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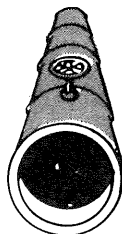
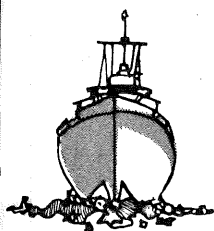
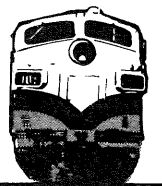
BRIEFS OF ACCIDENTS INVOLVING TURBINE POWERED AIRCRAFT

U.S. GENERAL AVIATION
1977

AMM-78-14

UNITED STATES GOVERNMENT

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16. Abstract This publication contains reports of U.S. general aviation turbine powered aircraft accidents occurring in 1977. Included are 129 accident Briefs, 37 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by type of accident, phase of operation, injury index, aircraft damage, pilot certificate, injuries and cause/factor(s). This publication will be published annually.			
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FOREWORD

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

In 1977, U.S. turbine powered aircraft were involved in 129 accidents, 37 of which were fatal. In comparison, the entire General Aviation fleet incurred 4,286 total accidents and 702 fatal accidents.

The hours flown by turbine powered aircraft have historically been provided by the Federal Aviation Administration as compiled from AC Form 8050-73. In 1977 the FAA instituted a new statistical sampling procedure to gather exposure data. At the time of this publication the exposure data from this new sampling procedure had not yet been released by the FAA. As a result, the statistical table pertaining to the accident rate for turbine powered aircraft has been deleted from this year's publication.

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

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

In reading these reports, it should be borne in mind that they are produced directly from coded records on magnetic tape by electronic data processing equipment. Also, in reading the text, it must be borne in mind that computer language is utilized, thus requiring a number of abbreviations due to spacing limitations. Caution should be exercised in reading the Briefs of Accidents, especially those containing abbreviations in phrases and sentences.

Collisions between aircraft are treated as one accident. A coded analysis is done on each aircraft involved in a collision. This produces two aircraft accident records per accident. Consequently, when compiling information on accidents involving collisions between aircraft, the number of accident records will exceed the number of accidents.

The Briefs of Accidents contain the essential information which fulfill most requirements of persons using these reports. However, for those having a need for more detailed information, the original factual reports are on file in the Washington Office of the National Transportation Safety Board. Upon request, these reports will be reproduced commercially for a fee to cover reproduction and postage. The cost will be assessed per printed page and photograph(s) reproduced.

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EXPLANATORY NOTES

U.S. GENERAL AVIATION

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

U.S. AIR CARRIER

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

DEFINITIONS

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

Aircraft Accident

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

EXPLANATORY NOTES

INJURY INDEX

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

TYPE OF ACCIDENT

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

Gear Collapsed

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

Gear Retracted

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

Airframe Failure

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

Engine Failure/Malfunction

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

PHASE OF OPERATION

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

KIND OF FLYING

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

1. Instructional Flying

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

EXPLANATORY NOTES

KIND OF FLYING

2. Noncommerical Flying

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

Pleasure

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

Business

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

Corporate/Executive Operations

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

3. Commercial Flying

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

4. Miscellaneous Flying

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

COLLISION BETWEEN AIRCRAFT

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

EXPLANATORY NOTES

CAUSES AND RELATED FACTORS

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

AIRCRAFT WEIGHT CATEGORIES

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

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

SMALL FIXED-WING AIRCRAFT

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

LARGE FIXED-WING AIRCRAFT

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

ROTORCRAFT

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

TYPES OF WEATHER CONDITIONS

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

LIST OF ABBREVIATIONS USED IN BRIEFS

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

INJURIES, ACCIDENTS
U.S. GENERAL AVIATION
TURBINE POWERED AIRCRAFT
1977

		INJURIES					
		FATAL	SERIOUS	MINOR	NONE	UNKNOWN	TOTAL
PILOT		32	13	19	65		129
COPILOT		11	8	3	12		34
DUAL STUDENT				1	5		6
CHECK PILOT			1				1
FLIGHT ENGINEER							
NAVIGATOR							
CABIN ATTENDANT			1	1			2
EXTRA CREW		2	1	1	1		5
PASSENGERS		86	9	25	111		231
TOTAL		131	33	50	194	ABOARD	408
* OTHER AIRCRAFT		3			4		7
OTHER GROUND		2	1	1			4
GRAND TOTAL		136	34	51	198		419

PAGE 1

INVOLVES 129 TOTAL ACCIDENTS
INVOLVES 37 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

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

EMERGENCY LOCATOR TRANSMITTER
OPERATION AND USE

ACCIDENT SITE - TERRAIN (TYPE) - (OFF AIRPORT PROPER)	EMERGENCY LOCATOR TRANSMITTER OPERATION AND USE										RECORDS	ACCIDENTS	PERCENT
	OPERATED-USED IN LOCATING AIRCRAFT	OPERATED-NOT USED IN LOCATING AIRCRAFT	NOT USED IN LOCATING AIRCRAFT	NOT USED IN LOCATING AIRCRAFT-NOT ARMED	NOT USED IN LOCATING AIRCRAFT-SEPARATED FROM ANTENNA	NOT USED IN LOCATING AIRCRAFT-WEAK/CORRODED BATTERIES	NOT USED IN LOCATING AIRCRAFT-IMPACT/FIRE DAMAGE	NOT INSTALLED	NOT APPLICABLE/INSUFFICIENT IMPACT	UNKNOWN/NOT REPORTED			
MOUNTAINOUS	2	4		1		5	3	3			18	18	21.43
HILLY				1		1	1	1	1		5	5	5.95
ROLLING	1	1				5					7	7	8.33
LEVEL, FLAT		1			2	2	10	2	2		19	19	22.62
FROZEN													
ROCKY			1								1	1	1.19
SANDY													
DENSE WITH TREES (FOREST, WOODED AREA)		1			1	1	2	1	4		10	10	11.90
CITY AREA						2	2		1		5	5	5.95
PLOWED							1	1	1		3	3	3.57
WATER-LAKES, RIVERS, ETC.						4	6		3		13	13	15.48
OTHER						1	1		1		3	3	3.57
UNKNOWN/NOT REPORTED													
RECORDS	3	6	1	1	2	3	11	33	8	16	84		
ACCIDENTS	3	6	1	1	2	3	11	33	8	16		84	
PERCENTS	3.6	7.1	1.2	1.2	.0	2.4	3.6	13.1	39.3	9.5	19.0		

ANALYTIC TABLE
HOURS IN TYPE BY PILOT CERTIFICATE

PILOT CERTIFICATE

HOURS IN TYPE

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

RECORDS ACCIDENTS PERCENT

NONE

1 - 5			1						1	1	.78
6 - 25		1	4						5	5	3.88
26 - 50			4		2	1			7	7	5.43
51 - 100			6		2	1			9	9	6.98
101 - 300			11	11	3	5			30	30	23.26
301 - 500		1	9	2	1	3			16	16	12.40
501 - 1000		1	13	3	1	4			22	22	17.05
1001 - 2000			11	7	3	3			24	24	18.60
2001 - 3000			1	4					5	5	3.88
- 3000			4	1					5	5	3.88
UNKNOWN / NOT REPORTED			3	2					5	5	3.88

OTHER

RECORDS

3 67 30 12 17

129

ACCIDENTS

3 67 30 12 17

129

PERCENTS

.0 2.3 51.9 23.3 .0 9.3 13.2 .0 .0 .0

ANALYTIC TABLE

KIND OF FLYING BY PILOT CERTIFICATE

KIND OF FLYING	PILOT CERTIFICATE									RECORDS	ACCIDENTS	PERCENT	
	STUDENT	PRIVATE	COMMERCIAL	ATR	PRIVATE/ FL. INSTR.	COMMERCIAL/ FL. INSTR.	ATR/ FL. INSTR.	OTHER	NONE				UNKNOWN/ NOT REPORTED
<u>INSTRUCTIONAL</u>													
DUAL		1			2	2				5	5	3.88	
SOLO													
CHECK													
TRAINING													
<u>NONCOMMERCIAL</u>													
PLEASURE	3	6	2		1	1				13	13	10.08	
PRACTICE		3								3	3	2.33	
BUSINESS		4	1							5	5	3.88	
CORPORATE/EXECUTIVE		7	12		2	6				27	27	20.93	
AERIAL SURVEY		1								1	1	.78	
COMPANY FLIGHT													
OTHER		1								1	1	.78	
<u>COMMERCIAL</u>													
AERIAL APPLICATION		3			2					5	5	3.88	
CROP CONTROL RELATED FLIGHT		2								2	2	1.55	
FIRE CONTROL													
FIRE CONTROL RELATED FLIGHT													
AERIAL MAPPING/PHOTOGRAPHY					1					1	1	.78	
AERIAL ADVERTISING													
POWER AND PIPELINE PATROL													
FISH SPOTTING													
AIR TAXI-PASSENGER OPERATIONS		16	5		1	4				26	26	20.16	
AIR TAXI-CARGO OPERATIONS		4	3							7	7	5.43	
CONSTRUCTION WORK		2	2							4	4	3.10	
SCHEDULED PASSENGER SERVICE													
SCHEDULED CARGO SERVICE													
INTRA-STATE CHARTER PASSG.													
INTRA-STATE CHARTER CARGO.													
MILITARY CONTRACT-PASSENGER													
MILITARY CONTRACT-CARGO													
CHARTER CARGO-DOMESTIC		2								2	2	1.55	
CHARTER PASSG-DOMESTIC						1				1	1	.78	
CHARTER-CARGO-INTERNATIONAL													
CHARTER-PASSG-INTERNATIONAL													
OTHER		3			1	1				5	5	3.88	

ANALYTIC TABLE

KIND OF FLYING BY PILOT CERTIFICATE

PILOT CERTIFICATE

KIND OF FLYING

UNKNOWN/NOT REPORTED

MISCELLANEOUS

EXPERIMENTATION

TEST

DEMONSTRATION

FERRY

SEARCH AND RESCUE

AIR SHOW/AIR RACING

PARACHUTE JUMP

PARACHUTE JUMP-AIR SHOW

TOWING GLIDERS

SEEDING CLOUDS

HUNTING

POLICE PATROL

HIGHWAY TRAFFIC ADVISORY

ALL OTHER PUBLIC FLYING

OTHER

UNKNOWN/NOT REPORTED

RECORDS

ACCIDENTS

PERCENTS

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

RECORDS ACCIDENTS PERCENT

2 2 1.55
4 4 3.10
9 9 6.98
1 1 .78

1 1 .78
3 3 2.33
1 1 .78

3 67 30 12 17
3 67 30 12 17
.0 2.3 51.9 23.3 .0 9.3 13.2 .0 .0 .0

129

129

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT	AIRCRAFT DAMAGE				RECORDS	ACCIDENTS	PERCENT
	DESTROYED	SUBSTANTIAL	MINOR	NONE			
GROUND-WATER LOOP-SWERVE	2				2	2	1.55
DRAGGED WINGTIP POD OR FLOAT							
WHEELS-UP LANDING	2				2	2	1.55
WHEELS-DOWN LANDING IN WATER							
GEAR COLLAPSED	2				2	2	1.55
GEAR RETRACTED	1				1	1	.78
HARD LANDING	2	9			11	11	8.53
NOSE OVER/DOWN							
ROLL OVER	3	4			7	7	5.43
OVERSHOOT	1	1			2	2	1.55
UNDERSHOOT		2			2	2	1.55
<u>COLLISION BETWEEN AIRCRAFT</u>							
BOTH IN FLIGHT	1		1	1	3	3	2.33
ONE AIRBORNE		1			1	1	.78
BOTH ON GROUND							
<u>COLLISION WITH GROUND/WATER</u>							
CONTROLLED	10	8			18	18	13.95
UNCONTROLLED	7	3			10	10	7.75
<u>COLLIDED WITH</u>							
WIRES/POLES	2	2			4	4	3.10
TREES	3	3			6	6	4.65
RESIDENCE/S							
BUILDING/S	1	1			2	2	1.55
FENCE, FENCEPOSTS	1	2			3	3	2.33
ELECTRONIC TOWERS		1			1	1	.78
RUNWAY OR APPROACH LIGHTS							
AIRPORT HAZARD							
ANIMALS							
CROP							
FLAGMAN LOADER							
DITCHES							
SNOWBANK		1			1	1	.78
PARKED AIRCRAFT (UNATTENDED)							
AUTOMOBILE		1			1	1	.78
DIRT BANK		1			1	1	.78
OTHER	1				1	1	.78

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT	AIRCRAFT DAMAGE				RECORDS	ACCIDENTS	PERCENT
	DESTROYED	SUBSTANTIAL	MINOR	NONE			
BIRD STRIKE	1				1	1	.78
<u>STALL</u>	1				1	1	.78
SPIN	1				1	1	.78
SPIRAL	1				1	1	.78
MUSH							
<u>FIRE OR EXPLOSION</u>							
IN FLIGHT	1	1			2	2	1.55
ON GROUND							
<u>AIRFRAME FAILURE</u>							
IN FLIGHT	5	1			6	6	4.65
ON GROUND							
ENGINE TEARAWAY							
ENGINE FAILURE OR MALFUNCTION	10	15			25	25	19.38
<u>PROPELLER/ROTOR FAILURE</u>							
PROPELLER	1				1	1	.78
TAIL ROTOR		3			3	3	2.33
MAIN ROTOR	1	1			2	2	1.55
PROP ROTOR ACNT TO PERSON			1		1	1	.78
JET INTAKE/EXH ACNT TO PERS							
<u>PROPELLER/JET/ROTOR BLAST</u>							
TURBULENCE				1	1	1	.78
HAIL DAMAGE TO AIRCRAFT							
LIGHTNING STRIKE							
EVASIVE MANEUVER							
UNCONTROLLED ALT DEVIATION							
DITCHING							
MISSING ACFT NOT RECOVERED	1				1	1	.78
MISCELLANEOUS/OTHER		1		1	2	2	1.55
UNDETERMINED							
RECORDS	53	71	2	3	129		
ACCIDENTS	53	71	2	3		129	
PERCENTS	41.1	55.0	1.6	2.3			

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

FIRST OPERATIONAL PHASE	INJURY INDEX				RECORDS	ACCIDENTS	PERCENT
	FATAL	SERIOUS	MINOR	NONE			
<u>STATIC</u>							
STARTING ENGINE/S							
IDLING ENGINE/S							
ENGINE RUNUP			1		1	1	.78
IDLING ROTORS		1		2	3	3	2.33
PARKED-ENGINES NOT OPERATING							
OTHER							
<u>TAXI</u>							
TO TAKEOFF							
FROM LANDING							
OTHER							
GROUND TAXI TO TAKEOFF							
GROUND TAXI FROM LANDING							
GROUND TAXI, OTHER							
AERIAL TAXI TO TAKEOFF							
AERIAL TAXI TO/FROM LANDING				1	1	1	.78
AERIAL TAXI, OTHER				2	2	2	1.55
<u>TAKEOFF</u>							
RUN		1	1	2	4	4	3.10
INITIAL CLIMB		5		2	7	7	5.43
VERTICAL			1	4	3	8	6.20
RUNNING (ROTORCRAFT/VTOL-STOL)							
ABORTED (FIXED-WING)							
ABORTED (ROTORCRAFT/VTOL)							
ABORTED (ROTORCRAFT/STOL)							
OTHER							
<u>INFLIGHT</u>							
CLIMB TO CRUISE		1		1	2	2	1.55
NORMAL CRUISE		8	2	5	9	24	18.60
DESCENDING		1		1	2	2	1.55
HOLDING (IFR)							
HOVERING		1	3	1	2	7	5.43
POWER-ON DESCENT (ROTORCRAFT)							
AUTOROTATIVE DESCENT				2	2	2	1.55
ACROBATICS							

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

INJURY INDEX

<u>FIRST OPERATIONAL PHASE</u>	<u>FATAL</u>	<u>SERIOUS</u>	<u>MINOR</u>	<u>NONE</u>	<u>RECORDS</u>	<u>ACCIDENTS</u>	<u>PERCENT</u>
BUZZING		1			1	1	.78
UNCONTROLLED DESCENT	6		1		7	7	5.43
EMERGENCY DESCENT							
LOW PASS		1			1	1	.78
OTHER	1				1	1	.78
EN ROUTE TO TREAT CROP			1		1	1	.78
EN ROUTE TO RELOADING AREA							
SURVEY FIELD/AREA							
STARTING SWATH RUN		1			1	1	.78
SWATH RUN		1	1		2	2	1.55
FLAREOUT FOR SWATH RUN							
PULLUP FROM SWATH RUN							
PROCEDURE TURNAROUND	1	1		1	3	3	2.33
CLEANUP SWATH							
MANEUVER TO AVOID OBSTRUCTION							
RETURN TO STRIP							
<u>LANDING</u>							
TRAFFIC PATTERN-CIRCLING	1			1	2	2	1.55
FINAL APPROACH (VFR)	1	2	2	2	7	7	5.43
INITIAL APPROACH	3				3	3	2.33
FINAL APPROACH (IFR)	3	1		1	5	5	3.88
LEVEL OFF/TOUCHDOWN	1		2	4	7	7	5.43
ROLL (FIXED WING)		2		5	7	7	5.43
ROLL-ON/RUN-ON (ROTORCRAFT)							
POWER-ON LANDING (ROTORCRAFT)			2	5	7	7	5.43
POWER-OFF AUTOROTATIVE LDG			1	3	4	4	3.10
GO-AROUND (VFR)	1	1		1	3	3	2.33
MISSED APPROACH (IFR)	1	1		1	3	3	2.33
OTHER							
UNKNOWN/NOT REPORTED	1				1	1	.78
RECORDS	37	16	23	53	129		
ACCIDENTS	37	16	23	53		129	
PERCENTS	28.7	12.4	17.8	41.1			

CAUSE/FACTOR TABLE
TURBINE POWERED AIRCRAFT
 U.S. GENERAL AVIATION ACCIDENTS
 1977

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 122 TOTAL ACCIDENTS
 INVOLVES 32 FATAL ACCIDENTS

BROAD CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*
PILOT	24 75.00	3 9.38	24 75.00	60 66.67	8 8.89	61 67.78	84 68.85	11 9.02	85 69.67
PERSONNEL	4 12.50	3 9.38	7 21.88	14 15.56	1 1.11	15 16.67	18 14.75	4 3.28	22 18.03
AIRFRAME	.00	1 3.13	1 3.13	.00	.00	.00	.00	1 .82	1 .82
LANDING GEAR	.00	.00	.00	1 1.11	.00	1 1.11	1 .82	.00	1 .82
POWERPLANT	2 6.25	1 3.13	3 9.38	15 16.67	2 2.22	15 16.67	17 13.93	3 2.46	18 14.75
SYSTEMS	1 3.13	.00	1 3.13	1 1.11	.00	1 1.11	2 1.64	.00	2 1.64
INSTRUMENTS/EQUIPMENT & ACCESSORIES	.00	.00	.00	.00	2 2.22	2 2.22	.00	2 1.64	2 1.64
ROTORCRAFT	2 6.25	.00	2 6.25	6 6.67	.00	6 6.67	8 6.56	.00	8 6.56
AIRPORT/AIRWAYS/FACILITIES	.00	.00	.00	1 1.11	4 4.44	5 5.56	1 .82	4 3.28	5 4.10
WEATHER	.00	11 34.38	11 34.38	4 4.44	18 20.00	21 23.33	4 3.28	29 23.77	32 26.23
TERRAIN	.00	3 9.38	3 9.38	5 5.56	14 15.56	19 21.11	5 4.10	17 13.93	22 18.03
MISCELLANEOUS	1 3.13	.00	1 3.13	5 5.56	.00	5 5.56	6 4.92	.00	6 4.92
UNDETERMINED	4 12.50	.00	4 12.50	1 1.11	.00	1 1.11	5 4.10	.00	5 4.10

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

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

CAUSE/FACTOR TABLE

TURBINE POWERED AIRCRAFT

U.S. GENERAL AVIATION ACCIDENTS
1977

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 122 TOTAL ACCIDENTS

INVOLVES 32 FATAL ACCIDENTS

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** PILOT **									
PILOT IN COMMAND									
ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT				1		1	1		1
BECAME LOST/DISORIENTED					1	1		1	1
CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS	3		3	2	2	4	5	2	7
DELAYED IN INITIATING GO-AROUND	1		1	3		3	4		4
DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT	1		1	2	1	3	3	1	4
FAILED TO EXTEND LANDING GEAR				2		2	2		2
FAILED TO SEE AND AVOID OTHER AIRCRAFT	2		2	2		2	4		4
FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS				4		4	4		4
FAILED TO OBTAIN/MAINTAIN FLYING SPEED	5		5			4	5		5
MISJUDGED, SPEED, ALTITUDE OR CLEARANCE				1		1	1		1
FAILED TO MAINTAIN ADEQUATE ROTOR RPM	1		1	6		6	7		7
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC				2		2	2		2
IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS	1		1	3		3	4		4
IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS				2		2	2		2
IMPROPER OPERATION OF FLIGHT CONTROLS	3		3	9		9	12		12
IMPROPER LEVEL OFF	1		1				1		1
IMPROPER IFR OPERATION	6		6	1		1	7		7
IMPROPER IN-FLIGHT DECISIONS OR PLANNING	3		3	4		4	7		7
IMPROPER COMPENSATION FOR WIND CONDITIONS				4		4	4		4
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING	3		3	8		8	11		11
INADEQUATE SUPERVISION OF FLIGHT	1		1	5		5	6		6
LACK OF FAMILIARITY WITH AIRCRAFT		2	2					2	2
MISMANAGEMENT OF FUEL	3		3	3		3	6		6
EXERCISED POOR JUDGMENT	2		2	1		1	3		3
SELECTED UNSUITABLE TERRAIN				3		3	3		3
INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS				1		1	1		1
SPONTANEOUS-IMPROPER ACTION				1		1	1		1
MISJUDGED DISTANCE AND SPEED				2		2	2		2
MISJUDGED DISTANCE AND ALTITUDE				2		2	2		2
MISJUDGED SPEED AND ALTITUDE				1		1	1		1
MISJUDGED ALTITUDE				3		3	3		3
MISJUDGED CLEARANCE	1		1	5		5	6		6
MISUNDERSTANDING OF ORDERS OR INSTRUCTIONS	1		1				1		1
IMPROPER RECOVERY FROM BOUNCED LANDING					1	1		1	1
PHYSICAL IMPAIRMENT					1	1		1	1
SPATIAL DISORIENTATION	2		2	2		2	4		4
MISUSED OR FAILED TO USE FLAPS		1	1	1		1	1	1	2
FAILED TO MAINTAIN DIRECTIONAL CONTROL				1		1	1		1
SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND					1	1		1	1
FAILED TO INITIATE GO-AROUND	1		1	2	2	4	3	2	5
SUBTOTAL	41	3	44	89	9	98	130	12	142
COPILOT									
DELAYED IN INITIATING GO-AROUND	1		1				1		1
IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS				1		1	1		1
IMPROPER COMPENSATION FOR WIND CONDITIONS	1		1				1		1
MISJUDGED DISTANCE AND ALTITUDE				1		1	1		1
SUBTOTAL	2		2	2		2	4		4
DUAL STUDENT									
FAILED TO MAINTAIN ADEQUATE ROTOR RPM				1		1	1		1
IMPROPER OPERATION OF FLIGHT CONTROLS				1		1	1		1
MISJUDGED DISTANCE, SPEED, AND ALTITUDE					1	1		1	1
MISJUDGED SPEED AND ALTITUDE				2		2	2		2
SUBTOTAL				4	1	5	4	1	5
CHECK PILOT									

CAUSE/FACTOR TABLE

INADEQUATE SUPERVISION OF FLIGHT (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
INADEQUATE SUPERVISION OF FLIGHT				1		1	1		1
SUBTOTAL				1		1	1		1
** PERSONNEL **									
FLIGHT INSTRUCTOR									
MAINTENANCE, SERVICING, INSPECTION									
IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL)				2		2	2		2
INADEQUATE MAINTENANCE AND INSPECTION				2		2	2		2
OPERATIONAL SUPERVISORY PERSONNEL									
FAILURE TO PROVIDE ADEQ DIRECTIVES, MANUALS, EQUIPMENT				2		2	2		2
DEFICIENCY, COMPANY MAINTAINED EGMT, SERV, REGULATIONS				1		1	1		1
WEATHER PERSONNEL									
TRAFFIC CONTROL PERSONNEL									
ISSUED IMPROPER OR CONFLICTING INSTRUCTIONS		1	1					1	1
OTHER		1	1					1	1
AIRPORT SUPERVISORY PERSONNEL									
OTHER		1	1					1	1
AIRWAYS FACILITIES PERSONNEL									
PRODUCTION-DESIGN-PERSONNEL									
POOR/INADEQUATE DESIGN	1		1	1		1	2		2
OTHER				1		1	1		1
MISCELLANEOUS-PERSONNEL									
PILOT OF OTHER AIRCRAFT	1		1	1		1	2		2
GROUND SIGNALMAN				1		1	1		1
GROUND CREWMAN	1		1				1		1
PASSENGER				1		1	1		1
DRIVER OF VEHICLE				1		1	1		1
OTHER	1		1		1	1	1	1	2
THIRD PILOT									
FLIGHT ENGINEER									
FLIGHT PERSONNEL									
FLIGHT ATTENDANT				1		1	1		1
DISPATCHING (AIR CARRIER ONLY)									
SUBTOTAL	4	3	7	14	1	15	18	4	22
** AIRFRAME **									
WINGS									
FUSELAGE									
LANDING GEAR									
NOSEWHEEL STEERING				1		1	1		1
FLIGHT CONTROL SURFACES									
ELEVATOR, ASSEMBLY ATTACHMENTS		1	1					1	1
SUBTOTAL		1	1	1		1	1	1	2
** POWERPLANT **									
ENGINE STRUCTURE									
IGNITION SYSTEM									
FUEL SYSTEM									
LUBRICATING SYSTEM									
COOLING SYSTEM									
PROPELLER AND ACCESSORIES									
OTHER				1		1	1		1
EXHAUST SYSTEM									
ENGINE ACCESSORIES									
ENGINE CONTROLS									
THROTTLE-POWER LEVER ASSEMBLIES				1		1	1		1
POWERPLANT-INSTRUMENTS									
FUEL QUANTITY GAUGE		1	1					1	1
MISCELLANEOUS									
POWERPLANT FAILURE FOR UNDETERMINED REASONS	1		1	5		5	6		6
BIRD INGESTION	1		1	1		1	2		2
COMPRESSOR STALLS				1		1	1		1
REDUCTION GEAR ASSEMBLY									
COMPRESSOR ASSEMBLY									
CASTING				1		1	1		1
BEARING, ROTOR SHAFT				1		1	1		1
COMBUSTION ASSEMBLY									
SEALS, EXPANSION				1		1	1		1
TURBINE ASSEMBLY									
ACCESSORY DRIVE ASSEMBLY									

CAUSE/FACTOR TABLE

POWERPLANT (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
	-----	-----	-----	-----	-----	-----	-----	-----	-----
GEARS, ACCESSORY DRIVE				1		1			
LUBRICATING SYSTEM									
FUEL SYSTEM					1	1		1	1
PUMP, FUEL					1	1		1	1
FUEL CONTROL									
OTHER				1		1	1		1
SAFETY SYSTEM									
IGNITION SYSTEM									
TORQUEMETER									
AIR BLEED									
EXHAUST SYSTEM									
THRUST REVERSER									
PROPELLER SYSTEM									
PITCH CHANGING MECHANISM				1		1	1		1
CONSTANT SPEED DRIVE									
POWER LEVER									
PROPELLER LEVER									
REVERSE THRUST LEVER									
ENGINE INDICATING EQUIPMENT									
ENGINE INSTALLATION									
SUBTOTAL	2	1	3	15	2	17	17	3	20
** SYSTEMS **									
ELECTRICAL SYSTEM									
HYDRAULIC SYSTEM									
FLIGHT CONTROL SYSTEMS									
ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM	1		1	1		1	2		2
ANTI-ICING, DE-ICING SYSTEMS									
AIR CONDITION, HEATING AND PRESSURIZATION									
AUTO PILOT									
FIRE WARNING SYSTEM									
FIRE EXTINGUISHER SYSTEM									
OXYGEN SYSTEM									
OTHER SYSTEMS									
SUBTOTAL	1		1	1		1	2		2
** INSTRUMENTS/EQUIPMENT AND ACCESSORIES **									
FLIGHT AND NAVIGATION INSTRUMENTS									
COMMUNICATIONS AND NAVIGATION EQUIPMENT									
OTHER					1	1		1	1
MISCELLANEOUS EQUIPMENT									
SPRAY, DUSTING EQUIPMENT					1	1		1	1
SUBTOTAL					2	2		2	2
** ROTORCRAFT **									
ROTOR ASSEMBLIES									
MAIN ROTOR HEAD ASSEMBLIES				1		1	1		1
BEARINGS				1		1	1		1
TRANSMISSION ROTOR DRIVE SYSTEM									
ENGINE DRIVE SHAFT				1		1	1		1
TAIL ROTOR GEAR BOX				1		1	1		1
CLUTCH ASSEMBLY				1		1	1		1
OTHER				2		2	2		2
FLIGHT CONTROL SYSTEMS									
CYCLIC PITCH CONTROL SYSTEM	1		1				1		1
MISCELLANEOUS UNITS AND ASSEMBLIES									
TAIL BOOMS/PYLONS/CONES	1		1				1		1
OTHER				1		1	1		1
SUBTOTAL	2		2	8		8	10		10
** AIRPORTS/AIRWAYS/FACILITIES **									
AIRPORT FACILITIES									
AIRPORT CONDITIONS									
WET RUNWAY				1	2	3	1	2	3
SOFT RUNWAY					1	1		1	1
SOFT SHOULDERS (RAMP/TAXIWAY)					1	1		1	1
OTHER					1	1		1	1
AIRWAYS FACILITIES									
SUBTOTAL				1	5	6	1	5	6

CAUSE/FACTOR TABLE

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** WEATHER **									
LOW CEILING		8	8		6	6		14	14
RAIN		3	3					3	3
FOG		8	8		4	4		12	12
SNOW		2	2		2	2		4	4
ICING CONDITIONS--INCLUDES SLEET, FREEZING RAIN, ETC		1	1					1	1
UNFAVORABLE WIND CONDITIONS		2	2		6	6		8	8
WIND SHEAR				1		1	1		1
SUDDEN WINDSHIFT				2		2	2		2
TURBULENCE ASSOCIATED WITH CLOUDS AND/OR THUNDERSTORMS				1		1	1		1
DOWNDRAFTS, UPDRAFTS				1	2	3	1	2	3
HIGH DENSITY ALTITUDE					3	3		3	3
THUNDERSTORM ACTIVITY		1	1		1	1		2	2
SUBTOTAL		25	25	5	24	29	5	49	54
** TERRAIN **									
WET, SOFT GROUND					2	2		2	2
SNOW-COVERED				1	1	2	1	1	2
HIGH VEGETATION				1	1	2	1	1	2
ROUGH/UNEVEN				1	4	5	1	4	5
HIGH OBSTRUCTIONS		3	3	2	6	8	2	9	11
SUBTOTAL		3	3	5	14	19	5	17	22
** MISCELLANEOUS **									
FOREIGN OBJECT DAMAGE				2		2	2		2
FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS	1		1				1		1
UNDETERMINED	4		4	1		1	5		5
BIRD COLLISION				1		1	1		1
EVASIVE MANEUVER TO AVOID COLLISION				1		1	1		1
DIRECT ENTRIES				2		2	2		2
SUBTOTAL	5		5	7		7	12		12
GRAND TOTAL	57	36	93	153	58	211	210	94	304
** MISCELLANEOUS ACTS, CONDITIONS **									
RUNWAY CLOSED				1		1	1		1
DOWNWIND					5	5		5	5
LANDED IN CONSTRUCTION AREA				1		1	1		1
BINDING				1		1	1		1
DISCONNECTED	1		1				1		1
ERRATIC		1	1					1	1
FLUCTUATING					1	1		1	1
FLUTTER	1		1				1		1
FRAYED				1		1	1		1
FRICTION, EXCESSIVE				1		1	1		1
IMPROPERLY INSTALLED				1		1	1		1
OBSTRUCTED	1		1				1		1
OVERHEATED				1		1	1		1
SEAT BELT SIGN ON					1	1		1	1
LOAD NOT JETTISONED				1		1	1		1
RAN OFF END OF RUNWAY					3	3		3	3
DISREGARD OF GOOD OPERATING PRACTICE				1		1	1		1
IMPROPER EMERGENCY PROCEDURES		1	1	1		1	1	1	2
INSTRUCTIONS--MISINTERPRETED				1		1	1		1
INSTRUMENTS--MISREAD OR FAILED TO READ					2	2		2	2
SEAT BELT NOT FASTENED				1		1	1		1
NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA				1		1	1		1
UNWARRANTED LOW FLYING					2	2		2	2
INATTENTIVE TO FUEL SUPPLY				1		1	1		1
POORLY PLANNED APPROACH		1	1		3	3		4	4
MISCALCULATED FUEL CONSUMPTION					1	1		1	1
STOLEN OR UNAUTHORIZED USE OF AIRCRAFT		1	1					1	1
IMPROPERLY SECURED	1		1				1		1
FATIGUE FRACTURE	2		2	4		4	6		6
THRUST REVERSAL-ASYMETRICAL					1	1		1	1
IMPROPER ALIGNMENT/ADJUSTMENT				1		1	1		1
FAILURE OF TWO OR MORE ENGINES		2	2		1	1		3	3
SEPARATION IN FLIGHT		3	3		2	2		5	5
FIRE IN ENGINE					2	2		2	2
PILOT FATIGUE		1	1		1	1		2	2

CAUSE/FACTOR TABLE

MISCELLANEOUS ACTS, CONDITIONS (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
FUEL EXHAUSTION	2		2	3		3	5		5
FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL	1		1		1	1	1	1	2
IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG	1		1	2		2	3		3
INTERFERENCE WITH FLIGHT CONTROLS				2		2	2		2
WHITEOUT				2		2	2		2
SIMULATED CONDITIONS					3	3		3	3
WATER IN FUEL				1		1	1		1
AIRCRAFT CAME TO REST IN WATER		3	3		4	4		7	7
MISSING				2		2	2		2
HYDROPLANING ON WET RUNWAY					2	2		2	2
OVERLOAD FAILURE					11	11		11	11
MATERIAL FAILURE	1		1	4	1	5	5	1	6
FUEL STARVATION	2		2	3		3	5		5

DIRECT ENTRY CAUSES

INADOT TRNG ACFT MFCR-INADOT SUPVSD TRNG-DPRTR

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

LISTING OF ACCIDENTS
INVOLVING
TURBINE POWERED AIRCRAFT
U.S. GENERAL AVIATION
1977
(IN FILE ORDER SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
3 0001	N631PT	022477	BRESSLER, PA	PIPER	PA-31T	FATAL
3 0044	N707FW	011277	VANNDAL, AR	BELL	204A	NONE
3 0121	N8343F	020177	CULVER CITY, CA	HUGHES	369	NONE
3 0142	N225RM	012677	NSALMON, ID	BELL	214B1	SERIOUS
3 0165	N8159J	012777	LANTANA, FL	BELL	206A	NONE
3 0266	N9929K	030377	PRESTONBURG, KY	BELL	206B	MINOR
3 0324	N67103	013177	NTHISTLE, UT	AEROSPATLE	SA315B	NONE
3 0327	N67077	031177	NCOLDFOOT AK	AEROSPATIAL	SA-318	NONE
3 0385	N82037	011477	PORT LAVACA, TX	PIPER	PA-31T	NONE
3 0425	N69TH	022277	NFT LAUDERDALE, FL	GAZELL	SA341G	NONE
3 0479	N208DP	011977	NALPINE, WY	HILLER ACFT	FH1100	NONE
3 0501	N8771Z	020277	NVALDEZ, AK	AEROSPATLE	SA341G	NONE
3 0547	N282MA	022877	PALM BEACH, FL	MITSUBISHI	MU-2K	NONE
3 0563	N777MA	031877	NAUSTIN, TX	MITSUBISHI	MU-2B	FATAL
3 0621	N7837S	041777	SOUR LAKE, TX	BELL	206B	NONE
3 0638	N200BB	010677	NMORGAN CITY, LA	BOLKOW	BO105C	FATAL
3 0640	N7902J	050777	NCAMERON, LA	BELL	206B	MINOR
3 0650	N217RM	040577	NLARAMIE, WY	BELL	206B	MINOR
3 0709	N59640	040277	CLEARWATER, FL	BELL	206B	NONE
3 0710	N14824	021877	ATLANTA, GA	BELL	206B	SERIOUS

LISTING OF ACCIDENTS
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FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 0722	N90706	050377	NLARAMIE, WY	SUDAVIATION	SA315B	MINOR
3 0750	N555AM	020277	RIVERSIDE, CA	SWEARINGEN	SA226T	NONE
3 0788	N400KK	042477	COALINGA, CA	MITSUBISHI	MU-2B	NONE
3 0792	N65AL	042277	NLEEVIIE, LA	BELL	206B	SERIOUS
3 0967	N12MK	010677	NPALM SPRINGS, CA	LEAR JET	24B	FATAL
3 0975	N234BC	040677	BRIDGEPORT, CT	MITSUBISHI	MU-2B	NONE
3 1082	N34SM	020377	NBECKMAM, TX	SWEARINGEN	SA266T	FATAL
3 1090	N888RJ	040577	BRONX, NY	MITSUBISHI	MU-2	FATAL
3 1095	N9223F	053077	NWOOD RIVER, AK	HUGHES	369HS	NONE
3 1105	N7886A	040977	READING, PA	NORD	262	FATAL
3 1138	N5073F	051177	OAKLEY, KS	HILLER	FH1100	NONE
3 1179	N100SW	040177	NAUGUSTA, GA	MITSUBISHI	MU-2B	SERIOUS
3 1194	N152BB	062077	NCAMERON, LA	BOLKOW	BO-105	NONE
3 1255	N390P	052477	SAN FRANCISCO, CA	FAIRCHILD	FH1100	NONE
3 1295	N9203F	061977	WALLER, TX	HUGHES	369HS	FATAL
3 1371	N62345	062277	NJACKSON, WY	AEROSPATIAL	SA315B	SERIOUS
3 1406	N854Q	010777	ROCHESTER, MN	MITSUBISHI	MU-2B	FATAL
3 1410	N59442	060277	WAHOO, NE	BELL	206B	NONE
3 1607	N90128	033177	LIBERTY, WA	BELL	214B-1	FATAL
3 1697	N2653	072877	NVENICE, LA	BELL	206B	NONE

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FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 1805	N4046G	021777	NJAYUYA, PR	BELL	206-A	FATAL
3 1814	N8300F	080877	NSALINAS, CA	HUGHES	369HS	NONE
3 1867	N99MC	071277	GRAND CANYON, AZ	BELL	206B	NONE
3 1917	N970CR	080477	KNOXVILLE, TN	BELL	206L	NONE
3 1940	N9167F	070477	MT DARWIN, CA	HUGHES	369HS	MINOR
3 2092	N380EH	052877	NEAGLE, AK	BELL	206B	NONE
3 2114	N8000U	080977	PERRYVILLE, MO	N AMERICAN	265-60	NONE
3 2147	N83005	020877	PHILADELPHIA, PA	BELL	206B	NONE
3 2192	N90151	082677	NVENICE, LA	BELL	206B	MINOR
3 2202	N100EP	100577	AMARILLO, TX	LEAR	25B	NONE
3 2215	N9153F	070877	NMACKINAW, IL	HUGHES	369C	NONE
3 2222	N34F	031077	KANKAKEE, IL	BEECH	A90	SERIOUS
3 2252	N321MA	040477	YPSILANTI, MI	MITSUBISHI	MU-2B	SERIOUS
3 2393	N8695F	082477	NOPA LOCKA, FL	HUGHES	369	NONE
3 2536	N90824	041377	MCINTOSH, AL	AEROSPATLE	SA315B	NONE
3 2565	N5068F	042577	NWATSON IS, FL	HILLER ACFT	1100H	NONE
3 2571	N2299W	052877	NFRANKLIN, GA	BELL	206B	MINOR
3 2734	N56LS	091677	BATON ROUGE, LA	LEAR	24	NONE
3 2762	N226RM	081377	SILVERTHORNE, CO	BELL	214B-1	FATAL
3 2797	N8396F	091177	ETNA, WY	HUGHES	369D	NONE

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3 2798	N442JA	020377	STEPQVAK BAY,AK	SWEARINGEN	SA226T	SERIOUS
3 2843	N725MC	092677	GAITHERSBURG,MD	BEECH	200	NONE
3 2855	N60MB	040377	NDENVER,CO	AVIONS MRCL	DA-10	FATAL
3 2869	N256TM	041877	NRUDDOCK,LA	BEECH	BE200	FATAL
3 2889	N9224F	070977	AMERICAN FALLS,ID	HUGHES	369HS	FATAL
3 2933	N19991	080177	POUGHKEEPSIE,NY	BEECH	99	MINOR
3 2937	N301JT	092877	CLEARFIELD,PA	BELL	206B	NONE
3 2999	N35RT	102677	DES MOINES,IA	PIPER	PA-31T	MINOR
3 3008	N8319F	092777	MEXICO,MO	HUGHES	369H	NONE
3 3017	N7885A	083177	PHILADELPHIA,PA	NORD-AVION	262	SERIOUS
3 3073	N4TV	080177	ENCINO,CA	BELL	206B	FATAL
3 3114	N391EH	061277	PORTAGE GLAC.,AK	BELL	212	MINOR
3 3115	N9138F	090277	NCANTWELL,AK	HUGHES	369HS	MINOR
3 3125	N377ST	071177	HAWK INLET,AK	HUGHES	500-C	NONE
3 3186	N21AP	080677	LATROBE,PA	ACROJET	SPCL	NONE
3 3211	N90760	101077	NINTRACOASTAL,LA	BOLKOW	BO-105	MINOR
3 3218	N66LJ	090177	EL RENO,OK	BELL	206L	NONE
3 3227	N971H	121477	GROTON,CT	LEARJET	35	NONE
3 3262	N49734	071377	NBETTLES,AK	BELL	206B	MINOR
3 3388	N8601F	101277	SPOKANE,WA	HUGHES	369D	NONE

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FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 3400	N800WA	072077	GALENA, AK	VOLPAR	H18	NONE
3 3454	N59574	091577	VAN NUYS, CA	BELL	206B	MINOR
3 3455	N847	042377	CHICAGO, IL	AERO COMDR	690A	FATAL
3 3474	N8605F	102777	NMOMMOUTH, NJ	HUGHES	500D	NONE
3 3475	N49575	090477	HIGHTSTOWN, NJ	BELL	206L	MINOR
3 3543	N6390	073177	NWILSON, WY	AEROSPATIAL	SA315B	MINOR
3 3569	N331V	100577	OKLAHOMA CITY, OK	PILATUS	PC6CH2	FATAL
3 3599	N9174F	111077	NMORTON, WA	HUGHES	369C	MINOR
3 3619	N55MG	112677	NCHARLESTON, SC	BEECH	B90	NONE
3 3694	N59382	082077	NDEADHORSE, AK	BELL	206-B	FATAL
3 3705	N261WR	112777	ELGIN, IL	MITSUBISHI	MU2B	NONE
3 3738	N9081F	060677	BUNNELL, FL	HUGHES	369HS	NONE
3 3755	N8676F	121577	LOS ANGELES, CA.	HUGHES	369D	NONE
3 3859	N9497	061477	NGOLCONDA, NV	SIKORSKI	S58FT	FATAL
3 3861	N4730S	120877	NINTRACSTL CITY, LA	S.N.I.A.S.	SA330J	FATAL
3 3862	N157AL	101077	N GRAND CHENIER, LA	BELL	206B	FATAL
3 3863	N9104F	123177	HARAHAN, LA	HUGHES	369HS	NONE
3 3891	N332PC	010677	FLINT, MI	LEAR JET	23	FATAL
3 3894	N40PC	042877	MCLEAN, VA	BEECH	HS.125	FATAL
3 3956	N16665	052577	HAPPY CAMP, CA	BELL	214B-1	SERIOUS

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FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 3960	N16805	073077	SAWYERS BAR, CA	BELL	214B1	SERIOUS
3 3973	N245MA	122877	ADDISON, TX	MITSUBISHI	MU-2J	SERIOUS
3 4003	N9971G	111577	NGREENSBORO, AL	CESSNA	441	FATAL
3 4035	N925BD	092777	AUBURN, AL	BEECH	100	FATAL
3 4063	N9992K	120177	MANSFIELD, TX	BELL	222	NONE
3 4087	N403EH	113077	DEADHORSE, AK	BELL	206-L	MINOR
3 4089	N9193F	081777	NKOBUK, AK	HUGHES	369HS	MINOR
3 4102	N5052F	091177	NSPARREVOHN AFS, AK	HILLER ACFT	1100	NONE
3 4116	N92484	122277	NWALTON, OR	HILLER ACFT	FH1100	MINOR
3 4132	N801HD	112477	BECKLEY, WV	PIPER	PA-31T	FATAL
3 4137	N18845	121977	NANCHOR POINT, AK	HILLER ACFT	FH1100	FATAL
3 4143	N90226	121577	SAN JOSE, CA	BELL	206B	MINOR
3 4148	N64AC	123177	TOKSOOK BAY, AK	SHORT BROS	SC-7	SERIOUS
3 4156	N13RA	110677	KILLEEN, TX	BEECH	99A	NONE
3 4180	N4917	082577	KAILUA KONA, HI	SKYVAN	SC-7	FATAL
3 4203	N5358V	072877	NKETCHIKAN, AK	HILLER	12EJ3	FATAL
3 4205	N999HG	090877	SANFORD, NC	LEARJET	25B	FATAL
3 4214	N4207S	073177	NSITKA, AK	BEECH	E90	FATAL
3 4217	N563MA	090677	NILIAMNA, AK	DEHAVILLAND	DHC-6	FATAL
3 4223	N5504K	072877	NPAHOKEE, FL	AERO COMDR	S2R	SERIOUS

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FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 4229	N90754	060777	NINTRACSTL CY, LA	BOLKOW	B0-105	MINOR
3 4230	N90071	031777	NINTRACSTL CY, LA	BELL	206B	FATAL
3 4231	N77AP	110777	NEW ORLEANS, LA	N.AMERICAN	NA-265	FATAL
3 4233	N6NR	042777	WHEELING, IL	N.AMERICAN	265-80	SERIOUS
3 4244	N8NR	093077	DETROIT, MI	N.AMERICAN	265	NONE
3 4252	N17530	101977	NVALPARAISO, IN	BEECH	200	FATAL
3 4266	N501PS	052677	DETROIT, MI	LEAR JET	25B	SERIOUS
3 4268	N90324	082777	NFT MYERS, FL	BELL	206B	MINOR
6 0008	N5329M	030377	NASSAU BAHAMAS	SWEARINGEN	SA226T	FATAL

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3 3455	N847	042377	CHICAGO, IL	AERO COMDR	690A	FATAL
3 3400	N800WA	072077	GALENA, AK	VOLPAR	H18	NONE
3 2222	N34F	031077	KANKAKEE, IL	BEECH	A90	SERIOUS
3 4214	N4207S	073177	NSITKA, AK	BEECH	E90	FATAL
3 3619	N55MG	112677	NCHARLESTON, SC	BEECH	B90	NONE
3 4156	N13RA	110677	KILLEEN, TX	BEECH	99A	NONE
3 2933	N19991	080177	POUGHKEEPSIE, NY	BEECH	99	MINOR
3 2869	N256TM	041877	NRUDDOCK, LA	BEECH	BE200	FATAL
3 2843	N725MC	092677	GAITHERSBURG, MD	BEECH	200	NONE
3 4035	N925BD	092777	AUBURN, AL	BEECH	100	FATAL
3 4252	N17530	101977	NVALPARAISO, IN	BEECH	200	FATAL
3 0044	N707FW	011277	VANNDAL, AR	BELL	204A	NONE
3 0165	N8159J	012777	LANTANA, FL	BELL	206A	NONE
3 0266	N9929K	030377	PRESTONBURG, KY	BELL	206B	MINOR
3 0621	N7837S	041777	SOUR LAKE, TX	BELL	206B	NONE
3 4268	N90324	082777	NFT MYERS, FL	BELL	206B	MINOR
3 4230	N90071	031777	NINTRACSTL CY, LA	BELL	206B	FATAL
3 4143	N90226	121577	SAN JOSE, CA	BELL	206B	MINOR
3 4087	N403EH	113077	DEADHORSE, AK	BELL	206-L	MINOR
3 2192	N90151	082677	NVENICE, LA	BELL	206B	MINOR

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3 3073	N4TV 080177	ENCINO, CA	BELL 206B	FATAL
3 2937	N301JT 092877	CLEARFIELD, PA	BELL 206B	NONE
3 2147	N83005 020877	PHILADELPHIA, PA	BELL 206B	NONE
3 2571	N2299W 052877	NFRANKLIN, GA	BELL 206B	MINOR
3 3475	N49575 090477	HIGHTSTOWN, NJ	BELL 206L	MINOR
3 3454	N59574 091577	VAN NUYS, CA	BELL 206B	MINOR
3 3862	N157AL 101077	NGRAND CHENIER, LA	BELL 206B	FATAL
3 3262	N49734 071377	NBETTLES, AK	BELL 206B	MINOR
3 3694	N59382 082077	NDEADHORSE, AK	BELL 206-B	FATAL
3 3218	N66LJ 090177	EL RENO, OK	BELL 206L	NONE
3 0710	N14824 021877	ATLANTA, GA	BELL 206B	SERIOUS
3 1410	N59442 060277	WAHOO, NE	BELL 206B	NONE
3 0650	N217RM 040577	NLARAMIE, WY	BELL 206B	MINOR
3 1697	N2653 072877	NVENICE, LA	BELL 206B	NONE
3 1805	N4046G 021777	NJAYUYA, PR	BELL 206-A	FATAL
3 0709	N59640 040277	CLEARWATER, FL	BELL 206B	NONE
3 1867	N99MC 071277	GRAND CANYON, AZ	BELL 206B	NONE
3 0640	N7902J 050777	NCAMERON, LA	BELL 206B	MINOR
3 0792	N65AL 042277	NLEEVIILE, LA	BELL 206B	SERIOUS
3 2092	N380EH 052877	NEAGLE, AK	BELL 206B	NONE

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FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
-----	-----	----	-----	----	-----	-----
3 1917	N970CR	080477	KNOXVILLE, TN	BELL	206L	NONE
3 4063	N9992K	120177	MANSFIELD, TX	BELL	222	NONE
3 3114	N391EH	061277	PORTAGE GLAC., AK	BELL	212	MINOR
3 2762	N226RM	081377	SILVERTHORNE, CO	BELL	214B-1	FATAL
3 1607	N90128	033177	LIBERTY, WA	BELL	214B-1	FATAL
3 3960	N16805	073077	SAWYERS BAR, CA	BELL	214B1	SERIOUS
3 3956	N16665	052577	HAPPY CAMP, CA	BELL	214B-1	SERIOUS
3 0142	N225RM	012677	NSALMON, ID	BELL	214B1	SERIOUS
3 4003	N9971G	111577	NGREENSBORO, AL	CESSNA	441	FATAL
3 3894	N40PC	042877	MCLEAN, VA	BEECH	HS.125	FATAL
3 4217	N563MA	090677	NILIAMNA, AK	DEHAVILLAND	DHC-6	FATAL
3 4203	N5358V	072877	NKETCHIKAN, AK	HILLER	12EJ3	FATAL
3 4102	N5052F	091177	NSPARREVOHN AFS, AK	HILLER ACFT	1100	NONE
3 4116	N92484	122277	NWALTON, OR	HILLER ACFT	FH1100	MINOR
3 4137	N18845	121977	NANCHOR POINT, AK	HILLER ACFT	FH1100	FATAL
3 0479	N208DP	011977	NALPINE, WY	HILLER ACFT	FH1100	NONE
3 1138	N5073F	051177	OAKLEY, KS	HILLER	FH1100	NONE
3 1255	N390P	052477	SAN FRANCISCO, CA	FAIRCHILD	FH1100	NONE
3 2565	N5068F	042577	NWATSON IS, FL	HILLER ACFT	1100H	NONE
3 3008	N8319F	092777	MEXICO, MO	HUGHES	369H	NONE

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3 2797	N8396F	091177	ETNA,WY	HUGHES	369D	NONE
3 3388	N8601F	101277	SPOKANE,WA	HUGHES	369D	NONE
3 3125	N377ST	071177	HAWK INLET,AK	HUGHES	500-C	NONE
3 3115	N9138F	090277	NCANTWELL,AK	HUGHES	369HS	MINOR
3 2889	N9224F	070977	AMERICAN FALLS,ID	HUGHES	369HS	FATAL
3 3474	N8605F	102777	NMONMOUTH,NJ	HUGHES	500D	NONE
3 2215	N9153F	070877	NMACKINAW,IL	HUGHES	369C	NONE
3 1940	N9167F	070477	MT DARWIN,CA	HUGHES	369HS	MINOR
3 1814	N8300F	080877	NSALINAS,CA	HUGHES	369HS	NONE
3 2393	N8695F	082477	NOPA LOCKA,FL	HUGHES	369	NONE
3 1295	N9203F	061977	WALLER,TX	HUGHES	369HS	FATAL
3 1095	N9223F	053077	NWOOD RIVER,AK	HUGHES	369HS	NONE
3 0121	N8343F	020177	CULVER CITY,CA	HUGHES	369	NONE
3 3863	N9104F	123177	HARAHAN,LA	HUGHES	369HS	NONE
3 3738	N9081F	060677	BUNNELL,FL	HUGHES	369HS	NONE
3 3755	N8676F	121577	LOS ANGELES,CA.	HUGHES	369D	NONE
3 3599	N9174F	111077	NMORTON,WA	HUGHES	369C	MINOR
3 4089	N9193F	081777	NKOBUK,AK	HUGHES	369HS	MINOR
3 2114	N8000U	080977	PERRYVILLE,MO	N AMERICAN	265-60	NONE
3 4244	N8NR	093077	DETROIT,MI	N.AMERICAN	265	NONE

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3 4233	N6NR	042777	WHEELING, IL	N.AMERICAN	265-80	SERIOUS
3 4231	N77AP	110777	NEW ORLEANS, LA	N.AMERICAN	NA-265	FATAL
3 4132	N801HD	112477	BECKLEY, WV	PIPER	PA-31T	FATAL
3 0385	N82037	011477	PORT LAVACA, TX	PIPER	PA-31T	NONE
3 0001	N631PT	022477	BRESSLER, PA	PIPER	PA-31T	FATAL
3 2999	N35RT	102677	DES MOINES, IA	PIPER	PA-31T	MINOR
3 4148	N64AC	123177	TOKSOOK BAY, AK	SHORT BROS	SC-7	SERIOUS
3 4180	N4917	082577	KAILUA KONA, HI	SKYVAN	SC-7	FATAL
3 3859	N9497	061477	NGOLCONDA, NV	SIKORSKI	S58FT	FATAL
3 4223	N5504K	072877	NPAHOKEE, FL	AERO COMDR	S2R	SERIOUS
3 3543	N6390	073177	NWILSON, WY	AEROSPATIAL	SA315B	MINOR
3 0327	N67077	031177	NCOLDFOOT AK	AEROSPATIAL	SA-318	NONE
3 0324	N67103	013177	NTHISTLE, UT	AEROSPATLE	SA315B	NONE
3 0722	N90706	050377	NLARAMIE, WY	SUDAVIATION	SA315B	MINOR
3 2536	N90824	041377	MCINTOSH, AL	AEROSPATLE	SA315B	NONE
3 1371	N62345	062277	NJACKSON, WY	AEROSPATIAL	SA315B	SERIOUS
3 3861	N4730S	120877	NINTRACSTL CITY, LA	S.N.I.A.S.	SA330J	FATAL
3 0501	N8771Z	020277	NVALDEZ, AK	AEROSPATLE	SA341G	NONE
3 0425	N69TH	022277	NFT LAUDERDALE, FL	GAZELL	SA341G	NONE
3 2855	N60MB	040377	NDENVER, CO	AVIONS MRCL	DA-10	FATAL

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FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE ----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 3569	N331V	100577	OKLAHOMA CITY,OK	PILATUS	PC6CH2	FATAL
3 3186	N21AP	080677	LATROBE,PA	ACROJET	SPCL	NONE
3 3211	N90760	101077	NINTRACOASTAL,LA	BOLKOW	BO-105	MINOR
3 0638	N200BB	010677	NMORGAN CITY,LA	BOLKOW	BO105C	FATAL
3 1194	N152BB	062077	NCAMERON,LA	BOLKOW	BO-105	NONE
3 4229	N90754	060777	NINTRACSTL CY,LA	BOLKOW	BO-105	MINOR
3 3891	N332PC	010677	FLINT,MI	LEAR JET	23	FATAL
3 4205	N999HG	090877	SANFORD,NC	LEARJET	25B	FATAL
3 4266	N501PS	052677	DETROIT,MI	LEAR JET	25B	SERIOUS
3 2202	N100EP	100577	AMARILLO,TX	LEAR	25B	NONE
3 2734	N56LS	091677	BATON ROUGE,LA	LEAR	24	NONE
3 0967	N12MK	010677	NPALM SPRINGS,CA	LEAR JET	24B	FATAL
3 3227	N971H	121477	GROTON,CT	LEARJET	35	NONE
3 3705	N261WR	112777	ELGIN,IL	MITSUBISHI	MU2B	NONE
3 1090	N888RJ	040577	BRONX,NY	MITSUBISHI	MU-2	FATAL
3 0975	N234BC	040677	BRIDGEPORT,CT	MITSUBISHI	MU-2B	NONE
3 0788	N400KK	042477	COALINGA,CA	MITSUBISHI	MU-2B	NONE
3 0563	N777MA	031877	NAUSTIN,TX	MITSUBISHI	MU-2B	FATAL
3 1179	N100SW	040177	NAUGUSTA,GA	MITSUBISHI	MU-2B	SERIOUS
3 0547	N282MA	022877	PALM BEACH,FL	MITSUBISHI	MU-2K	NONE

LISTING OF ACCIDENTS
INVOLVING

TURBINE POWERED AIRCRAFT

U.S. GENERAL AVIATION
1977
(IN MAKE/MODEL SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 1406	N854Q	010777	ROCHESTER, MN	MITSUBISHI	MU-2B	FATAL
3 2252	N321MA	040477	YPSILANTI, MI	MITSUBISHI	MU-2B	SERIOUS
3 3973	N245MA	122877	ADDISON, TX	MITSUBISHI	MU-2J	SERIOUS
3 1105	N7886A	040977	READING, PA	NORD	262	FATAL
3 3017	N7885A	083177	PHILADELPHIA, PA	NORD-AVION	262	SERIOUS
3 0750	N555AM	020277	RIVERSIDE, CA	SWEARINGEN	SA226T	NONE
3 1082	N34SM	020377	NBECKMAM, TX	SWEARINGEN	SA266T	FATAL
3 2798	N442JA	020377	STEPOVAK BAY, AK	SWEARINGEN	SA226T	SERIOUS
6 0008	N5329M	030377	NASSAU BAHAMAS	SWEARINGEN	SA226T	FATAL

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS

INVOLVING

TURBINE POWERED AIRCRAFT

U.S. GENERAL AVIATION

1977

(IN STATE AND DATE ORDER)

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES		FLIGHT PURPOSE	PILOT DATA
				F	S M/N		
				PAGE	30		

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2536	4/13/77 TIME - 0545	MCINTOSH, AL	AEROSPATLE SA315B N90824 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 32, 6135 TOTAL HOURS, 275 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT MCINTOSH, AL	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES	PHASE OF OPERATION IN FLIGHT EN ROUTE TO TREAT CROP LANDING POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS TERRAIN - HIGH OBSTRUCTIONS						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL POWERPLANT - FUEL SYSTEM FUEL CONTROL COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 6135 KIND OF CROP - FOREST-TREES PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SLING LOADED ELEVATION-AREA BEING TREATED- FEET - 150 REMARKS- ONE VALVE IN FUEL CONTROL PARTLY STUCK. BLACK FLAKES FOUND IN FUEL.						
KIND OF OPERATION - FERTILIZING (LIQUID) TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTXOIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-NOT USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - ROLLING						
3-4035	9/27/77 TIME - 0740	AUBURN, AL	BEECH 100 N925BD DAMAGE-DESTROYED	CR- 1 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 51, 15000 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - AUBURN-PELIKA DEPARTURE POINT BIRMINGHAM, AL	INTENDED DESTINATION AUBURN, AL			
		TYPE OF ACCIDENT COLLIDED WITH TREES	PHASE OF OPERATION LANDING FINAL APPROACH			
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION						
FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF WEATHER CONDITIONS IFR FIRE AFTER IMPACT REMARKS- TREES IN AREA OF FIRST IMPACT ARE APT 73FT BELOW ARPT ELEVATION & 650FT BELOW MDA.	CEILING AT ACCIDENT SITE 200 PRECIPITATION AT ACCIDENT SITE DRIZZLE TEMPERATURE-F 68 TYPE OF FLIGHT PLAN IFR			

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4003	11/15/77	NR.GREENSBORO,AL	CESSNA 441 N9971G DAMAGE-DESTROYED	CR- 1 0 0 PX- 6 0 0	MISCELLANEOUS DEMONSTRATION	COMMERCIAL, AGE 30, 1967 TOTAL HOURS, 16 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT BIRMINGHAM,AL	INTENDED DESTINATION MOBILE,AL		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE	
		TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT				
		PROBABLE CAUSE(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL POOR/INADEQUATE DESIGN SYSTEMS - FLIGHT CONTROL SYSTEMS ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM MISCELLANEOUS ACTS,CONDITIONS - FLUTTER				
		FACTOR(S) AIRFRAME - FLIGHT CONTROL SURFACES ELEVATOR ASSEMBLY,ATTACHMENTS MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT				
		FIRE AFTER IMPACT				
		REMARKS- COMPLETE IN-FLIGHT BREAKUP.				
3-0501	2/2/77	NR.VALDEZ,AK	AEROSPATLE SA341G N8771Z DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	MISCELLANEOUS FERRY	COMMERCIAL, FL.INSTR., AGE 25, 3763 TOTAL HOURS, 72 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT VALDEZ,AK	INTENDED DESTINATION FAIRBANKS,AK		PHASE OF OPERATION STATIC IDLING ROTORS	
		TYPE OF ACCIDENT COLLIDED WITH SNOWBANK				
		PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN TERRAIN - SNOW-COVERED				
		FACTOR(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS WEATHER - LOW CEILING WEATHER - SNOW				
		WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER				
		SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF FLIGHT PLAN UNKNOWN/NOT REPORTED REMARKS- LNDD ON SLOPING ROAD.SLID DOWN ROAD INTO SNOWBANK DRG SHUTDOWN.				
		CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE SNOW TYPE OF WEATHER CONDITIONS VFR				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2798	2/3/77 TIME - 2030	STEPOVAK BAY, AK	SWEARINGEN SA226T N442JA DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 1 12	COMMERCIAL AIR TAXI-PASSG	ATP, FLIGHT INSTR., AGE 37, 6500 TOTAL HOURS, 305 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BIG RIVER DEPARTURE POINT STEPOVAK BAY, AK INTENDED DESTINATION KING SALMON, AK TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED PHASE OF OPERATION TAKEOFF RUN TAKEOFF RUN PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR NOSEWHEEL STEERING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE						
3-0327	3/11/77 TIME - 1115	NR. COLDFOOT AK	AEROSPATIAL SA-318 N67077 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, AGE 29, 3100 TOTAL HOURS, 1500 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT COLDFOOT AK INTENDED DESTINATION RETURN TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED LAST ENROUTE STOP FIELD SITE PHASE OF OPERATION TAKEOFF VERTICAL PROBABLE CAUSE(S) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL FAILURE TO PROVIDE ADEQ. DIRECTIVES, MANUAL, EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. MISCELLANEOUS ACTS, CONDITIONS - LOAD NOT JETTISONED REMARKS- PLT THOUGHT ONE DRUM ON EXTERNAL SLING, ACTUALLY TWO. 371.5LBS OVR MAX GWT.						
3-2092	5/28/77 TIME - 0900	NR. EAGLE, AK	BELL 206B N380EH DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 1	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 38, 5389 TOTAL HOURS, 2770 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT YUKON RIVER INTENDED DESTINATION YUKON RIVER TYPE OF ACCIDENT ROLL OVER LAST ENROUTE STOP EAGLE, AK PHASE OF OPERATION TAKEOFF VERTICAL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FIRE AFTER IMPACT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1095	5/30/77 TIME - 0800	NR.WOOD RIVER,AK	HUGHES 369HS N9223F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL CONSTRUCTION	AIRLINE TRANSPORT, AGE 37, 4900 TOTAL HOURS, 2000 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT DRILL SITE-FIELD	INTENDED DESTINATION RETURN	LAST ENROUTE STOP L S HUNTING LODGE		
		TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE ROLL OVER	TAIL ROTOR	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-ON LANDING		
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE						
FACTOR(S) TERRAIN - ROUGH/UNEVEN						
REMARKS- CHOKER CABLE STILL CONNECTED TO CARGO HOOK DURING FLT, FREE TO TRAIL IN SLIPSTREAM, STRUCK T/R.						
3-3114	6/12/77 TIME - 1530	PORTAGE GLAC.,AK	BELL 212 N391EH DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS FERRY	AIRLINE TRANSPORT, AGE 28, 3800 TOTAL HOURS, 165 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT ANCHORAGE,AK	INTENDED DESTINATION VALDEZ,AK	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED			
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,ALTITUDE OR CLEARANCE						
FACTOR(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - BECAME LOST/DISORIENTED WEATHER - LOW CEILING						
		SKY CONDITION SCATTERED	CEILING AT ACCIDENT SITE 3000			
		VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS	PRECIPITATION AT ACCIDENT SITE NONE			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE GROUND FOG	TYPE OF WEATHER CONDITIONS IFR			
		TYPE OF FLIGHT PLAN VFR				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3125	7/11/77 TIME - 1740	HAWK INLET, AK	HUGHES 500-C N377ST DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PRACTICE	COMMERCIAL, AGE 28, 3070 TOTAL HOURS, 800 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT HAWK INLET, AK TYPE OF ACCIDENT HARD LANDING	INTENDED DESTINATION LOCAL	PHASE OF OPERATION IN FLIGHT AUTOROTATIVE DESCENT		
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE REMARKS- ATTEMPTED POWER RECOVERY DURING AUTOROTATION. SOFT GROUND.						
3-3262	7/13/77 TIME - 1610	NR. BETTLES, AK	BELL 206B N49734 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	MISCELLANEOUS OTHER PUBLIC	COMMERCIAL, AGE 34, 5625 TOTAL HOURS, 781 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT FIELD SITE TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING	INTENDED DESTINATION WILD LAKE, AK	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING		
PROBABLE CAUSE(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL OTHER POWERPLANT - FUEL SYSTEM OTHER MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION FACTOR(S) POWERPLANT - FUEL SYSTEM PUMP, FUEL MISCELLANEOUS ACTS, CONDITIONS - FLUCTUATING MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FWD BOOST PUMP NOISY, C/B PULLED. REAR PUMP UN SUPPLY FUEL UNDER 8GALS FUEL STATE. AVOIDING TREES.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3400	7/20/77 TIME - 1950.	GALENA, AK	VOLPAR H18 N800WA DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 7	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 28, 4785 TOTAL HOURS, 740 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - GALENA DEPARTURE POINT GALENA, AK INTENDED DESTINATION LOCAL TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE PROPELLER GEAR COLLAPSED PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - PROPELLER SYSTEM PITCH CHANGING MECHANISM MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - THRUST REVERSAL-ASYMETRICAL MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE FIRE AFTER IMPACT						
3-4203	7/28/77 TIME - 1715	NR. KETCHIKAN, AK	HILLER 12EJ3 N5358V DAMAGE-DESTROYED	CR- 0 1 0 PX- 1 1 0	NONCOMMERCIAL AERIAL SURVEY	COMMERCIAL, AGE 27, 1833 TOTAL HOURS, 427 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT USFS FIELD LOCATION S. HARRIS RIVER, AK TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT PHASE OF OPERATION TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) ROTORCRAFT - FLIGHT CONTROL SYSTEMS CYCLIC PITCH CONTROL SYSTEM MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- A/C FLOAT EQUIPPED. AERIAL SURVEY. FLT CONTROL FAILURE IN FLT.						
3-4214	7/31/77 TIME - 0130	NR. SITKA, AK	BEECH E90 N4207S DAMAGE-DESTROYED	CR- 1 0 0 PX- 4 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 49, 2800 TOTAL HOURS, 20 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SITKA DEPARTURE POINT KING SALMON, AK INTENDED DESTINATION SITKA, AK 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) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT FIRE AFTER IMPACT REMARKS- MOUNTAINS ADJACENT TO SITKA OBSCURED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4089	8/17/77 TIME - 2100	NR.KOBUK,AK	HUGHES 369HS N9193F DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 1	COMMERCIAL CTR CARGO-D	COMMERCIAL, AGE 32, 3000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - KOGOLUKUK CAMP DEPARTURE POINT INTENDED DESTINATION KOBUK,AK LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT BUZZING PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING						
3-3694	8/20/77 TIME - UNK/NR	NR.DEADHORSE,AK	BELL 206-B N59382 DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 29, 2000 TOTAL HOURS, 911 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION DEADHORSE,AK ESKIMO ISLAND,AK TYPE OF ACCIDENT PHASE OF OPERATION MISSING AIRCRAFT,NOT RECOVERED UNKNOWN/NOT REPORTED PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED REMARKS- A/C DMG AND INJURY INDEX PRESUMED,EQUIPPED WITH EMERGENCY FLOATS.						
3-3115	9/2/77 TIME - 1030	NR.CANTWELL,AK	HUGHES 369HS N9138F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS FERRY	COMMERCIAL, AGE 29, 3617 TOTAL HOURS, 1185 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION FIELD SITE CANTWELL,AK TYPE OF ACCIDENT PHASE OF OPERATION ROLL OVER LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ROTOR & ENG RPM WENT TO 110% DRG FLT FOR REASONS UNDETERMINED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4217	9/6/77 TIME - 1452	NR. ILIAMNA, AK	DEHAVILLAND DHC-6 N563MA DAMAGE-DESTROYED	CR- 2 0 0 PX- 11 0 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	ATP, FLIGHT INSTR., AGE 31, 4335 TOTAL HOURS, 1124 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT ILIAMNA, AK	INTENDED DESTINATION ANCHORAGE, AK			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION						
REMARKS- HIT GLACIER ABT 7000FT MSL. RECOVERY OF BODIES OR WRECKAGE WAS NOT POSSIBLE.						
3-4102	9/11/77 TIME - 0840	NR. SPARREVOHN AFS, AK	HILLER ACFT 1100 N5052F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 47, 12651 TOTAL HOURS, 245 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT SPARREVOHN AFS, AK	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED	PHASE OF OPERATION LANDING POWER-ON LANDING		
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH						
WEATHER - DOWNDRAFT, UPDRAFTS						
WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED						
		SKY CONDITION SCATTERED		CEILING AT ACCIDENT SITE UNLIMITED		
		VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED)		PRECIPITATION AT ACCIDENT SITE NONE		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE		WIND DIRECTION-DEGREES 150		
		WIND VELOCITY-KNOTS 20		TYPE OF WEATHER CONDITIONS VFR		
		TYPE OF FLIGHT PLAN VFR				
REMARKS- FLOAT EQPTD. GSTS 30KT. TURB RSLTD IN UNUSAL ATTD AT TO LW AN ALTD TO ALLOW RECOVERY.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4087	11/30/77 TIME - 0935	DEADHORSE, AK	BELL 206-L N403EH DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 31, 4240 TOTAL HOURS, 1001 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DEADHORSE DEPARTURE POINT PUMP STATION NO.1 TYPE OF ACCIDENT ROLL OVER PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION MISCELLANEOUS ACTS, CONDITIONS - WHITEOUT FACTOR(S) WEATHER - FOG WEATHER - SNOW WEATHER - UNFAVORABLE WIND CONDITIONS TERRAIN - SNOW-COVERED WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION PARTIAL OBSCURATION VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW WIND VELOCITY-KNOTS 17 TYPE OF FLIGHT PLAN NONE						
INTENDED DESTINATION RETURN LAST ENROUTE STOP VALVE NO.1 PHASE OF OPERATION LANDING FINAL APPROACH CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE SNOW WIND DIRECTION-DEGREES 230 TYPE OF WEATHER CONDITIONS BELOW MINIMUMS						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4137	12/19/77 NR. TIME - 1828	ANCHOR POINT, AK	HILLER ACFT FH1100 N18845 DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 29, 3313 TOTAL HOURS, 631 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT HOMER, AK	INTENDED DESTINATION HOMER, AK			LAST ENROUTE STOP S.S.GREAT LAND	
	TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	UNCONTROLLED			PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT	
PROBABLE CAUSE(S)						
PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING						
PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS						
PILOT IN COMMAND - SPATIAL DISORIENTATION						
FACTOR(S)						
WEATHER - LOW CEILING						
WEATHER - FOG						
WEATHER - SNOW						
WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC.						
WEATHER - UNFAVORABLE WIND CONDITIONS						
MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
EMERGENCY CIRCUMSTANCES - UNKNOWN/NOT REPORTED						
ADVERSE/UNFAVORABLE WEATHER						
SKY CONDITION						
OVERCAST						
VISIBILITY AT ACCIDENT SITE						
1/2 MILE OR LESS						
OBSTRUCTIONS TO VISION AT ACCIDENT SITE						
FOG						
WIND DIRECTION-DEGREES						
45						
TYPE OF WEATHER CONDITIONS						
IFR						
REMARKS- HELICOPTER FLOAT EQUIPPED. WINDS GUSTING TO 30 KTS. A/C DAMAGE AND PILOTS INJURY PRESUMED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4148	12/31/77 TIME - 0940	TOKSOOK BAY, AK	SHORT BROS SC-7 N64AC DAMAGE-DESTROYED	CR- 0 1 1 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	AIRLINE TRANSPORT, AGE 31, 3800 TOTAL HOURS, 1605 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - TOKSOOK BAY DEPARTURE POINT INTENDED DESTINATION BETHEL, AK TOKSOOK BAY, AK TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - MISJUDGED ALTITUDE PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND MISCELLANEOUS ACTS, CONDITIONS - WHITEOUT FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 800 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 31 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 150 20 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR VFR REMARKS- WX REPORTS NOT AVBL FOR TOKSOOK BAY. WIND GUSTING 20K.						
3-1867	7/12/77 TIME - 1121	GRAND CANYON, AZ	BELL 206B N99MC DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS OTHER PUBLIC	COMMERCIAL, FL. INSTR., AGE 46, 12775 TOTAL HOURS, 700 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION GRAND CANYON, AZ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF VERTICAL COLLIDED WITH TREES LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) POWERPLANT - COMBUSTION ASSEMBLY SEALS, EXPANSION MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- 2ND STAGE GAS PRODUCER SEALS SEIZED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0044	1/12/77 TIME - 1200	VANNDALE, AR	BELL 204A N707FW DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 46, 13000 TOTAL HOURS, 28 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT CHERRY VALLEY, AR	INTENDED DESTINATION VANNDALE, AR	PHASE OF OPERATION TAXI AERIAL TAXI, OTHER		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED				
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS						
REMARKS- APPLIED AFT CYCLIC AT 3FT HOVER TO AVOID GOING UNDER SAGGING WIRE. T/R HIT GROUND.						
3-0967	1/6/77 TIME - 1700	NR. PALM SPRINGS, CA	LEAR JET 24B N12MK DAMAGE-DESTROYED	CR- 2 0 0 PX- 2 0 0	COMMERCIAL AIR TAXI-PASSG	ATP, FLIGHT INSTR., AGE 36, 4150 TOTAL HOURS, 532 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT LAS VEGAS, NV	INTENDED DESTINATION RETURN	LAST ENROUTE STOP PALM SPRINGS, CA		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED		PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE		
PROBABLE CAUSE(S) PILOT IN COMMAND - MISUNDERSTANDING OF ORDERS OR INSTRUCTIONS						
FACTOR(S) PERSONNEL - TRAFFIC CONTROL PERSONNEL OTHER						
MISSING AIRCRAFT - LATER RECOVERED						
REMARKS- CREW MISINTERPRETED IFR CLNC & ATC INSTRUCTIONS. CONTROLLER FAILED TO DETECT DEVIATION FRM ROUTE.						
3-0121	2/1/77 TIME - 1425	CULVER CITY, CA	HUGHES 369 N8343F DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	INSTRUCTIONAL DUAL	COMMERCIAL, AGE 41, 4450 TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - HUGHES				
		DEPARTURE POINT CULVER CITY, CA	INTENDED DESTINATION LOCAL	PHASE OF OPERATION LANDING POWER-OFF AUTOROTATIVE LANDING		
		TYPE OF ACCIDENT HARD LANDING				
PROBABLE CAUSE(S) DUAL STUDENT - MISJUDGED SPEED AND ALTITUDE PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS						
REMARKS- DURING TRANSITION FLT AUTOROTATION, TAIL SKID & TAIL ROTOR HIT GRD						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0750	2/2/77 TIME - 0720	RIVERSIDE, CA	SWEARINGEN SA226T N555AM DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 75, 18480 TOTAL HOURS, 162 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - RIVERSIDE DEPARTURE POINT ONTARIO, CA TYPE OF ACCIDENT COLLIDED WITH DIRT BANK GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER REMARKS- LNDD TO LEFT OF RWY.						
3-0788	4/24/77 TIME - 1300	COALINGA, CA	MITSUBISHI MU-2B N400KK DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 46, 4200 TOTAL HOURS, 9 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - COALINGA DEPARTURE POINT ALBUQUERQUE, NM TYPE OF ACCIDENT GEAR RETRACTED PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED						
3-1255	5/24/77 TIME - 0830	SAN FRANCISCO, CA	FAIRCHILD FH1100 N390P DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL CONSTRUCTION	AIRLINE TRANSPORT, AGE 32, 5615 TOTAL HOURS, 105 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT CONCORD, CA TYPE OF ACCIDENT COLLIDED WITH ELECTRONIC TOWERS PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL GROUND SIGNALMAN MISCELLANEOUS ACTS, CONDITIONS - INSTRUCTIONS-MISINTERPRETED REMARKS- PREPARING TO SLING-LIFT ANTENNA MAST, PROPER SIGNAL NOT GIVEN.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3956	5/25/77 TIME - 0645	HAPPY CAMP,CA	BELL 214B-1 N16665 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL	CR- 0 2 0 PX- 0 0 0	COMMERCIAL OTHER	COMMERCIAL, AGE 30, 7500 TOTAL HOURS, 592 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT HAPPY CAMP,CA						
TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES			PHASE OF OPERATION IN FLIGHT HOVERING LANDING POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS COMPRESSOR STALLS						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- HELICOPTER USED IN LOGGING OPERATION.						
3-1940	7/4/77 TIME - 0855	MT DARWIN,CA	HUGHES 369HS N9167F DAMAGE-SUBSTANTIAL INTENDED DESTINATION MT DARWIN,CA	CR- 0 0 1 PX- 0 0 2	MISCELLANEOUS SEARCH AND RESCUE	COMMERCIAL, AGE 32, 7600 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT ASH MOUNTAIN,CA						
TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED			PHASE OF OPERATION LANDING POWER-ON LANDING LANDING LEVEL OFF/TOUCHDOWN			
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING WEATHER - SUDDEN WINDSHIFT WEATHER - DOWNDRAFT,UPDRAFTS						
FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED						
SKY CONDITION CLEAR			CEILING AT ACCIDENT SITE UNLIMITED			
VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED)			PRECIPITATION AT ACCIDENT SITE NONE			
OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE			TEMPERATURE-F 40			
WIND DIRECTION-DEGREES 115			WIND VELOCITY-KNOTS 10			
TYPE OF WEATHER CONDITIONS VFR			TYPE OF FLIGHT PLAN VFR FLIGHT FOLLOWING SERVICE			
REMARKS- DA 15500FT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3960	7/30/77 TIME - 1000	SAWYERS BAR, CA	BELL 214B1 N16805 DAMAGE-SUBSTANTIAL	CR- 0 2 0 PX- 0 0 0	MISCELLANEOUS OTHER	COMMERCIAL, AGE 31, 5600 TOTAL HOURS, 1067 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT SAWYERS BAR, CA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION ROLL OVER	PHASE OF OPERATION IN FLIGHT HOVERING LANDING POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) POWERPLANT - ACCESSORY DRIVE ASSEMBLY GEARS, ACCESSORY DRIVE MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- HELICOPTER ENGAGED IN LOGGING OPERATION. ACCESSORY INNER BEVEL GEAR, P/N 2-070-005-02, FAILED.						
3-3073	8/1/77 TIME - 1236	ENCINO, CA	BELL 206B N4TV DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL OTHER	COMMERCIAL, AGE 47, 7193 TOTAL HOURS, 381 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - VAN NUYS DEPARTURE POINT BURBANK, CA	INTENDED DESTINATION SANTA BARBARA & RET			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER CONTROLLED	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- KNBC NEWS TELECOPTER						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1814	8/8/77 TIME - 1020	NR, SALINAS, CA	HUGHES 369HS N8300F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	COMMERCIAL CTR PASSG-D	ATP, FLIGHT INSTR., AGE 28, 4859 TOTAL HOURS, 682 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT MONTEREY, CA	INTENDED DESTINATION BIG SUR, CA			
		TYPE OF ACCIDENT FIRE OR EXPLOSION HARD LANDING	IN FLIGHT	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-ON LANDING		
PROBABLE CAUSE(S)						
ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM CLUTCH ASSEMBLY						
ROTORCRAFT - ROTOR ASSEMBLIES BEARINGS						
MISCELLANEOUS ACTS, CONDITIONS - MISSING						
MISCELLANEOUS ACTS, CONDITIONS - FRICTION, EXCESSIVE						
MISCELLANEOUS ACTS, CONDITIONS - OVERHEATED						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SMOKE IN COCKPIT						
3-3454	9/15/77 TIME - 1519	VAN NUYS, CA	BELL 206B N59574 DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	MISCELLANEOUS POLICE PATROL	COMMERCIAL, AGE 40, 1240 TOTAL HOURS, 95 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - VAN NUYS DEPARTURE POINT GLENDALE, CA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT MISCELLANEOUS HARD LANDING		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION						
PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M.						
PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS						
FACTOR(S)						
INSTRUMENTS/EQUIPMENT AND ACCESSORIES - COMMUNICATIONS AND NAVIGATION EQUIPMENT OTHER						
MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE						
EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT						
SUSPECTED MECHANICAL DISCREPANCY						
UNUSUAL NOISE						
REMARKS- BATTERY OF PORTABLE FM RADIO EXPLODED FOR UNDET REASON. LND IN CITY PARK.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4143	12/15/77 TIME - 1610	SAN JOSE,CA	BELL 206B N90226 DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1	INSTRUCTIONAL DUAL	ATP, FLIGHT INSTR., AGE 27, 3725 TOTAL HOURS, 170 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SAN JOSE MUNI DEPARTURE POINT INTENDED DESTINATION SAN JOSE,CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ROLL OVER TAKEOFF VERTICAL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM OTHER MISCELLANEOUS ACTS, CONDITIONS - MISSING REMARKS- LEFT HAND TRANSMISSION SPINDLE SECURING NUT AND WASHER MISSING, NO COTTER PIN FOUND.						
3-3755	12/15/77 TIME - 1122	LOS ANGELES, CA.	HUGHES 369D N8676F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	MISCELLANEOUS DEMONSTRATION	COMMERCIAL, AGE 43, 2946 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - HUGHES DEPARTURE POINT INTENDED DESTINATION LOS ANGELES, CA. LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING REMARKS- HARD LANDING, 2ND LNG HARD-TAIL BOOM CUT OFF BY MAIN ROTOR BLADE						
3-2855	4/3/77 TIME - 0452	NR. DENVER, CO	AVIONS MRCL DA-10 N60MB DAMAGE-DESTROYED	CR- 2 0 0 PX- 2 1 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 55, 16122 TOTAL HOURS, 800 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION DENVER, CO RETURN TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED LAST ENROUTE STOP CHEYENNE, WY PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FIRE AFTER IMPACT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2762	8/13/77 TIME - 1130	SILVERTHORNE, CO	BELL 214B-1 N226RM DAMAGE-NONE	CR- 0 0 2 PX- 0 0 0 OT- 1 0 0	COMMERCIAL CONSTRUCTION	COMMERCIAL, AGE 30, 5480 TOTAL HOURS, 738 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT UNKNOWN/NOT REPORTED	INTENDED DESTINATION UNKNOWN/NOT REPORTED	LAST ENROUTE STOP UNKNOWN/NOT REPORTED		
		TYPE OF ACCIDENT MISCELLANEOUS	PHASE OF OPERATION IN FLIGHT HOVERING			
PROBABLE CAUSE(S)						
PERSONNEL - MISCELLANEOUS-PERSONNEL GROUND CREWMAN						
MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED						
REMARKS- ONE LOOP OF CHOKER CABLE UNHOOKED. TOWER FELL.						
3-0975	4/6/77 TIME - 1713	BRIDGEPORT, CT	MITSUBISHI MU-2B N234BC DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 33, 2679 TOTAL HOURS, 2428 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - SIKORSKY MEMORIAL				
		DEPARTURE POINT YORK, PA	INTENDED DESTINATION BRIDGEPORT, CT			
		TYPE OF ACCIDENT WHEELS-UP	PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN			
PROBABLE CAUSE(S)						
PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR						
PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT						
FACTOR(S)						
WEATHER - UNFAVORABLE WIND CONDITIONS						
WEATHER BRIEFING - UNKNOWN/NOT REPORTED						
WEATHER FORECAST - UNKNOWN/NOT REPORTED						
		SKY CONDITION UNKNOWN/NOT REPORTED	CEILING AT ACCIDENT SITE 4500			
		VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED)	PRECIPITATION AT ACCIDENT SITE SNOW SHOWERS			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE	WIND DIRECTION-DEGREES 290			
		WIND VELOCITY-KNOTS 29	TYPE OF WEATHER CONDITIONS VFR			
		TYPE OF FLIGHT PLAN IFR				
REMARKS- PCT CONCERNED WITH FUEL SCHEDULE ON L ENG. WIND GUSTING 39K.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3227	12/14/77 TIME - 1934	GROTON,CT	LEARJET 35 N971H DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 30, 5400 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - TRUMBULL FIELD DEPARTURE POINT INTENDED DESTINATION NEW YORK,NY GROTON,CT TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) WEATHER - WIND SHEAR WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 600 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES FOG 220 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 18 BELOW MINIMUMS TYPE OF FLIGHT PLAN IFR						
3-0165	1/27/77 TIME - 1505	LANTANA,FL	BELL 206A N8159J DAMAGE-NONE	CR- 0 0 2 PX- 0 0 0 OT- 0 0 3	NONCOMMERCIAL PRACTICE	COMMERCIAL, AGE 29, 2086 TOTAL HOURS, 400 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PALM BEACH DEPARTURE POINT INTENDED DESTINATION WEST PALM BEACH,FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - UNICOM RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - NO CONVERGENCE ANGLE-DEGREES - 0 HORIZONTAL COLLISION ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - NO ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0425	2/22/77	NR.FT LAUDERDALE,FL	GAZELL SA341G	CR- 0 0 1	NONCOMMERCIAL	COMMERCIAL, AGE 30, 4000
	TIME - 1300		N69TH	PX- 0 0 1	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 250 IN TYPE,
			DAMAGE-DESTROYED			INSTRUMENT RATED.
	DEPARTURE POINT		INTENDED DESTINATION			
	WEST PALM BEACH,FL		BIMINI ISLAND,BAHAMA			
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	FIRE OR EXPLOSION	IN FLIGHT			IN FLIGHT NORMAL CRUISE	
	DITCHING				IN FLIGHT POWER-ON DESCENT	
	PROBABLE CAUSE(S)					
	POWERPLANT - MISCELLANEOUS	POWERPLANT FAILURE FOR UNDETERMINED REASONS				
	FACTOR(S)					
	MISCELLANEOUS ACTS,CONDITIONS -	FIRE IN ENGINE				
	MISCELLANEOUS ACTS,CONDITIONS -	AIRCRAFT CAME TO REST IN WATER				
	EMERGENCY CIRCUMSTANCES -	FORCED LANDING OFF AIRPORT ON WATER				
3-0547	2/28/77	PALM BEACH,FL	MITSUBISHI MU-2K	CR- 0 0 1	NONCOMMERCIAL	COMMERCIAL, AGE 63, 25000
	TIME - 1625		N282MA	PX- 0 0 3	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 121 IN TYPE,
			DAMAGE-SUBSTANTIAL			NOT INSTRUMENT RATED.
	NAME OF AIRPORT -	PALM BEACH INTL				
	DEPARTURE POINT	INTENDED DESTINATION				
	MERIDA,MEXICO	PALM BEACH,FL				
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	WHEELS-UP				LANDING LEVEL OFF/TOUCHDOWN	
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND -	DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT				
	PILOT IN COMMAND -	FAILED TO EXTEND LANDING GEAR				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0709	4/2/77 TIME - 1532	CLEARWATER, FL	BELL 206B N59640 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL BUSINESS	COMMERCIAL, AGE 44, 695 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - CLEARWATER DEPARTURE POINT CLEARWATER, FL INTENDED DESTINATION LOCAL TYPE OF ACCIDENT ROLL OVER PHASE OF OPERATION IN FLIGHT HOVERING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 11 TYPE OF FLIGHT PLAN NONE REMARKS- WND GUSTING 19K CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 190 TYPE OF WEATHER CONDITIONS VFR						
3-2565	4/25/77 TIME - 1500	NR. WATSON IS, FL	HILLER ACFT 1100H N5068F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 42, 10000 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT WATSON IS, FL INTENDED DESTINATION LOCAL TYPE OF ACCIDENT BIRD STRIKE PROPELLER/ROTOR FAILURE TAIL ROTOR PHASE OF OPERATION IN FLIGHT NORMAL CRUISE IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) MISCELLANEOUS - BIRD COLLISION FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT REMARKS- TYPE BIRD UNK. T/R BLADES SEPD.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3738	6/6/77 TIME - 0735	BUNNELL, FL	HUGHES 369HS N9081F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL BUSINESS	COMMERCIAL, AGE 54, 18000 TOTAL HOURS, 2016 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT JACKSONVILLE, FL	INTENDED DESTINATION SANFORD, FL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM ENGINE DRIVE SHAFT MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE						
FACTOR(S) TERRAIN - WET, SOFT GROUND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- GEAR SHAFT SPUR ADAPTER, P/N 6852090, FAILED-CAUSE UNDETERMINED.						
3-4223	7/28/77 TIME - 1715	NR. PAHOKEE, FL	AERO COMDR S2R N5504K DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 39, 8351 TOTAL HOURS, 25 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT PAHOKEE, FL	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED	PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND			
PROBABLE CAUSE(S) POWERPLANT - PROPELLER AND ACCESSORIES OTHER MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - OTHER PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 27 PROCEDURE TURNAROUND - THIRD 1/3 TURN REMARKS- PROPS IN BETA RANGE. BLADE DEFORMATIONS SHOWED NO INDICATIONS OF THRUST OR TORQUE. PROPS MISRIGGED.						
		KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2393	8/24/77 TIME - 1815	NR.OPA LOCKA,FL	HUGHES 369 N8695F DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 35, 1460 TOTAL HOURS, 39 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - OPA-LOCKA DEPARTURE POINT INTENDED DESTINATION OPA LOCKA,FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) DUAL STUDENT - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. DUAL STUDENT - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) DUAL STUDENT - MISJUDGED DISTANCE,SPEED,AND ALTITUDE PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND						
3-4268	8/27/77 TIME - 0845	NR.FT MYERS,FL	BELL 206B N90324 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 49, 9295 TOTAL HOURS, 468 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION FT MYERS,FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES IN FLIGHT SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 4500 KIND OF CROP - MOSQUITO CONTROL PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED TANK/HOPPER-LOCATION - AFT OF PILOT ELEVATION-AREA BEING TREATED- FEET - 6 PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN KIND OF OPERATION - SPRAYING FORESTS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - USED CRASH HELMET - AVAILABLE USED TERRAIN-TYPE - SWAMPY/WATER SWATH RUN-HOW FLOWN - WIND CALM						
3-0710	2/18/77 TIME - 1145	ATLANTA,GA	BELL 206B N14824 DAMAGE-SUBSTANTIAL	CR- 0 1 1 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, AGE 31, 5000 TOTAL HOURS, 400 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION ATLANTA,GA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE MAIN ROTOR TAKEOFF VERTICAL PROBABLE CAUSE(S) ROTORCRAFT - ROTOR ASSEMBLIES MAIN ROTOR HEAD ASSEMBLIES MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT REMARKS- DURING INITIAL STAGE OF FLIGHT FROM HOVER THE MAIN ROTOR TRUNNION SEPARATED,MAIN ROTOR SYS FAILED						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1179	4/1/77 TIME - 1620	NR.AUGUSTA,GA	MITSUBISHI MU-2B N100SW DAMAGE-DESTROYED	CR- 0 2 0 PX- 0 0 0	MISCELLANEOUS FERRY	COMMERCIAL, AGE 43, 15000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT ATLANTA,GA	INTENDED DESTINATION AUGUSTA,GA	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING FINAL APPROACH		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES				
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION						
FACTOR(S) TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
3-2571	5/28/77 TIME - 0930	NR.FRANKLIN,GA	BELL 206B N2299W DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 39, 4610 TOTAL HOURS, 485 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT FRANKLIN,GA	INTENDED DESTINATION LOCAL	PHASE OF OPERATION IN FLIGHT STARTING SWATH RUN LANDING POWER-OFF AUTOROTATIVE LANDING		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES				
PROBABLE CAUSE(S) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL DEFICIENCY,COMPANY MAINTAINED EQPMT,SERVICES,REGULATION MISCELLANEOUS ACTS,CONDITIONS - WATER IN FUEL TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - FOREST-TREES PILOT'S SEAT BELT - FASTENED-PROPERLY COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - BELLY PROCEDURE TURNAROUND - SECOND 1/3 TURN REMARKS- FUEL TRUCK FOUND TO BE CONTAMINATED WITH WATER.						
		KIND OF OPERATION - SPRAYING FORESTS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - HILLY				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4180	8/25/77 TIME - 0540	KAILUA KONA, HI	SKYVAN SC-7 N4917 DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D	AIRLINE TRANSPORT, AGE 60, 25107 TOTAL HOURS, 161 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - KE-AHOLE DEPARTURE POINT HONOLULU, HI TYPE OF ACCIDENT STALL SPIN INTENDED DESTINATION KAILUA KONA, HI PHASE OF OPERATION LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FIRE AFTER IMPACT						
3-0142	1/26/77 TIME - 1220	NR. SALMON, ID	BELL 214B1 N225RM DAMAGE-SUBSTANTIAL	CR- 0 3 0 PX- 0 0 0	COMMERCIAL CTR CARGO-D	COMMERCIAL, AGE 31, 4900 TOTAL HOURS, 7 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT SALMON, ID TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE COLLIDED WITH TREES INTENDED DESTINATION LOCAL PHASE OF OPERATION IN FLIGHT HOVERING IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) CHECK PILOT - INADEQUATE SUPERVISION OF FLIGHT PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE TERRAIN - HIGH OBSTRUCTIONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- LOGGING OPN. ATMTD TO LIFT OVR 8000LB EXTERNAL LOAD. LOUD BANG, INPUT QUILL FREE-WHEELING UNIT FAILED						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2889	7/9/77 TIME - 2009	AMERICAN FALLS, ID	HUGHES 369HS N9224F DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 29, 2500 TOTAL HOURS, 250 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT AMERICAN FALLS, ID	INTENDED DESTINATION LOCAL			PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND	
	TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES					
	PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE					
	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1300 KIND OF CROP - POTATOES PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES ELEVATION-AREA BEING TREATED- FEET - 4455 PROCEDURE TURNAROUND - FIRST 1/3 TURN FIRE AFTER IMPACT REMARKS- STRUCK 70FT HIGH POWER LINE.				KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - CROSSWIND	
3-2222	3/10/77 TIME - 1515	KANKAKEE, IL	BEECH A90 N34F DAMAGE-SUBSTANTIAL	CR- 0 1 1 PX- 0 2 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 56, 8754 TOTAL HOURS, 1510 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - GREATER KANKAKEE DEPARTURE POINT GARY, IN	INTENDED DESTINATION KANKAKEE, IL			PHASE OF OPERATION LANDING FINAL APPROACH LANDING GO-AROUND	
	TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH DIRT BANK					
	PROBABLE CAUSE(S) COPILOT - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH REMARKS- WINDS GUSTING TO 26KTS. NOSE WHEEL STRUCK GROUND 33FT SHORT OF R/W THRESHOLD.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3455	4/23/77 TIME - 1550	CHICAGO,IL	AERO COMDR 690A N847 DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 41, 6707 TOTAL HOURS, 1200 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MEIGS FIELD DEPARTURE POINT INTENDED DESTINATION CHICAGO,IL HARRISBURG,IL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL SPIN PHASE OF OPERATION TAKEOFF RUN LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT POWERPLANT - MISCELLANEOUS BIRD INGESTION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PERSONNEL - AIRPORT SUPERVISORY PERSONNEL OTHER MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- PLT ADVISED OF SEAGULLS ON RWY.INEFFECTIVE BIRD REMOVAL TECHNIQUE.FAILED TO RETRACT FLAPS.						
3-4233	4/27/77 TIME - 1336	WHEELING,IL	N.AMERICAN 265-80 N6NR DAMAGE-DESTROYED	CR- 0 1 1 PX- 0 0 0 OT- 0 0 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 49, 7331 TOTAL HOURS, 3000 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PAL WAUKEE DEPARTURE POINT INTENDED DESTINATION PONTIAC,MI WHEELING,IL TYPE OF ACCIDENT COLLIDED WITH BUILDING(S) PHASE OF OPERATION LANDING ROLL REMARKS- UNDER INVESTIGATION.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2215	7/8/77 TIME - 1815	NR.MACKINAW,IL	HUGHES 369C N9153F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, FL.INSTR., AGE 28, 3125 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT MACKINAW,IL	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION ROLL OVER		PHASE OF OPERATION IN FLIGHT SWATH RUN LANDING POWER-OFF AUTOROTATIVE LANDING		
PROBABLE CAUSE(S) POWERPLANT - COMPRESSOR ASSEMBLY CASTING MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE TERRAIN - ROUGH/UNEVEN						
FACTOR(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - MISCELLANEOUS EQUIPMENT SPRAY,DUSTING EQUIPMENT MISCELLANEOUS ACTS,CONDITIONS - FIRE IN ENGINE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 300 KIND OF CROP - CORN PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - AFT OF PILOT ELEVATION-AREA BEING TREATED-FEET - 600 FIRE AFTER IMPACT REMARKS- STATOR CASE P/N 6871300 FAILED.SPRAY GEAR ARMS LIMITED MANEUVERABILITY FOR SAFE AUTOROTATION.						
3-3705	11/27/77 TIME - 1615	ELGIN,IL	MITSUBISHI MU2B N261WR DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1	NONCOMMERCIAL BUSINESS	AIRLINE TRANSPORT, AGE 32, 4118 TOTAL HOURS, 207 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - ELGIN DEPARTURE POINT NASHVILLE,TN	INTENDED DESTINATION ELGIN,IL			
		TYPE OF ACCIDENT GEAR COLLAPSED		PHASE OF OPERATION LANDING ROLL		
PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN						
FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT RUNWAY						
REMARKS- NOSE WHEEL DUG IN MUD.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4252	10/19/77 TIME - 2300	NR. VALPARAISO, IN	BEECH 200 N17530 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 39, 7715 TOTAL HOURS, 911 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PORTER COUNTY DEPARTURE POINT INTENDED DESTINATION DALLAS, TX VALPARAISO, IN TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES LANDING INITIAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - FOG TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F GROUND FOG 40 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS CALM VFR TYPE OF FLIGHT PLAN IFR REMARKS- DSCNDD BELOW MDA. HIT PWR LINES ABT 1MI FRM ARPT. PATCHES OF GROUND FOG IN AREA.						
3-2999	10/26/77 TIME - 1236	DES MOINES, IA	PIPER PA-31T N35RT DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	INSTRUCTIONAL DUAL	ATP, FLIGHT INSTR., AGE 32, 3950 TOTAL HOURS, 180 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DES MOINES MUNI DEPARTURE POINT INTENDED DESTINATION DES MOINES, IA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH COLLISION WITH GROUND/WATER UNCONTROLLED LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS REMARKS- FEATHERED ENG IN PATTERN. SINGLE ENG GO-AROUND, UNABLE TO MAINTAIN VMC.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1138	5/11/77 TIME - 1810	OAKLEY,KS	HILLER FH1100 N5073F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, FL.INSTR.. AGE 32, 3413 TOTAL HOURS, 157 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT OAKLEY,KS	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED	PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND		
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS						
FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED						
		SKY CONDITION SCATTERED		CEILING AT ACCIDENT SITE UNLIMITED		
		VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED)		PRECIPITATION AT ACCIDENT SITE NONE		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE		TEMPERATURE-F 75		
		TYPE OF WEATHER CONDITIONS VFR		TYPE OF FLIGHT PLAN NONE		
SPECIAL DATA						
		TOTAL HOURS IN CROP CONTROL - 465		KIND OF OPERATION - SPRAYING CROPS		
		KIND OF CROP - UNKNOWN/NOT REPORTED		TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC		
		PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED		GLOVES - USED		
		GOGGLES - NOT USED		CRASH HELMET - AVAILABLE USED		
		COCKPIT CRASHPAD - NOT INSTALLED		CRASH BAR - NOT INSTALLED		
		TANK/HOPPER-LOCATION - SLING LOADED		TERRAIN-TYPE - ROLLING		
		ELEVATION-AREA BEING TREATED- FEET - 3040		SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED		
		PROCEDURE TURNAROUND - THIRD 1/3 TURN				
REMARKS- PILOT ENCOUNTERED UNEXPECTED INCREASE IN SURFACEWIND DURING DOWNWIND TURN						
3-0266	3/3/77 TIME - 1000	PRESTONBURG,KY	BELL 206B N9929K DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 1	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 29, 1936 TOTAL HOURS, 1285 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - COMBS				
		DEPARTURE POINT PRESTONBURG,KY	INTENDED DESTINATION COAL MINE			
		TYPE OF ACCIDENT ROLL OVER		PHASE OF OPERATION TAKEOFF VERTICAL		
PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER MISCELLANEOUS ACTS,CONDITIONS - INTERFERENCE WITH FLIGHT CONTROLS						
REMARKS- PAX KNOCKED CONTROL OUT OF PLT'S HAND.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0638	1/6/77 TIME - 1607	NR.MORGAN CITY,LA	BOLKOW B0105C N200BR DAMAGE-SUBSTANTIAL	CR- 1 0 0 PX- 0 0 3	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 52, 11079 TOTAL HOURS, 507 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT GULF OF MEXICO TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	INTENDED DESTINATION HOUMA,LA	UNCONTROLLED	PHASE OF OPERATION IN FLIGHT	UNCONTROLLED DESCENT	
	PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - OTHER WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 360 TYPE OF WEATHER CONDITIONS IFR REMARKS- COMPANY FLT PLAN WX BRIEFING					
					CEILING AT ACCIDENT SITE 400 PRECIPITATION AT ACCIDENT SITE RAIN, RAIN SHOWERS TEMPERATURE-F 60 WIND VELOCITY-KNOTS 8 TYPE OF FLIGHT PLAN OTHER	
3-4230	3/17/77 TIME - 1120	NR.INTRACSTL CY,LA	BELL 206B N90071 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 34, 7600 TOTAL HOURS, 667 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT INTRACSTL CY,LA TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE	INTENDED DESTINATION LOCAL	MAIN ROTOR	PHASE OF OPERATION IN FLIGHT	NORMAL CRUISE	
	REMARKS- UNDER INVESTIGATION.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2869	4/18/77 TIME - 2207	NR. RUDDOCK, LA	BEECH BE200 N256TM DAMAGE-DESTROYED	CR- 1 0 0 PX- 4 0 0	MISCELLANEOUS TEST	COMMERCIAL, AGE 32, 2900 TOTAL HOURS, 580 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT NEW ORLEANS, LA	INTENDED DESTINATION LOCAL			PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING	
	TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED				
	PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED					
	FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT					
	MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER					
	REMARKS- UNAUTHORIZED FLT.					
3-0792	4/22/77 TIME - 1445	NR. LEEVILLE, LA	BELL 206B N65AL DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 2 QT- 0 1 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 42, 3902 TOTAL HOURS, ALL IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - ST86 DEPARTURE POINT HOUMA LA	INTENDED DESTINATION LEEVILLE, LA			PHASE OF OPERATION STATIC IDLING ROTORS	
	TYPE OF ACCIDENT PROPELLER/ROTOR ACCIDENT TO PERSON					
	FACTOR(S) PERSONNEL - MISCELLANEOUS-PERSONNEL OTHER					
	REMARKS- WORKMAN WALKED INTO TAIL ROTOR					
3-0640	5/7/77 TIME - 1730	NR. CAMERON, LA	BELL 206B N7902J DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS FERRY	COMMERCIAL, AGE 29, 2239 TOTAL HOURS, 416 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT CAMERON, LA	INTENDED DESTINATION MORGAN CITY, LA			PHASE OF OPERATION TAKEOFF VERTICAL	
	TYPE OF ACCIDENT COLLIDED WITH FENCE, FENCEPOSTS					
	PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE					
	FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS					
	MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4229	6/7/77 TIME - 1040	NR.INTRACSTL CY,LA	BOLKOW 80-105 N90754 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 31, 7745 TOTAL HOURS, 227 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - VERMILLION BLK 39 DEPARTURE POINT INTENDED DESTINATION INTRACSTL CY,LA LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION FIRE OR EXPLOSION IN FLIGHT COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- UNDER INVESTIGATION.						
3-1194	6/20/77 TIME - 1145	NR.CAMERON,LA	BOLKOW 80-105 N152BB DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 27, 3692 TOTAL HOURS, 137 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION WEST CAMERON 118 CAMERON,LA TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT ROLL OVER PROBABLE CAUSE(S) MISCELLANEOUS - FOREIGN OBJECT DAMAGE PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- EXPLOSION HEARD,SOURCE UNDET. LARGE SHALLOW DENT FOUND ON OUTER SKIN ABOVE & BEHIND PILOTS SEAT.						
3-1697	7/28/77 TIME - 1329	NR.VENICE,LA	BELL 206B N2653 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	ATP,FLIGHT INSTR., AGE 27, 3600 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MAIN PASS 92CF DEPARTURE POINT INTENDED DESTINATION VENICE,LA LOCAL TYPE OF ACCIDENT COLLIDED WITH FENCE,FENCEPOSTS PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2192	8/26/77	NR.VENICE,LA	BELL 206B	CR- 0 0 1	MISCELLANEOUS	AIRLINE TRANSPORT, AGE
	TIME - 1515		N90151	PX- 0 0 0	FERRY	UNK/NR, 4020 TOTAL HOURS,
			DAMAGE-DESTROYED			452 IN TYPE, INSTRUMENT
						RATED.
		NAME OF AIRPORT - MAIN PASS 299C				
		DEPARTURE POINT	INTENDED DESTINATION			
		VENICE,LA	LOCAL			
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		COLLISION WITH GROUND/WATER UNCONTROLLED		TAKEOFF VERTICAL		
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING				
		REMARKS- SKID TIED DOWN.				
3-2734	9/16/77	BATON ROUGE,LA	LEAR 24	CR- 0 0 2	NONCOMMERCIAL	COMMERCIAL, AGE 37, 5020
	TIME - 1815		N56LS	PX- 0 0 6	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 540 IN TYPE,
			DAMAGE-SUBSTANTIAL			INSTRUMENT RATED.
		NAME OF AIRPORT - RYAN FIELD				
		DEPARTURE POINT	INTENDED DESTINATION			
		BATON ROUGE,LA	MC ALLEN,TX			
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		ENGINE FAILURE OR MALFUNCTION		TAKEOFF RUN		
		COLLIDED WITH DITCHES		TAKEOFF ABORTED		
		PROBABLE CAUSE(S)				
		POWERPLANT - MISCELLANEOUS BIRD INGESTION				
		AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY				
		FACTOR(S)				
		MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY				
		COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3862	10/10/77 TIME - 1945	NR.GRAND CHENIER,LA	BELL 206B N157AL DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 35, 2010 TOTAL HOURS, 1231 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT NEW IBERIA,LA	INTENDED DESTINATION GRAND CHENIER,LA			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION BROKEN	CEILING AT ACCIDENT SITE 400			
		VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS	PRECIPITATION AT ACCIDENT SITE RAIN			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG	TEMPERATURE-F 65			
		WIND DIRECTION-DEGREES 80	WIND VELOCITY-KNOTS 8			
		TYPE OF WEATHER CONDITIONS IFR	TYPE OF FLIGHT PLAN NONE			
REMARKS- PLT FLYING LOW BECAUSE OF DETERIORATING WEATHER						
3-3211	10/10/77 TIME - 1510	NR.INTRACOASTAL,LA	BOLKOW 80-105 N90760 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 1	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 33, 3878 TOTAL HOURS, 765 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT INTRACOASTAL,LA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLIDED WITH FENCE,FENCEPOSTS ROLL OVER		PHASE OF OPERATION LANDING POWER-ON LANDING LANDING POWER-ON LANDING		
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FIRE AFTER IMPACT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4231	11/7/77 TIME - 1820	NEW ORLEANS, LA	N.A.MERICAN NA-265 N77AP DAMAGE-DESTROYED	CR- 1 1 0 PX- 2 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 33, 6612 TOTAL HOURS, 243 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LAKE FRONT DEPARTURE POINT INTENDED DESTINATION NEW ORLEANS, LA FT. LAUDERDALE, FL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED TAKEOFF INITIAL CLIMB FIRE AFTER IMPACT REMARKS- UNDER INVESTIGATION.						
3-3861	12/8/77 TIME - 1200	NR. INTRACSTL CITY, LA	S.N.I.A.S. SA330J N4730S DAMAGE-DESTROYED	CR- 1 0 1 PX- 16 1 0	COMMERCIAL AIR TAXI-PASSG	ATP, FLIGHT INSTR., AGE 53, 16267 TOTAL HOURS, 450 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION INTRACOASTAL CITY, LA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT LANDING GO-AROUND PROBABLE CAUSE(S) COPILOT - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT COPILOT - DELAYED IN INITIATING GO-AROUND PERSONNEL - MISCELLANEOUS-PERSONNEL OTHER FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 3200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND HAZE RIGHT QUARTERING HEAD WIND 023-067 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 71 160 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 25 VFR TYPE OF FLIGHT PLAN NONE REMARKS- COLLIDED WITH CRANE CABLE. CRANE OPR FAILED TO PARK CRANE BOOM IN STOWED POSITION. WIND GUST 30K.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3863	12/31/77 TIME - 1230	HARAHAN, LA	HUGHES 369HS N9104F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 28, 1267 TOTAL HOURS, 206 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PHI HARAHAN DEPARTURE POINT INTENDED DESTINATION VENICE, LA HARAHAN, LA TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING POWER-ON LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH						
3-2843	9/26/77 TIME - 0855	GAITHERSBURG, MD	BEECH 200 N725MC DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 48, 20903 TOTAL HOURS, 250 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION WHITE PLAINS, NY GAITHERSBURG, MD TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES LANDING MISSED APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 68 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 160 4 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR REMARKS- DESCENDED BELOW MDA. LNDD BWI OK.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3891	1/6/77 TIME - 1912	FLINT,MI	LEAR JET 23 N332PC DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	AIRLINE TRANSPORT, AGE 56, 18320 TOTAL HOURS, 1648 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BISHOP DEPARTURE POINT YPSILANTI,MI TYPE OF ACCIDENT STALL INTENDED DESTINATION FLINT,MI LAST ENROUTE STOP FLINT,MI PHASE OF OPERATION LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PERSONNEL - TRAFFIC CONTROL PERSONNEL ISSUED IMPROPER OR CONFLICTING INSTRUCTIONS PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT MISCELLANEOUS ACTS,CONDITIONS - POORLY PLANNED APPROACH FIRE AFTER IMPACT REMARKS- PLT HAD LMTD RECENT JET EXPERIENCE. VECTORED,CLRD FOR ILS BACK CUS 3NM SE OF MIDDLE MARKER.						
3-2252	4/4/77 TIME - 2004	YPSILANTI,MI	MITSUBISHI MU-2B N321MA DAMAGE-DESTROYED	CR- 0 2 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 51, 2993 TOTAL HOURS, 144 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - WILLOW RUN DEPARTURE POINT BOSTON,MA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED INTENDED DESTINATION YPSILANTI,MI PHASE OF OPERATION LANDING MISSED APPROACH PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) SYSTEMS - FLIGHT CONTROL SYSTEMS ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM MISCELLANEOUS ACTS,CONDITIONS - FRAYED MISCELLANEOUS ACTS,CONDITIONS - BINDING FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TEMPERATURE-F 49 WIND VELOCITY-KNOTS 8 TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- MAINTENANCE CONDUCTED ON ELEVATOR TRIM TAB BRACKET ON 03/04/77.						
CEILING AT ACCIDENT SITE 200 PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND RIGHT QUARTERING TAIL WIND 203-247 DEGREES WIND DIRECTION-DEGREES 180 TYPE OF WEATHER CONDITIONS IFR						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4266	5/26/77 TIME - 0840	DETROIT,MI	LEAR JET 25B N501PS DAMAGE-DESTROYED	CR- 0 1 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 41, 9291 TOTAL HOURS, 218 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DETROIT CITY DEPARTURE POINT INTENDED DESTINATION YPSILANTI,MI DETROIT,MI TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING ROLL COLLIDED WITH FENCE,FENCEPOSTS LANDING ROLL PROBABLE CAUSE(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL POOR/INADEQUATE DESIGN INADQT TRNG ACFT MFCR-INADQT SUPVSD TRNG-OPRTR PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS FIRE AFTER IMPACT REMARKS- TR SYTM-FAA&MFCTR FLD TO RCNIZ&CRRCT DSN PRBLM						
3-4244	9/30/77 TIME - 1205	DETROIT,MI	N.AMERICAN 265 N8NR DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 42, 10450 TOTAL HOURS, 830 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DETROIT CITY DEPARTURE POINT INTENDED DESTINATION PITTSBURGH,PA DETROIT,MI TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. COPILOT - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- PIC TURNED ON THRUST REV SW DRG FINAL.C/P PREMATURELY DEPLOYED REVERSERS 30-50FT ABV RWY.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1406	1/7/77 TIME - 1918	ROCHESTER,MN	MITSUBISHI MU-2B N854Q DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 50, 8000 TOTAL HOURS, 4000 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MUNICIPAL DEPARTURE POINT ROCHESTER,MN INTENDED DESTINATION LINCOLN,NE TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION PHASE OF OPERATION STALL SPIN TAKEOFF INITIAL CLIMB TAKEOFF INITIAL CLIMB						
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS WEATHER - LOW CEILING WEATHER - SNOW COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
SKY CONDITION OVERCAST CEILING AT ACCIDENT SITE 300 VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS PRECIPITATION AT ACCIDENT SITE SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW TEMPERATURE-F 3 WIND DIRECTION-DEGREES 160 WIND VELOCITY-KNOTS 17 TYPE OF WEATHER CONDITIONS IFR TYPE OF FLIGHT PLAN IFR REMARKS- FLAPS FULL DOWN.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2114	8/9/77 TIME - 1710	PERRYVILLE,MO	N AMERICAN 265-60 N8000U DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	MISCELLANEOUS FERRY	AIRLINE TRANSPORT, AGE 50, 14102 TOTAL HOURS, 2650 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PERRYVLE-CHESTER DEPARTURE POINT INTENDED DESTINATION ASHLAND,KY PERRYVILLE,MO TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH DITCHES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY MISCELLANEOUS ACTS,CONDITIONS - HYDROPLANING ON WET RUNWAY WEATHER - UNFAVORABLE WIND CONDITIONS AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT SHOULDERS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 3000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE RIGHT CROSS WIND 068-112 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 75 90 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 12 VFR TYPE OF FLIGHT PLAN IFR						
3-3008	9/27/77 TIME - 2130	MEXICO,MO	HUGHES 369H N8319F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 52, 8052 TOTAL HOURS, 247 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MEXICO MEMORIAL DEPARTURE POINT INTENDED DESTINATION COLUMBIA,MO MEXICO,MO TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH BUILDING(S) TAXI AERIAL TAXI TO/FROM LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- UN USE LDG LITE DUE DUST STIRRED UP BY ROTOR WASH.T/R HIT HANGAR DOOR.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1410	6/2/77 TIME - 0815	WAHOO,NE	BELL 206B N59442 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 50, 5813 TOTAL HOURS, 1263 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT LINCOLN,NE	INTENDED DESTINATION WAHOO,NE			
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES	PHASE OF OPERATION LANDING FINAL APPROACH			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS						
3-3859	6/14/77 TIME - 1345	NR.GOLCONDA,NV	SIKORSKI S58FT N9497 DAMAGE-DESTROYED	CR- 1 1 0 PX- 0 0 0	COMMERCIAL OTHER	ATP,FLIGHT INSTR., AGE 59, 14608 TOTAL HOURS, 293 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT ELKO,NV	INTENDED DESTINATION WINNEMUCCA,NV			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER UNCONTROLLED	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE IN FLIGHT OTHER			
PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M.						
FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - FAILURE OF TWO OR MORE ENGINES COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- MAGNETOMETER SURVEY FOR URANIUM DEPOSITS.OPN AT 400FT AGL WITH EXT LOAD.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3475	9/4/77 TIME - 0110	HIGHTSTOWN,NJ	BELL 206L N49575 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 32, 3090 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT NEPTUNE,NJ	INTENDED DESTINATION ROBBINSVILLE,NJ			PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING	
	TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING					
	PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M.					
	FACTOR(S) TERRAIN - HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- TOTAL DRAINED AND COLLECTED FUEL - 20 OZ. PLT AUTOROTATED TO LARGE OPEN FIELD.					
3-3474	10/27/77 TIME - 1840	NR. MONMOUTH, NJ	HUGHES 500D N8605F DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL BUSINESS	COMMERCIAL, AGE 31, 2425 TOTAL HOURS, 42 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - MONMOUTH CO DEPARTURE POINT CALDWELL, NJ	INTENDED DESTINATION LAKEWOOD, NJ			PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT	
	TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	UNCONTROLLED				
	PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION					
	FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED					
	SKY CONDITION OVERCAST				CEILING AT ACCIDENT SITE 600	
	VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS				PRECIPITATION AT ACCIDENT SITE NONE	
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG				TEMPERATURE-F 64	
	WIND DIRECTION-DEGREES 40				WIND VELOCITY-KNOTS 4	
	TYPE OF WEATHER CONDITIONS IFR				TYPE OF FLIGHT PLAN NONE	
	REMARKS- PILOT SAW RED LIGHT ON TOWER, LOST GROUND CONTACT, HIT TREES.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1090	4/5/77 TIME - 1431	BRONX,NY	MITSUBISHI MU-2 N888RJ DAMAGE-DESTROYED	CR- 1 0 0 PX- 6 1 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 49, 13500 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LAGUARDIA DEPARTURE POINT SOMERSET,KY INTENDED DESTINATION FLUSHING,NY TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING INITIAL APPROACH LANDING INITIAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - FAILURE OF TWO OR MORE ENGINES WEATHER - LOW CEILING WEATHER - FOG POWERPLANT - POWERPLANT-INSTRUMENTS FUEL QUANTITY GAUGE MISCELLANEOUS ACTS,CONDITIONS - ERRATIC COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION OVERCAST CEILING AT ACCIDENT SITE 200 VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS PRECIPITATION AT ACCIDENT SITE DRIZZLE OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TEMPERATURE-F 52 WIND DIRECTION-DEGREES 180 WIND VELOCITY-KNOTS 11 TYPE OF WEATHER CONDITIONS IFR TYPE OF FLIGHT PLAN IFR						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2933	8/1/77 TIME - 1910	POUGHKEEPSIE,NY	BEECH 99 N19991 DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 5	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 31, 6062 TOTAL HOURS, 4131 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DUTCHESS CO DEPARTURE POINT INTENDED DESTINATION BINGHAMTON,NY BOSTON,MA TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH FENCE,FENCEPOSTS PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND WEATHER - THUNDERSTORM ACTIVITY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY MISCELLANEOUS ACTS,CONDITIONS - HYDROPLANING ON WET RUNWAY MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE WIND DIRECTION-DEGREES 300 TYPE OF WEATHER CONDITIONS VFR REMARKS- T/D ABT MIDPOINT ON 5000 FT RWY.EVIDENCE OF VISCOUS HYDROPLANNING LAST 260 FT OF RWY.						
LAST ENROUTE STOP POUGHKEEPSIE,NY PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL CEILING AT ACCIDENT SITE 3000 PRECIPITATION AT ACCIDENT SITE RAIN, THUNDERSTORM RELATIVE BEARING OF WIND LEFT QUARTERING TAIL WIND 203-247 DEGREES WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN SPECIAL VFR						
3-4205	9/8/77 TIME - 2020	SANFORD,NC	LEARJET 25B N999HG DAMAGE-DESTROYED	CR- 2 0 0 PX- 3 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 40, 9364 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SANFORD-LEE CNTY DEPARTURE POINT INTENDED DESTINATION SANFORD,NC FLINT,MI TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED FIRE AFTER IMPACT REMARKS- UNDER INVESTIGATION.						
PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3218	9/1/77 TIME - 1915	EL RENO,OK	BELL 206L N66LJ DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL.INSTR., AGE 27, 3063 TOTAL HOURS, 34 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT GAGE,OK	INTENDED DESTINATION OKLAHOMA CITY,OK			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND LOW ON FUEL						
3-3569	10/5/77 TIME - 0913	OKLAHOMA CITY,OK	PILATUS PC6CH2 N331V DAMAGE-DESTROYED	CR- 1 0 0 PX- 4 0 0	MISCELLANEOUS DEMONSTRATION	ATP,FLIGHT INSTR., AGE 48, 20450 TOTAL HOURS, 330 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - WILEY POST DEPARTURE POINT OKLAHOMA CITY,OK	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT STALL SPIRAL	PHASE OF OPERATION TAKEOFF INITIAL CLIMB			
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FIRE AFTER IMPACT REMARKS- ENG PWR LEVER FOUND AFT THE PROP REVERSE POSITION WITH FINGER LIFT RAISED ABOVE BETA DETENT.						
3-4116	12/22/77 TIME - 1145	NR.WALTON,OR	HILLER ACFT FH1100 N92484 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	COMMERCIAL CONSTRUCTION	COMMERCIAL, AGE 29, 2500 TOTAL HOURS, 92 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT WALTON,OR	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT ROLL OVER	PHASE OF OPERATION IN FLIGHT HOVERING LANDING POWER-ON LANDING			
PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM OTHER MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- AERIAL LOGGING.LEFT TRANSMISSION LIFT LINK STRUT PN 24-28030-1,FRACTURED. AD 70-18-4 NCW.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2147	2/8/77 TIME - 1130	PHILADELPHIA, PA	BELL 206B N83005 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 30, 2617 TOTAL HOURS, 148 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MAJESTIC PRESS DEPARTURE POINT INTENDED DESTINATION PHILADELPHIA, PA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING POWER-ON LANDING GEAR COLLAPSED LANDING POWER-ON LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE						
3-0001	2/24/77 TIME - 0924	BRESSLER, PA	PIPER PA-31T N631PT DAMAGE-DESTROYED	CR- 2 0 0 PX- 6 0 0 QT- 1 0 0	MISCELLANEOUS OTHER PUBLIC	ATP, FLIGHT INSTR., AGE 35, 4469 TOTAL HOURS, 32 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CAPITAL CITY DEPARTURE POINT INTENDED DESTINATION NEW CUMBERLAND, PA RETURN TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 36 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 120 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR FIRE AFTER IMPACT REMARKS- TKOF CG ABOUT 3.2IN AFT OF REAR CG LIMIT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1105	4/9/77 TIME - 1356	READING, PA	NORD 262 N7886A DAMAGE-DESTROYED	CR- 3 0 0 PX- 0 0 0 OT- 1 0 0	MISCELLANEOUS FERRY	AIRLINE TRANSPORT, AGE 54, 8680 TOTAL HOURS, 1380 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT PHILADELPHIA, PA	INTENDED DESTINATION READING, PA	LAST ENROUTE STOP WILMINGTON, DE		
		TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT	PHASE OF OPERATION IN FLIGHT DESCENDING			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT						
SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-LARGE US GEN.AV. CONTROLLING AGENCY - TOWER TRAFFIC ADVISORY ISSUED - NONE EVASIVE ACTION TAKEN - NO FIRE AFTER IMPACT REMARKS- NORD ACFT DSCNDS FOR LNDG AT RDG ARPT.CESSNA ACFT ENROUTE FRM LINCOLN PK,NJ TO YORK,PA.						
3-3186	8/6/77 TIME - 1551	LATROBE, PA	ACROJET SPCL N21AP DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS DEMONSTRATION	COMMERCIAL, AGE 30, 4700 TOTAL HOURS, 69 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - LATROBE DEPARTURE POINT LATROBE, PA	INTENDED DESTINATION LOCAL	PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING LANDING ROLL		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED				
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- GUSTS 25 KNOTS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3017	8/31/77 TIME - 1540	PHILADELPHIA, PA	NORD-AVION 262 N7885A DAMAGE-NONE	CR- 0 1 2 PX- 0 0 15	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 47, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
		DEPARTURE POINT HARRISBURG, PA	INTENDED DESTINATION PHILADELPHIA, PA	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
TYPE OF ACCIDENT TURBULENCE						
PROBABLE CAUSE(S) WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS PERSONNEL - FLIGHT PERSONNEL FLIGHT ATTENDANT MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT NOT FASTENED						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT SIGN ON WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION UNKNOWN/NOT REPORTED	CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED			
		VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED	PRECIPITATION AT ACCIDENT SITE RAIN SHOWERS			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED	TYPE OF WEATHER CONDITIONS IFR			
		TYPE OF FLIGHT PLAN IFR				
REMARKS- CABIN PERSONNEL WARNED TO BE SEATED. PAX GOT UP, FLT ATTENDANT GOT UP TO SEAT PAX.						
3-2937	9/28/77 TIME - 1430	CLEARFIELD, PA	BELL 206B N301JT DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 38, 7138 TOTAL HOURS, 1610 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT WOODLAWN, PA	INTENDED DESTINATION CLEARFIELD, PA	PHASE OF OPERATION STATIC IDLING ROTORS		
TYPE OF ACCIDENT COLLIDED WITH AUTOMOBILE						
PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL DRIVER OF VEHICLE						
REMARKS- HIT BY TRUCK.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3619	11/26/77 TIME - 1705	NR.CHARLESTON,SC	BEECH B90 N55MG DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	AIRLINE TRANSPORT, AGE 44, 6630 TOTAL HOURS, 175 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT SOUTH CAICOS,BWI	INTENDED DESTINATION WILMINGTON,DE	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION DITCHING				
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION						
FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - MISCALCULATED FUEL CONSUMPTION MISCELLANEOUS ACTS,CONDITIONS - FAILURE OF TWO OR MORE ENGINES MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEDOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER						
3-1917	8/4/77 TIME - 1925	KNOXVILLE,TN	BELL 206L N970CR DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL PRACTICE	COMMERCIAL, AGE 31, 4374 TOTAL HOURS, 385 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - MCGHEE TYSON	INTENDED DESTINATION LOCAL	PHASE OF OPERATION TAXI AERIAL TAXI, OTHER		
		DEPARTURE POINT KNOXVILLE,TN				
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED				
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE REMARKS- EXECUTED QUICK STOP MANEUVER AT HOVER BETWEEN RUNWAYS.						
3-0385	1/14/77 TIME - 1415	PORT LAVACA,TX	PIPER PA-31T N82037 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 5	NONCOMMERCIAL BUSINESS	COMMERCIAL, AGE 45, 1560 TOTAL HOURS, 78 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - CALHOUN COUNTY	INTENDED DESTINATION PORT LAVACA,TX	PHASE OF OPERATION LANDING ROLL		
		DEPARTURE POINT DALLAS,TX				
		TYPE OF ACCIDENT GEAR COLLAPSED				
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - RUNWAY CLOSED MISCELLANEOUS ACTS,CONDITIONS - LANDED IN CONSTRUCTION AREA						
FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- NOTAM SHOWING RWY CLOSED WAS AVAILABLE TO PILOT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1082	2/3/77 TIME - 0054	NR.BECKMAM,TX	SWEARINGEN SA266T N34SM DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 56, 18812 TOTAL HOURS, 283 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT SEATTLE,WA	INTENDED DESTINATION SAN ANTONIO,TX			
		TYPE OF ACCIDENT COLLIDED WITH TREES	PHASE OF OPERATION LANDING INITIAL APPROACH			
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION						
FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG						
MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION OBSCURATION	CEILING AT ACCIDENT SITE 200			
		VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS	PRECIPITATION AT ACCIDENT SITE DRIZZLE			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG	TEMPERATURE-F 49			
		WIND DIRECTION-DEGREES 20	WIND VELOCITY-KNOTS 7			
		TYPE OF WEATHER CONDITIONS IFR	TYPE OF FLIGHT PLAN IFR			
FIRE AFTER IMPACT						
REMARKS- CLRD FOR ILS APCH RWY 12R,NAV RCVR TUNED TO FREQ FOR ILS APCH RWY 3R.						
3-0563	3/18/77 TIME - 1602	NR.AUSTIN,TX	MITSUBISHI MU-2B N777MA DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 53, 10800 TOTAL HOURS, 3900 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT SAN ANGELO,TX	INTENDED DESTINATION HOUSTON,TX			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	UNCONTROLLED		PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT	
PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED						
FIRE AFTER IMPACT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0621	4/17/77 TIME - 1645	SOUR LAKE, TX	BELL 206B N7837S DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 38, 5826 TOTAL HOURS, 1052 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT GALVESTON, TX	INTENDED DESTINATION SOUR LAKE, TX			
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES	PHASE OF OPERATION LANDING POWER-ON LANDING			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS						
3-1295	6/19/77 TIME - 1625	WALLER, TX	HUGHES 369HS N9203F DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 1 OT- 2 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 30, 2232 TOTAL HOURS, 92 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - SKY LAKES	INTENDED DESTINATION TEMPLE, TX			
		DEPARTURE POINT HOUSTON, TX	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE			
		TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT				
PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT						
SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV. - SMALL US GEN. AV.						
REMARKS- CROSSED ARPT ABT 200FT OVR RWY.						
3-2202	10/5/77 TIME - 1943	AMARILLO, TX	LEAR 25B N100EP DAMAGE-DESTROYED	CR- 0 0 2 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 32, 3250 TOTAL HOURS, 920 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - AMARILLO INTL	INTENDED DESTINATION HOUSTON, TX			
		DEPARTURE POINT AMARILLO, TX	PHASE OF OPERATION TAKEOFF INITIAL CLIMB			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED				
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS						
FIRE AFTER IMPACT						
REMARKS- PIC, NON CFI, PULLED ENG AT VR.CO-PLT WITH NO LEAR DUAL INSTRUCTION MADE TKOF. ACFT VEERED, CRASHED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4156	11/6/77 TIME - 1645	KILLEEN, TX	BEECH 99A N13RA DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0 OT- 0 0 1	MISCELLANEOUS FERRY	COMMERCIAL, AGE 38, 5027 TOTAL HOURS, 605 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - KILLEEN MUNICIPAL DEPARTURE POINT INTENDED DESTINATION KILLEEN, TX TEMPLE, TX TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT ONE AIRBORNE TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT						
3-4063	12/1/77 TIME - 0930	MANSFIELD, TX	BELL 222 N9992K DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	MISCELLANEOUS TEST	AIRLINE TRANSPORT, AGE 29, 4600 TOTAL HOURS, 245 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION ARLINGTON, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE HARD LANDING LANDING ROLL-ON/RUN-ON PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - INSTRUMENTS-MISREAD OR FAILED TO READ MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND TERRAIN - WET, SOFT GROUND PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT REMARKS- AFTER #1 ENG SHUT DOWN ENCRD COMPRESSOR STALL, MOD ELECT SYS CAUSED HIGH RPM IND. DEC RPM THEN AUTO						
3-3973	12/28/77 TIME - 1755	ADDISON, TX	MITSUBISHI MU-2J N245MA DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 4	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 44, 614 TOTAL HOURS, 435 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ADDISON DEPARTURE POINT INTENDED DESTINATION BOZEMAN, MT ADDISON, TX TYPE OF ACCIDENT LAST ENROUTE STOP UNDERSHOOT PHASE OF OPERATION COLLIDED WITH OBJECT LANDING FINAL APPROACH LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - INSTRUMENTS-MISREAD OR FAILED TO READ EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT SUSPECTED OR KNOWN AIRCRAFT DAMAGE REMARKS- AIRCRAFT STRUCK APPROACH LIGHT STANCHION.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0324	1/31/77 TIME - 1330	NR.THISTLE,UT	AEROSPATLE SA315B N67103 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL OTHER	COMMERCIAL, AGE 28, 2563 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT REMOTE LANDING SITE TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE HARD LANDING	INTENDED DESTINATION REMOTE FUELING SITE	TAIL ROTOR		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE IN FLIGHT AUTOROTATIVE DESCENT	
	PROBABLE CAUSE(S) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL FAILURE TO PROVIDE ADEQ.DIRECTIVES,MANUAL,EQUIPMENT ROTORCRAFT - MISCELLANEOUS UNITS AND ASSEMBLIES OTHER ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM TAIL ROTOR GEAR BOX MISCELLANEOUS - FOREIGN OBJECT DAMAGE MISCELLANEOUS ACTS,CONDITIONS - INTERFERENCE WITH FLIGHT CONTROLS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND DIRECTIONAL CONTROL PROBLEM SUSPECTED OR KNOWN AIRCRAFT DAMAGE REMARKS- 40FT UNWEIGHTED CABLE & CHOKER BECAME TANGLED IN T/R.EXTERNAL SLING OPS.					
3-3894	4/28/77 TIME - 2038	MCLEAN,VA	BEECH HS.125 N40PC DAMAGE-DESTROYED	CR- 2 0 0 PX- 2 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 34, 7807 TOTAL HOURS, 1900 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT BIRMINGHAM,AL TYPE OF ACCIDENT AIRFRAME FAILURE	INTENDED DESTINATION RETURN	IN FLIGHT		LAST ENROUTE STOP WASHINGTON,DC PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT	
	FIRE AFTER IMPACT REMARKS- UNDER INVESTIGATION.					
3-1607	3/31/77 TIME - 1230	LIBERTY,WA	BELL 214B-1 N90128 DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	COMMERCIAL OTHER	COMMERCIAL, AGE 31, 4280 TOTAL HOURS, 180 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - HELI SERVICE AREA DEPARTURE POINT LIBERTY,WA TYPE OF ACCIDENT AIRFRAME FAILURE	INTENDED DESTINATION LOCAL	IN FLIGHT		PHASE OF OPERATION IN FLIGHT OTHER	
	PROBABLE CAUSE(S) ROTORCRAFT - MISCELLANEOUS UNITS AND ASSEMBLIES TAIL BOOMS/PYLONS/CONES MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT REMARKS- HELICOPTER LOGGING.TURNING TOWARD LOGGING SITE.INFLT SEPN OF VERTICAL FIN FM TAILBOOM.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3388	10/12/77 TIME - 1220	SPOKANE,WA	HUGHES 369D N8601F DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 52, 10722 TOTAL HOURS, 83 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT SPOKANE,WA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT HARD LANDING	PHASE OF OPERATION IN FLIGHT AUTOROTATIVE DESCENT			
PROBABLE CAUSE(S) DUAL STUDENT - MISJUDGED SPEED AND ALTITUDE PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT						
FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT						
REMARKS- LATE RCVRY FM PRACTICE AUTO. IP ALSO MISJUDGED ALT,NEW BI-FOCAL.						
3-3599	11/10/77 TIME - 1430	NR.MORTON,WA	HUGHES 369C N9174F DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 4	COMMERCIAL MAPPING/PHOTO	COMMERCIAL, FL.INSTR., AGE 38, 6218 TOTAL HOURS, 273 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT RANDAL,WA	INTENDED DESTINATION MORTON,WA			
		TYPE OF ACCIDENT HARD LANDING	PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN			
PROBABLE CAUSE(S) WEATHER - SUDDEN WINDSHIFT						
FACTOR(S) PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE						
		SKY CONDITION SCATTERED	CEILING AT ACCIDENT SITE UNLIMITED			
		VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED)	PRECIPITATION AT ACCIDENT SITE NONE			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE	TEMPERATURE-F 45			
		WIND VELOCITY-KNOTS CALM	TYPE OF WEATHER CONDITIONS VFR			
		TYPE OF FLIGHT PLAN NONE				
REMARKS- STEEP APCH.ENCOUNTERED TAILWIND GUST TO EST 20KTS AT 20FT AGL,SETTLED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4132	11/24/77 TIME - 1105	BECKLEY,WV	PIPER PA-31T N801HD DAMAGE-DESTROYED	CR- 1 0 0 PX- 5 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	ATP, FLIGHT INSTR., AGE 43, 6500 TOTAL HOURS, 232 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - RALEIGH COUNTY DEPARTURE POINT INTENDED DESTINATION DUPAGE, IL BECKLEY, WV TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH OBJECT LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) WEATHER - FOG TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 0 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE ZERO RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES FOG 350 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 13 BELOW MINIMUMS TYPE OF FLIGHT PLAN IFR REMARKS- STEEL REINFORCED CONCRETE WALL.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0479	1/19/77	NR. ALPINE, WY	HILLER ACFT FH1100 N208DP DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL. INSTR., AGE 31, 3040 TOTAL HOURS, 205 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT SURVEY SITE	INTENDED DESTINATION ALPINE, WY			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED	PHASE OF OPERATION TAKEOFF INITIAL CLIMB		
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M.						
FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE						
		SKY CONDITION CLEAR	CEILING AT ACCIDENT SITE UNLIMITED			
		VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED)	PRECIPITATION AT ACCIDENT SITE NONE			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE	TEMPERATURE-F 25			
		TYPE OF WEATHER CONDITIONS VFR	TYPE OF FLIGHT PLAN NONE			
3-0650	4/5/77	NR. LARAMIE, WY	BELL 206B N217RM DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL OTHER	COMMERCIAL, FL. INSTR., AGE 29, 2810 TOTAL HOURS, 1360 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT LARAMIE, WY	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ROLL OVER	PHASE OF OPERATION STATIC ENGINE RUNUP			
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS						
FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - OTHER						
		SKY CONDITION SCATTERED	CEILING AT ACCIDENT SITE UNLIMITED			
		VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED)	PRECIPITATION AT ACCIDENT SITE NONE			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE	TEMPERATURE-F 40			
		WIND DIRECTION-DEGREES 300	WIND VELOCITY-KNOTS 12			
		TYPE OF WEATHER CONDITIONS VFR	TYPE OF FLIGHT PLAN NONE			
REMARKS- SEISMIC EXPLORATION SUPPORT. MAX GUSTS 25KTS. WEATHER BRIEF FROM FSS AND LOCAL TV. ENG TORQUE 40%.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0722	5/3/77 TIME - 1150	NR.LARAMIE,WY	SUDAVIATION SA315B N90706 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	AIRLINE TRANSPORT, AGE 29, 3966 TOTAL HOURS, 330 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION LARAMIE,WY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT LOW PASS PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) WEATHER - DOWNDRAFT,UPDRAFTS MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING WEATHER BRIEFING - SELF-HELP,PILOT CHECKED WEATHER DATA SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 60 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 150 20 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE						
3-1371	6/22/77 TIME - 1215	NR.JACKSON,WY	AEROSPATIAL SA315B N62345 DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, AGE 25, 4944 TOTAL HOURS, 1391 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION FUEL DEPOT RECORDER SITE TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH HARD LANDING LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) POWERPLANT - ENGINE CONTROLS THROTTLE-POWER LEVER ASSEMBLIES MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION MISCELLANEOUS ACTS,CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION FACTOR(S) TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- THROTTLE MICRO SWITCH IMPROPERLY ADJUSTED						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3543	7/31/77 TIME - 1000	NR.WILSON,WY	AEROSPATIAL SA315B N6390 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, AGE 43, 5981 TOTAL HOURS, 1010 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT WILSON,WY	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) POWERPLANT - COMPRESSOR ASSEMBLY BEARING,ROTOR SHAFT MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE TERRAIN - HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- CAUSE OF BEARING FAILURE NOT DETERMINED.						
3-2797	9/11/77 TIME - 0920	ETNA,WY	HUGHES 369D N8396F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 29, 3079 TOTAL HOURS, 40 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT ALPINE,WY	INTENDED DESTINATION LOCAL	LAST ENROUTE STOP ETNA,WY		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED	PHASE OF OPERATION LANDING GO-AROUND			
PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M.						
FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE WEATHER BRIEFING - UNKNOWN/NOT REPORTED						
		SKY CONDITION CLEAR	CEILING AT ACCIDENT SITE UNLIMITED			
		VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED)	PRECIPITATION AT ACCIDENT SITE NONE			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE	TEMPERATURE-F 55			
		WIND DIRECTION-DEGREES 180	WIND VELOCITY-KNOTS 5			
		TYPE OF WEATHER CONDITIONS VFR	TYPE OF FLIGHT PLAN NONE			
REMARKS- DENSITY ALT 8740FT.PLT FLT TIME 10HRS IN LAST 24						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1805	2/17/77 TIME - 1433	NR. JAYUYA, PR	BELL 206-A N4046G DAMAGE-DESTROYED	CR- 0 1 0 PX- 1 2 1	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 37, UNK/NR TOTAL HOURS, 1537 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - JAYUYA HELIPAD DEPARTURE POINT INTENDED DESTINATION JAYUYA, PR CAROLINA, PR TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS MISCELLANEOUS ACTS, CONDITIONS - FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL MISCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- FUEL FILTER OBSTRUCTED BY UNIDENT CONTAMINANT, BYPASSED. FUEL NOZZLE SCREEN PART OBSTRUCTED.						
6-0008	3/3/77 TIME - 1923	NASSAU BAHAMAS	SWEARINGEN SA226T N5329M DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 57, 1200 TOTAL HOURS, 600 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION FARMINGDALE, NY NASSAU BAHAMAS TYPE OF ACCIDENT COLLIDED WITH TREES PHASE OF OPERATION LANDING MISSED APPROACH REMARKS- INVESTIGATED UNDER THE JURISDICTION OF THE GOVERNMENT OF THE BAHAMAS						

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