWER-ON LANDING			
	MISCELLANE	- TURBINE ASSI	EMBLY BLADE.TURBINE WHE TIONS - OVERHEATED ATIONS N/R.	Eι								
3-1540	5/14/76 f TIME - 1830	FA IRBANKS.AK	PIPER PA-31T N66837 DAMAGE-SUBSTANTIAL						COMMERCIAL AIR TAXI-PASSG	ATP, FLIGHT INSTR., AGE 29, 4090 TOTAL HOURS, 280 IN TYPE, INSTRUMENT RATED.		
	NAME OF AIRI	PORT - FAIRBANK	S MUNITALION DESTINATION							RATED.		
	VALDEZ.AK TYPE OF ACCI COLLIDED N	DENT VITH FENCE, FEN	FAIRBANKS.AK			Pŀ			OPERATION FROM LANDING			
	PILOT IN (PROBABLE CAUSF(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC.										
	AIRFRAME - Miscellane Airframe -	OUS ACTS.CONDIT	BRAKING SYSTEM (NORMAL TIONS - PRESSURE, NONE NOSEWHEEL STEERING									
	MISCELLANEOUS ACTS, CONDITIONS - IMPROPER CLEARANCE-TOLERANCE REMARKS- HIT RAMP FENCH & DMGD 3 CARS. BRAKING & NOSE WHEEL STEERING INOP. PLT FEATH BOTH PROPS.											

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FILE		LOCATION	AIRCRAFT DATA		F	SM	/N	FLIGHT PURPOSE	PILOT DATA
		.PETERSBURG.AK	PIPER PA-34 N55951 Damage-destroyed	CR-	ı	Λ	Λ	COMMERCIAL	COMMERCIAL, FL.INSTR., AGE 24, 1683 TOTAL HOURS, 45 IN TYPE, INSTRUMENT RATED.
			INTENDED DESTINATION						
	HAINES.AK		WRANGELL, AK,		۵	244	e n	OF OPERATION	
		WITH GROUND/WATE	R UNCONTROLLED					IGHT UNCONTROLLED DESCEN	Ţ
	FACTOR(S)	IEOUS - UNDETERMIN	ED . FAMILIARITY WITH AIR	CR AF T					
	PILOT IN	COMMAND - CONTINU	ED VER FLIGHT INTO AD		WEA	THE	R C	CONDITIONS	
		· LOW CEILING	V ELICHT SERVICE DERS	DAINE	e v				
			Y FLIGHT SERVICE PERS LIGHTLY WORSE THAN FO			H A	010	•	
	SKY CONDITI				С			S AT ACCIDENT SITE DWN/NOT REPORTED	
	VISIBILITY	AT ACCIDENT SITE			Ρ	REC	IPI	ITATION AT ACCIDENT SITE	
	OBSTRUCTION UNKNOWN/N TYPE OF FLI	IS TO VISION AT AC IOT REPORTED	CIDENT SITE		T		OF	- WEATHER CONDITIONS	
	VFR FIRE AFTER	IMPACT							
		ISS OF CTL FOR UND	ET REASON.						
			•						
3-1006	5/22/76 TIME - 1430		BEECH E18S N8311	PX-	0	0 0	2 0	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, AGE 34, 3300 TOTAL HOURS, 39 IN TYPE,
	NAME OF ATR	RPORT - KODIAK	DAMAGE-SUBSTANTIAL						INSTRUMENT RATED.
			INTENDED DESTINATION						
	KODIAK , AK		ANCHORAGE • AK		_				
	TYPE OF ACC ENGINE FA DITCHING	IDENT VILURE OR MALFUNCT	ION .		P	TA	KEN	DF OPERATION DFF INITIAL CLIMB NG LEVEL OFF/TOUCHDOWN	
	PROBABLE CA POWERPLAN FACTOR(S)		POWERPLANT FAILURE	FOR UN	DE 1	ERM	INE	ED REASONS	
	MISCELLAN COMPLETE PU	WER LOSS - COMPLE	ONS - AIRCRAFT CAME T TE ENGINE FAILURE/FLA	MEOUT-) E	NG I	NE	₹	
			RCED LANDING OFF AIRP THER PROP. ACFT SANK,						

ARIFES OF ACCIDENTS

	DATE	LOCATION	AIRCRAFT DATA	11	JUR:	IES S M.	/N	fi P	LIGHT URPOSE		PILOT DATA		
	6/2/76	AK!AK,AK O	CESSNA 206 C N73313 P DAMAGE-SURSTANTIAL							iss	COMMERCIAL, FL.INSTR., AGE 36, 2420 TOTAL HOURS, 10 IN TYPE, INSTRUMENT RATED.		
	NAME OF AIRPORT - AKIAK DEPARTURE POINT INTENDED DESTINATION BETHEL, AK RETURN AKIAK, AK TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN LANDING ROLL												
	PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIG FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT RUNW												
3-0884	TIME - 163	COLDEDOT,AK O RPORT - COLDEDOT	N90188 DAMAGE-SUBSTANTIAL						MERCIAL Taxi—pa:		COMMERCIAL, AGE 34, 7050 TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED.		
	DEPARTURE FIELD SI TYPE OF AC ENGINE F HARD LAN		PHASE OF OPERATION IN FLIGHT HOVERING LANDING POWER-OFF AUTOROTATIV						LANDING				
	PILOT IN MISCELLA PILOT IN COMPLETE P EMERGENCY	COMMAND - INADE COMMAND - IMPRO NEOUS ACTS.CONDI COMMAND - IMPRO OWER LOSS - COMP	OUATE PREFLIGHT PREPARATION OF IN-FLIGHT DECISIONS OF TIONS - FUEL EXHAUSTION PER LEVEL OFF LAME FAILURE/FLAME FORCED LANDING ON AIRPORT.	R PL	.ANN -1 E	I NG NG I	NE						
3-1429	6/3/76 N TIME - 064	IR.CRAIG.AK O	DEHAVILLAND DHC-2 (N64384 (DAMAGE-SUBSTANTIAL						MERCIAL TAXI—PA	SSG	COMMERCIAL, AGE 24, 3154 TOTAL HOURS, 2115 IN TYPE, NOT INSTRUMENT		
	DEPARTURE CRAIG.AK TYPE OF AC COLLIDED		INTENDED DESTINATION KARTA LAKE,AK		P			OF OPI	ERATION ROLL		RATED.		
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS TERRAIN - GLASSY WATER FACTOR(S) TERRAIN - OTHER MISCELLANEOUS ACTS, CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA REMARKS- LND TO L OF AREA, FLOAT HIT ROCK.												

EILE	DATE			INJURIES FLIGHT F S M/N PURPOSE	PILOT DATA
	6/4/76 TIME - 10 DEPARTUR KETCHII TYPE OF	WRANGELL•AK 030 E POINT KAN•AK		CR- 0 0 1 COMMERCIAL PX- 0 0 2 AIR TAXI-PASS PHASE OF OPERATION LANDING LEVEL OFF/	COMMERCIAL, AGE 19, 329 G TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	PILOT PILOT :	CAUSE(S) IN COMMAND - IMPROP IN COMMAND - IMPROP FLOAT DUG INTO 1 F		CONTROLS .	
3-1810	ANCHOR TYPE OF A HARD L	D3O E POINT AGE•AK ACCIDENT	AEROSPATLE SA31RC N3043 DAMAGE-SUBSTANTIAL INTENDED DESTINATION BIRD MOUNTAIN,AK	CR- 0 0 1 COMMERCIAL PX- 0 0 4 AIR TAXI-PASSO LAST ENROUTE STOP BIRD MOUNTAIN, AK PHASE OF OPERATION LANDING POWER-ON L	INSTRUMENT RATED.
•	PILOT PILOT FACTOR(S	IN COMMAND - IMPROP IN COMMAND - IMPROP		CONTROLS ANT & POWERPLANT CONTROLS	
3-1687	TIME - 2: NAME OF A DEPARTUR ANCHOR TYPE OF PROPELI PROBABLE PILOT PERSON	AIRPORT - ANIAK E POINT AGE,AK ACCIDENT LER/ROTOR ACCIDENT CAUSE(S) IN COMMAND - EXERCI	SED POOR JUDGMENT -PERSONNEL PASSENGER	CR- 0 0 1 COMMERCIAL PX- 0 1 0 AIR TAXI-PASSO PHASE OF OPERATION STATIC IDLING ENGIN	NOT INSTRUMENT RATED.

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M	/N	FLĮGHT PURPOSE	PILOY DATA			
			CESSNA 185. N70148 DAMAGE-SUBSTANTIAL				COMMERCIAL, AGE 35, 2177 TOTAL HOURS, 12 IN TYPE, INSTRUMENT RATED,			
	DEPARTURE YAKUTAT, TYPE DF AC	AK CIDENT AILURE OR MALFUNG	INTENDED DESTINATION RETURN	FI PHAS LA	SH CA E OF NDINO	OUTE STOP AMP OPERATION G FINAL APPROACH G ROLL				
	MISCELLA FACTOR(S)	COMMAND - INADEC	DUATE PREFLIGHT PREPARAT		-		DU GT)			
	TERRAIN MISCELLA COMPLETE P EMERGENCY	- ROUGH/UNEVEN NEOUS ACTS.CONDI OWER LOSS - COMPL	SERVICING, INSPECTION IMM TIONS - OVERLOAD FAILURE LETE ENGINF FAILURE/FLAM FORCED LANDING OFF AIRPO IRON IN FUEL.	OUT-1 ENGI		ED AIRCRAFT (UMNER-I	PILLUTY			
3-1812	6/23/76 N TIME ~ 143	R.BETHEL.AK 10	CESSNA A185F N4311R Damage-Substantial	CR- 0 0 PX- 0 0	2 (COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 23, 2500 TOTAL HOURS, 400 IN TYPE, INSTRUMENT RATED.			
	DEPARTURE BETHEL, AK TYPE OF AC	CIDENT VATER LOOP-SWERVE	INTENDED DESTINATION BETHEL, AK	PHAS LA	NOWN, E OF NDIN	OUTE STOP /NOT REPORTED OPERATION S ROLL G ROLL				
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- LESS BRAKING RORO ON OTR RWY.									

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES E S M/N	FL IGHT	PILOT DATA			
3-3889	6/23/76 TIME - 10	NR.KOTZEBUE,AK 07 POINT	DEHAVILLAND DHC-3 N26641 DAMAGE-SUBSTANTIAL INTENDED DESTINATION KOTZEBUE, AK	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, AGE 28, 4170 TOTAL HOURS, 260 IN TYPE, INSTRUMENT RATED.			
	TYPE OF A	CCIDENT FAILURE OR MALFUNC		IN FL	F OPERATION IGHT DESCENDING NG LEVEL OFF/TOUCHD	оми			
	PILOT I MISCELL FACTOR(S) TERRAIN MISCELL COMPLETE EMERGENCY	N COMMAND - FAILED N COMMAND - MISMAN ANEOUS ACTS.CONDIT - LOOSE GRAVEL ANEOUS ACTS.CONDIT POWER LOSS - COMPL CIRCUMSTANCES - F	TO FOLLOW APPROVED PRAGEMENT OF FUEL IONS - FUEL STARVATION IONS - AIRCRAFT CAME T ETE ENGINE FAILURE/FLA ORCED LANDING OFF AIRP TANK FOR 2 HOURS. LAN	O REST IN WATER MEDUT-1 ENGINE ORT ON LAND					
3-1815	TIME - 07	NR.JIINEAU.AK 55	HUGHES 369HS N55ST DAMAGE-SUBSTANTIAL	PY- 0 1 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 32, 3624 TOTAL HOURS, 720 IN TYPE NOT INSTRUMENT RATED.			
	DEPARTURE JUNEAU,A	POINT K	DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL			NOT PROTROMENT WATER.			
	TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING LANDING POWER-OFF AUTOROTATIVE LANDING								
	MISCELL FACTOR(S) TERRAIN COMPLETE	EL - MAINTENANCE,S ANEOUS ACTS,CONDIT - HIGH OBSTRUCTIO POWER LOSS - COMPL	ETE ENGINE FAILURE/FLA	ION-EXCLUSIVE O		CREW)			
	EMERGENCY	CIRCUMSTANCES - F	DRCED LANDING NEF AIRP	ORT ON LAND					
3-1816	7/12/76 TIME - 23		DAMAGE-SURSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, AGE 22, 254 TOTAL HOURS, 14 IN TYPE, INSTRUMENT RATED.			
	BEACH-F Type of A	CCIDENT WATER LOOP-SWERVE	INTENDED DESTINATION KENAI.AK	PHASE DI TAKED	F OPERATION FF RUN FF RUN				
	PILOT I FACTOR(S) TERRAIN	N COMMAND - SELECT N COMMAND - FAILED	ED UNSUITABLE TERRAIN TO MAINTAIN DIRECTION NG BEACH.	AL CONTROL					

FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES FLIGHT F S M/N PURPOSE	PILOT DATA
	7/19/76 NR.COUNCIL.AK TIME - UNK/NR NAME OF AIRPORT - NORTH S' DEPARTURE POINT NOME.AK TYPE OF ACCIDENT COLLISION WITH GROUND/W. PROBABLE CAUSEIS) MISCELLANEOUS - UNDETER	CESSNA 170B N3552C DAMAGE-SUBSTANTIAL TAR INTENDED DESTINATION GOLOVIN.AK ATER CONTROLLED	CR- 1 0 0 COMMERCIAL PX- 0 0 0 AIR TAXI-PASSG LAST ENROUTE STOP COUNCIL, AK PHASE OF OPERATION UNKNOWN/NOT REPORTED	COMMERCIAL, AGE 21, 730 TOTAL HOURS, 252 IN TYPE, INSTRUMENT RATED.
3-3946	7/29/76 COLVILLE RIVER TIME - 1000 DEPARTURE POINT COLEVILLE RIVER. AK TYPE OF ACCIDENT ROLL OVER	N59568 Damage-Substantial Intended destination	CR- O O I COMMERCIAL PX- O O O AIR TAXI-PASSG PHASE OF OPERATION IN FLIGHT HOVERING	COMMERCIAL, AGE 28, 2582 TOTAL HOURS, 470 IN TYPE, INSTRUMENT RATED.
	PROBABLE CAUSEIS) PILOT IN COMMAND - IMPR	OPER OPERATION OF FLIGHT	CONTROLS	
3-1817	8/5/76 NR.SKAGWAY.AK TIME - 1430 DEPARTURE POINT SKAGWAY.AK TYPE OF ACCIDENT COLLIDED WITH OBJECT	HUGHES 369 N9079F DAMAGE-SUBSTANTIAL INTENDED DESTINATION FIELD SITE	CR- 0 0 1 COMMERCIAL PX- 0 0 2 AIR TAXI-PASSG PHASE OF OPERATION LANDING POWER-ON LANDING	COMMERCIAL, AGE 27, 3020 TOTAL HOURS, 680 IN TYPE, NOT INSTRUMENT RATED.
	PROBABLE CAUSE(S) PILOT IN COMMAND - SELE FACTOR(S) TERRAIN - HIGH OBSTRUCT REMARKS- M/R BLADES HIT C	IONS		

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FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F	RIES	; 1/N	FLIGHT PURPOSE	PILOT DATA		
		NR.PETERSBURG.AK	DEHAVILLAND DHC-2	CR- 0 PX- 0	0	1	COMMERCIAL	COMMERCIAL, AGE 45, 12000 TOTAL HOURS, 4000 IN TYPE, NOT INSTRUMENT RATED.		
	DEPARTURE PETERSBI TYPE OF AI HARD LAP	JRG. AK CCIDENT	INTENDED DESTINATION COFFMAN COVE,AK				F OPERATION NG LEVEL OFF/TOUCHDOWN			
	FACTOR(S)	N COMMAND - CONTIN N COMMAND - FAILED	NIED VFR FLIGHT INTO ADV	/ERSE WE	ATHE	R C	ONDITIONS			
	EMERGENCY		RECAUTIONARY LANDING OF DVERSE/UNFAVORABLE WEAT		RT					
	SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE ZERO				UN P R EC	IK NC	AT ACCIDENT SITE WN/NOT REPORTED TATION AT ACCIDENT SITE			
	FOG TYPE OF FI NONE	ONS TO VISION AT A Light Plan			VF	R	WEATHER CONDITIONS			
	REMARKS- I	PRECAUTIONARY LDG	ON WATER, ON FINAL ENTER	RED A FO	G LA	YER	& LOST VISUAL REFERENCE	CE. FLOAT EQUIPPED.		
3-3144	8/10/76 Time - 13	TOOKSOOK BAY,AK 30	CESSNA 185 N1322F Damage-Substantial	CR- O	0	1 2	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 44, 2680 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.		
	DEPARTURE	K BAY.AK	INTENDED DESTINATION		РНАЯ	E O	F OPERATION			
		FAILURE OR MALFUNC ON WITH GROUND/WAT	= :	IN FLIGHT CLIMB TO CRUISE LANDING LEVEL OFF/TOUCHDOWN						
	PERSONNI POWERPLA MISCELLA TERRAIN	PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE.SERVICING.INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POHERPLANT - ENGINE STRUCTURE CRANKSHAFT MISCELLANEOUS ACTS.CONDITIONS - IMPROPERLY INSTALLED TERRAIN - SANDY								
	EMERGENCY	CIRCUMSTANCES - F	ETE ENGINE FAILURE/FLAN ORCED LANDING OFF AIRPO ACH. DYNAMIC DAMPNER CA	ORT ON L	AND		HRS SINCE ENG DVERHAUL			

FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES FLIGHT F S M/N PURPOSE	PILOT DATA					
	8/11/76 ANCHORAGE,AK TIME - 1530	CESSNA U206 NB067Z DAMAGE-SUBSTANTIAL	CR- 0 0 1 COMMERCIAL PX- 0 0 2 AIR TAXI-CARGO	COMMERCIAL, AGE 30, 3250 TOTAL HOURS, 505 IN TYPE, INSTRUMENT RATED.					
	NAME OF AIRPORT - LAKE H			INSTRUMENT RATED.					
	DEPARTURE POINT	INTENDED DESTINATION							
	ANCHORAGE, AK Type of accident	ANCHORAGE , AK	SHELL LAKE PHASE OF OPERATION						
	ENGINE FAILURE OR MALF COLLIDED WITH TREES	UNCTION	TAKEOFF, INITIAL CLIMB TAKEOFF INITIAL CLIMB						
	TERRAIN - HIGH OBSTRUC	DITIONS - GROUNDED DITIONS - IMPROPERLY INSTA TIONS	ALLED MPROPER MAINTENANCE (MAINTENANCE PERSO	ONNEL)					
	PERSONNEL - MAINTENANC FACTOR(S)	E.SERVICING, INSPECTION IN	NADEQUATE INSPECTION OF AIRCRAFT (MAI)	TENANCE PERSONNEL)					
		DEQUATE PREFLIGHT PREPARAT	TION AND/OR PLANNING						
	PARTIAL POWER LOSS - PAR	TIAL LOSS OF POWER - 1 ENG	GINE						
		- FORCED LANDING OFF AIRPORTED - FORCED LANDING OFF AIRPORTED - FORCED - FO							
	NEWARKS ACT IN ACTES (TEES ASSACENT TO MANAGER							
3-1818	8/16/76 NR.CORDOVA.AK TIME - 1556	CESSNA 185F N4308R Damage-Substantial	CR- O O 1 COMMERCIAL PX- O O 4 AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 33, 10439 TÖTAL HOURS, 203 IN TYPE, INSTRUMENT					
	DEPARTURE POINT	INTENDED DESTINATION		RATED.					
	HINCHENBROOK.AK TYPE OF ACCIDENT UNDERSHOOT NOSE OVER/DOWN	HELLS HOLE LAGOON	PHASE OF OPERATION LANDING FINAL APPROACH LANDING ROLL						
	PROBABLE CAUSE(S) PILOT IN COMMAND - MIS	SJUDGED DISTANCE AND ALTITU	UDE .						
	FACTOR(S) MISCELLANEOUS ACTS.CONDITIONS - POORLY PLANNED APPROACH TERRAIN - GLASSY WATER								
	REMARKS- FLOATS HIT ON E								
22105	8/28/76 ILIAMNA,AK	CESSNA 185	CR- O O 1 COMMERCIAL	COMMERCIAL, AGE 35, 452					
3-2165	TIME - 1400	N53032 DAMAGE-SUBSTANTIAL	PX- 0 0 2 AIR TAXI-PASSG	TOTAL HOURS, 82 IN TYPE, NOT INSTRUMENT RATED.					
	DEPARTURE POINT ANCHORAGE,AK TYPE OF ACCIDENT	INTENDED DESTINATION Anchorage ak	ILIAMNA,AK Phase of Operation						
	COLLIDED WITH OBJECT COLLIDED WITH DIRT BA		TAKEOFF RUN TAKEOFF ABORTED						
	PROBABLE CAUSE(S) PILOT IN COMMAND - SEL TERRAIN - HIDDEN OBSTR	ECTED UNSUITABLE TERRAIN							

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/	FLIGHT N PURPOSE	PILOT DATA				
3-3933	A/28/76 NR TIME - 1950 DEPARTURE PERSONAK TYPE OF ACC	.WAINWRIGHT,AK DINT IDENT ILURE OR MALFUNC	CESSNA 185E N1694M DAMAGE-SUBSTANTIAL INTENDED DESTINATION WAINWRIGHT.AK	CR- 0 0 PX- 0 0 PHASE IN		CUMMERCIAL, AGE 22, 2118 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.				
	PROBABLE CAUSE(S) POWERPLANT - ENGINE CONTROLS THROTTLE-POWER LEVER ASSEMBLIES POWERPLANT - ENGINE CONTROLS MIXTURE CONTROL ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) TERRAIN - WET, SOFT GROUND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- SUPPORT SHAFT FOR BELLCRANKS FAILED.									
3-3955	9/2/76 NR TIME - 1715	.HAWK INLET.AK	HUGHES 369HS N9172F DAMAGE-DESTROYED	CR- 1 0 PX- 2 1	O COMMERCIAL O AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 37, 6709 TOTAL HOURS, 367 IN TYPF, INSTRUMENT				
	TYPE OF ACC	ON CAMP	INTENDED DESTINATION HAWK INLET.AK		OF OPERATION FLIGHT CLIMB TO CRUISE	RATED.				
	PILOT IN PILOT IN FACTOR(S) WEATHER -	PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, ALTITUDE OR CLEARANCE PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M.								
	UNKNOWN/N OBSTRUCTION	ON AT ACCIDENT SITE OT REPORTED S TO VISION AT A OT REPORTED	CCIDENT SITE	UNK PRECI UNK	NG AT ACCIDENT SITE NOWN/NOT REPORTED PITATION AT ACCIDENT SI NOWN/NOT REPORTED DIRECTION-DEGREES	ITE				
	WIND VELOCI 30 TYPE OF FLI VFR FIRE AFTER REMARKS- RI	GHT PLAN	ES OF VALLEY.	TYPE VFR	OF WEATHER CONDITIONS .					

FILE		LOCATION	AIRCRAFT DATA				FLIGHT PURPOSE	PILOT DATA				
3-2643		R.DRIFT RIVER,AK	BELL 205A-1				COMMERCIAL AIR TAXI—PASSG	COMMERCIAL, AGE 31, 2325 TOTAL HOURS, 2150 IN TYPE, NOT INSTRUMENT RATED.				
	DEPARTURE	POINT	•		LAST	EN	ROUTE STOP					
	DRIFT RIVER,AK						SITE					
	TYPE OF AC						F OPERATION					
	ROLL OVE	R			LANDING POWER-ON LANDING							
	PROBABLE C	CAUSE(S)										
	PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M.											
	FACTOR(S)	FACTOR(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS										
	WEATHER WEATHER	I COMMAND - IMPROPE - UNFAVORABLE WIND - DOWNDRAFT.UPDRAF - ROUGH/UNEVEN	CONDITIONS	3 TM	POWER	PLA	NT CONTROLS					
	WEATHER BR	IEFING - NO RECORD	OF BRIEFING RECEIVED									
	WEATHER FO	DRECAST - UNKNOWN/N	OT REPORTED									
	SKY CONDIT	TION			CETA	ING	AT ACCIDENT SITE					
	OVERCAST					00	AT AGGIDENT GITE					
	VISIBILITY	AT ACCIDENT SITE		PRECIPITATION AT ACCIDENT SITE								
	5 OR OVE	R (UNLIMITED)		RAIN SHOWERS								
	OBSTRUCTION NONE	ONS TO VISION AT AC	CIDENT SITE	WIND DIRECTION-DEGREES								
	WIND VELO	CITY-KNOTS		TYPE OF WEATHER CONDITIONS								
		LIGHT PLAN			VF	K						
	OTHER	LIONI PLAN										
		PLT RPRTD WIND GUST	**** **** ***** *****									

			171170 								
FILE	DATE	LOCATION	AIRCRAFT DATA		F	SH	/N	FLIGHT PURPOSE	PILOT DATA		
-2753	9/14/76 NR.JUNE TIME - 1130		BELL 2068 N374EH DAMAGE-SUBSTANTIAL	PX-	0	0	1	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 29, 4697 TOTAL HOURS, 2040 IN TYPE, NOT INSTRUMENT RATED.		
	DEPARTUR		INTENDED DESTINATION								
	FIELD S		JUNEAU, AK								
	TYPE OF A				P			F OPERATION			
	COLLIDE	COLLIDED WITH TREES TAKEOFF INITIAL CLIMA									
	WEATHER FACTOR(S) PILOT I WEATHER E	R - WIND SHEAR R - DOWNDRAFT,UPD I IN COMMAND - INIT BRIEFING - NO REC	RAFTS LATED FLIGHT IN ADVERSE DRD OF BRIEFING RECEIVED FORCED LANDING OFF AIRP SUSPECTED OR KNOWN AIRC	ORT ON	LA	ND	ΙTΙ	ons .			
	SKY CONDI	ITION			C	E1L 20	-	AT ACCIDENT SITE			
	VISIBILIT	ΓE		. F		IPI	TATION AT ACCIDENT SIT	E			
	OBSTRUCT:	IONS TO VISION AT	ACCIDENT SITE	WIND DIRECTION-DEGREES 150							
	WIND VELOCITY-KNOTS TYPE OF WEA							WEATHER CONDITIONS			
	TYPE OF I	FLIGHT PLAN									
	REMARKS-	DURING PINNACLE	DEPT ACFT ENCOUNTERED SE	VERE O	O LL	IDR A	e TS	. DESCÈNDED & HIT TREE	S & VEGETATION		

FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES FLIGHT F S M/N PURPOSE	PILOT DATA
3-2847	PILOT IN COMMAND - SEL PILOT IN COMMAND - MIS	N4965F DAMAGE-SUBSTANTIAL INTENDED DESTINATION NISHLIK LAKE,AK		AIRLINE TRANSPORT, AGE 38, 6450 TOTAL HOURS, 751 IN TYPE, INSTRUMENT RATED.
	FACTOR(S) MISCELLANEOUS ACTS.COM WEATHER - UNFAVORABLE WEATHER BRIEFING - NO RE			
	SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT S 4 MILES OR LESS OBSTRUCTIONS TO VISION A HAZE WIND DIRECTION-DEGREES 225 TYPE OF WEATHER CONDITION REMARKS- GUSTS 15	AT ACCIDENT SITE	CEILING AT ACCIDENT SITE 2800 PRECIPITATION AT ACCIDENT SITE RAIN TEMPERATURE-F 40 WIND VELOCITY-KNOTS 5 TYPE OF FLIGHT PLAN NONE	

			AIRCRAFT DATA			PILOT DATA				
3-2848	9/18/76 NR.AM TIME - 0915	II AK, AK	CESSNA U206 · N29061 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 38,6450 TOTAL HOURS, 751 IN TYPE, INSTRUMENT RATED.				
	DEPARTURE POI		INTENDED DESTINATION	•						
	ANIAK,AK Type of Accide		ANIAK,AK	DHASE	F OPERATION					
	STALL MUSH			TAKE	SEE INITIAL CLIMB					
	COLLISION W	TH GROUND/WAT	ER CONTROLLED	TAKEC	FF INITIAL CLIMB					
	WEATHER - SU PILOT IN CO	MMAND — FAILED IDDEN WINDSHIF MMAND — EXERCI ING — NO RECOR	SED POOR JUDGMENT D OF BRIEFING RECFIVED	YING SPEED						
	SKY CONDITION		•		S AT ACCIDENT SITE					
	OVERCAST VISIBILITY AT	ACCIDENT SITE	<u>:</u>	2500 PRECIPI	TATION AT ACCIDENT SIT	·F				
	3 MILES OR I	.ESS		RAIN		-				
	ORSTRUCTIONS	IN VISION AT A	ACCIDENT SITE	WIND D1 180	IRECTION-DEGREES					
	HAZE WIND VELOCITY 20	-KNOTS		•	WEATHER CONDITIONS					
	TYPE OF FLIGH	T PLAN								
	NONE REMARKS- ENCTRO 180 DEG WSHFT AFT TKOF W SLOW A/S. PLT AWARE OF POSSIBLE WSHFT PROBLEMS BEFORE TKOF.									
3-2845	9/20/76 NR.A TIME - 1330		CESSNA 185 N1084F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 38, 6450 TOTAL HOURS, 320 IN TYPE, INSTRUMENT RATED.				
		NT	INTENDED DESTINATION							
	ANIAK.AK TYPE OF ACCID	ENT	ANIAK, AK	PHASE (DE OPERATION					
	STALL MUSH	ENI			OFF INITIAL CLIMB					
	COLLISION W	ITH GROUND/WAT	TER CONTROLLED	TAKEOFF INITIAL CLIMB						
Ø.	PILOT IN CO PILOT IN CO	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - FAILED TO ABORT TAKEOFF								
	FACTOR(S) PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND - MISJUDGED DISTANCE REMARKS- NOT FAM W PEEKAY FLOATS, OVER ROTATED AND DUG HEELS OF FLOATS IN WATER SLOWING A/C DOWN ON TKOF.									

FILE	DATE	LOCATION	AIRCRAFT DATA	IN	JUR I F S	ES M/	N	FL IGHT PURPOSE	PILOT DATA
	9/21/76 TIME - 174 NAME OF AID DEPARTURE DEPARTURE BETHEL,A TYPE OF ACC	BETHEL.AK 5 RPORT — BETHEL SE POINT K Cident With Object	CESSNA 185 N4923C Damage-Substantial	CR- PX-	0 0 0	O O I	1 3 0	COMMERCIAL	COMMERCIAL, AGE 28, 2174 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED.
	PERSONNE		TO SEE AND AVOID OBJEC -PERSONNEL OTHER L BOAT ON RIVER.	TS OR	085	STRU	CTI	ONS	
3-2846	9/24/76 TIME - 180	SELDOVIA•AK O	CESSNA A185F N3367R Damage-Substantial		-	-	_	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 43, 4517 TOTAL HOURS, 36 IN TYPE, INSTRUMENT RATED.
	NAME OF AI DEPARTURE SELDOVIA TYPE OF AC STALL M	.AK CIDENT	INTENDED DESTINATION HOMER, AK		PH	JNKN IASE	OF	COUTE STOP N/NOT REPORTED OPERATION F INITIAL CLIMB	
	PILOT IN FACTOR(S) WEATHER MISCELLA	COMMAND - FAILED COMMAND - IMPROP - UNFAVORABLE WIN NEOUS ACTS, CONDIT	TO OBTAIN/MAINTAIN FLY ER COMPENSATION FOR WIN D CONDITIONS IONS - RAN OFF END OF R IONS - AIRCRAFT CAME TO	D CON	DIT	I ONS			
	SKY CONDIT SCATTERE VISIBILITY					500	0	AT ACCIDENT SITE	
	5 OR OVE	CCIDENT SITE	,	W	RAI IND 300	N DII DF	RECTION-DEGREES WEATHER CONDITIONS		
	TYPE OF FL NONE REMARKS- G	IGHT PLAN		-					

	LOCATION	AIRCRAFT DATA	F INJ	UR J E S	S H/N	PURPOSE	PILOT DATA		
9/24/76 N TIME - 180 DEPARTURE FIELD SI TYPE OF AC	R.KING SALMON,AK O Point Te Cident	PIPER PA-32 N4236T DAMAGE-SUBSTANTIAL	CR- PX-	0 0 0 0	1 3 SE 0	COMMERCIAL AIR TAXI-PASSG F OPERATION	COMMERCIAL, AGE 28, 3050 TOTAL HOURS, 553 IN TYPE INSTRUMENT RATED.		
PILOT IN PILOT IN FACTOR(S) TERRAIN	COMMAND - SELECT COMMAND - DELAYE - SANDY	D ACTION IN ABORTING T							
		N9098F	PX-				COMMERCIAL, AGE 27. 2339 TOTAL HOURS, 1279 IN TYPE, NOT INSTRUMENT RATED.		
ANGOON.AK TYPE OF AC ENGINE F	CIDENT AILURE OR MALFUNC	RETURN		PHA I	IELO SE O N FL) SITE IF OPERATION .IGHT NORMAL CRUISE			
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 SUBSTANTIALLY CORRECT EMPROPERICAL CONTRAINCES - EORGED LANDING OF ALREADY ON LAND									
BROKEN VISIBILITY			CEILING AT ACCIDENT SITE 1500 PRECIPITATION AT ACCIDENT SITE						
	CCIDENT SITE		TYP		WEATHER CONDITIONS				
	9/24/76 N TIME - 180 DEPARTURE FIELD SI TYPE OF AC COLLIDED PROBABLE C PILOT IN PILOT IN FACTOR(S) TERRAIN REMARKS- T 9/27/76 N TIME - 155 DEPARTURE ANGOON.AK TYPE OF AC ENGINE F COLLIDED PROBABLE C POWERPLA MISCELLA MISCELLA MISCELLA MISCELLA MEATHER FACTOR(S) PILOT IN TERRAIN COMPLETE P WEATHER BR WEATHER BR WEATHER FO EMERGENCY SKY CONDIT BROKEN VISIBILITY 4 MILES	9/24/76 NR.KING SALMON, AK TIME - 1800 DEPARTURE POINT FIELD SITE TYPE OF ACCIDENT COLLIDED WITH OBJECT PROBABLE CAUSE(S) PILOT IN COMMAND - SELECT PILOT IN COMMAND - DELAYE FACTOR(S) TERRAIN - SANDY REMARKS- TKOF FRM 450YD SAN 9/27/76 NR.ANGOON, AK TIME - 1550 DEPARTURE POINT ANGOON, AK TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNC COLLIDED WITH TREES PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOU MISCELLANEOUS FACTOR(S) PILOT IN COMMAND - ATTEMP TERRAIN - HIGH OBSTRUCTIO COMPLETE POWER LOSS - COMPL WEATHER BRIEFING - NO RECOR WEATHER FORECAST - FORECAST EMERGENCY CIRCUMSTANCES - F SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS	9/24/76 NR.KING SALMON,AK PIPER PA-32 TIME - 1800 N4236T DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION FIELD SITE KING SALMON,AK TYPE OF ACCIDENT COLLIDED WITH OBJECT PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - DELAYED ACTION IN ABORTING TO FACTOR(S) TERRAIN - SANDY REMARKS- TKOF FRM 450YD SAND DUNE.UN STOP,RAN OFF 9/27/76 NR.ANGOON,AK HUGHES 369HS TIME - 1550 N909BF DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION COLLIDED WITH TREES PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS OTHER MISCELLANEOUS ACTS.CONDITIONS - FUEL STARVATION WEATHER - DOWNDRAFT.UPDRAFTS FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN OF TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAU WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER BRIEFING - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE	9/24/76 NR.KING SALMON, AK PIPER PA-32 CR- TIME - 1800 NA236T PX- DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION FIELD SITE KING SALMON, AK TYPE OF ACCIDENT COLLIDED WITH OBJECT PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF FACTOR(S) TERRAIN - SANDY REMARKS- TKOF FRM 450YD SAND DUNE.UN STOP, RAN OFF END. 9/27/76 NR.ANGOON, AK HUGHES 369HS CR- TIME - 1550 N9098F PX- DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION ANGOON, AK RETURN TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS OTHER MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION WEATHER - DOWNDRAFT, UPDRAFTS FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIE TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS	9/24/76 NR.KING SALMON.AK PIPER PA-32 CR- 0 0 TIME - 1800 N4236T PX- 0 0 DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION FIELD SITE KING SALMON.AK PHA TOPE OF ACCIDENT COLLIDED WITH OBJECT PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF FACTOR(S) TERRAIN - SANDY REMARKS- TKOF FRM 450YD SAND DUNE.UN STOP.RAN OFF END. 9/27/76 NR.ANGOON.AK TIME - 1550 N9098F PX- 0 3 DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION ANGOON.AK TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS OTHER MISCELLANEOUS ACTS.CONDITIONS - FUEL STARVATION WEATHER - DOWNDRAFT. UPDRAFTS FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIE TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENG WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS NO	F S M/N 9/24/76 NR.KING SALMDN,AK PIPER PA-32 CR- 0 0 1 TIME - 1800 DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION FIELD SITE KING SALMON,AK PPASE OF ACCIDENT COLLIDED WITH OBJECT TAKEO PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF FACTOR(S) TERRAIN - SANDY REMARKS- TKOF FRM 450YD SAND DUNE-UN STOP,RAN OFF END. 9/27/76 NR.ANGOON,AK HUGHES 369HS CR- 0 1 0 THE - 1550 N9098F PX- 0 3 0 DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION LAST EN ANGOON,AK RETURN FIELD TYPE OF ACCIDENT PHASE OF THE NEED TO THE NEED	9/24/76 NR.KING SALMON,AK PIPER PA-32 CR- 0 0 1 COMMERCIAL NA236T PX- 0 0 3 AIR TAXI-PASSG DAMAGE-SUBSTANTIAL INTENDED DESTINATION FIELD SITE KING SALMON,AK PIPER PA-32 CR- 0 0 1 COMMERCIAL PX- 0 0 3 AIR TAXI-PASSG DAMAGE-SUBSTANTIAL INTENDED DESTINATION FIELD SITE KING SALMON,AK PLOT TAKEOFF ABORTED PROBABLE CAUSE(S) PLIOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF FACTOR(S) PASSES DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION ANGOON,AK PIUGHES 369HS PX- 0 3 0 AIR TAXI-PASSG DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION ANGOON,AK RETURN FIELD SITE PHASE OF OPERATION TOUGHDED WITH TREES LANDING POWER-OFF AUTOROTATIVE PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS OF THE MISCELLANEOUS ACTS, COMDITIONS - FUEL STARVATION WEATHER - DOWNDRAFT, UPDRAFTS FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION HIS ROTAGE OF THE PASSE OF OPERATION TERRAIN - HIGH DASTRUCTIONS OTHER MISCELLANEOUS ACTS, COMDITIONS - FUEL STARVATION WEATHER - DOWNDRAFT, UPDRAFTS FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION HIGH MORPH LORD OF BRIEFING RECEIVED WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SRY CONDITION BROKEN VISIBILITY ACCIDENT SITE AND NONE		

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA				
	9/29/76 . TIME - 1300	JUNE AU . AK	PIPER PA-28R CI N1493T P DAMAGE-DESTROYED	R- 1 0 0 K- 0 0 0	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, AGE 24, 1523 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.				
			INI INTENDED DESTINATION HAINES,AK	PHASE O	F OPERATION	NATED.				
	ENGINE FA	ILURE OR MALFUNC IRAL	TION		FF INITIAL CLIMB FF INITIAL CLIMB					
	MISCELLAN PILOT IN (USE(S) T - ENGINE STRUC EOUS ACTS,CONDIT COMMAND - FAILED								
	COMPLETE PO	WER LOSS - COMPL	IONS - AIRCRAFT CAME TO R LETE ENGINE FAILURE/FLAMED ORCED LANDING OFF AIRPORT	UT-1 ENGINE						
3-3145	10/2/76 TIME - 1530	K I PNUK •AK	CESSNA 185 C N2241T P DAMAGE-SUBSTANTIAL	R 0 0 1 X 0 0 3	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 54, 20512 TOTAL HOURS, 594 IN TYPE, NOT INSTRUMENT RATED.				
	DEPARTURE PI BETHEL,AK TYPE OF ACC		INTENDED DESTINATION KIPNUK, AK	BHASE O	F OPERATION					
	STALL MU				FF INITIAL CLIMB					
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - MISJUDGED DISTANCE FACTOR(S)									
	PILOT IN REMARKS- FL									
3-3888	10/18/76 Time - 1800				COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 30, 575 TOTAL HOURS, 285 IN TYPE, NOT INSTRUMENT RATED.				
	NAME OF AIR DEPARTURE PI BETHEL,AK TYPE OF ACC STALL MU	IDENT	ND BAR INTENDED DESTINATION RED DEVIL.AK	LOWER PHASE O	ROUTE STOP KALSKAG.AK F OPERATION FF INITIAL CLIMB					
	PILOT IN PILOT IN FACTOR(S)	COMMAND - FAILE COMMAND - PREMA COMMAND - FAILE	O TO ABORT TAKEOFF TURE LIFT-OFF O TO OBTAIN/MAINTAIN FLYIN	G SPEED						
	MISCELLAN		TIONS - AIRCRAFT CAME TO R Y RIVER GRAVEL BAR.	EST IN WATER						

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT N PURPOSE	PILOT DATA
	10/19/76 NR. TIME - 1315 DEPARTURE PO SHEEP CREI	VALDEZ,AK Dint Ek,ak		CR- 0 0 1 PX- 0 0		COMMERCIAL, AGE 35, 4280 TOTAL HOURS, 600 IN TYPE, NOT INSTRUMENT RATED.
	ROLL OVER PROBABLE CAL PILOT IN (ISE(S) COMMAND - MISJU			TING POWER-ON LANDING	
		SNOW-COVERED R BLADE HIT SLO	PE. FLAT LIGHTING'ON SNO	J₩.		
3-3891	11/7/76 NR TIME - 1600		CESSNA 185 N1690Z DAMAGE-SUBSTANTIAL		1 COMMERCIAL D AIR TAXI-CARGO	CUMMERCIAL, AGE 40, 5282 TUTAL HOURS, 1738 IN TYPE, INSTRUMENT RATED.
	DEPARTURE PI AMBLER.AK TYPE OF ACC NOSE OVER	IDENT	INTENDED DESTINATION AMBLER,AK		OF OPERATION DING LEVEL OFF/TOUCHOO	wn
	FACTOR(S) PILOT IN O TERRAIN -	COMMAND - SELEC	TED UNSUITABLE TERRAIN ISED POOR JUDGMENT ING AREA.			
3-3846	11/13/76 TIME - 1650	TUNTUTUL I AK • AK	CESSNA 206 N1495M DAMAGE-SURSTANTIAL		D COMMERCIAL 1 AIR TAXI-PASSG	COMMERCIAL, AGE 29, 1500 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
	NAME OF AIR DEPARTURE PI KONGIGIGN TYPE OF ACC OVERSHOOT STALL MU	AK•AK IDENT	IAK	PHASE Lan	ENROUTE STOP TUTULIAK.AK OF OPERATION DING LEVEL OFF/TOUCHOO DING GO-AROUND	
	PILOT IN	COMMAND - MISJU COMMAND - DELAY	DOGED DISTANCE AND SPEED ED IN INITIATING GO-ARDI ED TO OBTAIN/MAINTAIN FL'	UND		

FILE		N AIRCRAFT DATA	INJURIES F S M/N		PILOT DATA				
	11/14/76 KING SALMON TIME - 1820		CR- 0 0 1		AIRLINE TRANSPORT, AGE				
	NAME OF AIRPORT - KING DEPARTURE POINT KING SALMON,AK TYPE OF ACCIDENT GEAR RETRACTED		PHASE OF OPERATION Takeoff run						
	PROBABLE CAUSE(S) PILOT IN COMMAND - R	ETRACTED GEAR PREMATURELY							
3-3914	11/17/76 HELMRICKS C TIME - 0850 NAME OF AIRPORT - HELM	AMP,AK CESSNA U206 N35971 DAMAGE-SUBSTANTIAL BERICKS CAMP		COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, AGE 40, 3100 TOTAL HOURS, 694 IN TYPE, INSTRUMENT RATED.				
	DEPARTURE POINT BARROW,AK TYPE OF ACCIDENT COLLIDED WITH DITCH NOSE OVER/DOWN	HELMRICKS CAMP+AK	LANDI	F OPERATION NG LEVEL OFF/TOUCHDOW NG LEVEL OFF/TOUCHDOW					
	· · · · · · · · · · · · · · · · · · ·	MPROPER OPERATION OF POWERPL IVE MANEUVER TO AVOID COLLIS		NT CONTROLS					
	AIRPORTS/AIRWAYS/FAC	ILITIES - AIRPORT CONDITIONS XERCISED POOR JUDGMENT	OTHER						
	SKY CONDITION CLEAR		UNL IM						
	VISIBILITY AT ACCIDENT 2 MILES OR LESS OBSTRUCTIONS TO VISION		NONE TEMPERA	TATION AT ACCIDENT SII	ie ·				
	FOG TYPE OF WEATHER CONDIT VFR	IONS	10 TYPE OF VFR	FLIGHT PLAN					
	REMARKS- ENG NOT CLEAR	LED AFTR REDUCING PWR AREAM T	HRESHOLO. TRUCK	LOCATED ON EDGE OF RE	NY.				

FILE			AIRCRAFT DATA	FSI	1/N	PURPOSE	PILOT DATA				
		NR.FLAXMAN ISLAND.	NK BELL 206A N372EH DAMAGE-DESTROYED			COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 26, 3530 TOTAL HOURS, 1028 IN TYPE, NOT INSTRUMENT RATED.				
	DEPARTURE DEADHOR TYPE OF ACH HARD LA ROLL OV	SE,AK CCIDENT NDING	INTENDED DESTINATION RETURN	005 05 0050 7700							
	PILOT I PILOT I PILOT I FACTOR(S) WEATHER WEATHER MISCELL WEATHER BI WEATHER F	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 WISCELLANEOUS ACTS, CONDITIONS - WHITEOUT HEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER									
	1 MILE OBSTRUCTI FOG	TION Y AT ACCIDENT SITE		UI PREI UI TEM 6	E OF	TE					
	BELOW M REMARKS-	CE FLOW.									
3-3923	11/19/76 TIME - 15	HYDER•AK 30	CESSNA 185 N3359L Damage-Substantial	PX- 0 0	1 0	AIR TAXI-CARGU	COMMERCIAL, AGE 57, 26000 TOTAL HOURS, 18000 IN TYPE, NOT INSTRUMENT RATED.				
	DEPARTURE KETCHIK TYPE OF A COLLIDE	AN. AK	INTENDED DESTINATION HYDER, AK	H) PHA	YDER. SE NF		•				
	TERRAIN	N COMMAND - SELECT - HIDDEN OBSTRUCT	ED UNSUITABLE TERRAIN TONS DURING LNDG, PLT TOOK	OFF AND LND	D WIT	H NO FURTHER DAMAGE.	. FLUAT EQUIPPED.				

FILE	DATE	LOCATION	AIRCRAFT DATA	F S M/N PURP(ISE	PILOT DATA
	11/24/76 TIME - 0800	KOTZEBUE.AK	CESSNA 206 N35593 Damage—None	CR- 1 O O COMMERCIAL PX- O O 1 AIR TAXI-PASSG	COMMERCIAL, AGE 34, 2555 TOTAL HOURS, 27 IN TYPE, INSTRUMENT RATED.
	DEPARTURE PO KOTZEBUE, TYPE OF ACC	AK	INTENDED DESTINATION KOTZEBUE,AK	LAST ENROUTE STOP KIVALINA,AK PHASE OF OPERATION STATIC STARTING ENGINEIS)	
		COMMAND - EXERCI	SED POOR JUDGMENT IGHT,SNOW & ICE ON GROU	ND.	
3~3915	12/3/76 TIME - 1520	KOTZEBUE.AK	CESSNA 206 N390G DAMAGE-SUBSTANTIAL	CR- 0 0 1 COMMERCIAL PX- 0 0 1 AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 36. 3443 TOTAL HOURS, 29 IN TYPE, INSTRUMENT RATED.
	DEPARTURE P KOTZEBUE. TYPE OF ACC	IDENT ILURE OR MALFUNC	INTENDED DESTINATION KOTZEBUE,AK	LAST ENROUTE STOP BUCKLAND, AK PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING LEVEL OFF/TOUCHDO	
	POWERPLAN MISCELLAN PILOT IN FACTOR(S) PILOT IN PARTIAL POW EMERGENCY C	COMMAND - INADEC T - LUBRICATING EGUS ACTS, CONDIT COMMAND - IMPROF COMMAND - LACK (ER LOSS - PARTIA IRCUMSTANCES - F	IONS - EXCESSIVE TEMPER PER LEVEL OFF OF FAMILIARITY WITH AIR IL LOSS OF POWER - 1 ENG CORCED LANDING ON AIRPO	ATURE	
3-3455	12/4/76 TIME - 1230		CESSNA 170B N2231D DAMAGE-SUBSTANTIAL	CR- O O 1 COMMERCIAL PX- O O 2 AIR TAXI-PASSG	COMMERCIAL, AGE 26, 2082 TOTAL HOURS, 50 IN TYPE, INSTRUMENT RATED.
	DEPARTURE P BEAVER.AK TYPE OF ACC		INTENDED DESTINATION FT.YUKON.AK	PHASE OF OPERATION TAXI TO TAKEOFF	INSTRUCENT NATED.
	FACTOR(S) PILOT IN AIRPORTS/	COMMAND - MISJUC COMMAND - DIVERT	ED ATTENTION FROM OPER/ IES - AIRPORT CONDITION:		

FILE	DATE	LOCATION	AIRCRAFT DATA	INJI F	RIE	S 4/N	FLIGHT PURPOSE	PILOT DATA					
	12/8/76	ANCHORAGE, AK 2	BEECH E18S N3771R DAMAGE-SUBSTANTIAL	CR- (ATP.FLIGHT INSTR., AGE 30, 2002 TOTAL HOURS, 160 IN TYPE, INSTRUMENT RATED.					
	NAME OF AI DEPARTURE ANCHORAG		INTL INTENDED DESTINATION BETHEL,AK										
	TYPE OF AC		227-1127-11		PHA	SE (OF OPERATION						
	PROPELLE	R/ROTOR FAILURE	PROPELLER		T.	KE	FF INITIAL CLIMB						
	COLLISIO	N WITH GROUND/WAT	TER CONTROLLED		L	AND	ING LEVEL OFF/TOUCHDOWN						
	PROBABLE C	ROBABLE CAUSE(S)											
		PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT											
		PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL)											
		PERSONNEL - PREHEATING OIL SYSTEM INADEQUATE. FACTOR(S)											
		AIRFRAME - LANDING GEAR SWITCHES, LEVERS, CRANKING MECHANISM, ETC.											
		MISCELLANEOUS ACTS.CONDITIONS - STUCK											
	PILOT IN	COMMAND - FAILER	TO RETRACT LANDING GE	AR									
			FORCED LANDING OFF AIRP	ORT ON	AND		•						
	KEMAKKS- U	NABLE III FEATHER	PROPS DURING RUNUP.										
3-0301	1/21/76		PIPER PA-31	CR- (0	1	COMMERCIAL	COMMERCIAL, AGE 35, 4000					
	TIME - 201	.0	N74986 Damage-Substantial		, 0		AIR TAXI-PASSG	TOTAL HOURS, 70 IN TYPE, INSTRUMENT RATED.					
	NAME OF AT	RPORT - FREEWAY	DAMAGE-SUBSTANTIAL					INSTRUMENT RATED.					
			INTENDED DESTINATION										
	OXNARD.	.Δ	TUCSON, AZ										
	TYPE OF AC						F OPERATION						
		AILURE OR MALFUNG	CTION		-		LIGHT NORMAL CRUISE						
	COLLINED	WITH OBJECT			L	ANID	ING LEVEL DFF/TOUCHDOWN						
	PROBABLE C	AUSE (S)											
		COMMAND - INADEO COMMAND - MISMAN											
	MISCELLA FACTOR(S)	NEOUS ACTS, CONDI											
	TERRAIN												
	COMPLETE P	OWER LOSS - COMPL	LETE ENGINE FAILURE/FLA	MENUT-2	ENG	INE:	•						
			FORCED LANDING OFF AIRP										
	REMARKS- H	III IRAILEK KOOF•1	REMARKS- HIT TRAILER ROOF. WIRES & TREE. PLT STATED FLT UNDER PROV FAR PART 91.										

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA						
3-1148	2/18/76 TIME - 2225	NAKLAND, CA	CESSNA T210L C N2230S P DAMAGE-SUBSTANTIAL	R- 0 0 2 X- 0 0 1	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 33, 3531 TOTAL HOURS, 50 IN TYPE, INSTRUMENT RATED.						
		PORT - NAKLAND I										
	NAPA, CA	UINI	INTENDED DESTINATION SAN FRANCISCO.CA									
	TYPE OF ACC			IN F	OF OPERATION LIGHT NORMAL CRUISE ING LEVEL OFF/TOUCHDO	NWC						
	PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS.CONDITIONS - FUEL EXHAUSTION FACTOR(S)											
	PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING											
	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											
			STATE DIDNT TRY FOR OTR A		D IN SHALLOW WATER AB	T 1/8 MI SHORT OF RWY.						
3-0307	2/29/76 NR	.DAKLAND.CA	AERO COMDR 500 C	R- 0 3 0	COMMERCIAL	COMMERCIAL, AGE 29, 3346 TOTAL HOURS, 684 IN TYPE,						
	DEPARTURE P	OINT	DAMAGE-DESTROYED Intended destination	x- 0 0 0	AIR TAXI-PASSG	INSTRUMENT RATED.						
	CONCORD.C	. A	SAN JOSE+CA	DUACE	OF OPERATION							
		WITH TREES			LIGHT NORMAL CRUISE							
	PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS											
		· HIGH OBSTRUCTIO · LOW CEILING	ONS :									
		WEATHER - RAIN WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS										
			BY FLIGHT SERVICE PERSONN									
	WEATHER FOR	RECAST - FORECAST	SUBSTANTIALLY CORRECT		•							
	SKY CONDITI	IDN	*	CEILIA	IG AT ACCIDENT SITE							
	OVERCAST	LOWER SCATTERED		1400	•							
	VISIBILITY 1/4 MILE	AT ACCIDENT SITE			PITATION AT ACCIDENT S	ITE						
		NS TO VISION AT A	ACCIDENT SITE		RAIN WIND DIRECTION-DEGREES							
	FOG	TV KNOTE		200	DE MEATHER COMPLETIONS							
	WIND VELOCI	114-KN012	,	IYPE (OF WEATHER CONDITIONS							
	TYPE OF FLI	IGHT PLAN										

FILE		AIRCRAFT DATA	INJURIES E S M/N	PURPOSE	PILOT DATA					
	3/31/76 SAN ONOFRE,CA TIME - 0220	CESSNA 172M N1631V DAMAGE-DESTROYED	CR- 1 0 0 C	COMMERCIAL	ATP.FLIGHT INSTR., AGE 30, 3930 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED.					
	DEPARTURE POINT PALM SPRINGS.CA TYPE OF ACCIDENT FIRE OR EXPLOSION IN F COLLISION WITH GROUND/V		PHASE OF IN FLIG IN FLIG	OPERATION GHT OTHER GHT UNCONTROLLED DE	SCENT					
		MINED ITIONS - FIRE IN CABIN.CI		OMPAR IMENT						
	REMARKS- SOURCE OF COCKPI	T FIRE UNDETERMINED. CRA	SHED & SANK ABT 4	+00 YDS FRM BEACH.						
-0751	4/10/76 NR.AVALON,CA TIME - 1620	GRUMMAN G-21A N18CS DAMAGE-DESTROYED		COMMERCIAL AIR TAXI-PASSG	ATP, FLIGHT INSTR., AGE 38, 11517 TOTAL HOURS, 1376 IN TYPE, INSTRUMENT RATED.					
	DEPARTURE POINT	INTENDED DESTINATION	•							
	CAMP FOX.CATALINA.CA TYPE OF ACCIDENT	SAN PEDRU-CA	PHASE OF	OPERATION						
	TYPE OF ACCIDENT ENGINE FAILURE OR MALFU COLLISION WITH GROUND/N	wn .								
	PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS									
	FACTOR(S) MISCELLANEOUS ACTS.CONDITIONS - IMPROPER EMERGENCY PROCEDURES MISCELLANEOUS ACTS.CONDITIONS - INCORRECT TRIM SETTING MISCELLANEOUS ACTS.CONDITIONS - AIRCRAFT CAME TO REST IN WATER PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE									
	EMERGENCY CIRCUMSTANCES -									

	DATE LOCATION		NJURIES FLIGHT F S M/N PURPOSE	PILOT DATA			
	4/15/76 NR.PALM DESERT.CA TIME - 1455	BEECH B60 CR	1 0 0 COMMERCIAL 5 0 0 AIR TAXI-PASSG	ATP.FLIGHT INSTR., AGE 30, 4900 TOTAL HOURS, 38 IN TYPE, INSTRUMENT RATED.			
	DEPARTURE POINT SAN DIEGO.CA TYPE OF ACCIDENT AIRFRAME FAILURE IN FLI COLLISION WITH GROUND/WA	PALM SPRINGS.CA	PHASE OF OPERATION IN FLIGHT OTHER IN FLIGHT UNCONTROLLED DESCENT				
	WEATHER - WIND SHEAR WEATHER - TURBULENCE, AS MISCELLANEOUS ACTS, CONDI	DED DESIGNED STRESS LIMITS (SOCIATED W/CLOUDS AND/OR THU ITIONS - OVERLOAD FAILURE	INDER S TORMS				
	MISCELLANEOUS ACTS.CONDI WEATHER BRIEFING - NO RECO	INUED VFR FLIGHT INTO ADVERSI TIONS - SEPARATION IN FLIGH' IRD OF BRIEFING RECEIVED S SLIGHTLY WORSE THAN FORECA:					
	SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SIT 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT BLOWING DUST WIND DIRECTION-DEGREES 240	•	CEILING AT ACCIDENT SITE 7000 PRECIPITATION AT ACCIDENT S NONE TEMPERATURE-F 72 WIND VELOCITY-KNOTS 50	ITE			
	TYPE OF WEATHER CONDITIONS VFR FIRE AFTER IMPACT		TYPE OF FLIGHT PLAN NONE D IN AREA.R EMPENNAGE ASSY & R	OUTBD WG PANEL FAILED.			
3-1165	5/20/76 PALO ALTO•CA TIME - 1147		O O 1 COMMERCIAL O O 5 AIR TAXI-PASSG	COMMERCIAL, AGE 56, 9803 TOTAL HOURS, 73 IN TYPE, INSTRUMENT RATED.			
	NAME OF AIRPORT - PALO ALT DEPARTURE POINT MERCED, CA TYPE OF ACCIDENT GEAR RETRACTED		PHASE OF OPERATION LANDING ROLL	Mandalan Karapa			
	MISCELLANEOUS ACTS.COND PERSONNEL - MAINTENANCE	•	ADJUSTMENT DIJATE MAINTENANCE AND INSPECTIO ER ATTACH BOLT SHEARED. MAINT O				

FILE					=	S M	/N	PURPOSE	ALVU LUTIA	
3-1559		SAN ANDREAS, CA	PIPER PA-34 N56602 DAMAGE-SUBSTANTIAL	CR-	0	0	ı	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 50, 2671 TOTAL HOURS, 46 IN TYPE, INSTRUMENT RATED.	
	NAME OF A DEPARTURE OAKLAND	· · · ·	OUNTY INTENDED DESTINATION SAN ANDREAS.CA							
	TYPE OF A				Р	PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN				
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF								
3-3261	9/22/76 TIME ~ 19		N SIKORSKY S-55R . N9389 DAMAGE-DESTROYED					COMMFRCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 35, 1934 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED.	
	DEPARTURE	=	NTENDED DESTINATION LOMA LINDA.CA							
	DAGGETT TYPE OF A COLLIDE		Ą			F OPERATION IGHT NORMAL CRUISE				
	PILOT I PILOT I FACTURIS) WEATHER WEATHER TERRAIN	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) WHATHER - LOW CEILING WEATHER - FIG TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED								
	ZKA CUNUI	TION			С			AT ACCIDENT SITE		
		Y AT ACCIDENT SITE			۲	50 REC NA	141	TATION AT ACCIDENT SITE		
	OBSTRUCTI FOG		1		OF	WEATHER CONDITIONS				
		EIGHT PLAN	• .							
	FIRE AFTE REMARKS-	-	T. HIT PWR LINES IN P	ASS.						

FILE	DATE		AIRCRAFT DATA	F S M/N	-LIGHT PURPOSE	PILOT DATA				
3-3229	10/11/76 TIME - 1830	CHICO.CA	PIPER PA-28 N15666 DAMAGE-SUBSTANTIAL	CR- 0 0 1 COMP PX- 0 0 0 AIR	MERCIAL Taxi-cargo	COMMERCIAL, AGE 30, 3056 TOTAL HOURS, 303 IN TYPE, NOT INSTRUMENT RATED.				
	NAME OF AIR DEPARTURE P RED BLUFF TYPE OF ACC	, CA		PHASE OF OPE						
	OVERSHOOT GEAR COLL		•		EVEL OFF/TOUCHDOWN					
	PILOT IN FACTOR(S)	COMMAND - MISJUDG	ED DISTANCE AND SPEED TO INITIATE GO-AROUND							
			ONS - RAN OFF END OF R ONS - OVERLOAD FAILURE							
3-3511	11/19/76 TIME - 1700		BEECH 95-R55 N4191S DAMAGE-SURSTANTIAL	CR- 0 0 1 COMP PX- 0 0 4 AIR		COMMERCIAL, AGE 55, 5707 TOTAL HOURS, 10 IN TYPE, INSTRUMENT RATED.				
	NAME OF AIR DEPARTURE F VAN HUYS. TYPE OF ACC WHEELS-UP	CA IDENT	INTENDED DESTINATION SAN DIEGO.CA	LAST ENRIBUTE CARLSHAD. PHASE OF OPI LANDING I	CA					
	PILOT IN EMERGENCY C	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURF THE GEAR WAS DOWN AND LOCKED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED OR KNOWN AIRCRAFT DAMAGE								
	REMARKS- NO	LDG GR OR ELEC M	ALFONCTION FOUND.							
3-0495	3/20/76 TIME - 1300		CESSNA TU206D N72194 DAMAGE-SUBSTANTIAL	CR- 0 0 1 COMP PX- 0 0 3 AIR		COMMERCIAL, AGE 31, 3330 TOTAL HOURS, 160 IN TYPE, NOT INSTRUMENT RATED.				
	DEPARTURE P CRESTED F TYPE OF ACC GROUND-WA	UTTE.CO IDENT TER LOOP-SWERVE	NTY INTENDED DESTINATION ASPEN,CO	PHASE OF OPI	ROLL					
	MISCELLAN	USE(S) - LANDING GEAR N EOUS ACTS.CONDITI	OSFWHEEL STFERING ONS - MATERIAL FAILURE SY 1243811-6 FAILED.NO							

FILE			AIRCRAFT DATA	10.	JUR F	S	S M/N		PURPOSE	PILOT DATA
		NR.ASPEN.CO	REECH A36 N6061S DAMAGE-SUBSTANTIAL	CR- PX-					MERCIAL Taxi-passg	COMMERCIAL, FL.INSTR., AGE 39, 3000 TOTAL HOURS 63 IN TYPE, INSTRUMENT RATED.
	DEPARTU		INTENDED DESTINATION ASPEN, CO							NATED.
	TYPE OF	ACCIDENT SION WITH GROUND/WAT					_	_	PERATION I UNCONTROLLED DESCEN	ī
	MISCE FIRE AF	E CAUSE(S) LLANEOUS - UNDETERMI TER IMPACT - ACFT MADE HI SPEED	NED VERTICAL DESCENT.PASSI	ENGER	UNI	DEI	NTI	FIED		
3-1342	6/10/76 TIME -	SOMERSET.CO 1007	BELL 47G3Bl N7894S DAMAGE-DESTROYED						MERCIAL TAXI-PASSG	COMMERCIAL, AGE 26, 1187 TOTAL HOURS, 115 IN TYPE NOT INSTRUMENT RATED.
	GRAND	RE POINT JUNCTION. CO ACCIDENT	INTENDED DESTINATION SOMERSET,CO		P	'HAS	SE	OF OP	PERATION	NOT INSTRUMENT RATED.
		DED WITH WIRES/POLE	S						NORMAL CRUISE	
	PILOT MISCE FACTOR(LLANEOUS ACTS, CONDIT	TO SEE AND AVOID OBJECTIONS - UNWARRANTED LOW			S TF	RUC	TIONS		
		TER IMPACT - POWERLINES ABT 70F	T AGL.							
3-3304	10/30/7 TIME -	6 ALAMOSA.CO 1320	CESSNA 182J N2701F DAMAGE-SURSTANTIAL	PX-	0	0	1	AIR	MERCIAL TAXI-PASSG	COMMERCIAL, AGE 45, 1400 TOTAL HOURS, 143 IN TYPE INSTRUMENT RAJED.
				,,,	•	.,				INSTRUMENT RATED.
	TYPE OF	ACCIDENT SION WITH AIRCRAFT							PERATION ABORTED	
	PERSO		-PERSONNEL PILOT OF O ACTIVE RUNWAY IN FRON					TAKE	OFF ROLL AT 60 MPH.	

FILE	DATE	LOCATION	AIRCRAFT DATA	INJI	RIES S M.	/N	EL IGHT PURPOSE	PILOT DATA		
3-3304	10/30/76 TIME - 132	ALAMOSA,CO O	PIPER PA-31P N66827 DAMAGE-SURSTANTIAL	CR- C PX- C OT- C	0 0	2 1 2	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 37, 4794 TOTAL HOURS, 912 IN TYPE, INSTRUMENT RATED.		
	DEPARTURE ALAMDSA. TYPE DE AC	CO CIDENT	INTENDED DESTINATION DENVER.CO		PHASI TA:	E N	F OPERATION TO TAKEOFF			
	PILOT IN PILOT IN MISCELLA	COMMAND - DIVERT COMMAND - FAILED COMMAND - FAILED NEOUS ACTS.CONDIT	ED AITENTION FROM OPERA TO SEE AND AVOID OTHER TO FOLLOW APPROVED PRO IONS - DISREGARD OF GOO BEFORE TKOF CK LIST AC	AIRCRA CEDURES D OPERA	FT S.DIR ITING	ECT PR	IVES.ETC. ACTICE	ECTION.		
3-3928	11/29/76 TIME - 142	DENVER,CO	PIPER PA-32 N4125R Damage-Substantial	CR- ! PX- 1	0	0	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 46, 6000 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RAIED.		
	NAME OF AIRPORT - STAPLETON INTL DEPARTURE POINT INTENDED DESTINATION GRAND CANYON, AZ DENVER, CO TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED LANDING FINAL APPROACH									
	MISCELLA	MAL INTERFERENCE NEOUS ACTS.CONDIT	IONS - INTERFERENCE WI N SHEPHERD ABOARD.	TH FLIG	1T CO	N TR	OLS	•		
3-1926	7/9/76 TIME - 033	OKEECHOBEE,FL O	AERO COMDR 560 N2699B DAMAGE-SUBSTANTIAL	CR- (0 0	1 0	COMMERCIAL AIR TAXI-CARGO	AIRLINE TRANSPORT, AGE 42, 7895 TOTAL HOURS, 24 IN TYPE, INSTRUMENT RATED.		
	DEPARTURE FORT LAU TYPE OF AC	DERDALE•FL CIDENT AILURE OR MALFUNC	INTENDED DESTINATION ORLANDO, FL		IN	FL	F OPERATION IGHT NORMAL CRUISE NG LEVEL OFF/TOUCHDOW			
	PILOT IN PILOT IN COMPLETE P	NT - MISCELLANEOU COMMAND - FAILED COMMAND - FAILED OWER LOSS, - COMPL CIRCUMSTANCES - F	DS POWERPLANT FAILURE (D) TO ASSURE THE GEAR WA: D) TO FOLLOW APPROVED PRO ETE ENGINE FAILURE/FLAI RECAUTIONARY LANDING D	S DOWN A CEDURE! MEDUT-1 I AIRPOR	AND L S,DIR ENGI RT	OCK ECT	ED			
	REMARKS- E		SUSPECTED MECHANICAL DI: ENG.GR NOT LOCKED DWN (

FILE	DATE	LOCATION	Alrcraft Data	INJU F	RIE	S 4/N	FLIGHT PURPOSE	PILOT DATA			
-2932	9/24/76 TIME - 212	ST PETERSBURG.FL	PIPER PA-34 N41418 DAMAGE-SUBSTANTIAL	CR- 0 PX- 0	0	1 (COMMERCIAL NIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 30, 4786 TOTAL HOURS, 8 IN TYPE, INSTRUMENT RATED.			
	DEPARTURE FT MYERS TYPE OF AC OVERSHOO	CCIDENT	ITEN INTENDED DESTINATION ST PETERSBURG,FL		L	ANDINO	OPERATION 5 LEVEL OFF/TOUCH 5 ROLL	- INDWN			
	PILOT IN MISCELLA FACTOR(S) MISCELLA	I COMMAND - MISJUDGI N COMMAND - FAILED NEOUS ACTS.CONDITION	ED DISTANCE AND SPEED TO INITIATE GO-AROUND INS - INTENTIONAL GROU INS - POORLY PLANNED A NS BEYOND RWY-END.WIN	APPROACH			IER VE				
1-1942	7/6/76 TIME - 071	AUGUSTA.GA	CESSNA 337B N5464S DAMAGE-DESTROYED	CR- I	0	0 0	COMMERCIAL Air Taxi-Cargo	COMMERCIAL, AGE 22, 379 THTAL HOURS, 32 IN TYPE INSTRUMENT RATED.			
	DEPARTURE ATLANTA, TYPE OF AC STALL	GA CCIDENT	LD INTENDED DESTINATION AUGUSTA,GA		PHA L	JGUSTA SE OF ANDINO	DUIE STOP NGA OPERATION G FINAL APPROACH G FINAL APPROACH				
	PILOT IN PILOT IN PILOT IN PILOT IN PILOT IN	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - MISJUDGED DISTANCE.SPEED.ALTITUDE OR CLEARANCE PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL									
	WEATHER BE	- FOG ANEOUS ACTS.CONDITIO RIEFING - SELF-HELP	ONS - PILOT FATIGUE .PILOT CHECKED WEATHE SUBSTANTIALLY CORRECT	R DATA							
	SKY CONDIT					LING A	AT ACCIDENT SITE				
		AT ACCIDENT SITE			PRE	CIPITA	ATION AT ACCIDENT	SITE			
	OBSTRUCTIO	OR LESS ONS TO VISION AT AC	CIDENT SITE		TEM	AIN PERATI	JR E-F				
		CTION-DEGREES				D VELO	OCTTY-KNOTS				
	40 TYPE OF WE	EATHER CONDITIONS			TYP.		LIGHT PLAN				

		LOCATION	AIRCRAFT DATA	F S	M/N	FLIGHT PURPOSE	PILOT DATA
3-0772	3/3/76 TIME - 132 NAME OF AI DEPARTURE	LIHUE•HI 3 RPORT - LIHUE POINT	PIPER PA-32 N8934N DAMAGE-SUBSTANTIAL INTENDED DESTINATION	CR- O	0 1	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, AGE 32, 4317 TOTAL HOURS, 733 IN TYPE, INSTRUMENT RATED.
	LIHUE,HI TYPE OF AC ENGINE F HARD LAN	CIDENT AILURE OR MALFUNC	HONOLULU + HI		TAKEO	F OPERATION FF INITIAL CLIMB NG LEVEL OFF/TOUCHDOW	IN .
	PILOT IN COMPLETE P EMERGENCY	NT - MISCELLANEOU COMMAND - IMPROF OWER LOSS - COMPL CIRCUMSTANCES - F	IS POWERPLANT FAILURE FI PER LEVEL OFF LETE ENGINE FAILURE/FLAM FORCED LANDING ON AIRPOR LOSE GR FAILED.NO MALF FI	EOUT-1 EN T/SEAPLAN	IG I NE		
3-1179	TIME - 145 DEPARTURE	POINT	N35310 DAMAGE-DESTROYED INTENDED DESTINATION			COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, AGE 40, 4321 TOTAL HOURS, 401 IN TYPE, INSTRUMENT RATED.
3-1179	TIME - 145 DEPARTURE KAMUELA, TYPE OF AC	68 POINT HI CIDENT AILURE OR MALFUNG	N35310 DAMAGE-DESTROYED INTENDED DESTINATION HONOLULU,HI	PX- O	O 1 MASE O		TOTAL HOURS, 401 IN TYPE, INSTRUMENT RATED.
3-1179	DEPARTURE KAMUELA, TYPE OF AC ENGINE F DITCHING PROBABLE (POWERPLA FACTOR(S)	POINT HI CIDENT AILURE OR MALFUNG CAUSE(S) LAUSE(S) LINT - MISCELLANEO	N35310 DAMAGE-DESTROYED INTENDED DESTINATION HONOLULU,HI	PX- O PI	O 1 HASE O IN FL LANDI	AIR TAXI-CARGO F OPERATION IGHT CLIMB TO CRUISE NG LEVEL OFF/TOUCHOOM D REASONS	TOTAL HÖURS, 401 IN TYPE, INSTRUMENT RATED.

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_	DATE LOCATION	AIRCRAFT DATA	INJURIES FLIGHT F S M/N PURPOSI	PILOT DATA
-2199	8/14/76 KAHULUI•HI Time - 0956		CR- 0 0 1 COMMERCIAL PX- 0 0 0 AIR TAXI-0	COMMERCIAL, AGE 26, 1735 CARGO TOTAL HOURS, 242 IN TYPE INSTRUMENT RATED.
	FIRE OR EXPLOSION IN COLLIDED WITH DIRT B		IN FLIGHT DESCI LANDING ROLL	
		INDITIONS - AIRCRAFT CAME T 5 - FORCED LANDING OFF AIRP SMOKE IN COCKPIT FUMFS IN CABIN		
	REMARKS- THROTTLE CABLE	ASSY BOWED. RUBBED INSULA	TION OFF WIRING, CAUSED SHO	DRT.
-0254	1/15/76 NR.OROF1NO.10 TIME - 1424		CR- 1 O O COMMERCIAI PX- 2 O O AIR TAXI-	
	DEPARTURE POINT BUTTE,MT TYPE OF ACCIDENT COLLISION WITH GROUND	INTENDED DESTINATION ORDFINO,ID O/WATER CONTROLLED	LAST ENROUTE STOP KOOSKIA,ID PHASE OF OPERATION IN FLIGHT OTHER	N
	PILOT IN COMMAND - CO FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN TERRAIN - HIGH OBSTRU WEATHER BRIEFING - BRIE	ICTIONS FEO BY FLIGHT SERVICE PERS CAST SUBSTANTIALLY CORRECT	VERSE WEATHER CONDITIONS	
	SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT 3/4 MILE OR LESS OBSTRUCTIONS TO VISION FOG		CEILING AT ACCIDED 1800 PRECIPITATION AT A RAIN TEMPERATURE-F 38 TYPE OF WEATHER CO	ACCIDENT SITE

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/	FLIGHT 'N PURPOSE	PILOT DATA
3-3430	8/25/76 NI TIME - UNK	R.SALMON,ID /NR	CESSNA TUZO6E N1383M DAMAGF-DESTROYED	CR- 1 0 PX- 0 0	O COMMERCIAL O AIR TAXI-CARGO	COMMERCIAL, AGE 38, 1300 TOTAL HOUR?. 271 IN TYPE, INSTRUMENT RATED.
	DEPARTURE	POINT	INTENDED DESTINATION			
	SALMON, ID TYPE OF AC		ROOT RANCH.ID	DIACE	OF OBERATION	
		N WITH GROUND/WAT	ER UNCONTROLLED		E OF OPERATION FLIGHT UNCONTROLLED DE	ESCENT
	WEATHER .	COMMAND - INITIA - TURBULENCE, ASS	TED FLIGHT IN ADVERSE W			
		- THUNDERSTORM AC NEOUS ACTS,CONDIT	IONS - CARGO SHIFTED		•	
	PILOT IN	COMMAND - INADEQ - High obstructio	WATE PREFLIGHT PREPARAT	ION AND/OR P	LANNING	
	WEATHER BR WEATHER FO	IEFING - BRIEFED	BY FLIGHT SERVICE PERSO SUBSTANTIALLY CORRECT	NNEL, BY PHO	DNE	
	SKY CONDIT			CEILI	NG AT ACCIDENT SITE	
	VISIBILITY	AT ACCIDENT SITE		PRECI	PITATION AT ACCIDENT SI IN SHOWERS	I TE
		NS TO VISION AT A	CCIDENT SITE		RATURE-F	•
		NOT REPORTED	•	63		
	MIND DIREC	TION-DEGREES		WIND 10	VELOCITY-KNOTS	
		ATHER CONDITIONS			OF FLIGHT PLAN	
	UNKNOWN/	NOT REPORTED		ION	NE .	
	REMARKS- R	ECOVERY DATE 8/30	776. PLT OBTND WEA BREN	G 1541 MDT.	CARGO NOT SECURED.	
3-1762	7/23/76 TIME - 025	ROCKFORD.IL O	PIPER PA-32 N4177W Damage-Substantial		1 COMMERCIAL O AIR TAXI-CARGO	COMMERCIAL, FL.INSTR., AGE 59, 11600 TOTAL HOURS, 2015 IN TYPE,
	NAME OF AT		NO.			INSTRUMENT RATED.
		RPORT - COTTONWOO POINT	INTENDED DESTINATION			
			FAIRFIELD.IA			
		CIDENT WITH TREES	•		E OF OPERATION CEOFF INITIAL CLIMB	
	PILOT IN	COMMAND - INADEC COMMAND - IMPROP	DUATE PREFLIGHT PREPARAT PER IFR OPERATION D TO SEE AND AVOID OBJEC			
			ORCED LANDING OFF AIRPO		DC 110M2	

FILE	DATE LOCATIO	ON AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT. DATA
	12/28/76 NR.CAIRO.IL TIME - 0206	BEECH D-18S N3128B DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0		AIRLINE TRANSPORT, AGE 43, 8700 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED.
	CAIROTIL TYPE OF ACCIDENT ENGINE FAILURE OR MA	RO AIRPORT INTENDED DESTINATION CLEVELAND.OH ALFUNCTION ND/WATER CONTROLLED	TAKEO	OF OPERATION FF INITIAL CLIMA OFF INITIAL CLIMB	
	EMERGENCY CIRCUMSTANC REMARKS- UNDER INVEST	ES - FORCED LANDING OFF AIRP IGATION.	ORT ON LAND		
3-3165	TIME - 1200	DAMAGE-SUBSTANTIAL	PX- 0 0 0	AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 25, 3361 TOTAL HOURS, 201 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT KANSAS CITY+KS TYPE OF ACCIDENT AIRFRAME FAILURE I	INTENDED DESTINATION RETURN N FLIGHT	LAST EN SALIN PHASE O IN FL	ROUTE STOP IA,KS IF OPERATION .IGHT UNCONTROLLED DE	
			ING PANELS WRIN	IKLED.AUTO PILOT ON AL	T HOLD-CKD OK.
3-2486	7/27/76 GREENSBURG TIME - 2205			COMMERCIAL AIR TAXI—PASSG	COMMERCIAL, FL.INSTR., AGE 26. 2930 TOTAL HOURS 85 IN TYPE, INSTRUMENT RÅTED.
	NAME OF AIRPORT - GRE DEPARTURE POINT ULYSSES.KS TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH DIRT	INTENDED DESTINATION GREENSBURG, KS	LANDI	DF OPERATION NG LEVEL OFF/TOUCHDD NG ROLL	
	PILOT IN COMMAND - MISCELLANEOUS ACTS. FACTOR(S)	MISJUDGED DISTANCE,SPEED,AND FAILED TO INITIATE GQ-ARDUND CONDITIONS - POORLY PLANNED CILITIES - AIRPORT FACILITIE	APPROACH	· ING	

FILE	DATE	LOCATION	AIRCRAFT DATA	INJ	JR I E	S	FLIGHT	PILOT DATA
3-2207	1/19/76 NR.IN TIME - 1430	TERCSTL CITY.LA	BELL 206B N143PA DAMAGE-DESTROYED	CR- PX- (1 (0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 30, 3293 TOTAL HOURS, 1076 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POIN LAFAYETTE.LA TYPE OF ACCIDE AIRFRAME FAI	NT LURE IN FLIGHT	NTENDED DESTINATION EUGENE ISLAND,LA				OF OPERATION LIGHT OTHER	RAJED.
	PILOT IN COM MISCELLANEOU MISCELLANEOU FACTOR(S) MISCELLANEOU	MMAND - EXCEEDED MAND - IMPROPER US - EVASIVE MAN US ACTS, CONDITION	DESIGNED STRESS LIMIT OPERATION OF FLIGHT C EUVER TO AVOID COLLISI NS - OVERLOAD FAILURE NS - SEPARATION IN FLI UGE	ONTROI ON		CRAF	T	
3-3102	4/17/76 NR.LE	EEVILLE,LA	BELL 2068 N14856 DAMAGE-DESTROYED	CR- PX-	1 () (COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 32, 2379 TOTAL HOURS, 70 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT LEEVILLE.LA TYPE OF ACCIDE	RT - BLOCK 21 NO NT I ENT					OF OPERATION ING TRAFFIC PATTERN-	
	MISCELLANEOL MISCELLANEOL PERSONNEL - FACTOR(S) MISCELLANEOL	- ROTOR ASSEMBLI US ACTS, CONDITION US ACTS, CONDITION PRODUCTION-DESI US ACTS, CONDITION	ES OTHER NS - FATIGUE FRACTURE NS - MATERIAL FAILURE GN-PERSONNEL SUBSTAND NS - AIRCRAFT CAME TO ORSION STRAP FAILED					
3-1594			BELL 47J-2 N73255 Damage-destroyed					COMMERCIAL, AGE 31, 3646 TOTAL HOURS, 257 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPOR DEPARTURE POIL NEW ORLEANS TYPE OF ACCIDE ROLL OVER	RT — RYAN NT I La Ent	NTENDED DESTINATION BATON ROUGE•LA		rn	4 2 E	ENROUTE STOP DUEMINE.LA OF OPERATION GROUND TAXI FROM LA	
	PILOT IN CON FACTOR(S)	MMAND - EXERCISE MMAND - IMPROPER IS ACTS+CONDITIO	COMPENSATION FOR WIND	COND	I TI	DN S		

FILE	DATE	LOCATION	AIRCRAFT DATA	INJ F	UR I S	ES M/	/N	FLIGHT PURPOSE	PILOT DATA
3-3626	6/13/76 TIME - 16 DEPARTURE	NR.INTRACOASTAL,LA 30 POINT ASTAL,LA	BOLKOW BO105C N149BR DAMAGE-SUBSTANTIAL INTENDED DESTINATION GULF OF MEXICO	CR- PX-	0	0	3	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 43, 4674 TOTAL HOURS, 203 IN TYPE, NOT INSTRUMENT RATED.
		ER/ROTOR FAILURE	MAIN ROTOR			ΙN	FL	IGHT NORMAL CRUISE IG POWER-ON LANDING	;
	PERSONM MISCELI FACTOR(S)	RAFT - ROTOR ASSEME BEL - PRODUCTION-DE LANEOUS ACTS.CONDIT	LIES MAIN ROTOR BLADES SIGN-PERSONNEL POOR/IN IONS - CORRODED/CORROS O TO USE OR INCORRECTLY	NADEQUA ION					
	MISCELL MISCELL EMERGENCY	ANEOUS ACTS.CONDIT ANEOUS ACTS.CONDIT CIRCUMSTANCES — F	IONS - AIRCRAFT CAME TO IONS - SEPARATION IN FI ORCED LANDING OFF AIRPO	REST LIGHT ORT ON	IN WAT	HA1 Er	ER		HANGING OVER SEAT BACK
3-1595	6/24/76 TIME - 10	GOLDEN MEADOW.LA	CESSNA 180 N4779IJ DAMAGE-DESTROYED	CR- PX-	0	0	1	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 31, 1901 TOTAL HOURS, 735 IN TYPE INSTRUMENT RATED.
	TYPE UF A	CCTDENT	DAMAGE-DESTROYED INTENDED DESTINATION HOUMA, LA					OPERATION	
	PROBABLE PILOT 1 PILOT 1 MISCELL FACTOR(S) TERRAIN	IN COMMAND - EXERCI IN COMMAND - MISJUI ANEOUS - EVASIVE M I N - OTHER	SED POOR JUDGMENT					FF INITIAL CLIMB RUN SO PLT TRIED TO	D PASS TO R & MIT POLE.
3-1873	7/15/76 TIME - 11	BERWICK+LA 150	BELL 2068 NB176J DAMAGE-DESTROYED	CR- PX-	0 0	0 1	1 2	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 28, 4312 TOTAL HOURS, 533 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE BERWICK TYPE OF A	C,LA ACCIDENT	INTENDED DESTINATION GULF OF MEXICO					F OPERATION	
	FACTORISI AIRPORT FIRE AFTE	CAUSEIS) IN COMMAND - FAILEE IS/AIRWAYS/FACILITI ER IMPACT) TO SEE AND AVOID OBJECTES - AIRPORT CONDITIONS	S UNMA	OBS ARKE	TRU D (JC T		

FILE	DATE	LOCATION	AIRCRAFT: DATA	IN.	JURTE: FS	S M/N	FLIGHT PURPOSE	
3-3294	7/25/76 TIME - 090	ROCKPORT•LA 95	BOLKOW BO-105 N90656 DAMAGE-SUBSTANTIAL	CR- PX-	0 0	1	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 45, 61 TOTAL HOURS, 194 IN TV NOT INSTRUMENT RATED.
	DEPARTURE	RPORT - ARANSAS CO POINT	DUNTY INTENDED DESTINATION ROCKPORT, LA					
	PROPELLE	ER/ROTOR FAILURE			I	V FL	OF OPERATION	
	HARD LAI				L	AND	ING POWER-ON LAND	DING
	PERSONNI ROTORCRA MISCELLA	EL - MAINTENANCE,SI EL - MAINTENANCE,SI AFT - FLIGHT CONTRI	DL SYSTEMS TAIL ROTOR P IONS - IMPROPERLY SECURE	DEQU.	ATE I	NSPE	CTION OF AIRCRAFT	E PERSONNEL) T (MAINTENANCE PERSONNEL)
			ORCED LANDING OFF AIRPOR S NUT ON LOWER T/R BELLO				INSTALLED AFTER	REASSEMBLY.
3-1871		HOUMA, LA 40	CESSNA 180 N2125Z Damage-Substantial			1 2	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 52, 24000 TOTAL HOURS. 2100 IN TYPE, INSTRUME RATED.
	DEPARTURE HOUMA, LA TYPE OF A	IRPORT - CHARLIE HA POINT A CCIDENT D WITH OBJECT	AMMONDS INTENDED DESTINATION DOG LAKE,LA				DF OPERATION DFF RUN	NATED.
	PILOT I	N COMMAND - FAILED N COMMAND - INADEO ANEOUS ACTS.CONDIT	TO SEE AND AVOID OBJECT JATE PREFLIGHT PREPARATIONS — FAILED TO USE ALO	ON A	ND/OR	PL/	ANN I NG	
	MISCELL	ANEOUS ACTS, CONDIT	IONS - AIRCRAFT CAME TO D WITH BARGE,ACFT SANK.	REST	IN W	ATE	₹	
3-3870	12/11/76 TIME - 08	NR.MORGAN CITY,LA 56	BELL 206B N49669 DAMAGE-SUBSTANTIAL	CR- PX-	0 0	1 2	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 36, 70 TOTAL HOURS, 2724 IN TYPE, INSTRUMENT RATE
	DEPARTURE MORGAN C TYPE OF A	CCIDENT	L 168A INTENDED DESTINATION SHIP SHOAL 154				DF OPERATION	
	PROBABLE PERSONN ROTORCR MISCELL	EL - MAINTENANCE,S AFT - ROTOR ASSEMB	ERVICING, INSPECTION IM LIES MAIN ROTOR HEAD A IONS - FATIGUE FRACTURE		R MAI		IC IDLING ROTORS	

FILE	DATE LOCATI	ION AIRCRAFT DATA	INJURIES FLIGHT F S M/N PURPOSE	PILOT DATA
	8/16/76 ELLSWORTH TIME - 0632			ATP, FLIGHT INSTR., AGE 34, 9797 TOTAL HOURS, 2501 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - BAI DEPARTURE POINT BANGOR, ME	R HARBOR INTENDED DESTINATION ELLSWORTH.ME		
	TYPE OF ACCIDENT	JND/WATER CONTROLLED	PHASE OF OPERATION LANDING FINAL APPROACH	
		FAILED TO FOLLOW APPROVED PIMPROPER IFR OPERATION	ROCEDURES, DIRECTIVES, ETC.	
		RIEFED BY FLIGHT SERVICE PER DRECAST SUBSTANTIALLY CORREC		
	SKY CONDITION OVERCAST		CEILING AT ACCIDENT SITE	
	VISIBILITY AT ACCIDED		PRECIPITATION AT ACCIDENT SITE	
	OBSTRUCTIONS TO VISION FOR	ON AT ACCIDENT SITE	WIND VELOCITY-KNOTS Calm	
	TYPE OF WEATHER COND BELOW MINIMUMS	IT IONS	TYPE OF FLIGHT PLAN IFR	
	REMARKS- FLEW INTO 2	20 FT HILL,LNCALIZER APPROAC	H,ALTIMETER TESTED OK AFTER CRASH.	
3-1973	7/16/76 BEDFORD.M. TIME - 0345	A PIPER PA-28R N3298R Damage-Substant[A	CR- 1 O O COMMERCIAL PX- O O O AIR TAXI-CARGO L	AIRLINE TRANSPORT, AGE 29, 1863 TOTAL HOURS, 22 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - HAI DEPARTURE POINT BOSTON.MA	NSCOM FIELD Intended destination Redford.ma		
	TYPE OF ACCIDENT COLLIDED WITH TREE	,	PHASE OF OPERATION LANDING FINAL APPROACH	
	PROBABLE CAUSE(S) MISCELLANEOUS - UNI FACTOR(S) TERRAIN - HIGH OBS			
	REMARKS- DURING LAND	ING APPROACH AT NIGHT.ACFT S	TRUCK A TREE APRX ONE AND A HALF MILES	FROM RWY.

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N		PILOT DATA
3-2362	TIME - 1215	ENT	CESSNA U206F N35919 DAMAGE-SUBSTANTIAL NTENDED DESTINATION TUCKERNUCK IS.MA	PHASE	COMMERCIAL AIR TAXI-PASSG OF OPERATION ING ROLL	COMMERCIAL, AGE 27, 395 TOTAL HOURS, 78 IN TYPE, INSTRUMENT RATED.
	FACTOR(S) AIRPORTS/AI	MMAND - IMPROPER RWAYS/FACILITIES	OPERATION OF FLIGHT - AIRPORT CONDITIONS R NOSE GEAR TOUCHDOWN	SOFT RUNWAY		AND.
3-3662	DEPARTURE POI BEAVER IS, P TYPE OF ACCIO ENGINE FAIL COLLIDED WI PROBABLE CAUS PILOT IN CO MISCELLANEO TERRAIN - R COMPLETE POWE EMERGENCY CIR	ORT - CHARLEVOIX IT IT ENT URE OR MALFUNCTI TH DIRT BANK E(S) MMAND - MISMANAG US ACTS.CONDITIO UGH/UNEVEN R LOSS - COMPLET	NTENDED DESTINATION CHARLEVOIX,MI ON EMENT OF FUEL NS - FUEL STARVATION E ENGINE FAILURE/FLAM CED LANDING OFF AIRPO	PX- 0 0 2 PHASE IN F LAND	COMMERCIAL AIR TAXI-PASSG OF OPERATION LIGHT DESCENDING ING ROLL	COMMERCIAL, AGE 64, 5420 TOTAL HOURS, 64 IN TYPE, INSTRUMENT RATED.

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FILE		AIRCRAFT DATA	F S M/N	PURPOSE	PILOT DATA
					AIRLINE TRANSPORT, AGE 58, 11763 TOTAL HOURS, 5000 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - DETROIT DEPARTURE POINT		LAST F	NROUTE STOP	
	DETROIT.MI	RETURN	DAYT		
	TYPE OF ACCIDENT			OF OPERATION	7
	ENGINE FAILURE OR MALFUN COLLIDED WITH WIRES/POL			DFF INITIAL CLIMB ING LEVEL DFF/TOUCHDOWN	4
	PROBABLE CAUSE(S) PILOT IN COMMAND - IMPRO PILOT IN COMMAND - MISMA MISCELLANEOUS ACTS, CONDI TERRAIN - HIGH OBSTRUCTI FACTOR(S) POWERPLANT - MISCELLANEO POWERPLANT - FUEL SYSTEM COMPLETE POWER LOSS - COMP EMERGENCY CIRCUMSTANCES - FIRE AFTER IMPACT REMARKS- BOTH PROPS FEATHER	ANAGEMENT OF FUEL TIONS - FUEL STARVATION ITIONS - FAILURE OF TWO O TONS BUS FOREIGN OBJECT DAMAG OTHER PLETE ENGINE FAILURE/FLAM FORCED LANDING OFF AIRPO	OR MORE ENGINE GE MEOUT-2 ENGINE ORT ON LAND	s s	DIR COMPANY ACFI.
3-3021	6/22/76 WARROAD.MN TIME - 1600	CESSNA 185 N2678S DAMAGE—SUBSTANTIAL		COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 41, 2200 TOTAL HOURS, 2100 IN TYPE, NUT INSTRUMENT
	DEPARTURE POINT	INTENDED DESTINATION			RATED.
	W DEER LAKE, CAN	WARROAD MN			
	TYPE OF ACCIDENT	•	PHASE	OF OPERATION	
	ENGINE FAILURE OR MALFUN COLLIDED WITH TREES	NCTION		LIGHT NORMAL CRUISE ING FINAL APPROACH	
		•			
	PROBABLE CAUSE(S) PILOT IN COMMAND - INADE MISCELLANEOUS ACTS.CONDI TERRAIN - HIGH OBSTRUCTI COMPLETE POWER LOSS - COM	IONS		•	

FILE	DATE LOCA		INJURIES FLIGHT F S M/N PURPOSE	PILOT DATA
	3/11/76 NR.COLUMB TIME - 1435		CR- O O 1 COMMERCIAL PX- O O 3 AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 55, 2166 TOTAL HOURS, 105 IN TYPE, NOT INSTRU- MENT RATED.
	NAME OF AIRPORT - (DEPARTURE POINT	INTENDED DESTINATI	N	
	TYPE OF ACCIDENT MISCELLANEOUS	KANSAS CITY+MO	PHASE OF OPERATION TAKEOFF INITIAL CLIMB	
		- INADEQUATE PREFLIGHT PREF AGE DOORS,OOOR FRAMES	PARATION AND/OR PLANNING	
		TS.CONDITIONS - IMPROPERLY S RS CAME OPEN IN FLT CAUSING	ECURED SUBSTANTIAL DAMAGE TO FUSELAGE DOOR	NOT PROPERLY LATCHED
3-3675	7/24/76 HUNTSVII TIME - 0921	LLE.MO PIPER PA-28R N7941C DAMAGE-DESTROYE INTENDED DESTINATI	O OT- 2 O O	COMMERCIAL, AGE 26, 1421 TOTAL HOURS, 520 IN TYPE, INSTRUMENT RATED.
	SALISBURY.MO Type of accident	UNKNOWN/NOT REPOR	PHASE OF OPERATION IN FLIGHT CLIMB TO CRU	ISE
		- FAILED TO SEE AND AVOID (ELLANEDUS-PERSONNEL PILOT (
	CONTROLLING AGEN TRAFFIC ADVISORY CONVERGENCE ANGL VERTICAL COLLISION	ISSUED - NONE	RADAR CTL/SURVEILLANCE CONTROL ZONE/AREA — NO HORIZONTAL COLLISION AN EVASIVE ACTION TAKEN —	

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
	9/15/76		PIPER PA-23	CR- 0 1 0		COMMERCIAL, AGE 58, 9926 TOTAL HOURS, ALL IN TYPE, INSTRUMENT RATEO.
		RPORT - INDEPENDE	NCE MEMO			1113 THOMEST MATERI
	DEPARTURE F	OINT	INTENDED DESTINATION KANSAS CITY,MO			
	JEFFERSON TYPE OF ACC		KANSAS CITY,MO		F OPERATION	
			PROPELLER		IGHT DESCENDING	
	STALL MI	ISH	,	LANDI	NG TRAFFIC PATTERN-C	IRCL ING
	PROBABLE CA		-0			
	POWERPLAN	NT - PROPELLER AND	ERVICING.INSPECTION IO DACCESSORIES SPINNER! IONS - FATIGUE FRACTUR	S.OOMES	ENANCE AND INSPECTION	
			TO OBTAIN/MAINTAIN FL			
	MISCFLLA	MEDUS ACTS. CONDIT	IONS - SEPARATION IN FO IONS - IMPROPER EMERGE DROED LANDING OFF AIRPO	NCY PROCEDURES		
	REMARKS- FA		JSPECTED OR KNOWN AIRC STUDS,PROP SEPD.DELAY		T OF GR.MADE GO-ARND.	
3-3478	11/30/76	ST LOUIS.MO	PIPER PA-308	CR- 0 0 1	COMMERCIAL	COMMERCIAL, FL.INSTR.,
	TIME - 051	5	N8489Y DAMAGE-SUBSTANTIAL		AIR TAXI-CARGO	AGE 28, 2344 TOTAL HOURS, 375 IN TYPE, INSTRUMENT RATED.
		RPORT - WEISS			•	
		POINT	INTENDED DESTINATION			
	DETROIT,	-	ST LOUIS.MO		LAND,OH F OPERATION	
	TYPE OF ACC	LIDEN! AILURE OR MALFUNC'	LIUN	IN FI	IGHT DESCENDING	
		WITH WIRES/POLE		LANDI	NG FINAL APPROACH	
	PILOT IN	COMMAND - MISMAN COMMAND - IMPROP	AGEMENT OF FUEL FR IN-FLIGHT DECISIONS IONS - FUEL EXHAUSTION			
	TERRAIN -	NEOUS ACTS.CONDIT - HIGH OBSTRUCTION	IONS - FAILURE OF TWO I NS	OR MORE ENGINES		
	PERSONNEI	- MAINTENANCE.S	NSTRUMENTS FUEL QUANT ERVICING.INSPECTION I	NADEQUATE MAINT		
	EMERGENCY (CIRCUMSTANCES - F	FTE ENGINF FAILURE/FLA DRCED LANDING DEF AIRPO F FUEL GAUGE-CORROSION	ORT ON LAND		INDICATOR SENSOR

 DATE LOC			7				FLIGHT PURPOSE	PILOT DATA
8/1/76 BILLING TIME - 1500		BEECH S35 NB681Q DAMAGE-DEST	. CI				OMMERCIAL IR TAXI-PASSG	
DEPARTURE POINT			NATION					
BILLINGS.MT Type OF ACCIDENT	*	CODY.WY				0E	OPERATION	
COLLISION WITH (GROUND/WATER	CONTROLLED					SHT NORMAL CRUISE	
PROBABLE CAUSE(S) PILOT IN COMMAND FACTOR(S) TERRAIN - HIGH C WEATHER - LOW CE WEATHER - RAIN	BSTRUCTIONS	VFR FLIGHT	INTO ADVER	SE WE	A THER	CON	DI TIONS	
WEATHER BRIEFING -	- NO RECORD OF	BRIEFING F	RECEIVED					
WEATHER FORECAST -	- UNKNOWN/NOT	REPORTED						
SKY CONDITION				Ш.,	CEILI	NG A	T ACCIDENT SITE	
SCATTERED					350	0		•
VISIBILITY AT ACCI					PRECI	PITA	TION AT ACCIDENT SI	TE
UNKNOWN/NOT REPO				. :	RAI			
OBSTRUCTIONS TO VI		ENT SITE			TEMPE	RATU	IRE-F	
WIND DIRECTION-DEC					65 UTND	uE 1 0	CTTY-KNOTS	
WIND DIVECTION-DEC	JVEE 3				8 414D	AFFO	ICT 11-VM312	
40					63			
40 TYPE OF WEATHER CO	2NOTTIONS	•			TVPF	NE E	LIGHT PLAN	

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FILE	DATE	LOCATION	ATRCRAFT DATA	TN.811	RIF	:	FLIGHT PURPOSE	PILOT DATA
3-2871	7/11/76 TIME - 13	CHADRON, NE 30	PIPER PA-24 N7125P	PIPER PA-24 CR- O O 1 COMMERCIAL N7125P PX- O O O AIR TAXI-CARGO DAMAGE-SUBSTANTIAL				COMMERCIAL, AGE 27, 803 TOTAL HOURS, 115 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - CHADRON MUNI							
		POINT NE	INTENDED DESTINATION		LAST	LE	NROUTE STOP IONT.SD	
	CHADRON TYPE OF A	•	RETURN				OF OPERATION	
	ENGINE	FAILURE OR MALFUNG LLAPSED	TION		11) F	IGHT NORMAL CRUISE ING ROLL	
	PROBABLE PILOT I PILOT I							
		N COMMAND - FAILE	IONS - FUEL EXHAUSTION TO MAINTAIN DIRECTION		OL			
	MISCELL		TIONS - OVERLOAD FAILUR ID CONDITIONS	E				
	WEATHER B	RIEFING - UNKNOWN	NOT REPORTED					
		ORECAST - UNKNOWN, CIRCUMSTANCES - I						
		SKY CONDITION CLEAR					G AT ACCIDENT SITE	
	VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED)				PREC		ITATION AT ACCIDENT SITE	·
		ONS TO VISION AT	ACCIDENT SITE	160				
	WIND VELO	OCITY-KNOTS			TYPI Vi		F WEATHER CONDITIONS	
	NONE	LIGHT PLAN						
	REMARKS-	MING TIP HIT THE	GND PLT LOST CTL.LNDD I	N A ROUG	H H/	AY I	FLD.WIND GUSTING 22K.	
3-0312		REND,NV 18	PIPER PA-31 N19KA DAMAGE-SUBSTANTIAL		0	1	COMMERCIAL AIR TAXI-CARGO	AIRLINE TRANSPORT, AGE 28, 3484 TOTAL HOURS, 705 IN TYPE, INSTRUMENT RATED.
	NAME OF A	IRPORT - RENO INT	L					
	DEPARTURE OAKLAND	POINT .CA	INTENDED DESTINATION REND.NV					
	TYPE OF A				PHA:	SE (OF OPERATION	
	GEAR RE	TRACTED			T	A X I	FROM LANDING	
	AIRFRAM	IEL - MAINTENANCE: NE - LANDING GEAR	SERVICING, INSPECTION IN GEAR LOCKING MECHANISM FIONS - LACK OF LUBRICA					
	AIRFRAM Miscell	E - LANDING GEAR ANEOUS ACTS.CONDI	LANDING GEAR WARNING A FIONS - IMPROPER CLEARA	ND INDIC	RANI	NG (COMPONENTS .	
	REMARKS-	BOLT SEIZED IN L	GR DRAG LINK ASSY. DWN	TUCK WIC	ROSI	HI TO	CH OUT OF ADJUSTMENT.GAV	E FALSE INDCN.

FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F	R I E S	S M/N	FLIGHT PURPOSE	PILOT DATA
		SAYREVILLE.NJ	SIKORSKY S-62 CF	- o	C	2	COMMERCIAL AIR TAXI-PASSG	ATP, FLIGHT INSTR., AGE
		I IDENT	LFAD INTENDED DESTINATION SAYREVILLEINJ				DF OPERATION ING POWER-ON LANDING	
	PILOT IN FACTOR(S) MISCELLAN	COMMAND - FAILED COMMAND - EXERCI JEOUS ACTS.CONDIT	TO MAINTAIN ADEQUATE ROTO SED POOR JUDGMENT IONS - DOWNWIND SIDE OF MELIPAD PRECLUDED				N.SETTLED TO GND ON L W	HEEL .WIND 25K.
3-0183	1/6/76 NR TIME - 2015		PIPER PA-23 CF N5258Y P) DAMAGE-DESTROYED	- 1 (- 3	(0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 55, 10400 TOTAL HOURS, 2500 IN TYPE, INSTRUMENT RATED.
	DEPARTURE F ALBUQUERO TYPE OF ACC	OUE.NM	INTENDED DESTINATION GALLUP,NM ER CONTROLLED				OF OPERATION LIGHT NORMAL CRUISE	
	PROBABLE CA PILOT IN PILOT IN	USE(S) COMMAND - CONTIN	WED VFR FLIGHT INTO ADVERSER IN-FLIGHT DECISIONS OR	SE WE	Αlι	HER		
	₩EATHER -		IONS - DISREGARD OF GOOD ()PER A	TIN	NG PI	RACTICE	
	WEATHER BRI	EFING - BRIEFED	BY FLIGHT SERVICE PERSONNI SUBSTANTIALLY CORRECT					
	1/2 MILE	ON AT ACCIDENT SITE			PR I	INKN ECIP SNOW	G AT ACCIDENT SITE DWN/NOT REPORTED ITATION AT ACCIDENT SIT SNOW SHOWERS ATURE-F	E
	BLOWING S WIND DIRECT 270				WI!	30 ND V 30	ELOCITY-KNOTS F FLIGHT PLAN	
	[FR		76.SNOWSHOWERS IN AREA.LO		•	VFR		TIME OF ACCOT.

FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F	RIES N S	1/N	FLIGHT PURPOSE	PILOT DATA
	3/18/76 TIME - 11 DEPARTURE GOBERNAD TYPE OF AG	POINT POINT OR,NM CCIDENT FAILURE OR MALFUNC	BELL 2068 N7849S DAMAGE-SUBSTANTIAL INTENDED DESTINATION RETURN	CR- C	LAST WE PHAS	1 (2 / ENR(ELL SI E OF	COMMERCIAL	COMMERCIAL, AGE 39, 3270 TOTAL HOURS, 1213 IN TYPE, INSTRUMENT RATED.
	MISCELL MISCELL MISCELL FACTOR(S) TERRAIN PARTIAL PI EMERGENCY	ANT - FUEL SYSTEM ANEOUS ACTS, CONDIT ANEOUS - EVASIVE M - HIGH OBSTRUCTIO OWER LOSS - PARTIA CIRCUMSTANCES - F	IONS - STUCK IONS - FUEL STARVATION ANEUVER TO AVOID COLLIS	SION GINE RT/SEAPL				D CLR TREES.BUSHES.
-1192		MR.HOBBS.MM 30	PIPER PA-28 N4523X DAMAGE-DESTROYED	CR- C) 1	1 0	COMMERCIAL AIR TAXI-CARGO	ATP, FLIGHT INSTR., AGF 31, 3157 TOTAL HOURS, 70 IN TYPE, INSTRUMENT RATED.
	TYPE OF A	POINT ,TX CCIDENT FAILURE OR MALFUNC D WITH WIRES/POLE			IN	FLIC	OPERATION GHT NORMAL CRUISE G FINAL APPROACH	KATED.
	PILOT IMISCELL FACTOR(S) TERRAIN WEATHER POWERPL MISCELL COMPLETE WEATHER BI WEATHER FI	N COMMAND - INADEQ N COMMAND - MISMAN ANEOUS ACTS.CONDIT - HIGH OBSTRUCTIO - FOG ANT - POWERPLANT-I ANEOUS ACTS.CONDIT POWER LOSS - COMPL RIEFING - NO RECOR DRECAST - UNKNOWN/	IONS - FUEL EXHAUSTION NS NSTRUMENTS FUEL QUANT IONS - ERRATIC ETE ENGINE FAILURE/FLAP D OF BRIEFING RECEIVED	ITY GAUG MENUT-1	SE ENGI		NI NG	
	5 OR OVI OBSTRUCTI GROUND I WIND DIRE	Y AT ACCIDENT SITE ER(UNLIMITED) ONS TO VISION AT A FOG CTION-DEGREES			UN PREC NO TEMP 50 WIND 4	ILIMIT IPITA INE PERATI I	ATION AT ACCIDENT S JRE-F DCITY-KNOTS	ITE
	GROUND WIND DIRES 30 Type of W VFR	FOG CTION-DEGREES EATHER CONDITIONS			50 WIND 4 Type No) VEL(OF I INE	OCITY-KNOTS Flight Plan	DG AT NIGHT.

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M	FLIGHT /N PURPOSE	PILOT DATA
3-3187	2/12/76 N TIME - 1402	IEW 'YORK •NY	BELL 47J (N73216 F DAMAGE-DESTROYED	R- 0 0 X- 0 0	1 COMMERCIAL 2 AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 36, 5550 TOTAL HOURS, 107 IN TYPE, INSTRUMENT RATED.
	DEPARTURE PO	14	ELIPORT INTENDED DESTINATION LOCAL			
	COLLIDED I	VITH WIRES/POLE	· ·		E OF OPERATION XI AERIAL TAXI TO TAKE	OFF .
	PROBABLE CAL PILOT IN (FACTOR(S)		TO SEE AND AVOID OBJECTS	OR OBSTR	UC TI ONS	
	MISCELLANE	OUS ACTS.CONDIT	IONS - AIRCRAFT CAME TO F	EST IN WA	TER	
3-1781	6/24/76 TIME - 0405	IAMA I CA • NY	SHORT AROS SC7 NIODA DAMAGE-SUBSTANTIAL	0 0 0x- 0 0	2 COMMERCIAL 0 AIR TAXI-CARGO	COMMERCIAL, FL.INSTR., AGE 26, 2785 TOTAL HOURS, 2079 IN TYPE, INSTRUMENT RATED.
	DEPARTURE PO	NC IDENT	Y INTL INTENDED DESTINATION JAMAICA,NY	PH PHAS	ENROUTE STOP ILADELPHIA,PA E OF OPERATION XI FROM LANDING	
·	PILOT IN (FACTOR(S) MISCELLANI	COMMAND - IMPROP COMMAND - IMPROP EQUS ACTS+CONDIT	ER OPERATION OF FLIGHT CO ER OPERATION OF POWERPLAN IONS - OVERLOAD FAILURE OG AREA USING DIFFERENTIA	T & POWER		FM ITS MOUNTING.
3-2676	7/5/76 TIME - 1610	NEW YORK NY	CESSNA 185E N3351L Damage-Substantial		1 COMMERCIAL O AIR TAXI-PASSG	COMMERCIAL, AGE 58, 20000 TOTAL HOURS, 2500 IN TYPE, INSTRUMENT RATED.
	DEPARTURE PO NEW YORK, I TYPE OF ACC	YY IDENT ⊌ITH OBJECT		PHAS TA	E OF OPERATION KEOFF INITIAL CLIMB NDING ROLL	TIPLY INSTRUCENT RATES.
	PERSONNEL FACTOR(S)	COMMAND - FAILED - MISCELLANEOUS	TO SEE AND AVOID OBJECT -PERSONNEL OTHER			
			IONS - AIRCRAFT CAME TO ON TAKE OFF.STOVE HOLE			OPD.

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FILE	DATE	LOCATION	AIRCRAFT DATA	I NJU F	R I S	ES M/I		FLIGHT PURPOSE	PILOT DATA
3-2374	7/26/76 TIME - 1940	SYOSSET.NY	CESSNA U206F N35946 DAMAGE-SUBSTANTIAL	CR- 0 PX- 0 OT- 1		0 0	L C(DMMERCIAL IR TAXI-PASSG	AIRLINE TRANSPORT, AGE 44, 7900 TOTAL HOURS, 400 IN TYPE, INSTRUMENT RATED.
	FIRE ISLA TYPE OF ACC	MD.NY IDENT	INTENDED DESTINATION NEW YORK,NY BOTH IN FLIGHT					DPERATION INITIAL CLIMB	
		COMMAND - FAILE	D TO SEE AND AVOID OTHER S-PERSONNEL PILOT OF O						
	CONTROLLI TRAFFIC A CONVERGEN	OF AVIATION INV NG AGENCY - NO DVISORY ISSUED ICF ANGLE-DEGREE	- NONE			RAD. Con	AR C Trol		NOT UNDER RADAR CONTACT
3-3714	10/9/76 TIME - 1302	BUS I CK + NC	PIPER PA-34 . N15025 DAMAGE-DESTROYED						CUMMERCIAL, FL.INSTR., AGE 34, 3000 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED.
	DEPARTURE P	OINT	INTENDED DESTINATION						NA IEU
	GREENVILL TYPE OF ACC TURBULENC	LE • SC LIDENT	PHILADELPHIA,PA					OPERATION HT NORMAL CRUISE	-
	WEATHER - WEATHER - WEATHER BRI	COMMAND - CONTI TURBULENCE, AS DOWNDRAFT, UPDR EFING - BRIEFED	NUED FLIGHT INTO KNOWN SOCIATED W/CLOUDS AND/O AFTS BY FLIGHT SERVICE PFRS CONSIDERABLY WORSE THAN	R THUNDE	R S	10R PHO	MS	UR AUL [`] ENC E	
	SKY CONDITI	ON				_		T ACCIDENT SITE	
	VISIBILITY	AT ACCIDENT SIT	E		PR		AT 1	TION AT ACCIDENT S	I TE
	OBSTRUCTION UNKNOWN/N	IS TO VISION AT . NOT REPORTED	ACCIDENT SITE		ΗI	ND 270	DIRE	CTION-DEGREES	
	WIND VELOCI 70 Type of fli					PE (EATHER CONDITIONS	
	IFR FIRE AFTER	IMPACT	TURBC OVR MTNS GIVEN TO	N PIT NR	G	шҰ	AR F.C.	.HIT MIN 5500FT MS!	

FILE	DATE	LOCATION	AIRCRAFT DATA			ES M/N		FLIGHT PURPOSE	PILOT DATA
3-2686	10/11/76 TIME - 14	WILMINGTON,NC 35	PIPER PA-32R N5765R DAMAGE-SUBSTÄNTIAL	CR- PX-		0 1 0 1		MMERCIAL R TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 25, 1390 TOTAL HOURS 156 IN TYPE, INSTRUMENT RATED.
	DEPARTURE GREENSB Type of a Engine	ORO.NC	INTENDED DESTINATION WILMINGTON.NC			LAND	ING	PERATION TRAFFIC PATTERN-C ROLL	IRCLING
	POWERPL MISCELL TERRAIN PARTIAL P EMERGENCY	EL - MAINTENANCE,S ANT - ENGINE CONTR ANEOUS ACTS,CONDIT - ROUGH/UNEVEN OWER LOSS - PARTIA CIRCUMSTANCES - F	ERVICING, INSPECTION IMPORED THROTTLE-POWER LEVIONS - DISCONNECTED L LOSS OF POWER - 1 ENGORCED LANDING OFF AIRPORED EARING END DISCONNECTED	ER ASS	EMB LAN	LTES D			SONNEL)

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FILE	DATE	LOCATION	AIRCRAFT DATA	INJURI	IES	FLIGHT	PILOT DATA					
-4090	12/23/76 TIME - 191	NORTH ROYALTON,OH 8	PIPER PA-23. N2264P DAMAGE-DESTROYFO	CR- 1 PX- 0	0 0	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, FL.1NSTR., AGE 58, 11878 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED.					
	DEPARTURE		NTENDED DESTINATION	ı								
	TOLEDO, C		CLEVELAND, OH	01								
	TYPE OF AC		ON			F OPERATION						
	ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES LANDING INITIAL APPROACH LANDING LEVEL OFF/TOUCHDOWN											
	PROBABLE (
		PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT										
		PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE										
	MISCELLA	MISCELLANEOUS ACTS, CONDITIONS - ICE-CARRIETOR MISCELLANEOUS ACTS, CONDITIONS - ICE INDUCTION										
		NEDUS ACTS.CONDITIO	NS - ICE INDUCTION									
		- CONDITIONS CONDUC	IVE TO CARB./INDUCT	TION SYSTEM	ICING							
	WEATHER - SNOW MISCELLANEOUS ACTS, CONDITIONS - FAILURE OF TWO OR MORE ENGINES											
						ENANCE AND INSPECTION						
		LIEFING - NO RECORD				• • • • • • • • • • • • • • • • • • • •						
	WEATHER FO	RECAST - FORECAST S	SUBSTANTIALLY CORREC	CT .								
	EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND											
	SKY CONDIT			CE		AT ACCIDENT SITE						
	OVERCASI	AT ACCIDENT SITE		pr	500 RECIPI	TATION AT ACCIDENT ST	TE					
		OR LESS			SNOW	Tarion at according to						
	OBSTRUCTIO	INS TO VISION AT ACC	IDENT SITE	TE	EMP ER A	TURE-F						
	BLOWING				18							
		CTION-DEGREES		W		LOCTTY-KNOTS						
	300 Type of he	ATHER CONDITIONS			24	FLIGHT PLAN						
	IFR OF WE	ATHER CONDITIONS		• 1	TER.	FLIGHT PLAN						
		CARR AIR HEATER MOD	KIT NOT INSTALLED.	PEN CRACKS	•	LDS OF CARR HEAT SHROW	UDS.BOTH ENGS.					
-0124	2/3//6 TIME - 189	GRFENEVILLE.TN	PIPER PA-34 N55073 DAMAGE-SUBSTANTIA	PX- 0	0 0	AIR TAX1-CARGO	COMMERCIAL, FL.INSTR., AGE UNK/NR, 2240 TOTAL HOURS, 150 IN TYPE.					
							INSTRUMENT RATED.					
		RPORT - GREENEVILLE										
	DEPARTURE	POINT	INTENDED DESTINATION	V L	AST EN	ROUTE STOP						
	TRI CITY	• 1 Id	NASHVILLE.TN		KINITA V	ILLE,TN F OPFRATION						
		WITH ANIMALS				NG ROLL						
	PROBABLE (·									
		ANEOUS - ANIMAL(S)										
	REMARKS- S	STRUCK LARGE DOG ON	KWY WITH R LNDG GR.	•								

FILF	DATE LOCATION	AIRCRAFT DATA	INJURIES FLIGHT F S M/N PURPOSE	PILOT DATA
3-0248	2/27/76 PARSONS,TN TIME - 1010	BEECH A65 N465AA DAMAGE-SUBSTANTIA	CR- O O 1 COMMERCIAL PX- O O O AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 24, 1908 TOTAL HOURS 239 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - SCOTT FIE DEPARTURE POINT HUMBOLT, IN TYPE OF ACCIDENT FIRE OR EXPLOSION ON GRO	INTENDED DESTINATION PARSONS.TN	PHASE OF OPERATION LANDING ROLL	
	POWERPLANT - FUEL SYSTEM MISCELLANEOUS ACTS.CONDIT MISCELLANEOUS ACTS.CONDIT	LINES AND FITTINGS TOMS - LEAK/LEAKAGE TOMS - FIRE IN ENGINE	INADEONATE MAINTENANCE AND INSPECTION NOT C/W.R ENG ACCESSORY SECTION, NACELL	,CTR HING,FLAP DMGD.
3-2792	9/1/76 NR.COVINGTON.TN TIME - 2239	BEECH E18S N1052N Damage—Destroyed	CR- 2 O O COMMERCIAL PX- O O O AIR TAXI-CARGO	ATP, FLIGHT INSTR., AGF 51, 22950 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
	DEPARTURE POINT WAKEMAN.OH TYPE OF ACCIDENT COLLISION WITH GROUND/WAT	INTENDED DESTINATION MEMPHIS.TN ER UNCONTROLLED	PHASE OF OPERATION IN FLIGHT DESCENDING	•
	PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINEMENTS - TOTAL DESTRUCTION		RCES	

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	DATE	LOCATION	AIRCRAFT DATA	IN	JURTE F S	S M/N	FL IGHT PURPOSE	PILOT DATA				
	3/18/76 N	R.DALLAS.TX 5	DOUGLAS DC-3A	CR- PX-	0 0	2		AIRLINE TRANSPURT, AGE 32, 7000 TOTAL HOURS, 1285 IN TYPE, INSTRUMENT RATED,				
	DEPARTURE DALLAS,TX		ORT WORTH INTENDED DESTINATION LOCAL					KATED.				
	TYPE OF ACCIDENT NOSE OVER/DOWN STATIC IDLING ENGINESS											
	PILOT IN PILOT IN PILOT IN PILOT IN PILOT IN FACTOR(S) WEATHER WEATHER BR	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFFO BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT										
	SKY CONDIT		CEILING AT ACCIDENT SITE									
	CLEAR VISIBILITY		UNLIMITED PRECIPITATION AT ACCIDENT SITE									
		R(UNLIMITED) NS TO VISION AT A	ACCIDENT CITE			ONE	E REARING OF WIND					
	NONE TEMPERATUR		ACCIDENT SITE		R WIN	I GH I	OUARTERING TAIL WIND RECTION-DEGREES	203-247 DEGREES				
	WIND VELOC 18 TYPE OF FL			TYPE OF WEATHER CONDITIONS VER								
	NONE REMARKS- G	USTS TO ZAK BLEW	ACET ONTO NOSE.									
2 12.0				60			cowene ()	COMMITTEE THE TO				
3-1349	TIME - 170	R.FL CAMPO,TX	CESSNA UZO6B N3442L DAMAGE+SUBSTANTIAL				COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, EL.INSTR., AGE 20, 956 TOTAL HOURS, 128 IN TYPE, INSTRUMENT RATED.				
	DEPARTURE HOUSTON,	POINT TX	INTENDED DESTINATION LAREDO.TX									
	ENGINE F	TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH FENCE-FENCEPOSTS					F OPERATION .IGHT NORMAL CRUISE NG ROLL					
	MISCELLA	NT - ENGINE STRUC NEOUS ACTS.CONDIT COMMAND - SELECT	CTURE CYLINDER ASSEMBLY TIONS - MATERIAL FAILURE TED UNSUITAHLE TERRAIN									
	EMERGENCY	CIRCUMSTANCES - I	FTE ENGINE FAILURE/FLAM FORCED LANDING DEF AIRPO HIT FENCE & GATE.									

FILE	DATE	LOCATION	AIRCRAFT DATA	IN	JURIES F S M/N	FL IGHT PURPOSE	PILOT DATA
		SACHSE.TX	REECH D18S N2050D DAMAGE-DESTROYFD	CR- PX-	0 0 1	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, FL.INSTR., AGE 35, 1900 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED.
	DEPARTURE DALLAS, TYPE OF AC MISCELLA COLLIDER	TX CCIDENT	INTENDED DESTINATION HUNTINGTON, WV		IN F	OF OPERATION LIGHT NORMAL CRUISE ING FINAL APPROACH	
	MISCELLA PILOT II	N COMMAND - INADEC ANEUHS ACTS.CONDIT N COMMAND - SPONTA CIRCUMSTANCES - F	DUATE PREFLIGHT PREPARA TONS - IMPROPERLY SECU INEOUS-IMPROPER ACTION ORCED LANDING OFF AIRP HOOR/PANEL OPEN	RED		ANNING	
	FIRE AFTE	L R IMPACT	ATERAL CONTROL PROBLEM				
	REMARKS-	AFT CARGO DOORS OF	ENED IN FLIGHT.SHUT R	ENG DO	WN, IM MA	INTAIN ALT.	
3-0212		LOGAN•IIT 45	CESSNA 402H N80490 Damage-Substantial		0 0 1	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 57. 13000 TOTAL HOURS, 128 IN TYPE,
		IRPORT - LOGAN CAC	HE INTENDED DESTINATION				INSTRUMENT RATED.
	ROOSEVE	LT.UT	LNGAN,UT				
		CCIDENT D WITH SNOWBANK LLAPSED	•		LAND	OF OPERATION ING LEVEL OFF/TOUCHDOW ING ROLL	N .
	MISCELL MISCELL	N COMMAND - FAILED ANEOUS ACTS.CONDIT	O TO INITIATE GO-AROUND TIONS - NOT ALIGNED HIT TIONS - POORLY PLANNED	H RIINW		DED LANDING AREA	
	AIRPORT WEATHER	S/AIRWAYS/FACILIT: - FOG	TIONS - OVERLOAD FAILUR ES - AIRPORT CONDITION	IS OTH			
			BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT		DI KAUI	(1	
		OBSCURATION			UNKN	G AT ACCIDENT SITE NWN/NOT REPORTED	_
	3 MILES	Y AT ACCIDENT SITE OR LESS ONS TO VISION AT A	÷		NUNE	ITATION AT ACCIDENT SIT VE REARING OF WIND	t
	GROUND TYPE OF W VER	EATHER CONDITIONS			TYPE O	F FLIGHT PLAN	
		18 INCH SNOW BANK	ON SHOULDER OF RWY. 24	ID APCH		•	·

		AIRCRAFT DATA	F	5 1	/N	PURPOSE	PILOI DATA
	NR.QURAY,UT	CESSNA TU206 N4831F DAMAGE-SUBSTANTIAL	CR- 0	0	1	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 50, 991
NAME OF	AIRPORT - SANDWAS						
DEPARTUR	E POINT	INTENDED DESTINATION					
SALT L	AKE CITY.UT	OURAY,UT					
TYPE OF	ACCIDENT			PHAS	E ()	F OPERATION	
NOSE (OVER/DOWN	•		L	NDT	NG ROLL	
PROBABLE	CAUSFIS						
PILOT	IN COMMAND - IMPRO	PER RECOVERY FROM BOUNCE	D LANDI	NG			
PILOT	IN COMMAND - IMPRI	OPER COMPENSATION FOR WIN	AD CONDI	TIO	15		
FACTORIS	5)						
	R - UNFAVORABLE W						
		TIES - AIRPORT CONDITIONS					
) BY WEATHER BUREAU PERSO	INNEL. I	N PE	R Sn	IN .	•
WEATHER	FORECAST - FORECAS	ST SUBSTANTIALLY CORRECT					
SKY CONF	DITION			CEIL	ING	AT ACCIDENT SITE	
UNKNO	N/NOT REPORTED			U	KNO	NN/NOT REPORTED	
VISIBILI	TY AT ACCIDENT SI	re		PREC	IPI	TATION AT ACCIDENT SITE	
5 NR (IVER(UNLIMITED)			N(ME		
OBSTRUCT NONE	TIONS TO VISION AT	ACCIDENT SITE				'E BEARING OF WIND NWW/NOT REPORTED	
TYPE OF VER	WEATHER CONDITION	\$			NF	FLIGHT PLAN	
	- INDO IN GUSTY CO	NOTITIONS ON BOUGH BOCKY S	TOTO		_		

FILE	DATE LOC	CATION	ATRCRAFT DATA	1 N.	IUR I f	S M/N		PILII DATA
3-3309	8/25/76 NR.SUNNYS	SIDE,UT	CESSNA 185 N9924X DAMAGE-DESTROYED	CR- PX-	1 (0 0	COMMERCIAL AIR TAXI-PASSG	CUMMERCIAL, AGE 23, 603 TUTAL HOURS, 171 IN TYPF, INSTRUMENT RAIFD.
	NAME OF AIRPORT -	WILCOX RAN	CH INTENDED DESTINATION SALT LAKE CITY.UT		PH	ISE ()	F IIPERATIIIN IFF INITIAL CLIMR	
	PILOT IN COMMANI PILOT IN COMMANI FACTOR(S)	D - IMPKOPE D - PREMATU D - FAILED	IN ABORT TAKENEE					
	WEATHER - HIGH (TERRAIN - HIGH (DENSITY ALT		s enne	LY P	14 N	VINED KUNMAA ZUKEVCE	
	SKY CONDITION CLEAR						AT ACCIDENT SITE	
	VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED)						TATION AT ACCIDENT SI	TE
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE						TURE-F	
	WIND DIRECTION-DEGREES 270						LUCT TY-KNOTS	
	TYPE OF WEATHER CO	ONDITIONS			TY	5 PE OF NONE	FLIGHT PLAN	•
		MIDWAY DWN	SOOOFT ROUGH DIRT STR	IP TOWA			IG TERRAIN.MIXT NOT LE	ANED.D/A 11500FT.
3-3134	9/22/76 VERNAL TIME - 1440	•UT	NA ROCKWELL 112TC N4544W DAMAGE-SURSTANTIAL	PX-			COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 21, 1160 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT
	NAME OF AIRPORT - DEPARTURE POINT VERNAL, HT TYPE OF ACCIDENT ENGINE FAILURE		INTENDED DESTINATION KANAR, UT				OF OPERATION OFF INITIAL CLIMB	RATED.
	COLLIDED WITH		••••				OFF ABORTED	
,	MISCELLANEOUS A	HAUST SYSTE	M EXTERNAL SUPERCHAR ONS - MATERIAL FAILUR					
	PARTIAL POWER LOS	S - PARTIAL	ONS - RAN OFF FND OF LOSS OF POWER - 1 EN RCED LANDING ON AIRPO	GINE		E 0.4	SE /UEI 101	
								URED.41HRS SINCE NEW.

FILE			AIRCRAFT DATA	F S M/N	PURPOSE	PILM DATA
		WILMINGTON. VT	PIPER PA-32 N5594J DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0		COMMERCIAL, AGE 22, 1926 TUTAL HOURS, 610 IN TYPE, INSTRUMENT RATED.
	NAME OF AI DEPARTURE TETERBOR TYPE OF AC NOSE OVE	O.N.J CIDENT	INTENDED DESTINATION WILMINGTON,VT		F OPERATION NG ROLL	
	PILOT IN FACTOR(S) AIRPORTS	COMMAND - INADEOU COMMAND - SELECTE	ATE PREFLIGHT PREPARA D UNSUITABLE TERRAIN S - AIRPORT CONDITION			
			•			
3-1293	4/8/76 TIME - 072	FRIDAY HARBOR•WA 5	CESSNA 207 N164511 DAMAGE-DESTROYED	CR- 1 0 0 PX- 6 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 36, 1685 TOTAL HOURS, RH3 IN TYPE, INSTRUMENT RATED.
	NAME (IF AT DEPARTURE HURLING!					NOTICE AND A
	TYPE OF AC				F OPERATION NG GO-ARDUND	
	PILOT IN	L - OPERATIONAL SH	PERVISORY PERSONNEL ED VER ELIGHT INTO AD DISORIENTATION			É W
	HACTÜR(S) MISCELLA WEATHER	NEOUS ACTS.CONDITE	TO OBTAIN/MAINTAIN FL ONS - PREMATURE FLAP		•	
		IFFING - PARTIAL H	RIEFING MY FLIGHT SERV SUBSTANTIALLY CORRECT		BY PHONE/RADIO. LIM	IFED BY PILOT ACTION
	SKY CONDIT	ION ZIOWER SCATTERED	,	CF1L1NG 300	AT ACCIDENT SITE	
	VISIBILITY	AT ACCIDENT SITE. UR LESS		PRECIPI NOME	TATIOM AT ACCIDENT ST	1 T E
		INS TO VISION AT AC	CIDENT SITE	TEMPERA 47	TURE-F	
					FLIGHT PLAN	
	REMARKS- A	CFT LOAD NR MAX GR	S WT AND CG NR AFT LT	MIT.		

FILF	DATE	LOCATION	AIRCRAFT DATA		F	S M/N		FLIGHT PURPOSE	PILOT DATA
-2346	A/11/76 TIME - 162	BLAKELY ISLAND.WA		CR-	0	0 1	COL	MERCIAL R TAXI-PASSG	ATP, FLIGHT INSTR., AGE 56, 5552 TOTAL HOURS, 1240 IN TYPE, INSTRUMENT RATED.
	DEPARTURE	S.WA CINENT DING	AND NTENDED DESTINATION BLAKELY ISLAND.WA		F		NG	PERATION LEVEL OFF/TOUCHOOWN ROLL	
	FACTOR(S) MISCELLA	COMMAND - IMPROPER	LEVEL NEF NS - NVERLNAN FAILURE		-				
-3094	9/9/76 TIME - 183	RENGE,WA O	CFSSNA 172M N12772 . Damage-Substantial						COMMERCIAL, FL.INSTR., AGE 26, 1020 TOTAL HOURS 450 IN TYPE, NOT INSTRU-
	DEPARTURE OTHELLO TYPE OF AC	WA	NTENDED DESTINATION RETURN		1	AENG	E.WA OF O DFF		MENT RATED.
		WITH OBJECT							

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			BRIEF	S OF ACCI	DENTS	i		
FILE	DATE	LOCATION	AIRCRAFT DATA	I NJUR F	IES S M/N	FL IGHT PUR POS		PILOT DATA
3-3930	11/5/76 TIME - 1430 DEPARTURE PO		CESSNA 172 NR4647 DAMAGE-SURSTANTIAL INTENDED DESTINATION	CR- O PX- O			_	COMMERCIAL, AGE UNK/NR, 5000 TOTAL HOURS, 1060 IN TYPE, INSTRUMENT RATED.
	BELLINGHAM	•	LUMMI ISLAND.WA					
	TYPE OF ACC					OF OPERATIO		
	COLLIDED	VITH TREES			IN F	LIGHT NORM	AL CRUISE	
	FACTOR(S) WEATHER - WEATHER - TERRAIN - WEATHER BRIE	LOW CFILING FOG HIGH OBSTRUCTION	RIFFING BY WEATHER BUF				LIMITED BY PILO	T ACTION
	SKY CONDITION)N		C	EILIN	G AT ACCIDE	N1 S116	
	BROKEN				600			
	VISIBILITY A	AT ACCIDENT SITE	•	F	RECL	TA MILLATIO	ACCIDENT SITE	
	2 MILES DE				HAIN			
	OBSTRUCTIONS FOG	S TO VISION AT A	CCIDENT SIFE	1	YPE (IFR	IF WEATHER C	OND LETUNS	
	TYPE OF FLIC SPECIAL VI	R	TREES.RT WING HIT TREE	ES.PL1 RE	·	D TO BFLLIN	GHAM.	

FILE	DATE	LOCATION	ATRCKAFT DATA	Į₩J F	URIES S M/	F1.1 N PUR	EGHT RPOSE	ΡΙΙΝΊ ΒΑΤΑ
	12/17/76 NR. TIME - 2215 NAME OF AIRP DEPARTURE PO REDMUND.OR TYPE OF ACCO	BATTLE GROUND.WA URT - GOHEEN UNT	CESSMA TH206C (M21NW) DAMAGE-DESTROYED INTENDED DESTINATION HATTLE GROUND.WA	CR-	O 1 O 1 LAST VAN PHASE	O COMMER	RCTAL AXI-CARGO STOP A	COMMERCIAL, AGE 29, 655 THIAL HOURS, 130 IN TYPE, INSTRUMENT RATED.
	PROBABLE CAU PILOT IN C PILOT IN C PILOT IN C FACTOR(S) WEATHER - WEATHER BRIE	SF(S) OMMAND - DELAYED OMMAND - IMPROPE FDG	IN INITIATING GO-AROUNI R OPERATION OF POWERPLAN R OPERATION OF FLIGHT CO Y FLIGHT SERVICE PERSON	AT &	PNWERP ILS	LANT CONT		
	2 MILES OR OBSTRUCTIONS FOG WIND VELOCIT CALM TYPE OF FLIC NONE	IN IT ACCIDENT SITE LESS ITO VISION AT AC			UNL PRECI NON TEMPE 39	IMITED PITATION IE RATURE-F OF WEATHE	CIDENT SITE AT ACCIDENT SITE FREE CONDITIONS	
3-1426	6/22/76 NR. TIME - 1230	.DAVIS,WV	PIPER PA-32R N4505X DAMAGE-SUBSTANTIAL				RCTAL AXT-CARGO	ATP, FLIGHT INSTR., AGE 31, 3102 TOTAL HOURS, 36 IN TYPE, INSTRUMENT RATED.
	DEPARTURE PO DAVIS.WV TYPE OF ACCI	÷	INTENDED DESTINATION HALTIMORE, MD			: OF OPFRA	ATION Itial Climb	NATEV.
	FACTOR(S) AIRPORTS/A AIRPORTS/A	OMMAND - DELAYFO	ACTION IN ABORTING TAKES - AIRPORT CONDITIONS S - AIRPORT CONDITIONS ART 6 IN HI.	SOF 1				

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURI F S		PURPOSE	PILOT DATA				
3-1107	3/1/76 TIME - 20		BEECH E18S N386 DAMAGE-DESTROYED	-		COMMERCIAL AIR TAXI-CARGO	CHMMERCIAL, AGE 36, 2891 MIAL HOURS, 1892 IN TYPE, INSTRUMENT RATED.				
	DEPARTURE	AIRPORT - BURLINGTO FROINT	N MUMI INTENDED DESTINATION								
	ST CLO		BURL INGTON . WI								
	TYPE OF A		PHASE OF OPERATION								
	STALL			•	LANDI	NG TRAFFIC PATTERN-C	TROLING				
	PROBABLE CAUSE(S)										
	PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, FIC. PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC. FOUIPMENT MISCELLANEOUS ACTS, CONDITIONS - AIRERAME ICE PILOT IN COMMAND - FAILED TO ORTAIN/MAINJAIN FLYING SPEED										
	FACTOR(S) WEATHER - ICING CONDITIONS-INCLUDES SLEET FREEZING RAIN.ETC.										
	WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT										
	SKY CONDI			-	LL ING 1500	AT ACCIDENT SILE					
		TY AT ACCIDENT SITE /er(unlimited)		1E							
	OBSTRUCT I	INNS TO VISION AT A	CCIDENT SITE		MPERA 33	TURE-F					
	WIND DIRE	FCTION-DEGREES		-	ND VE 10	LOCITY-KNOTS					
	TYPE OF I	WEATHER CONDITIONS			PE NF VFR	FLIGHT PLAN					
	REMARKS-	PLT DEPT WITH RIME	ICE ON ACET. DEICING	SWITCHES F	กบทก	IN DEE POS.					

FILE	DATE	LOCATION	AIRCRAFT DATA		S M/	N	FLIGHT PURPNSE	PILOT DATA
	2/18/76	SINCLAIR.WY 45	CESSNA 320F N34400 DAMAGE-DESTROYED	CR- 2	0	0 C OM	MERCIAL Taxi-passg	COMMERCIAL, FL.INSTR., AGE 41, 1601 TOTAL HOURS, 271 IN TYPE, INSTRUMENT RATED.
	DEPARTURE CHEYENNE TYPE OF AC	F.WY	INTENDED DESTINATION RETURN		RAW HASE	LINS,W OF OP	E STOP Y . ERATION UNCONTROLLED DE	
	PILOT IN MISCELLA FACTOR(S) WEATHER WEATHER WEATHER WEATHER BE	N COMMAND - CONTIN N COMMAND - IMPROP ANEUIS ACTS.CONDIT - LOW CEILING - SNOW - ICING CONDITION RIEFING - BRIEFED	DED VER FLIGHT INTO ACT ER IN-FLIGHT DECISIONS IONS - AIRFRAME ICF S-INCLUDES SLEET.FREZ BY FLIGHT SERVICE PERS SUBSTANTIALLY CORRECT	OR PLANN ING RAIN, DNNEL, BY	ITNG		TIONS	
	1/2 MILI OBSTRUCTIO BLOWING WIND DIREC 280 TYPE OF WE 1FR FIRE AFTER	TION Y AT ACCIDENT SITE E OR LESS DNS TO VISION AT A SNOW CTION-DEGREES EATHER CONDITIONS R IMPACT		. M	500 PRECI SNO FEMPE 20 VIND 28 FYPE SPE	PITATI W RATURE VELOCI OF FLI CIAL V	TY-KNOTS GHT PLAN FR	
3-1005	TIME - 152 DEPARTURE GUSTAVUS TYPE OF AG MISSING PROBABLE MISCELLA	POINT S.AK CCIDENT AIRCRAFT.NOT RECO	N59186 DAMAGE-SUBSTANTIAL INTENDED DESTINATION HAINES.AK VERED	PX- 0	O PHASE	O AIR	MERCIAL TAXI-PASSG ERATION OT REPORTED	COMMERCIAL. AGE 57, 10877 TOTAL HOURS, 787 IN TYPE, NOT INSTRUMENT RATED.

FILE		•	F S M/N	PURPOSE	PILOT DATA
	12/28/76 MISSING AIR TIME - UNK/NR	DAMAGE-DESTROYED INTENDED DESTINATION REEF ISLAND.WI	CR- 1 0 0 PX- 5 0 0		COMMERCIAL, AGE UNK/NR, 1321 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED.
	PROBABLE CAUSF(S) MISCELLANEDUS - UNDE FACTOR(S) WEATHER - TURBULENCE WEATHER - THUNDERSTE WEATHER BRIEFING - UNK	. ASSOCIATED W/CLOUDS AND/O	R THUNDERSTORMS	:	
	SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED TYPE OF FLIGHT PLAN NONE REMARKS- DAMAGE AND IN	SITE) NATACCIDENT SITE)	UNKNO PRECIPI UNKNO	G AT ACCIDENT SITE DWN/NOT REPORTED TATION AT ACCIDENT SIT DWN/NOT REPORTED WEATHER CONDITIONS	T E
6-0021	8/7/76 ACAPULCO.ME TIME - 0230	EX AVIONS MRCL FALCON NAAAAR DAMAGE-DESTROYED		COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 34,6000 TOTAL HOURS, 373 IN TYPE, INSTRUMENT PATED.
	DEPARTURE POINT HOUSTON.TX Type OF ACCIDENT UNDETERMINED	INTENDED DESTINATION UNKNOWN/NOT REPORTED	UNKNOI PHASE (NROUTE STOP NN/NOT REPORTED DE OPERATION DWN/NOT REPORTED	FAILU
	FIRE AFTER IMPACT REMARKS- INVESTIGATION	HE AN AUTOLOSIPUL PAGNU N	GOVT OF MEXICO.		
6-0020	5/28/76 WALKER CAY, TIME - 1400	BAHAMA CFSSNA 411 N34JH DAMAGF-DFSTROYFD	CR- 0 0 1 PX- 0 0 2	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, AGE 39, 7000 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - WALD DEPARTURE POINT FORT LEUDERDALE.FL TYPE OF ACCIDENT OVERSHOOT	INTENDED DESTINATION		NE OPERATION ING LEVEL DEF/TOUCHDD	MN

FILE DATE LOCATION aRIES FLIGHT PURPOSE F S M/N 1/23/74 GULF OF MEXICO COMMERCIAL. AGE 47. 7206 TOTAL HOURS, 229 IN TYPE, PX- 11 0 0 COMMERCIAL PX- 11 0 0 AIR TAXI-PASSG N8167J DAMAGE-DESTROYED NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION CAMERON, LA WEST CAMERON 266 TYPE OF ACCIDENT PHASE OF OPERATION AIRERAME FAILURE IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) AIRFRAME - FUSELAGE OTHER ROTORCRAFT - MISCELLANEOUS UNITS AND ASSEMBLIES TAIL BODMS/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 HOOM/FUSELAGE ATTACH FITTINGS FAILED. PLI & 4 PAX NOT RECOVERED, PRESUMED FATAL.



PILOT DATA

