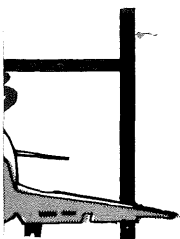
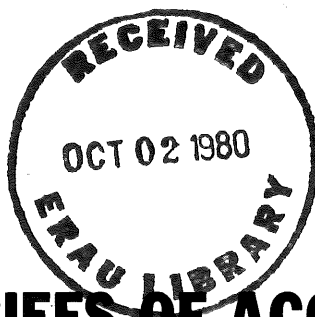


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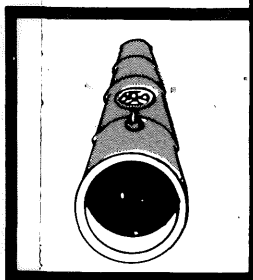
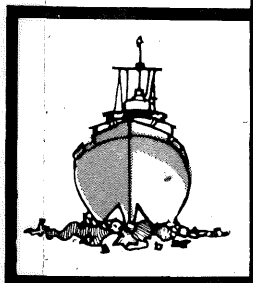
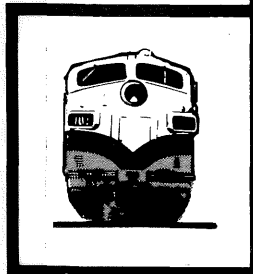
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BRIEFS OF ACCIDENTS INVOLVING TURBINE POWERED AIRCRAFT

U.S. GENERAL AVIATION
1978

NTSB-AMM-80-3



UNITED STATES GOVERNMENT

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16. Abstract <p>This publication contains reports of U.S. general aviation turbine powered aircraft accidents occurring in 1978. Included are 157 accident Briefs, 43 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by type of accident, phase of operation, injury index, aircraft damage, pilot certificate, injuries and cause/factor(s). This publication will be published annually.</p>			
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FOREWORD

This 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 make/model sequence. In addition, information is presented in several statistical tables which tabulate and summarize selected accident information, such as injuries, a 9 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 1978, U.S. turbine powered aircraft were involved in 158 accidents, 43 of which were fatal. In comparison, the entire General Aviation fleet incurred 4,494 total accidents and 793 fatal accidents.

	Hours Flown 1/	Total Accidents	Total Accident Rate 2/	Fatal Accidents	Fatal Accident Rate 2/
Total - U.S. General Aviation	39,409,269	4,494	11.40	793	2.01
U.S. General Aviation Accidents Involving Turbine Powered Aircraft	4,221,770	157	3.72	43	1.02

1/ Source: Federal Aviation Administration

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

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

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

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

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

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

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EXPLANATORY NOTES

U.S. GENERAL AVIATION

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

U.S. AIR CARRIER

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

DEFINITIONS

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

Aircraft Accident

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

EXPLANATORY NOTES

INJURY INDEX

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

TYPE OF ACCIDENT

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

Gear Collapsed

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

Gear Retracted

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

Airframe Failure

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

Engine Failure/Malfunction

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

PHASE OF OPERATION

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

KIND OF FLYING

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

1. Instructional Flying

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

EXPLANATORY NOTES

KIND OF FLYING

2. Noncommercial Flying

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

Pleasure

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

Business

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

Corporate/Executive Operations

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

3. Commercial Flying

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

4. Miscellaneous Flying

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

COLLISION BETWEEN AIRCRAFT

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

EXPLANATORY NOTES

CAUSES AND RELATED FACTORS

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

AIRCRAFT WEIGHT CATEGORIES

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

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

SMALL FIXED-WING AIRCRAFT

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

LARGE FIXED-WING AIRCRAFT

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

ROTORCRAFT

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

TYPES OF WEATHER CONDITIONS

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

LIST OF ABBREVIATIONS USED IN BRIEFS

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-INTERNATIONAL
OT-	OTHER AIRCRAFT AND GROUND
PARAJUMP	PARACHUTE JUMP
PRIVATE, FL. INSTR.	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

Turbine Powered Accidents
U.S. General Aviation
1970 - 1978

Year	Turbine Powered Hours Flown 1/	Total Accidents	Total Accident Rate 2/	Fatal Accidents	Fatal Accident Rate 2/	Fatalities
1970	1,759,000	116	6.59	24	1.36	55
1971	1,803,000	82	4.54	16	0.88	115
1972	1,925,000	115	5.97	32	1.66	117
1973	2,344,000	102	4.35	24	1.02	60
1974	2,735,000	100	3.65	26	0.95	73
1975	3,011,000	110	3.65	26	0.86	92
1976	3,300,000	109	3.30	30	0.90	88
1977	3,973,000	129	3.25	37	0.93	131
1978	4,221,770	157	3.72	43	1.02	110

1/ Source: Federal Aviation Administration

2/ Accident Rates per 100,000 hours flown.

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

1978

	INJURIES					TOTAL
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	
PILOT	33	21	20	84		158
COPILOT	10	4	6	31		51
DUAL STUDENT	3	1		2		6
CHECK PILOT	1		1			2
FLIGHT ENGINEER		1		1		2
NAVIGATOR		1				1
CABIN ATTENDANT			1	1		2
EXTRA CREW	2			3		5
PASSENGERS	61	43	62	216		382
 TOTAL	 110	 71	 90	 338	 ABOARD	 609
 * OTHER AIRCRAFT	 2	 1	 1	 5		 9
OTHER GROUND	2		1	1		4
 GRAND TOTAL	 114	 72	 92	 344		 622

INVOLVES 157 TOTAL ACCIDENTS
INVOLVES 43 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

HOURS IN TYPE BY PILOT CERTIFICATE

HOURS IN TYPE	PILOT CERTIFICATE										RECORDS	ACCIDENTS	PERCENT
	STUDENT	PRIVATE	COMMERCIAL	ATR	PRIVATE/ FL INSTR.	COMMERCIAL/ FL INSTR.	ATR/ FL INSTR.	OTHER	NONE	UNKNOWN/ NOT REPORTED			
0 - 5													
6 - 10			1	1							2	2	1.27
11 - 20													
21 - 50			2	2	2	4					10	10	6.33
51 - 100		3	6	2	1						12	12	7.59
101 - 300		1	17	5	2	3					28	28	17.72
301 - 500			15	4	2	2					23	23	14.56
501 - 1000		1	12	9	5	3					30	30	18.99
1001 - 2000			9	5		10					24	24	15.19
2001 - 3000			3	3	2	1					9	9	5.70
3001 -			3	8	1	1					13	13	8.23
UNKNOWN/NOT REPORTED													
OTHER			3		1				3		7	7	4.43
RECORDS		5	71	39	16	24			3		158		
ACCIDENTS		5	71	39	16	24			3			157	
PERCENTS	.0	3.2	44.9	24.7	.0	10.1	15.2	.0	.0	1.9			

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			
<u>INSTRUCTIONAL</u>												
DUAL					1					1	1	.63
SOLN												
CHECK				1		1				2	2	1.27
TRAINING				3		1				4	4	2.53
<u>NONCOMMERCIAL</u>												
PLEASURE		2	4			1				7	7	4.43
PRACTICE			2							2	2	1.27
BUSINESS		2	4	2		1				9	9	5.70
CORPORATE/EXECUTIVE		1	13	14		4	3			35	35	22.15
AERIAL SURVEY												
COMPANY FLIGHT												
OTHER				1						1	1	.63
<u>COMMERCIAL</u>												
AERIAL APPLICATION			1							1	1	.63
CROP CONTROL RELATED FLIGHT			3							3	3	1.90
FIRE CONTROL												
FIRE CONTROL RELATED FLIGHT												
AERIAL MAPPING/PHOTOGRAPHY			1							1	1	.63
AERIAL ADVERTISING												
POWER AND PIPELINE PATROL			1							1	1	.63
FISH SPOTTING												
AIR TAXI-PASSENGER OPERATIONS		18	12		3	7				40	39	25.32
AIR TAXI-CARGO OPERATIONS		4	2		1	1				8	8	5.06
CONSTRUCTION WORK		3			1	2				6	6	3.80
SCHEDULED PASSENGER SERVICE												
SCHEDULED CARGO SERVICE												
INTRA-STATE CHARTER PASSG.		1				1				2	2	1.27
INTRA-STATE CHARTER CARGO.												
MILITARY CONTRACT-PASSENGER												
MILITARY CONTRACT-CARGO												
CHARTER CARGO-DOMESTIC		1								1	1	.63
CHARTER PASSG-DOMESTIC		2			1					3	3	1.90
CHARTER-CARGO-INTERNATIONAL												
CHARTER-PASSG-INTERNATIONAL					1					1	1	.63
OTHER		3			1	1				5	5	3.16

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			
UNKNOWN/NOT REPORTED													
<u>MISCELLANEOUS</u>													
EXPERIMENTATION						1					1	1	.63
TEST			1		3	1					5	5	3.16
DEMONSTRATION				1							1	1	.63
FERRY			5	2		2					9	9	5.70
SEARCH AND RESCUE					1						1	1	.63
AIR SHOW/AIR RACING													
PARACHUTE JUMP			1								1	1	.63
PARACHUTE JUMP-AIR SHOW													
TOWING GLIDERS													
SEEDING CLOUDS													
HUNTING													
POLICE PATROL													
HIGHWAY TRAFFIC ADVISORY													
ALL OTHER PUBLIC FLYING			1	1							2	2	1.27
OTHER			2								2	2	1.27
UNKNOWN/NOT REPORTED									3		3	3	1.90
RECORDS	5	71	39		16	24			3		158		
ACCIDENTS	5	71	39		16	24			3			157	
PERCENTS	.0	3.2	44.9	24.7	.0	10.1	15.2	.0	.0	1.9			

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT	AIRCRAFT DAMAGE		RECORDS	ACCIDENTS	PERCENT
	DESTROYED	SUBSTANTIAL MINOR NONE			
GROUND-WATER LOOP-SWERVE	1	9	10	10	6.33
DAGGED WINGTIP PND OR FLOAT					
WHEELS-UP LANDING		5	5	5	3.16
WHEELS-DOWN LANDING IN WATER					
GEAR COLLAPSED		2	2	2	1.27
GEAR RETRACTED		2	2	2	1.27
HARD LANDING		5	5	5	3.16
NOSE OVER/DOWN					
ROLL OVER	2	4	6	6	3.80
OVERSHOOT		3	3	3	1.90
UNDERSHOOT	2	4	6	6	3.80
<u>COLLISION BETWEEN AIRCRAFT</u>					
BOTH IN FLIGHT	1	1	2	2	1.27
ONE AIRBORNE		1	1	1	.63
BOTH ON GROUND		3	3	2	1.90
<u>COLLISION WITH GROUND/WATER</u>					
CONTROLLED	10	3	13	13	8.23
UNCONTROLLED	7	2	9	9	5.70
<u>COLLIDED WITH</u>					
WIRES/POLES	4	4	8	8	5.06
TREES	4		4	4	2.53
RESIDENCE/S					
BUILDING/S		1	1	1	.63
FENCE, FENCEPOSTS	1	1	2	2	1.27
ELECTRONIC TOWERS					
RUNWAY OR APPROACH LIGHTS		1	1	1	.63
AIRPORT HAZARD		1	1	1	.63
ANIMALS					
CROP					
FLAGMAN LOADER					
DITCHES					
SNOWBANK					
PARKED AIRCRAFT (UNATTENDED)		1	1	1	.63
AUTOMOBILE					
DIRT BANK					
OTHER	2	3	5	5	3.16

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT	AIRCRAFT DAMAGE				RECORDS	ACCIDENTS	PERCENT
	DESTROYED	SUBSTANTIAL	MINOR	NONE			
BIRD STRIKE							
<u>STALL</u>	2	1			3	3	1.90
SPIN							
SPIRAL	1				1	1	.63
MUSH		2			2	2	1.27
<u>FIRE OR EXPLOSION</u>							
IN FLIGHT							
ON GROUND							
<u>AIRFRAME FAILURE</u>							
IN FLIGHT	5	1			6	6	3.80
ON GROUND							
ENGINE TEARAWAY							
ENGINE FAILURE OR MALFUNCTION	10	20			30	30	18.99
<u>PROPELLER/ROTOR FAILURE</u>							
PROPELLER		1			1	1	.63
TAIL ROTOR	2	5			7	7	4.43
MAIN ROTOR	3	4			7	7	4.43
PROP ROTOR ACNT TO PERSON		1	2		3	3	1.90
JET INTAKE/EXH ACNT TO PERS							
PROPELLER/JET/ROTOR BLAST							
TURBULENCE		2			2	2	1.27
HAIL DAMAGE TO AIRCRAFT							
LIGHTNING STRIKE							
EVASIVE MANEUVER							
UNCONTROLLED ALT DEVIATION							
DITCHING							
MISSING ACFT NOT RECOVERED	1				1	1	.63
MISCELLANEOUS/OTHER		2		1	3	3	1.90
UNDETERMINED	2				2	2	1.27
RECORDS	60	95	2	1	158		
ACCIDENTS	60	94	2	1		157	
PERCENTS	38.0	60.1	1.3	.6			

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				2	2	2	1.27
IDLING ENGINE/S	1		1	2	4	4	2.53
ENGINE RUNUP							
IDLING ROTORS	1	1		3	5	5	3.16
PARKED-ENGINES NOT OPERATING							
OTHER							
<u>TAXI</u>							
TO TAKEOFF				1	1	1	.63
FROM LANDING							
OTHER							
GROUND TAXI TO TAKEOFF			1		1	1	.63
GROUND TAXI FROM LANDING							
GROUND TAXI, OTHER							
AERIAL TAXI TO TAKEOFF							
AERIAL TAXI TO/FROM LANDING							
AERIAL TAXI, OTHER				1	1	1	.63
<u>TAKEOFF</u>							
RUN	1	1	2	1	5	5	3.16
INITIAL CLIMB	3	2	1	2	8	8	5.06
VERTICAL		2	3	4	9	9	5.70
RUNNING (ROTORCRAFT/VTOL-STOL)							
ABORTED (FIXED-WING)			1		1	1	.63
ABORTED (ROTORCRAFT/VTOL)							
ABORTED (ROTORCRAFT/STOL)		1			1	1	.63
OTHER							
<u>INFLIGHT</u>							
CLIMB TO CRUISE	4		1	2	7	7	4.43
NORMAL CRUISE	10	5	5	10	30	30	18.99
DESCENDING	1			2	3	3	1.90
HOLDING (IFR)							
HOVERING	2	3	1	4	10	10	6.33
POWER-ON DESCENT (ROTORCRAFT)				1	1	1	.63
AUTOROTATIVE DESCENT				1	1	1	.63
ACROBATICS							
BUZZING							

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

FIRST OPERATIONAL PHASE	INJURY INDEX				RECORDS	ACCIDENTS	PERCENT
	FATAL	SERIOUS	MINOR	NONE			
UNCONTROLLED DESCENT	5				5	5	3.16
EMERGENCY DESCENT							
LOW PASS	1	1			2	2	1.27
OTHER	1	1			2	2	1.27
EN ROUTE TO TREAT CRCP			1	1	2	2	1.27
EN ROUTE TO RELOADING AREA							
SURVEY FIELD/AREA							
STARTING SWATH RUN							
SWATH RUN							
FLAREOUT FOR SWATH RUN							
PULLUP FROM SWATH RUN							
PROCEDURE TURNAROUND				1	1	1	.63
CLEANUP SWATH							
MANEUVER TO AVOID OBSTRUCTION							
RETURN TO STRIP				1	1	1	.63
<u>LANDING</u>							
TRAFFIC PATTERN-CIRCLING	1			2	3	3	1.90
FINAL APPROACH (VFR)	4	2	1	8	15	15	9.49
INITIAL APPROACH							
FINAL APPROACH (IFR)	2	1			3	3	1.90
LEVEL OFF/TOUCHDOWN	1	2		8	11	11	6.96
ROLL (FIXED WING)			1	7	8	8	5.06
ROLL-ON/RUN-ON (ROTORCRAFT)							
POWER-ON LANDING (ROTORCRAFT)	1	1	2	4	8	8	5.06
POWER-OFF AUTOROTATIVE LDG				1	1	1	.63
GO-AROUND (VFR)	1	1			2	2	1.27
MISSED APPROACH (IFR)	1				1	1	.63
OTHER							
UNKNOWN/NOT REPORTED	2	1			3	3	1.90
RECORDS	43	24	22	69	158		
ACCIDENTS	43	24	22	68		157	
PERCENTS	27.2	15.2	13.9	43.7			

CAUSE/FACTOR TABLE
TURBINE POWERED AIRCRAFT
U.S. GENERAL AVIATION ACCIDENTS
1978

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 153 TOTAL ACCIDENTS

INVOLVES 40 FATAL ACCIDENTS

BROAD CAUSE/FACTOR -----	FATAL ACCIDENTS -----			NONFATAL ACCIDENTS -----			ALL ACCIDENTS -----		
	CAUSE -----	FACTOR -----	TOTAL* -----	CAUSE -----	FACTOR -----	TOTAL* -----	CAUSE -----	FACTOR -----	TOTAL* -----
PILOT	25 62.50	6 15.00	28 70.00	74 65.49	5 4.42	75 66.37	99 64.71	11 7.19	103 67.32
PERSONNEL	8 20.00	3 7.50	10 25.00	17 15.04	7 6.19	23 20.35	25 16.34	10 6.54	33 21.57
AIRFRAME	1 2.50	2 5.00	3 7.50	.00	.00	.00	1 .65	2 1.31	3 1.96
LANDING GEAR	.00	.00	.00	6 5.31	1 .88	6 5.31	6 3.92	1 .65	6 3.92
POWERPLANT	5 12.50	2 5.00	6 15.00	20 17.70	1 .88	21 18.58	25 16.34	3 1.96	27 17.65
SYSTEMS	1 2.50	.00	1 2.50	1 .88	.00	1 .88	2 1.31	.00	2 1.31
INSTRUMENTS/EQUIPMENT & ACCESSORIES	.00	1 2.50	1 2.50	1 .88	.00	1 .88	1 .65	1 .65	2 1.31
ROTORCRAFT	5 12.50	.00	5 12.50	7 6.19	.00	7 6.19	12 7.84	.00	12 7.84
AIRPORT/AIRWAYS/FACILITIES	.00	.00	.00	2 1.77	10 8.85	12 10.62	2 1.31	10 6.54	12 7.84
WEATHER	2 5.00	14 35.00	15 37.50	2 1.77	16 14.16	17 15.04	4 2.61	30 19.61	32 20.92
TERRAIN	.00	6 15.00	6 15.00	2 1.77	22 19.47	24 21.24	2 1.31	28 18.30	30 19.61
MISCELLANEOUS	1 2.50	.00	1 2.50	6 5.31	.00	6 5.31	7 4.58	.00	7 4.58
UNDETERMINED	2 5.00	.00	2 5.00	7 6.19	.00	7 6.19	9 5.88	.00	9 5.88

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
1978

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 153 TOTAL ACCIDENTS

INVOLVES 40 FATAL ACCIDENTS

DETAILED CAUSE/FACTOR -----	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** PILOT **									
PILOT IN COMMAND									
CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS	5		5	1		1	6		6
DELAYED IN INITIATING GO-AROUND				1		1	1		1
DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT	2		2	1	1	2	3	1	4
EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT	1	1	2				1	1	2
FAILED TO EXTEND LANDING GEAR				2		2	2		2
FAILED TO SEE AND AVOID OTHER AIRCRAFT	1		1	1		1	2		2
FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS				6		6	6		6
FAILED TO OBTAIN/MAINTAIN FLYING SPEED	2		2	4		4	6		6
FAILED TO MAINTAIN ADEQUATE ROTOR RPM				4		4	4		4
FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT	2		2				2		2
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC	2		2	9	2	11	11	2	13
IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS				2		2	2		2
IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS	1		1	3		3	4		4
IMPROPER OPERATION OF FLIGHT CONTROLS	1		1	4		4	5		5
IMPROPER LEVEL OFF				1		1	1		1
IMPROPER IFR OPERATION	2		2				2		2
IMPROPER IN-FLIGHT DECISIONS OR PLANNING	3		3	2		2	5		5
IMPROPER COMPENSATION FOR WIND CONDITIONS				2		2	2		2
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING	3	2	5	15		15	18	2	20
INADEQUATE SUPERVISION OF FLIGHT	1		1				1		1
LACK OF FAMILIARITY WITH AIRCRAFT				1		1	1		1
MISMANAGEMENT OF FUEL	1		1	5		5	6		6
EXERCISED POOR JUDGMENT	1		1				1		1
OPERATED CARELESSLY					1	1		1	1
SELECTED UNSUITABLE TERRAIN				2		2	2		2
IMPROPER STARTING PROCEDURES				1	1	2	1	1	2
FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED				2		2	2		2
INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS	1	1	2				1	1	2
SPONTANEOUS-IMPROPER ACTION				1		1	1		1
MISJUDGED DISTANCE AND SPEED				4		4	4		4
MISJUDGED DISTANCE AND ALTITUDE				5		5	5		5
MISJUDGED SPEED AND ALTITUDE	1		1	2		2	3		3
MISJUDGED ALTITUDE AND CLEARANCE	2		2	3		3	5		5
MISJUDGED ALTITUDE				1		1	1		1
MISJUDGED CLEARANCE	1		1	7		7	8		8
PHYSICAL IMPAIRMENT		1	1	1		1	1	1	2
SPATIAL DISORIENTATION	3		3	1		1	4		4
MISUSED OR FAILED TO USE FLAPS	1		1	3		3	4		4
FAILED TO MAINTAIN DIRECTIONAL CONTROL	1		1	4		4	5		5
SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND				1		1	1		1
FAILED TO INITIATE GO-AROUND				3		3	3		3
SUBTOTAL	38	5	43	105	5	110	143	10	153
COPILOT									
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC					1	1		1	1
MISJUDGED DISTANCE AND ALTITUDE	1		1				1		1
SPATIAL DISORIENTATION		1	1					1	1
SUBTOTAL	1	1	2		1	1	1	2	3
CHECK PILOT									
INADEQUATE SUPERVISION OF FLIGHT				1		1	1		1
SUBTOTAL				1		1	1		1
** PERSONNEL **									
RULES, REGULATIONS, STANDARDS PERSONNEL									
FLIGHT INSTRUCTOR									

CAUSE/FACTOR TABLE

PERSONNEL (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
MAINTENANCE, SERVICING, INSPECTION									
IMPROPER MAINTENANCE(MAINTENANCE PERSONNEL)	1		1	2		2	3		3
IMPROPERLY SERVICED AIRCRAFT(GROUND CREW)				1		1	1		1
INADEQUATE INSPECTION OF AIRCRAFT(MAINTENANCE PERSONNEL)				1		1	1		1
INADEQUATE MAINTENANCE AND INSPECTION	2	1	3	3	1	4	5	2	7
OPERATIONAL SUPERVISORY PERSONNEL									
INADEQUATE FLIGHT TRAINING-PROCEDURES		2	2		1	1		3	3
FAILURE TO PROVIDE ADEQ DIRECTIVES, MANUALS, EQUIPMENT		1	1					1	1
DEFICIENCY, COMPANY MAINTAINED EOMT, SERV, REGULATIONS		2	2	1	1	2	1	3	4
WEATHER PERSONNEL									
TRAFFIC CONTROL PERSONNEL									
FAILURE TO ADVISE OF UNSAFE AIRPORT CONDITION				1		1	1		1
FAILURE TO ADVISE OF OTHER TRAFFIC	1		1		1	1	1	1	2
INADEQUATE SPACING OF AIRCRAFT	1		1				1		1
AIRPORT SUPERVISORY PERSONNEL									
AIRWAYS FACILITIES PERSONNEL									
PRODUCTION-DESIGN-PERSONNEL									
SUBSTANDARD QUALITY CONTROL	2		2	1		1	3		3
MISCELLANEOUS-PERSONNEL									
PILOT OF OTHER AIRCRAFT	1		1	4		4	5		5
GROUND CREWMAN				1		1	1		1
PASSENGER	2		2	2		2	4		4
DRIVER OF VEHICLE					1	1		1	1
OTHER	1	1	2		1	1	1	2	3
DIRECT ENTRIES		1	1		1	1		2	2
THIRD PILOT									
FLIGHT ENGINEER									
FLIGHT PERSONNEL									
DISPATCHING (AIR CARRIER ONLY)									
SUBTOTAL	11	8	19	17	7	24	28	15	43
** AIRFRAME **									
WINGS									
SPARS		1	1					1	1
FUSELAGE									
LANDING GEAR									
MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC				1	1	2	1	1	2
NORMAL RETRACTION/EXTENSION ASSEMBLY				1		1	1		1
WHEELS, TIRES, AXLES				1		1	1		1
BRAKING SYSTEM (NORMAL)				1		1	1		1
GEAR LOCKING MECHANISM				1		1	1		1
SWITCHES, LEVERS, CRANKING MECHANISM, ETC				1		1	1		1
NOSEWHEEL STEERING				1		1	1		1
FLIGHT CONTROL SURFACES									
ELEVATOR, ASSEMBLY ATTACHMENTS		1	1					1	1
HORIZONTAL STABILIZER, ATTACHMENTS		2	2					2	2
OTHER	1		1				1		1
SUBTOTAL	1	4	5	7	1	8	8	5	13
** POWERPLANT **									
ENGINE STRUCTURE									
IGNITION SYSTEM									
FUEL SYSTEM									
PUMPS		1	1					1	1
LUBRICATING SYSTEM									
COOLING SYSTEM									
PROPELLER AND ACCESSORIES									
EXHAUST SYSTEM									
ENGINE ACCESSORIES									
ENGINE CONTROLS									
POWERPLANT-INSTRUMENTS									
FUEL QUANTITY GAUGE					1	1		1	1
MISCELLANEOUS									
POWERPLANT FAILURE FOR UNDETERMINED REASONS	4		4	5		5	9		9
COMPRESSOR STALLS				1		1	1		1
REDUCTION GEAR ASSEMBLY									
COMPRESSOR ASSEMBLY									
BEARING, ROTOR SHAFT				3		3	3		3
COMBUSTION ASSEMBLY									
TURBINE ASSEMBLY									
BLADE, TURBINE WHEEL				2		2	2		2
OTHER				1		1	1		1

CAUSE/FACTOR TABLE

POWERPLANT (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
ACCESSORY DRIVE ASSEMBLY									
EXTENSION SHAFT				1		1	1		1
BEARING, ACCESSORY DRIVE SHAFT	1		1				1		1
GEARS, ACCESSORY DRIVE				1		1	1		1
LUBRICATING SYSTEM									
OTHER				1		1	1		1
FUEL SYSTEM									
PUMP, FUEL				1		1	1		1
FUEL CONTROL				3		3	3		3
SAFETY SYSTEM									
IGNITION SYSTEM									
TORQUEMETER									
AIR BLEED									
EXHAUST SYSTEM									
THRUST REVERSER									
PROPELLER SYSTEM									
PITCH CHANGING MECHANISM				1		1	1		1
GOVERNOR		1	1	1		1	1	1	2
CONSTANT SPEED DRIVE									
POWER LEVER									
PROPELLER LEVER									
REVERSE THRUST LEVER									
ENGINE INDICATING EQUIPMENT									
TACHOMETER				1		1	1		1
ENGINE INSTALLATION									
OTHER				1		1	1		1
SUBTOTAL	5	2	7	23	1	24	28	3	31
** SYSTEMS **									
ELECTRICAL SYSTEM									
HYDRAULIC SYSTEM									
RESERVOIR, LINES, FITTINGS				1		1	1		1
FLIGHT CONTROL SYSTEMS									
ELEVATOR AND ELEVATOR TRIM CONTROL SYSTEM	1		1				1		1
ELEVATOR TRIM INDICATOR SYSTEM	1		1				1		1
ANTI-ICING, DE-ICING SYSTEMS									
AIR CONDITION, HEATING AND PRESSURIZATION									
AUTO PILOT									
FIRE WARNING SYSTEM									
FIRE EXTINGUISHER SYSTEM									
OXYGEN SYSTEM									
OTHER SYSTEMS									
SUBTOTAL	2		2	1		1	3		3
** INSTRUMENTS/EQUIPMENT AND ACCESSORIES **									
FLIGHT AND NAVIGATION INSTRUMENTS									
OTHER		1	1					1	1
COMMUNICATIONS AND NAVIGATION EQUIPMENT									
MISCELLANEOUS EQUIPMENT				1		1	1		1
PICK-UP EQUIPMENT									
SUBTOTAL		1	1	1		1	1	1	2
** ROTORCRAFT **									
ROTOR ASSEMBLIES									
MAIN ROTOR BLADES	2		2				2		2
TAIL ROTOR BLADES				1		1	1		1
OTHER				1		1	1		1
TRANSMISSION ROTOR DRIVE SYSTEM									
ENGINE DRIVE SHAFT	1		1				1		1
MAIN ROTOR DRIVE SHAFT				3		3	3		3
MAIN ROTOR GEAR BOX				1		1	1		1
TAIL ROTOR GEAR BOX				1		1	1		1
SPRAG SYSTEM				1		1	1		1
FLIGHT CONTROL SYSTEMS									
TAIL ROTOR PITCH CONTROL SYSTEM	1		1				1		1
MISCELLANEOUS UNITS AND ASSEMBLIES									
TAIL BOOMS/PYLONS/CONES	1		1				1		1
SUBTOTAL	5		5	8		8	13		13
** AIRPORTS/AIRWAYS/FACILITIES **									

CAUSE/FACTOR TABLE

AIRPORTS/AIRWAYS/FACILITIES (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
AIRPORT FACILITIES									
OTHER					2	2		2	2
AIRPORT CONDITIONS									
WET RUNWAY					3	3		3	3
ICE/SLUSH ON RUNWAY				1	1	2	1	1	2
SNOW ON RUNWAY					1	1		1	1
UNMARKED OBSTRUCTIONS				1		1	1		1
SOFT SHOULDERS (RUNWAY)				1		1	1		1
POORLY MAINTAINED RUNWAY SURFACE					2	2		2	2
ICE/SLUSH ON RAMP/TAXIWAY					1	1		1	1
AIRWAYS FACILITIES									
SUBTOTAL				3	10	13	3	10	13
** WEATHER **									
LOW CEILING		8	8		1	1		9	9
RAIN		1	1		1	1		2	2
FOG		5	5		2	2		7	7
SNOW		1	1		5	5		6	6
ICING CONDITIONS--INCLUDES SLEET, FREEZING RAIN, ETC	1	3	4				1	3	4
UNFAVORABLE WIND CONDITIONS	1		1		3	3	1	3	4
SUDDEN WINDSHIFT					1	1		1	1
TURBULENCE IN FLIGHT, CLEAR AIR				1		1	1		1
DOWNDRAFTS, UPDRAFTS	1		1	1	1	2	2	1	3
LOCAL WHIRLWIND		1	1					1	1
HIGH DENSITY ALTITUDE					3	3		3	3
THUNDERSTORM ACTIVITY		2	2		1	1		3	3
OTHER		1	1					1	1
SUBTOTAL	3	22	25	2	18	20	5	40	45
** TERRAIN **									
WET, SOFT GROUND					2	2		2	2
SNOW-COVERED		1	1		2	2		3	3
HIGH VEGETATION					3	3		3	3
ROUGH/UNEVEN		1	1		5	5		6	6
ROUGH WATER				1	2	3	1	2	3
GLASSY WATER		1	1		2	2		3	3
HIGH OBSTRUCTIONS		3	3		5	5		8	8
OTHER				1	1	2	1	1	2
SUBTOTAL		6	6	2	22	24	2	28	30
** MISCELLANEOUS **									
FOREIGN OBJECT DAMAGE				3		3	3		3
UNDETERMINED	2		2	7		7	9		9
VORTEX TURBULENCE				1		1	1		1
EVASIVE MANEUVER TO AVOID COLLISION				1		1	1		1
DIRECT ENTRIES	1		1	1		1	2		2
SUBTOTAL	3		3	13		13	16		16
GRAND TOTAL	69	49	118	183	65	248	252	114	366
** MISCELLANEOUS ACTS, CONDITIONS **									
PREVIOUS DAMAGE					1	1		1	1
LEAK/LEAKAGE				1		1	1		1
LOOSE, PART/FITTING				1		1	1		1
BRITTLE					1	1		1	1
DISCONNECTED				1		1	1		1
ELONGATED				1		1	1		1
EXCESSIVE-WEAR/PLAY	1		1				1		1
ERRATIC		1	1					1	1
IMPROPERLY INSTALLED	1		1	3		3	4		4
OBSTRUCTED				1		1	1		1
OVERHEATED				3		3	3		3
PRESSURE, NONE				1		1	1		1
STRIPPED				1		1	1		1
STUCK				1		1	1		1
VIBRATION, EXCESSIVE		1	1	3		3	3	1	4
LOAD NOT JETTISONED					1	1		1	1
INTENTIONAL WHEELS UP				1	1	2	1	1	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
RAN OFF END OF RUNWAY					3	3		3	3
ALTIMETER SETTING-INCORRECT	1		1		1	1	1	1	2
ANTI-ICING/DEICING EQUIP-IMPROPER OPER. OF/FAILED TO USE	1		1				1		1
CHECKLIST-FAILED TO USE					1	1		1	1
CREW COORDINATION-POOR				1	2	3	1	2	3
DISREGARD OF GOOD OPERATING PRACTICE					1	1		1	1
IMPROPER EMERGENCY PROCEDURES	1		1	3	2	5	4	2	6
INSTRUMENTS-MISREAD OR FAILED TO READ				2	1	3	2	1	3
NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA					1	1		1	1
UNWARRANTED LOW FLYING		2	2					2	2
FAILED TO EXTEND THE LANDING FLAPS				1		1	1		1
INATTENTIVE TO FUEL SUPPLY		1	1	1		1	1	1	2
POORLY PLANNED APPROACH				1	2	3	1	2	3
MISCALCULATED FUEL CONSUMPTION				1		1	1		1
JETTISONED LOAD					1	1		1	1
FATIGUE FRACTURE	2		2	6		6	8		8
HYDRAULIC FAILURE				1		1	1		1
RPM-UNCONTROLLABLE-OVERSPEED				1		1	1		1
THRUST REVERSAL-ASYMETRICAL					1	1		1	1
IMPROPER ALIGNMENT/ADJUSTMENT				2		2	2		2
FAILURE OF TWO OR MORE ENGINES					1	1		1	1
SEPARATION IN FLIGHT		4	4		2	2		6	6
LATERAL IMBALANCE				1		1	1		1
INCORRECT TRIM SETTING				1		1	1		1
PILOT FATIGUE	1		1				1		1
FUEL EXHAUSTION	1		1	4		4	5		5
ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT	1	1	2				1	1	2
AIRFRAME ICE		1	1	1		1	1	1	2
IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG		1	1	1		1	1	1	2
INTERFERENCE WITH FLIGHT CONTROLS	1		1	1		1	2		2
WHITEOUT	1		1				1		1
LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM				1		1	1		1
OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM				1		1	1		1
SIMULATED CONDITIONS					1	1		1	1
WATER IN FUEL				1		1	1		1
AIRCRAFT CAME TO REST IN WATER		9	9		6	6		15	15
TOUCH AND GO LANDING		1	1					1	1
HYDROPLANING ON WET RUNWAY					2	2		2	2
OVERLOAD FAILURE	1	2	3	2	7	9	3	9	12
MATERIAL FAILURE	1		1	9		9	10		10
FUEL STARVATION				1		1	1		1
IMPROPER CLEARANCE-TOLERANCE	1		1				1		1

DIRECT ENTRY CAUSES

MISC-CLAMP SLIPPED CAUSING RIGGING TO HIT WORKMAN
 PERSONNEL-INEFFECTIVE FAA SURVEILLANCE
 MISC-POWERLINE TOWER STATIC CABLE FELL ON ACFT.
 PERSONNEL-PROCEDURE NOT COVERED IN FLT MANUAL.

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

LISTING OF ACCIDENTS
INVOLVING
TURBINE POWERED AIRCRAFT
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1978
(IN MAKE AND MODEL SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	AIRCRAFT MODEL	INJURY INDEX
-----	-----	----	-----	-----	-----	-----
3 2415	N808GU	081678	SPRINGFIELD,MO	AERO COMDR	680T	NONE
3 2664	N299F	052778	NCALUMET,OK	AERO COMDR	690A	FATAL
3 3354	N5NP	030878	GREENUP,KY	AERO COMDR	681	FATAL
3 3932	N94HD	111178	NLUCERNE,CA	AERO COMDR	680W	SERIOUS
3 3374	N329HN	062878	ASPEN,CO	ISRAEL JET	1121	NONE
3 4470	N250UA	042778	NFLATWOODS,LA	AERO COMDR	1121A	FATAL
3 2328	N10VT	061978	WINDSOR LOCKS,CT	BEECH	18	MINOR
3 4350	N12VT	091378	CHICAGO,IL	BEECH	18T	NONE
3 4402	N278DU	071078	AURORA,CO	BEECH	65-A90	FATAL
3 3597	N742UT	071278	CHICAGO,IL	BEECH	65-90	NONE
3 1178	N2MF	031978	HOUSTON,TX	BEECH	65-90	FATAL
3 1175	N3ZC	061478	JUNCTION,TX	BEECH	E90	NONE
3 0967	N388MC	011078	YAZOO CITY,MS	BEECH	B-90	FATAL
3 0818	N19Y	050978	OLYMPIA,WA	BEECH	B90	FATAL
3 0806	N72WE	032878	DENVER,CO	BEECH	B90	NONE
3 4203	N8012R	082478	PULLMAN,WA	BEECH	B99	MINOR
3 3318	N447SA	102578	SOUTH BEND,IN	BEECH	99	NONE
3 3316	N199EA	021078	RICHLAND,WA	BEECH	99	FATAL
3 3080	N941K	062278	NMUSCLE SHOALS,AL	BEECH	100	SERIOUS
3 0050	N1924T	011778	CLARKSBURG,WV	BEECH	B99A	MINOR

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3 1853	N4298S	071478	ST LOUIS,MO	BEECH	200	NONE
3 1791	N94AL	062878	NMORGAN CITY,LA	BELL	205A-1	NONE
3 1556	USA70-16020378		BARRANQUITAS,PR	BELL	UH-1H	SERIOUS
3 0257	N67HJ	011378	CASTLE ROCK,WA	BELL	205A-1	MINOR
6 0004	N480AS	081878	NDENNISON M,CANADA	BELL	205A	FATAL
3 4422	N2215W	100878	NKENAI,AK	BELL	205A-1	FATAL
3 0388	N789PR	031378	LANAI,HI	BELL	206A	NONE
3 0222	N90024	012578	NPALACIDS,TX	BELL	206B	FATAL
3 0116	N8178J	011178	NVENICE,LA	BELL	206B	SERIOUS
3 2689	N4066G	051578	NKEMMERER,WY	BELL	206B	SERIOUS
3 2359	N200BA	010578	COURTNEY,PA	BELL	206L	FATAL
3 2853	N16733	081878	HOLTVILLE,CA	BELL	206B	NONE
3 2856	N59600	092078	NMORGAN CITY,LA	BELL	206B	NONE
3 2856	N83133	092078	NMORGAN CITY,LA	BELL	206B	NONE
3 2240	N7979S	070678	NCAMERON,LA	BELL	206B	FATAL
3 2444	N9908K	083078	NINTRACSTL CITY,LA	BELL	206B	FATAL
3 2222	N4ZH	051578	NTILLAMOOK,OR	BELL	206B	SERIOUS
3 2171	N60ER	040978	EAST MEADOW,NY	BELL	206B	MINOR
3 3299	N59562	081078	NKETCHIKAN,AK	BELL	206B	NONE
3 3211	N58005	071178	NKENAI,AK	BELL	206B	NONE

LISTING OF ACCIDENTS
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3 3458	N216RM	040678	NSALIDA,CO	BELL	206B	SERIOUS
3 3451	N33TA	112578	LUTCHER,LA	BELL	206B	MINOR
3 3684	N49755	111278	SABINE PASS,TX	BELL	206B	FATAL
3 2932	N90026	102178	NMORGAN CITY,LA	BELL	206B	NONE
3 1550	N16873	050978	NWESTWATER,UT	BELL	206B3	NONE
3 0737	N16718	042878	NINTRACSTL CITY,LA	BELL	206B	NONE
3 1480	N59622	061278	NMAUNA KEA,HI	BELL	206B	MINOR
3 0907	N49757	041678	NLONELY,AK	BELL	206B	FATAL
3 1308	N55EA	071178	NSALYERSVILLE,KY	BELL	206B	SERIOUS
3 1765	N176KH	061278	NLIHUE,KAUAI,HI	BELL	206L	MINOR
3 1024	N23JH	041678	MC KINNEY,TX	BELL	206B	NONE
3 4003	N90115	122678	MORGAN CITY,LA	BELL	206B	NONE
3 4177	N206M	101478	NROCKVILLE,IN	BELL	206	NONE
3 3859	N59456	120178	NPORT OCONNER,TX	BELL	206B	FATAL
3 4188	N477KH	100978	WAIMEA CNYN,HI	BELL	206L	MINOR
3 4102	N2964W	122178	PHOENIX,AZ	BELL	206	SERIOUS
3 3852	N16982	120278	NMORGAN CITY,LA	BELL	212	NONE
3 2858	N90223	070978	NMORGAN CITY,LA	BELL	212	SERIOUS
3 0495	N140AL	040478	NGALVESTON,TX	BELL	212	FATAL
3 4381	N49591	122978	NGALVESTON,TX	BELL	BH212	FATAL

LISTING OF ACCIDENTS
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3 3920	N224RM	122778	NDARBY,MT	BELL	214B-1	MINOR
3 3513	USAF56-3082478		NCOOLIDGE,AZ	CESSNA	T-37B	NONE
3 2897	N8815E	052578	MIAMI,FL	CONVAIR	880	MINOR
3 0264	N1454T	011778	NBARROW,AK	DEHAVND CAN	DHC-2	NONE
3 4411	N600JA	110478	ANCHORAGE,AK	HAWKER-SDLY	DH-125	NONE
3 4357	N4048B	101378	BARROW,AK	DEHAVND CAN	DHC-6	FATAL
3 0234	N26KA	010578	LEADVILLE,CO	DEHAVND CAN	DHC-6	NONE
3 4161	N59AN	120278	WATERTOWN,NY	DEHAVILLAND	DHC-6	MINOR
3 3970	N25RM	120478	NSTEAMBOAT SPGS,CO	DEHAVILLAND	DHC-6	FATAL
3 0034	N5VX	011978	LATROBE,PA	GRUMMAN	G-159	NONE
3 3454	N91G	092478	HOUSTON,TX	GRUMMAN	G-159	SERIOUS
3 0598	N9550A	050278	DALLAS,TX	HELIO	550A	NONE
3 3764	N64876	101978	NKETCHIKAN,AK	SOLOY	12E	NONE
3 3744	N5381V	110278	NMOLALLA,OR	SOLOY	UH12E	NONE
3 3922	N147HA	121578	NTOLEDO,OR	HILLER ACFT	SOLOY	NONE
3 4115	N172ET	122278	LACOMB,OR	HILLER ACFT	SOLOY	NONE
3 4407	N5384V	090978	NWRANGELL,AK	SOLOY	12EJ3	FATAL
3 4386	N8126H	120178	WEST COLUMBIA,SC	HILLER	FH1100	NONE
3 3508	N438F	121378	BOULDER CITY,NV	HILLER ACFT	FH1100	NONE
3 3263	N82791	052278	LARIMORE,ND	FAIRCHILD	FH1100	NONE

LISTING OF ACCIDENTS
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-----	-----	----	-----	----	-----	-----
3 2434	N99024	071478	NCLEARLAKE,WA	HILLER	FH1100	FATAL
3 0982	N438F	051378	NBOULDER CITY,NV	HILLER ACFT	FH1100	NONE
3 1137	N544FH	051678	NSANTA MARIA,CA	HILLER ACFT	FH1100	NONE
3 1488	N8380F	062978	NNEW MEADOWS,ID	HUGHES	369D	FATAL
3 2823	N8347F	100778	NCLOVIS,CA	HUGHES	369D	NONE
3 3019	N58183	101978	NGARBerville,CA	HUGHES	500D	SERIOUS
3 2867	N9125F	091078	CUBA,NM	HUGHES	500C	SERIOUS
3 3817	N9199F	072878	SAUK CENTRE,MN	HUGHES	369HS	SERIOUS
3 3531	N8318F	072978	NKETCHIKAN,AK	HUGHES	500-C	MINOR
3 4204	N8600F	081478	NCASCADIA,OR	HUGHES	369D	SERIOUS
3 4346	N501DH	122778	MECCA,CA	HUGHES	500DH	FATAL
3 4134	N8689F	071878	NWISEMAN,AK	HUGHES	369D	NONE
3 0668	N9066F	050878	NBROWNFIELD,TX	HUGHES	369HS	FATAL
3 0393	N9137F	031778	LASALLE,CO	HUGHES	500C	NONE
3 0770	N8393F	031778	NELLISVILLE,IL	HUGHES	500D	FATAL
3 4113	N760J	101778	NALIEF,TX	MORANE-SAUL	MS760	SERIOUS
3 0590	N31BC	031478	NEW ORLEANS,LA	N.AMERICAN	NA-265	SERIOUS
3 3709	N600BP	042478	WEST CHICAGO,IL	N AMERICAN	NA265	NONE
3 2971	N711WK	091078	ELMIRA,NY	N.AMERICAN	N265	NONE
3 0935	N53	022878	INTL FALLS,MN	NO.AMERICAN	NA-265	NONE

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3 3057	N176CC	060578	NLAMAR, CO	PIPER	PA-31T	FATAL
3 0104	N21CA	010378	SANTA ANA, CA	PIPER	PA-31T	NONE
3 4324	N82271	051378	PELLSTON, MI	PIPER	PA-31T	FATAL
3 3996	N62856	102378	INDIANAPOLIS, IN	PIPER	PA-31	NONE
3 1884	N90940	062878	HARRISBURG, PA	SIKORSKY	S58DT	SERIOUS
3 3296	N47783	100178	STEAMBOAT SPGS, CO	SIKORSKY	S58ET	FATAL
3 2652	N54516	070778	SAN PEDRO, CA	SIKORSKY	S-62A	FATAL
3 2414	N4036S	080878	NBUFFALO, MN	SIKORSKY	S-64	FATAL
3 2896	N763SA	072878	NW PALM BEACH, FL	SIKORSKY	S76A	SERIOUS
3 2744	N4946X	082178	PLAINVIEW, TX	SNOW	S-2R	NONE
3 0550	N8453	020678	CLEARWATER, WA	S.N.I.A.S.	SA3180	NONE
3 0610	N220RM	032278	NNMANILA, UT	AEROSPATIAL	SA315B	NONE
3 3203	N9001B	091978	SABINE PASS, TX	AEROSPATLE	AS350C	MINOR
3 3157	N62339	110478	ATLANTA, GA	AEROSPATLE	SA315B	MINOR
3 2864	N4246	082278	NNORWOOD, CO	AEROSPATLE	SA316B	MINOR
3 3432	N62268	120478	NKING CITY, CA	ALOUETTE	316B	NONE
3 3807	N49538	121578	HINCKLEY, MN	AEROSPATIAL	SA315B	MINOR
3 1551	N218RM	062278	NEVANSTON, WY	AEROSPATIAL	SA315B	MINOR
3 1825	N5954	051178	PORTLAND, OR	S.N.I.A.S.	SA316B	NONE
3 4378	N8394	090578	PENSACOLA, FL	AEROSPATLE	SE3160	MINOR

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3 4206	N8622	121478	NOGDEN,UT	AEROSPATIAL	SA316B	SERIOUS
3 4335	N9001P	121478	NMORGAN CITY,LA	AEROSPATIAL	AS350C	NONE
3 4182	N10067	122178	MAGNA,UT	AEROSPATIAL	SA315B	MINOR
3 1344	N121GW	051878	MEMPHIS,TN	SUD AVTN	DA-20	FATAL
3 2494	N49496	050778	NATLANTIC CITY,NJ	AEROSPATLE	330J	FATAL
3 1902	N9988F	053178	WHARTON,WV	AEROSPATIAL	SA341G	NONE
3 0528	N76WH	030678	SAN BERNARDINO,CA	AEROSPATLE	SA341G	NONE
3 0956	N86NR	022178	RECTOR,PA	AGUSTA	109	NONE
3 1615	N12223	050978	SACRAMENTO,CA	HANDLY PAGE	HP 137	NONE
3 0210	N104RB	022678	MOJAVE,CA	LOCKHEED	F-104	NONE
3 0892	N1118U	052778	MUSKOGEE,OK	LOCKHEED	TV-2	SERIOUS
3 2241	N46977	091178	MORGAN CITY,LA	BOLKOW	BO-105	NONE
3 2857	N17235	081378	NCAMERON,LA	BOLKOW	BO-105	FATAL
3 3676	N46977	112978	NMORGAN CITY,LA	BOLKOW	B-105	FATAL
3 2230	N133W	033078	BURBANK,CA	LEAR	23	MINOR
3 3918	N37DH	102478	LAS VEGAS,NV	LEAR JET	24D	MINOR
3 3522	N336WR	110578	LAFAYETTE,LA	LEAR JET	25B	NONE
3 3022	N123RE	101778	LANCASTER,CA	LEAR JET	24	FATAL
3 0546	N78AE	040778	SODA SPRINGS,ID	LEAR JET	24D	NONE
3 0168	N98DK	011678	CINCINNATI, OH	LEAR JET	24D	NONE

LISTING OF ACCIDENTS
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3 4296	N20BG	121178	MUSCATINE,IA	LEAR JET	35	NONE
3 4410	N455JA	110378	DUTCH HARBOR,AK	LEAR JET	24D	NONE
3 4353	N40SN	122078	MINNEAPOLIS,MN	LEAR JET	25	SERIOUS
3 4454	N77RS	120478	ANCHORAGE,AK	LEAR JET	25C	FATAL
3 4451	N100MK	102078	VICKERY,OH	LEAR JET	25	FATAL
6 0010	N19GU	071278	SAVNT LAKE,CANADA	MITSUBISHI	MU-2	SERIOUS
6 0014	N888MA	021278	NNEIVA,COLUMBIA	MITSUBISHI	MU2	FATAL
3 4348	N765MA	082878	BEDFORD,NH	MITSUBISHI	MU-2P	FATAL
3 0042	N44KS	011778	CUMBERLAND,MD	MITSUBISHI	MU2-J	NONE
3 0040	N115S	011978	HAWESVILLE,KY	MITSUBISHI	MU-2	NONE
3 3400	N13EW	103178	YPSILANTI,MI	MITSUBISHI	MU2B20	NONE
3 3938	N178MA	082578	NRATON,NM	MITSUBISHI	MU-2J	FATAL
3 3909	N2301N	112278	MEMPHIS,TN	SWEARINGEN	SA26-T	FATAL
3 1028	N23X	043078	ROCKPORT,TX	SWEARINGEN	SA26T	NONE
3 0948	N22GW	051878	TETERBORD,NJ	SWEARINGEN	SA26AT	NONE
3 1594	N6SP	060278	CRESTVIEW,FL	SWEARINGEN	SA26AT	NONE
3 4247	N300TL	081378	AUSTIN,TX	SWEARINGEN	SA226	SERIOUS
3 4311	N97AB	120478	FT PIERCE,FL	SWEARINGEN	SAT226	NONE

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS

INVOLVING

TURBINE POWERED AIRCRAFT

U.S. GENERAL AVIATION

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(IN STATE AND DATE ORDER)

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3080	6/22/78	NR.MUSCLE SHOALS,AL	BEECH 100 N941K DAMAGE-SUBSTANTIAL	CR- 0 2 0 PX- 0 1 3	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 58, 20834 TOTAL HOURS, 24 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MUSCLE SHOALS DEPARTURE POINT CHATTANOOGA, TN INTENDED DESTINATION MUSCLE SHOALS, AL TYPE OF ACCIDENT STALL MUSH PHASE OF OPERATION LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT FACTOR(S) WEATHER - FOG MISCELLANEOUS ACTS, CONDITIONS - CREW COORDINATION-POOR WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION SCATTERED CEILING AT ACCIDENT SITE UNLIMITED VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS PRECIPITATION AT ACCIDENT SITE NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TEMPERATURE-F 70 WIND VELOCITY-KNOTS CALM TYPE OF WEATHER CONDITIONS IFR TYPE OF FLIGHT PLAN IFR REMARKS- REDUCED PROPS INSTEAD OF THROTTLES ON FINAL.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0264	1/17/78 TIME - 1530	NR. BARROW, AK	DEHAVND CAN DHC-2 N1454T DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	AIRLINE TRANSPORT, AGE 26, 3106 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT UMIAT, AK	INTENDED DESTINATION BARROW, AK			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
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 - MISJUDGED ALTITUDE AND CLEARANCE						
FACTOR(S)						
WEATHER - LOW CEILING						
WEATHER - FOG						
WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION OVERCAST	CEILING AT ACCIDENT SITE 400			
		VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS	PRECIPITATION AT ACCIDENT SITE NONE			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG	TYPE OF WEATHER CONDITIONS VFR			
		TYPE OF FLIGHT PLAN OTHER				
REMARKS- COMPANY FLT PLAN.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0907	4/16/78	NR.LONELY,AK	BELL 206B N49757	CR- 1 0 0 PX- 1 0 0	MISCELLANEOUS FERRY	COMMERCIAL, AGE 29, 4019 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT LONELY,AK	INTENDED DESTINATION DEADHORSE,AK	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 MISCELLANEOUS ACTS,CONDITIONS - WHITEOUT						
FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER - SNOW TERRAIN - SNOW-COVERED WEATHER BRIEFING - OTHER WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION PARTIAL OBSCURATION	CEILING AT ACCIDENT SITE 2000			
		VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS	PRECIPITATION AT ACCIDENT SITE SNOW			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG	TEMPERATURE-F 24			
		TYPE OF WEATHER CONDITIONS VFR	TYPE OF FLIGHT PLAN VFR			
REMARKS- WX BRIEF FROM PVT SOURCE.						
3-3211	7/11/78	NR.KENAI,AK	BELL 206B N58005	CR- 0 0 2 PX- 0 0 0	MISCELLANEOUS FERRY	ATP,FLIGHT INSTR., AGE 36, 9290 TOTAL HOURS, 1900 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT HOMER,AK	INTENDED DESTINATION YAKUTAT,AK	LAST ENROUTE STOP UNKNOWN/NOT REPORTED		
		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 - ACCESSORY DRIVE ASSEMBLY EXTENSION 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- FLOAT EQUIPPED. BEARING SEIZED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4134	7/18/78	NR.WISEMAN,AK	HUGHES 369D N8689F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	MISCELLANEOUS FERRY	AIRLINE TRANSPORT, AGE 32, 3370 TOTAL HOURS, 1200 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT SURVEY CAMP	INTENDED DESTINATION WISEMAN,AK	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING		
		TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE TAIL ROTOR ROLL OVER				
		PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED				
		FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT				
		EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND				
		REMARKS- 15FT CABLE WITH HOOK AT FREE END ATTACHED TO BOTTOM OF FUSELAGE-COULD REACH T/R.T/R NOT RECOVERED.				
3-3531	7/29/78	NR.KETCHIKAN,AK	HUGHES 500-C N8318F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 33, 3022 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT PENINSULA POINT,AK	INTENDED DESTINATION KLAWOCK LAKE,AK	LAST ENROUTE STOP BEAVER CREEK,AK		
		TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE TAIL ROTOR HARD LANDING		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING		
		PROBABLE CAUSE(S) ROTORCRAFT - ROTOR ASSEMBLIES TAIL ROTOR BLADES				
		MISCELLANEOUS ACTS,CONDITIONS - VIBRATION,EXCESSIVE				
		PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC.				
		MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES				
		PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M.				
		EMERGENCY CIRCUMSTANCES - SUSPECTED MECHANICAL DISCREPANCY UNUSUAL NOISE				
		REMARKS- T/R BLADE PROTECTIVE TAPE CAME OFF IN FLT.PILOT COULD NOT IDENTIFY PROBLEM.				
3-3299	8/10/78	NR.KETCHIKAN,AK	BELL 206B N59562 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 2	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 36, 5132 TOTAL HOURS, 1327 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT WILLARD INLET,AK	INTENDED DESTINATION RETURN	LAST ENROUTE STOP FIELD SITE		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED		PHASE OF OPERATION TAKEOFF VERTICAL		
		PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE				
		FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER				
		REMARKS- HELIPAD ON STERN OF VESSEL.ACFT HOVERED R TO CLEAR SHIP.TIEDOWN RINGS EXTEND ABOVE PAD SURFACE.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4407	9/9/78 TIME - 1447	NR.WRANGELL,AK	SOLOY 12EJ3 N5384V DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 30, 5283 TOTAL HOURS, 1003 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - WRANGELL DEPARTURE POINT WRANGELL,AK INTENDED DESTINATION RETURN LAST ENROUTE STOP FIELD SITE TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE MAIN ROTOR PHASE OF OPERATION LANDING FINAL APPROACH COLLISION WITH GROUND/WATER UNCONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL SUBSTANDARD QUALITY CONTROL ROTORCRAFT - ROTOR ASSEMBLIES MAIN ROTOR BLADES MISCELLANEOUS ACTS,CONDITIONS - IMPROPER CLEARANCE-TOLERANCE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT REMARKS- FLOAT EQUIPPED.UNDERSIZE THREADS ON ANTI-NODE BAR ASMBLY(PN 2253-1124-1).ANTI-NODE WT SEP IN-FLT.						
3-4422	10/8/78 TIME - 0925	NR.KENAI,AK	BELL 205A-1 N2215W DAMAGE-DESTROYED	CR- 0 1 0 PX- 2 3 0	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 34, 7358 TOTAL HOURS, 3990 IN TYPE, NOT INSTRU- MENT RATED.
NAME OF AIRPORT - GRAYLING PLATFORM DEPARTURE POINT KENAI,AK INTENDED DESTINATION RETURN LAST ENROUTE STOP OIL PLATFORMS TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE TAIL ROTOR PHASE OF OPERATION IN FLIGHT NORMAL CRUISE HARD LANDING IN FLIGHT POWER-ON DESCENT PROBABLE CAUSE(S) ROTORCRAFT - FLIGHT CONTROL SYSTEMS TAIL ROTOR PITCH CONTROL SYSTEM MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- FLOAT EQUIPPED.TAIL ROTOR PITCH CONTROL CHANGE CHAIN HAD 21.5 HOURS SINCE INSTALLATION.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4357	10/13/78 TIME - 1644	BARROW,AK	DEHAVND CAN DHC-6 N4048B DAMAGE-SUBSTANTIAL	CR- 1 0 0 PX- 0 1 0	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 32, 4302 TOTAL HOURS, 892 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - POST/ROGERS MEM'L DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP BARROW,AK BARROW,AK ANAKTUVUK PASS TYPE OF ACCIDENT PHASE OF OPERATION STALL LANDING FINAL APPROACH						
PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION AIRFRAME - FLIGHT CONTROL SURFACES OTHER MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY INSTALLED PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT MISCELLANEOUS ACTS,CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS						
FACTOR(S) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE FLIGHT TRAINING-PROCEDURES PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL DEFICIENCY,COMPANY MAINTAINED EQPMT,SERVICES,REGULATION WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 900 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE RIGHT QUARTERING HEAD WIND 023-067 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 26 270 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 7 VFR TYPE OF FLIGHT PLAN VFR FIRE AFTER IMPACT REMARKS- IMPROPERLY INSTALLED DE-ICE BOOT\$ ON HORIZONTAL STABILIZER.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3764	10/19/78	NR. KETCHIKAN, AK	SOLOY 12E N64876 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL CONSTRUCTION	COMMERCIAL, AGE 30, 2253 TOTAL HOURS, 124 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT HERRING COVE, AK			INTENDED DESTINATION WHITEMAN LAKE, AK		PHASE OF OPERATION IN FLIGHT HOVERING LANDING POWER-OFF AUTOROTATIVE LANDING	
TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING						
PROBABLE CAUSE(S) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL DEFICIENCY, COMPANY MAINTAINED EQPMT, SERVICES, REGULATION MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL						
FACTOR(S) TERRAIN - HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LONG LINE EXTERNAL LOAD. OGE HOVER. TANK IN FUEL TRUCK CRACKED.						
3-4410	11/3/78	DUTCH HARBOR, AK	LEAR JET 24D N455JA DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 28, 5874 TOTAL HOURS, 609 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DUTCH HARBOR			INTENDED DESTINATION DUTCH HARBOR, AK		PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL	
DEPARTURE POINT ANCHORAGE, AK						
TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH OBJECT						
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS						
FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS POORLY MAINTAINED RUNWAY SURFACE MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
SKY CONDITION OVERCAST			CEILING AT ACCIDENT SITE 2500			
VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED)			PRECIPITATION AT ACCIDENT SITE SNOW, RAIN			
OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE			RELATIVE BEARING OF WIND RIGHT CROSS WIND 068-112 DEGREES			
TEMPERATURE-F 42			WIND DIRECTION-DEGREES 230			
WIND VELOCITY-KNOTS 14			TYPE OF WEATHER CONDITIONS VFR			
TYPE OF FLIGHT PLAN IFR						
REMARKS- COLLIDED WITH RNWY BOUNDARY MARKER. GUSTS TO 36KTS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4411	11/4/78 TIME - 0540	ANCHORAGE, AK	HAWKER-SDLY DH-125 N600JA DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 5	COMMERCIAL AIR TAXI-PASSG	ATP, FLIGHT INSTR., AGE 35, 14795 TOTAL HOURS, 1970 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ANCHORAGE INTL DEPARTURE POINT INTENDED DESTINATION ANCHORAGE, AK DUTCH HARBOR, AK TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED STATIC STARTING ENGINE(S) PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE INSPECTION OF AIRCRAFT (MAINTENANCE PERSONNEL) REMARKS- MAINT PERFORMED ON 3 NOV REQUIRING GEAR SEL MOVEMENT.						
3-4454	12/4/78 TIME - 1450	ANCHORAGE, AK	LEAR JET 25C N77RS DAMAGE-DESTROYED	CR- 2 0 0 PX- 3 2 0	NONCOMMERCIAL CORP/EXEC	PRIVATE, AGE 45, 7000 TOTAL HOURS, 650 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ANCHORAGE INTL DEPARTURE POINT INTENDED DESTINATION JUNEAU, AK ANCHORAGE, AK TYPE OF ACCIDENT PHASE OF OPERATION STALL LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS WEATHER - UNFAVORABLE WIND CONDITIONS FACTOR(S) WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON SKY CONDITION CEILING AT ACCIDENT SITE BROKEN/LOWER SCATTERED 23000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE RIGHT CROSS WIND 068-112 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 34 160 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 14 IFR TYPE OF FLIGHT PLAN IFR REMARKS- RWY PEAK GUSTS 31K, SUSPECTED LIGHT ICE ACCUMULATION.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3513	8/24/78	NR.COOLIDGE,AZ	CESSNA T-37B	CR- 0 0 1	MISCELLANEOUS	COMMERCIAL, AGE 30, 1987
	TIME - 1225		USAF56-3	PX- 0 0 1	PARAJUMP-SPORT	TOTAL HOURS, 359 IN TYPE,
			DAMAGE-SUBSTANTIAL	OT- 0 0 5		INSTRUMENT RATED.
	DEPARTURE POINT	WILLIAMS AFB,AZ	INTENDED DESTINATION			
	TYPE OF ACCIDENT	COLLISION WITH AIRCRAFT	BOTH IN FLIGHT		PHASE OF OPERATION	
					IN FLIGHT CLIMB TO CRUISE	
	PROBABLE CAUSE(S)					
		PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT				
		PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT				
	FACTOR(S)					
		PERSONNEL - TRAFFIC CONTROL PERSONNEL FAILURE TO ADVISE OF OTHER TRAFFIC				
	SPECIAL DATA					
		SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-US MILITARY				
		CONTROLLING AGENCY - CENTER EN-ROUTE			RADAR CTL/SURVEILLANCE - UNDER RADAR CONTACT	
		TRAFFIC ADVISORY ISSUED - NONE			CONTROL ZONE/AREA - NO	
		EVASIVE ACTION TAKEN - NO			ANTI-COLLISION LIGHTS - INSTALLED,OPERATION UNKNOWN	
3-4102	12/21/78	PHOENIX,AZ	BELL 206	CR- 0 0 1	COMMERCIAL	COMMERCIAL, AGE 28, 2205
	TIME - 0812		N2964W	PX- 0 2 0	POWER/PIPELINE	TOTAL HOURS, 470 IN TYPE,
			DAMAGE-DESTROYED			INSTRUMENT RATED.
	NAME OF AIRPORT - PHOENIX INTL					
	DEPARTURE POINT	SCOTTSDALE,AZ	INTENDED DESTINATION			
	TYPE OF ACCIDENT	COLLIDED WITH WIRES/POLES	PHOENIX,AZ		PHASE OF OPERATION	
					IN FLIGHT HOVERING	
	PROBABLE CAUSE(S)					
		MISC-POWERLINE TOWER STATIC CABLE FELL ON ACFT.				
	REMARKS-	POWERLINE PATROL.TOWER FELL TOWARDS HELICOPTER.				
3-0104	1/3/78	SANTA ANA,CA	PIPER PA-31T	CR- 0 0 2	INSTRUCTIONAL	ATP,FLIGHT INSTR., AGE
	TIME - 2010		N21CA	PX- 0 0 4	TRAINING	37, 10800 TOTAL HOURS, 50
			DAMAGE-SUBSTANTIAL			IN TYPE, INSTRUMENT
	NAME OF AIRPORT - ORANGE COUNTY					RATED.
	DEPARTURE POINT	PHOENIX,AZ	INTENDED DESTINATION			
	TYPE OF ACCIDENT	GROUND-WATER LOOP-SWERVE	SANTA ANA,CA		PHASE OF OPERATION	
		GEAR COLLAPSED			LANDING ROLL	
					LANDING ROLL	
	PROBABLE CAUSE(S)					
		PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL				
		MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE				
	FACTOR(S)					
		MISCELLANEOUS ACTS,CONDITIONS - THRUST REVERSAL-ASYMETRICAL				
		AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY				
	REMARKS-	R THROTTLE TO BETA HARD TO PULL,L WENT INTO REVERSE FIRST.NO DISCREPANCY FOUND ORG GND CK.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0210	2/26/78 TIME - 1615	MOJAVE,CA	LOCKHEED F-104 N104RB DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 41, 4520 TOTAL HOURS, 339 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT MOJAVE,CA	INTENDED DESTINATION LOCAL			PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING IN FLIGHT NORMAL CRUISE	
	TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT MISCELLANEOUS					
	PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR GEAR LOCKING MECHANISM MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE					
	REMARKS- LFT GEAR FAILED TO LOCK DWN FOR UNKNOWN REASON. PILOT ELECTED TO EJECT.ACFT DESTROYED.ENG J-79.					
3-0528	3/6/78 TIME - 1558	SAN BERNARDINO,CA	AEROSPATLE SA341G N76WH DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 30, 2760 TOTAL HOURS, 385 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - TRI-CITY DEPARTURE POINT SAN BERNARDINO,CA	INTENDED DESTINATION RIVERSIDE,CA			PHASE OF OPERATION TAKEOFF VERTICAL LANDING POWER-OFF AUTOROTATIVE LANDING	
	TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE ROLL OVER					
	PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2230	3/30/78 TIME - 2250	BURBANK,CA	LEAR 23 N133W DAMAGE-DESTROYED	CR- 0 0 3 PX- 0 0 2	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 25, 2600 TOTAL HOURS, 1680 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - HOLLYWOOD-BURBANK DEPARTURE POINT INTENDED DESTINATION PHOENIX,AZ BURBANK,CA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH FENCE,FENCEPOSTS LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS MISCELLANEOUS ACTS,CONDITIONS - FAILED TO EXTEND THE LANDING FLAPS AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - HYDROPLANING ON WET RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY WEATHER - RAIN WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 5000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 4 MILES OR LESS RAIN SHOWERS OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE RIGHT QUARTERING HEAD WIND 023-067 DEGREES TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR FIRE AFTER IMPACT REMARKS- LEFT OUTBOARD ANTI-SKD VALVE INOP.PLT DIDNT DEPLOY SPOILERS.PRPTY DMG-ARPT FENCING.						
3-1615	5/9/78 TIME - 1800	SACRAMENTO,CA	HANDLY PAGE HP 137 N12223 DAMAGE-SUBSTANTIAL	CR- 0 0 3 PX- 0 0 12	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	ATP,FLIGHT INSTR., AGE 30, 5311 TOTAL HOURS, 1240 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SACRAMENTO METRO DEPARTURE POINT INTENDED DESTINATION SACRAMENTO,CA SANTA BARRARA,CA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION- WHEELS-UP TAKEOFF INITIAL CLIMB WHEELS-UP TAKEOFF ABORTED PROBABLE CAUSE(S) POWERPLANT - PROPELLER SYSTEM PITCH CHANGING MECHANISM MISCELLANEOUS ACTS,CONDITIONS - LOOSE,PART/FITTING PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS MISCELLANEOUS ACTS,CONDITIONS - INTENTIONAL WHEELS-UP FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE FIRE AFTER IMPACT REMARKS- LOOSE BEARING CAUSED ENG OVERPOWER WHICH EXTENDED ABORTED TAKEOFF.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1137	5/16/78	NR. SANTA MARIA, CA	HILLER ACFT FH1100 N544FH DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	COMMERCIAL CONSTRUCTION	ATP, FLIGHT INSTR., AGE 30, 6600 TOTAL HOURS, 704 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT SANTA MARIA, CA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLIDED WITH TREES	PHASE OF OPERATION IN FLIGHT HOVERING			
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE						
3-2652	7/7/78	SAN PEDRO, CA	SIKORSKY S-62A N54516 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 1 0 1	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 56, 16434 TOTAL HOURS, 189 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT AVALON, CA	INTENDED DESTINATION SAN PEDRO, CA			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION DITCHING	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE IN FLIGHT AUTOROTATIVE DESCENT			
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2853	8/18/78	HOLTVILLE,CA	BELL 206B N16733 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 55, 23500 TOTAL HOURS, 1790 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT HOLTVILLE,CA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING	PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND LANDING POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM FUEL CONTROL MISCELLANEOUS ACTS,CONDITIONS - OBSTRUCTED PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9999 KIND OF CROP - COTTON PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - BELLY ELEVATION-AREA BEING TREATED-FEET - 0 PROCEDURE TURNAROUND - THIRD 1/3 TURN REMARKS- FOREIGN MATTER ON PG ORIFICE & PT LEVER FACE.						
3-2823	10/7/78	NR.CLOVIS,CA	HUGHES 369D N8347F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL PRACTICE	COMMERCIAL, AGE 33, 4155 TOTAL HOURS, 654 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT CLOVIS,CA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
3-3022	10/17/78	LANCASTER,CA	LEAR JET 24 N123RE DAMAGE-DESTROYED	CR- 1 1 0 PX- 0 0 0	INSTRUCTIONAL DUAL	ATP,FLIGHT INSTR., AGE 36, 8390 TOTAL HOURS, 379 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - GEN.WM.J.FOX DEPARTURE POINT SANTA ANA,CA	INTENDED DESTINATION LANCASTER,CA			
		TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLISION WITH GROUND/WATER CONTROLLED	PHASE OF OPERATION TAKEOFF RUN TAKEOFF INITIAL CLIMB			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3019	10/19/78	NR.GARBERVILLE,CA	HUGHES 500D N58183 DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	NONCOMMERCIAL BUSINESS	COMMERCIAL, AGE 34, 4000 TOTAL HOURS, 262 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT ISLAND MOUNTAIN,CA	INTENDED DESTINATION GARBERVILLE,CA	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES				
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
3-3932	11/11/78	NR.LUCERNE,CA	AERO COMDR 680W N94HD DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	ATP, FLIGHT INSTR., AGE 30, 5420 TOTAL HOURS, 1105 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT SAN DIEGO,CA	INTENDED DESTINATION LAS VEGAS,NV	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED				
PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT REMARKS- 2 MICRO GMS/MILL BENZO DIAZEPIND FOUND IN BLOOD SAMPLE.						
3-3432	12/4/78	NR.KING CITY,CA	ALOUETTE 316B N62268 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 5	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 42, 15050 TOTAL HOURS, 150 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT KING CITY,CA	INTENDED DESTINATION LOCAL	PHASE OF OPERATION STATIC IDLING ROTORS		
		TYPE OF ACCIDENT ROLL OVER				
PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - WET, SOFT GROUND REMARKS- WHILE LOADING PSGRS & EQUIP, R MAIN GEAR SANK THRU DRY CRUST OF SOFT TRRN & ROTOR STRUCK GND.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4346	12/27/78 TIME - 0950	MECCA, CA	HUGHES 500DH N501DH DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	MISCELLANEOUS EXPERIMENTATION	ATP, FLIGHT INSTR., AGE 54, 11858 TOTAL HOURS, 2760 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT THERMAL, CA	INTENDED DESTINATION LOCAL	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
		TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT				
PROBABLE CAUSE(S) ROTORCRAFT - MISCELLANEOUS UNITS AND ASSEMBLIES TAIL BOOMS/PYLONS/CONES MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE						
FACTOR(S) PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT						
FIRE AFTER IMPACT						
REMARKS- GENERAL DISINTEGRATION. ONE CITRUS TREE. L PEDAL INPUT 33% TRAVEL, TEST REQUIRED 25%.						
3-0234	1/5/78 TIME - 1240	LEADVILLE, CO	DEHAVND CAN DHC-6 N26KA DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 18	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-U	AIRLINE TRANSPORT, AGE 33, 3704 TOTAL HOURS, 2540 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - LAKE COUNTY DEPARTURE POINT ASPEN, CO	INTENDED DESTINATION DENVER, CO	LAST ENROUTE STOP LEADVILLE, CO		
		TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED		PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL		
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH						
FACTOR(S) WEATHER - SUDDEN WINDSHIFT MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - COMPANY DISPATCH WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		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	RELATIVE BEARING OF WIND RIGHT QUARTERING HEAD WIND 023-067 DEGREES			
		TEMPERATURE-F 28	WIND DIRECTION-DEGREES 280			
		WIND VELOCITY-KNOTS 10	TYPE OF WEATHER CONDITIONS VFR			
		TYPE OF FLIGHT PLAN VFR				
REMARKS- CO CHIEF PLT STATED APPROACHES ARE TAUGHT TO BE MADE WITH PWR ON.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S-M/N	FLIGHT PURPOSE	PILOT DATA
3-0393	3/17/78 TIME - 1240	LASALLE,CO	HUGHES 500C N9137F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	MISCELLANEOUS SEARCH AND RESCUE	COMMERCIAL, FL.INSTR., AGE 40, 6400 TOTAL HOURS, 2453 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT FT COLLINS,CO	INTENDED DESTINATION LASALLE,CO			
		TYPE OF ACCIDENT COLLIDED WITH OBJECT			PHASE OF OPERATION IN FLIGHT HOVERING	
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - DOWNDRAFT,UPDRAFTS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SUSPECTED OR KNOWN AIRCRAFT DAMAGE						
		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			TYPE OF WEATHER CONDITIONS VFR	
		TYPE OF FLIGHT PLAN NONE				
REMARKS- EMERGENCY RESCUE.HIT WATER TOWER WHILE HOVERING WITH ONE SKID ON LADDER.WITNESSES RPTD WIND GUSTS.						
3-0806	3/28/78 TIME - 1900	DENVER,CO	BEECH R90 N72WE DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL BUSINESS	AIRLINE TRANSPORT, AGE 27, 2551 TOTAL HOURS, 103 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - STAPLETON INTL DEPARTURE POINT COLORADO SPRINGS,CO	INTENDED DESTINATION DENVER,CO			
		TYPE OF ACCIDENT TURBULENCE COLLISION WITH GROUND/WATER UNCONTROLLED			PHASE OF OPERATION LANDING FINAL APPROACH LANDING FINAL APPROACH	
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. MISCELLANEOUS - VORTEX TURBULENCE						
FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE						
REMARKS- PILOT FLEW APPROACH BEHIND A B-727.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3458	4/6/78	NR.SALIDA,CO	BELL 206B N216RM	CR- 0 0 1 PX- 0 1 3	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 32, 2991 TOTAL HOURS, 91 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT WAUGH MTN,CO	DAMAGE-SUBSTANTIAL INTENDED DESTINATION FIELD SITE			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	UNCONTROLLED		PHASE OF OPERATION TAKEOFF ABORTED	
PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED						
FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
		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			TYPE OF WEATHER CONDITIONS VFR	
		TYPE OF FLIGHT PLAN NONE				
REMARKS- AC HIT ROCKS. DA APPROX 12000FT.						
3-3057	6/5/78	NR.LAMAR,CO	PIPER PA-31T N176CC	CR- 1 0 0 PX- 3 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 46, 3000 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - LAMAR MUNI	DAMAGE-DESTROYED			
		DEPARTURE POINT LAMAR,CO	INTENDED DESTINATION FT.COLLINS,CO			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED		PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE	
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE						
FIRE AFTER IMPACT						
REMARKS- TWO LARGE DOGS & ONE CAT IN ACFT UNRESTRAINED.PLT/MD FLEW APRX 6HRS & PERFORMED 2 OPNS DAY OF ACDT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3374	6/28/78 TIME - 1629	ASPEN, CO	ISRAEL JET 1121 N329HN DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 29, 3900 TOTAL HOURS, 75 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SARDY FIELD DEPARTURE POINT - AMARILLO, TX INTENDED DESTINATION ASPEN, CO TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE PHASE OF OPERATION LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED AIRFRAME - LANDING GEAR WHEELS, TIRES, AXLES FACTOR(S) AIRFRAME - LANDING GEAR MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC. WEATHER - HIGH DENSITY ALTITUDE MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OVERCAST CEILING AT ACCIDENT SITE 14000 VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) PRECIPITATION AT ACCIDENT SITE NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND TAIL WIND 158-202 DEGREES TEMPERATURE-F 64 WIND DIRECTION-DEGREES 330 WIND VELOCITY-KNOTS 6 TYPE OF WEATHER CONDITIONS VFR TYPE OF FLIGHT PLAN VFR REMARKS- RIGHT MAIN TIRE BLEW ON LANDING ROLL. DENSITY ALT APPRX 9700FT. GRND SPD AT TOUCHDOWN APPROX 123KTS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4402	7/10/78 TIME - 1046	AURORA, CO	BEECH 65-A90 N278DU DAMAGE-DESTROYED	CR- 1 0 0 PX- 5 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 25, 2715 TOTAL HOURS, 810 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - STAPLETON INTL DEPARTURE POINT INTENDED DESTINATION DENVER, CO RICHFIELD, UT TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) POWERPLANT - FUEL SYSTEM PUMPS PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- L ENG BOOST PUMP INOP, SWITCH OFF. CROSSFEED OFF. APRX 700# OVR MAX GWT.						
3-2864	8/22/78 TIME - 1630	NR. NORWOOD, CO	AEROSPATLE SA316B N4246 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 6	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 35, 4050 TOTAL HOURS, 257 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION NORWOOD, CO LOCAL TYPE OF ACCIDENT ROLL OVER PHASE OF OPERATION TAXI GROUND TAXI TO TAKEOFF PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) TERRAIN - OTHER REMARKS- MOUNTAIN SLOPE. AERIAL SURVEY						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S. M/N	FLIGHT PURPOSE	PILOT DATA
3-3296	10/1/78 TIME - 1055	STEAMBOAT SPGS.CO	SIKORSKY S58ET N47783 DAMAGE-DESTROYED	CR- 1 2 0 PX- 0 0 0	MISCELLANEOUS OTHER	COMMERCIAL, AGE 35, 4188 TOTAL HOURS, 860 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT STEAMBOAT SPRINGS.CO	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE MAIN ROTOR COLLISION WITH GROUND/WATER UNCONTROLLED	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE IN FLIGHT UNCONTROLLED DESCENT			
PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION PERSONNEL - PRODUCTION-DESIGN-PERSONNEL SUBSTANDARD QUALITY CONTROL ROTORCRAFT - ROTOR ASSEMBLIES MAIN ROTOR BLADES MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE						
FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT FIRE AFTER IMPACT						
REMARKS- MINERAL EXPLORATION.HORIZONTAL HINGE PIN FAILED.BLADE SEPARATED.						
3-3970	12/4/78 TIME - 1945	NR.STEAMBOAT SPGS.CO	DEHAVILLAND DHC-6 N25RM DAMAGE-DESTROYED	CR- 1 1 0 PX- 1 13 6	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 29, 7340 TOTAL HOURS, 3904 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT STEAMBOAT SPGS.CO	INTENDED DESTINATION DENVER.CO			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE			
PROBABLE CAUSE(S) WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. WEATHER - DOWNDRAFT,UPDRAFTS						
FACTOR(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST MISSING AIRCRAFT - LATER RECOVERED						
		SKY CONDITION OVERCAST	CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED			
		VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED)	PRECIPITATION AT ACCIDENT SITE SNOW			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW	TEMPERATURE-F 26			
		WIND DIRECTION-DEGREES 270	TYPE OF WEATHER CONDITIONS IFR			
		TYPE OF FLIGHT PLAN IFR				
REMARKS- WX EXCEEDED ACFT CAPABILITY TO MAINTAIN FLT.HIT MTN 10530FT MSL.RECOVERY DATE 12/5/78.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2328	6/19/78 TIME - 2030	WINDSOR LOCKS,CT	BEECH 18 N10VT DAMAGE-DESTROYED	CR- 0 0 2 PX- 0 0 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D	AIRLINE TRANSPORT, AGE 38, 3496 TOTAL HOURS, 1003 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BRADLEY INTL DEPARTURE POINT INTENDED DESTINATION ALBANY,NY WINDSOR LOCKS,CT TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH COLLIDED WITH TREES LANDING GO-AROUND PROBABLE CAUSE(S) POWERPLANT - COMPRESSOR ASSEMBLY BEARING,ROTOR SHAFT MISCELLANEOUS ACTS,CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART,NOT SYSTEM MISCELLANEOUS ACTS,CONDITIONS - OVERHEATED POWERPLANT - TURBINE ASSEMBLY BLADE,TURBINE WHEEL MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- NR2 BEARING NR1 ENG FAILED.ENG NR2 POWER TURBINE BLADE FAILED.						
3-2897	5/25/78 TIME - 0755	MIAMI,FL	CONVAIR 880 N8815E DAMAGE-SUBSTANTIAL	CR- 0 0 3 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 56, 40000 TOTAL HOURS, 8000 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MIAMI INTL DEPARTURE POINT INTENDED DESTINATION MIAMI,FL ST.MAARTEN,NETS TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED TAKEOFF ABORTED 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) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL DEFICIENCY,COMPANY MAINTAINED EOPMT,SERVICES,REGULATION MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- A/C TRAVELLED 285FT INTO OVERRUN FOL ABORT TKOF.FORWARD C/G EXCEEDED LIMIT BY 12.61 PER CENT MAC.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1594	6/2/78 TIME - 0005	CRESTVIEW, FL	SWEARINGEN SA26AT N6SP DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	NONCOMMERCIAL BUSINESS	COMMERCIAL, AGE 47, 10922 TOTAL HOURS, 601 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BOB SIKES DEPARTURE POINT DEFUNIAK SPGS, FL TYPE OF ACCIDENT GEAR COLLAPSED PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED REMARKS- LANDING GEAR WAS TOO BADLY DAMAGED TO DETERMINE WHY IT COLLAPSED.						
3-2896	7/28/78 TIME - 0713	NR.W PALM BEACH, FL	SIKORSKY S76A N763SA DAMAGE-SUBSTANTIAL	CR- 0 1 2 PX- 0 0 0	MISCELLANEOUS TEST	COMMERCIAL, FL.INSTR., AGE 52, 5945 TOTAL HOURS, 172 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SIKORSKY FLIGHT DEPARTURE POINT W PALM BEACH, FL TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE MAIN ROTOR PROBABLE CAUSE(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL SUBSTANDARD QUALITY CONTROL ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM MAIN ROTOR GEAR BOX MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE REMARKS- FATIGUE FAILURE OCCURRED IN QUILL SHAFT P/N X7606-46420-041.						
3-4378	9/5/78 TIME - 1521	PENSACOLA, FL	AEROSPATLE SE3160 N8394 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 1	MISCELLANEOUS FERRY	AIRLINE TRANSPORT, AGE 33, 3500 TOTAL HOURS, 1705 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BAPTIST HELIPORT DEPARTURE POINT PENSACOLA, FL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH BUILDING(S) PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4311	12/4/78 TIME - 1420	FT PIERCE, FL	SWEARINGEN SAT226 N97AB DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 34, 6900 TOTAL HOURS, 60 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - FT PIERCE DEPARTURE POINT INTENDED DESTINATION FT LAUDERDALE, FL FT PIERCE, FL TYPE OF ACCIDENT WHEELS-UP PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED						
3-3157	11/4/78 TIME - 1010	ATLANTA, GA	AEROSPATLE SA315B N62339 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS FERRY	COMMERCIAL, AGE 31, 2490 TOTAL HOURS, 400 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CHARLIE BROWN DEPARTURE POINT INTENDED DESTINATION ATLANTA, GA ERWIN, TN TYPE OF ACCIDENT ROLL OVER PHASE OF OPERATION TAKEOFF VERTICAL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING REMARKS- R SKID HUNG UP ON R TIE DOWN STRAPS OF TRAILER.						
3-0388	3/13/78 TIME - 1255	LANAI, HI	BELL 206A N789PR DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	COMMERCIAL CTR PASSG-D	COMMERCIAL, FL. INSTR., AGE 35, 2666 TOTAL HOURS, 534 IN TYPE, NOT INSTRU- MENT RATED.
DEPARTURE POINT INTENDED DESTINATION MOLOKAI, HI LA HAINA MAUI, HI TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPERLY SERVICED AIRCRAFT (GROUND CREW) MISCELLANEOUS ACTS, CONDITIONS - OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM POWERPLANT - COMPRESSOR ASSEMBLY BEARING, ROTOR SHAFT POWERPLANT - LUBRICATING SYSTEM OTHER MISCELLANEOUS ACTS, CONDITIONS - STRIPPED PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- DAMAGED THREADS ON OIL PRESSURE LINE TO NO1 COMPRESSOR BEARING LOOSE, OIL LOST.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1765	6/12/78	NR.LIHUE,KAUAI,HI	BELL 206L N176KH DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 2	COMMERCIAL CTR PASSG-D	COMMERCIAL, AGE 28, 1346 TOTAL HOURS, 60 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT LIHUE AIRPORT,KAUAI	INTENDED DESTINATION KOEKE STATE PARK,HI	PHASE OF OPERATION IN FLIGHT LOW PASS		
		TYPE OF ACCIDENT COLLIDED WITH TREES				
PROBABLE CAUSE(S)						
PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M.						
PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER						
MISCELLANEOUS ACTS,CONDITIONS - INTERFERENCE WITH FLIGHT CONTROLS						
REMARKS- PAX INADVERTENTLY DEPRESSED ANTI-TORQUE PEDAL.PAX NOT BRIEFED TO KEEP FEET AWAY FRM PEDALS.						
3-1480	6/12/78	NR.MAUNA KEA,HI	BELL 206B N59622 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	COMMERCIAL NS CTR PASSG	ATP,FLIGHT INSTR., AGE 31, 3384 TOTAL HOURS, 36 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT KAILUA,HI	INTENDED DESTINATION LOCAL	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED				
PROBABLE CAUSE(S)						
PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING						
WEATHER - DOWNDRAFT,UPDRAFTS						
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 40			
		WIND DIRECTION-DEGREES 90	WIND VELOCITY-KNOTS 35			
		TYPE OF WEATHER CONDITIONS VFR	TYPE OF FLIGHT PLAN NONE			
REMARKS- DA APPROX 14000FT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4188	10/9/78 TIME - 1045	WAIMEA CNYN, HI	BELL 206L N477KH DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 6	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL. INSTR., AGE 29, 2929 TOTAL HOURS, 370 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT KAUAI, HI	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER. CONTROLLED	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION						
FACTOR(S) TERRAIN - HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- SGHT SNG FLT FRM HOTEL TO WIAMEA CNYN AND RETRN. PLT AUTOROTATED INTO FOREST AFTER FLAMEOUT.						
3-0546	4/7/78 TIME - 0830	SODA SPRINGS, ID	LEAR JET 24D N78AE DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1 OT- 0 0 1	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 38, 7000 TOTAL HOURS, 1800 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - SODA SPRINGS MUNI DEPARTURE POINT ALBUQUERQUE, NM	INTENDED DESTINATION SODA SPRINGS, ID			
		TYPE OF ACCIDENT COLLIDED WITH OBJECT	PHASE OF OPERATION LANDING FINAL APPROACH			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES OTHER PERSONNEL - MISCELLANEOUS-PERSONNEL DRIVER OF VEHICLE						
REMARKS- COLLIDED WITH TRACTOR-TRAILER TRUCK. HIGHWAY 70 FT FM RUNWAY. AIRPORT WARNING SIGN 1 MILE FM RUNWAY.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1488	6/29/78 TIME - 2320	NR.NEW MEADOWS,ID	HUGHES 369D N8380F DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	MISCELLANEOUS TEST	COMMERCIAL, FL.INSTR., AGE 45, 4587 TOTAL HOURS, 31 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT NEW MEADOWS,ID	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - EXERCISED POOR JUDGMENT						
PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC.						
PILOT IN COMMAND - SPATIAL DISORIENTATION						
FACTOR(S)						
WEATHER - OTHER						
WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED						
		SKY CONDITION OVERCAST		CEILING AT ACCIDENT SITE 1500		
		VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED)		PRECIPITATION AT ACCIDENT SITE NONE		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE		TYPE OF WEATHER CONDITIONS VFR		
		TYPE OF FLIGHT PLAN NONE				
REMARKS- NO HORIZON OR GROUND REFERENCE LIGHTS.ATTEMPTED BLADE TRACKING WITH HAND-HELD STRUBE.						
3-0770	3/17/78 TIME - 1145	NR.ELLISVILLE,IL	HUGHES 500D N8393F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 1 0 1	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 57, 522 TOTAL HOURS, 64 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT SPRINGRAY,IL	INTENDED DESTINATION ELLISVILLE,IL			
		TYPE OF ACCIDENT PROPELLER/ROTOR ACCIDENT TO PERSON		PHASE OF OPERATION STATIC IDLING ROTORS		
PROBABLE CAUSE(S)						
PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER						
REMARKS- PASSENGER WALKED INTO ROTOR BLADE WHILE DEPARTING HELICOPTER.						
3-3709	4/24/78 TIME - 1756	WEST CHICAGO,IL	N AMERICAN NA265 N600BP DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 53, 7145 TOTAL HOURS, 305 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - DU PAGE COUNTY				
		DEPARTURE POINT ST LOUIS,MO	INTENDED DESTINATION WEST CHICAGO,IL			
		TYPE OF ACCIDENT UNDERSHOOT		PHASE OF OPERATION LANDING FINAL APPROACH		
		GROUND-WATER LOOP-SWERVE		LANDING ROLL		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3597	7/12/78 TIME - 0701	CHICAGO,IL	BEECH 65-90 N742UT DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	ATP,FLIGHT INSTR., AGE 37, 4600 TOTAL HOURS, 468 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - O HARE INTL DEPARTURE POINT INTENDED DESTINATION CHICAGO,IL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) AIRFRAME - LANDING GEAR MAIN GEAR-SHOCK ABSORBING ASSY,STRUTS,ATTACHMENTS,ETC. MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY INSTALLED REMARKS- RT MAIN GEAR DEPARTED AIRCRAFT ON TAKEOFF.						
3-4350	9/13/78 TIME - 0440	CHICAGO,IL	BEECH 18T N12VT DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, FL.INSTR., AGE 33, 4500 TOTAL HOURS, 600 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - O'HARE INTL DEPARTURE POINT INTENDED DESTINATION CHICAGO,IL PITTSBURGH,PA TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL						
3-4177	10/14/78 NR.ROCKVILLE,IN TIME - 1400		BELL 206 N206M DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS TEST	ATP,FLIGHT INSTR., AGE 42, 5532 TOTAL HOURS, 233 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION INDIANAPOLIS,IN INDIANAPOLIS,IN TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT AUTOROTATIVE DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT SUSPECTED OR KNOWN AIRCRAFT DAMAGE AIRFRAME BUFFET						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3996	10/23/78 TIME - 2228	INDIANAPOLIS, IN	PIPER PA-31 N62856 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, AGE 23, 1581 TOTAL HOURS, 97 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - INDIANAPOLIS, INT						
DEPARTURE POINT			INTENDED DESTINATION			
INDIANAPOLIS, IN			WILLMETON, OH			
TYPE OF ACCIDENT			PHASE OF OPERATION			
COLLIDED WITH OBJECT			TAXI TO TAKEOFF			
PROBABLE CAUSE(S)						
PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT						
PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
PERSONNEL - TRAFFIC CONTROL PERSONNEL FAILURE TO ADVISE OF UNSAFE AIRPORT CONDITIONS						
REMARKS- STRUCK SAW HORSES WITH FLASHERS OPERATING. ATC CLEARED ACFT TO CLOSED/BARRICADED TAXIWAY.						
3-3318	10/25/78 TIME - 0710	SOUTH BEND, IN	BEECH 99 N447SA DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 8	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	ATP, FLIGHT INSTR., AGE 42, 8000 TOTAL HOURS, 4040 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MICHIANA REGIONAL						
DEPARTURE POINT			INTENDED DESTINATION			
SOUTH BEND, IN			DETROIT, MI			
TYPE OF ACCIDENT			PHASE OF OPERATION			
GEAR RETRACTED			STATIC IDLING ENGINE(S)			
PROBABLE CAUSE(S)						
MISCELLANEOUS - UNDETERMINED						
REMARKS- EXAMINATION OF LDG GEAR SYSTEM DISCLOSED NO SYSTEM MALFUNCTION.						
3-4296	12/11/78 TIME - 0535	MUSCATINE, IA	LEAR JET 35 N20BG DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 34, 7070 TOTAL HOURS, 750 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MUSCATINE MUNI						
DEPARTURE POINT			INTENDED DESTINATION			
MUSCATINE, IA			AKRON, OH			
TYPE OF ACCIDENT			PHASE OF OPERATION			
COLLIDED WITH BUILDING(S)			STATIC IDLING ENGINE(S)			
PROBABLE CAUSE(S)						
POWERPLANT - FUEL SYSTEM FUEL CONTROL						
MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE						
FACTOR(S)						
AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RAMP/TAXIWAY						
PERSONNEL-PROCEDURE NOT COVERED IN FLT MANUAL.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0040	1/19/78 TIME - 0935	HAWESVILLE,KY	MITSUBISHI MU-2 N115S DAMAGE-DESTROYED	CR- 0 0 2 PX- 0 0 5	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 36, 5600 TOTAL HOURS, 598 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - HANCOCK COUNTY						
DEPARTURE POINT		INTENDED DESTINATION				
CARROLLTON,GA		HAWESVILLE,KY				
TYPE OF ACCIDENT				PHASE OF OPERATION		
UNDERSHOOT				LANDING FINAL APPROACH		
STALL MUSH				LANDING FINAL APPROACH		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE						
PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
3-3354	3/8/78 TIME - 1008	GREENUP,KY	AERO CMDR 681 N5NP DAMAGE-DESTROYED	CR- 2 0 0 PX- 1 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 62, 9154 TOTAL HOURS, 1395 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT		INTENDED DESTINATION		LAST ENROUTE STOP		
MILWAUKEE,WI		HUNTINGTON,WV		MANCHESTER,IA		
TYPE OF ACCIDENT				PHASE OF OPERATION		
ENGINE FAILURE OR MALFUNCTION				LANDING FINAL APPROACH		
COLLISION WITH GROUND/WATER UNCONTROLLED				LANDING FINAL APPROACH		
PROBABLE CAUSE(S)						
POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS						
PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC.						
MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES						
FACTOR(S)						
WEATHER - LOW CEILING						
WEATHER - FOG						
WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC.						
PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SKY CONDITION				CEILING AT ACCIDENT SITE		
OBSCURATION				200		
VISIBILITY AT ACCIDENT SITE				PRECIPITATION AT ACCIDENT SITE		
1/2 MILE OR LESS				DRIZZLE		
OBSTRUCTIONS TO VISION AT ACCIDENT SITE				TEMPERATURE-F		
FOG				33		
WIND DIRECTION-DEGREES				WIND VELOCITY-KNOTS		
90				5		
TYPE OF WEATHER CONDITIONS				TYPE OF FLIGHT PLAN		
BELOW MINIMUMS				IFR		

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1308	7/11/78	NR.SALYERSVILLE,KY	BELL 206B N55EA DAMAGE-MINOR	CR- 0 0 1 PX- 0 1 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 35, 2944 TOTAL HOURS, 194 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT SALYERSVILLE,KY	INTENDED DESTINATION SALYERSVILLE,KY	PHASE OF OPERATION STATIC IDLING ROTORS		
		TYPE OF ACCIDENT PROPELLER/ROTOR ACCIDENT TO PERSON				
		PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER				
3-0116	1/11/78	NR.VENICE,LA	BELL 206B N8178J DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	MISCELLANEOUS FERRY	COMMERCIAL, AGE 38, 5612 TOTAL HOURS, 379 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - WD-45CQ DEPARTURE POINT VENICE,LA	INTENDED DESTINATION RETURN	LAST ENROUTE STOP WD-45E PHASE OF OPERATION TAKEOFF VERTICAL		
		TYPE OF ACCIDENT ROLL OVER				
		PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING				
		FACTOR(S) PERSONNEL - MISCELLANEOUS-PERSONNEL OTHER				
		MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER				
		REMARKS- ACFT DISPATCHER HARRASSMENT OF PILOT. PILOT FORGOT TO REMOVE TIEDOWN ROPE.				
3-0590	3/14/78	NEW ORLEANS,LA	N.AMERICAN NA-265 N318C DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 4 OT- 0 1 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 30, 5567 TOTAL HOURS, 2291 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - LAKEFRONT DEPARTURE POINT NEW ORLEANS,LA	INTENDED DESTINATION SAINT LOUIS,MO	PHASE OF OPERATION TAKEOFF RUN		
		TYPE OF ACCIDENT COLLISION WITH AIRCRAFT ONE AIRBORNE				
		PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT				
		REMARKS- TKOF RWY 36.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4470	4/27/78	NR.FLATWOODS,LA	AERO CMDR 1121A N250UA DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 52, 20000 TOTAL HOURS, ALL IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT LAFAYETTE,LA	INTENDED DESTINATION TULSA,OK			
		TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT	PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT			
PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED						
FACTOR(S) AIRFRAME - FLIGHT CONTROL SURFACES ELEVATOR ASSEMBLY, ATTACHMENTS AIRFRAME - FLIGHT CONTROL SURFACES HORIZONTAL STABILIZER, ATTACHMENTS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT FIRE AFTER IMPACT REMARKS- LOSS OF CONTROL OCCURRED AFTR LEAVING FL230 FOR FL350. GENERAL DISINTEGRATION.						
3-0737	4/28/78	NR.INTRACSTL CITY,LA	BELL 206B N16718 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, AGE 29, 1452 TOTAL HOURS, 11140 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - VERMILION 245A	INTENDED DESTINATION INTRACSTL CITY,LA			
		DEPARTURE POINT INTRACSTL CITY,LA	PHASE OF OPERATION LANDING POWER-ON LANDING			
		TYPE OF ACCIDENT COLLIDED WITH RUNWAY OR APPROACH LIGHTS				
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS						
FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - SELF-HELP, PILOT CHECKED WEATHER DATA 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	RELATIVE BEARING OF WIND UNKNOWN/NOT REPORTED			
		TEMPERATURE-F 72	WIND DIRECTION-DEGREES 140			
		WIND VELOCITY-KNOTS 15	TYPE OF WEATHER CONDITIONS VFR			
		TYPE OF FLIGHT PLAN NONE				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1791	6/28/78 TIME - 1033	NR.MORGAN CITY,LA	BELL 205A-1 N94AL DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 10	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 31, 5244 TOTAL HOURS, 2621 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION EUGENE BK 43,GULF MX MORGAN CITY,LA TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE MAIN ROTOR IN FLIGHT NORMAL CRUISE HARD LANDING LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM MAIN ROTOR DRIVE SHAFT MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - ROUGH WATER MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- MAIN DRIVE SHAFT BOOT P/N 205-404-176-009 FAILED						
3-2240	7/6/78 TIME - 1237	NR.CAMERON,LA	BELL 206B N7979S DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, AGE 48, 4363 TOTAL HOURS, 217 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - HELIPORT PLATFORM DEPARTURE POINT INTENDED DESTINATION CAMERON,LA WEST CAMERON 409 TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT LOW PASS PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING REMARKS- IMPACTED WATER WHILE IN TURN AFTER LIFT OFF FROM HELIPORT ON DRILLING PLATFORM.						
3-2858	7/9/78 TIME - 2137	NR.MORGAN CITY,LA	BELL 212 N90223 DAMAGE-DESTROYED	CR- 0 2 0 PX- 0 5 4	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 54, 11113 TOTAL HOURS, 1385 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PENROD RIG 31 DEPARTURE POINT INTENDED DESTINATION MORGAN CITY,LA MORGAN CITY,LA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - CREW COORDINATION-POOR MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- NO LIGHTS OR VISIRLE HORIZON,MOON 1/4 FULL BEHIND TKOF PATH. COLLIDED WITH OIL RIG.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2857	8/13/78	NR.CAMERON,LA	BOLKOW 80-105 N17235 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 43, 6027 TOTAL HOURS, 8 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - E CAMERON BLK 265						
DEPARTURE POINT CAMERON,LA			INTENDED DESTINATION EUGENE ISLAND BK 206			
TYPE OF ACCIDENT COLLIDED WITH OBJECT			PHASE OF OPERATION TAKEOFF INITIAL CLIMB			
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE						
FACTOR(S) PERSONNEL - MISCELLANEOUS-PERSONNEL OTHER						
MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER						
REMARKS- OPR LEFT CRANE BOOM CABLE OUT OF NORMAL POS.ROTOR BLADES HIT CABLE BALL HOOK.						
3-2444	8/30/78	NR.INTRACSTL CITY,LA	BELL 206B N9908K DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 32, 4154 TOTAL HOURS, 126 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTRACSTL CITY,LA			INTENDED DESTINATION SMI BLOCK 142			
TYPE OF ACCIDENT COLLISION WITH GROUND/WATER			PHASE OF OPERATION IN FLIGHT NORMAL CRUISE			
PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS						
PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING						
FACTOR(S) WEATHER - THUNDERSTORM ACTIVITY						
WEATHER - RAIN						
MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER						
WEATHER BRIEFING - UNKNOWN/NOT REPORTED						
WEATHER FORECAST - UNKNOWN/NOT REPORTED						
SKY CONDITION OVERCAST			CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED			
VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED			PRECIPITATION AT ACCIDENT SITE RAIN, THUNDERSTORM			
OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED			TYPE OF WEATHER CONDITIONS IFR			
TYPE OF FLIGHT PLAN NONE						
REMARKS- ACFT CRASHED IN GULF OF MEX 40 MI SOUTH INTRACSTL CITY,LA.ONE PAX FATAL,PLT & 2 PAX ASSUMED FATAL.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2241	9/11/78 TIME - 0724	MORGAN CITY, LA	BOLKOW 80-105 N46977 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 37, 7156 TOTAL HOURS, 256 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT MORGAN CITY, LA	INTENDED DESTINATION VE-282 GULF OF MEX			PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE	
	TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE	TAIL ROTOR				
	PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED					
	EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER					
3-2856	9/20/78 TIME - 1315	NR. MORGAN CITY, LA	BELL 206B N83133 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3 OT- 0 0 3	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 30, 1307 TOTAL HOURS, 180 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - PLATFORM DEPARTURE POINT MORGAN CITY, LA	EI215C INTENDED DESTINATION EUGENE ISLAND 322			PHASE OF OPERATION STATIC IDLING ROTORS	
	TYPE OF ACCIDENT COLLISION WITH AIRCRAFT	BOTH ON GROUND				
	PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL	PILOT OF OTHER AIRCRAFT				
	REMARKS- PLT ATTEMPTED TO MOVE ACFT DUE TO COLLISION DANGER AS OTHER ACFT STARTED ENG					
3-2856	9/20/78 TIME - 1315	NR. MORGAN CITY, LA	BELL 206B N59600 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2 OT- 0 0 4	COMMERCIAL AIR TAXI-PASSG	ATP, FLIGHT INSTR., AGE 36, 7712 TOTAL HOURS, 37 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - PLATFORM DEPARTURE POINT MORGAN CITY, LA	EI215C INTENDED DESTINATION EUGENE ISLAND 322			PHASE OF OPERATION STATIC STARTING ENGINE(S)	
	TYPE OF ACCIDENT COLLISION WITH AIRCRAFT	BOTH ON GROUND				
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC.					
	PILOT IN COMMAND - IMPROPER STARTING PROCEDURES					
	PILOT IN COMMAND - MISJUDGED CLEARANCE					
	REMARKS- CONTRARY TO BRIEFING, STARTED ENGS PRIOR TO OTHER ACFT'S DEPARTURE.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2932	10/21/78	NR.MORGAN CITY,LA	BELL 206B N90026 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 25, 941 TOTAL HOURS, 611 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - SHIP SHOAL B 214E DEPARTURE POINT INTENDED DESTINATION MORGAN CITY,LA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE TAIL ROTOR TAKEOFF VERTICAL ROLL OVER TAKEOFF ABORTED PROBABLE CAUSE(S) MISCELLANEOUS - FOREIGN OBJECT DAMAGE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER DIRECTIONAL CONTROL PROBLEM REMARKS- FIRE EXTINGUISHER COVER BLOWN INTO T/R.						
3-3522	11/5/78	LAFAYETTE,LA	LEAR JET 25B N336WR DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 8	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 53, 13355 TOTAL HOURS, 6732 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LAFAYETTE REGNL DEPARTURE POINT INTENDED DESTINATION MCCOOK,NE LAFAYETTE,LA TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- PLT STATED ACFT DESCENDED BELOW VASI 3 TIMES DURING APPROACH.						
3-3451	11/25/78	LUTCHER,LA	BELL 206B N33TA DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 33, 2944 TOTAL HOURS, 113 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION NEW ORLEANS,LA LUTCHER,LA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES LANDING POWER-ON LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3676	11/29/78	NR.MORGAN CITY,LA	BOLKNW B-105 N46977 DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 1 1 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 41, 4987 TOTAL HOURS, 347 IN TYPE, INSTRUMENT RATED.
	TIME - 1040		DEPARTURE POINT SOUTH MARSH 11 TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE	
			INTENDED DESTINATION EUGENE ISLAND 20G			
			PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER MISCELLANEOUS ACTS,CONDITIONS - INTERFERENCE WITH FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- PASSENGER GOT FOOT CAUGHT IN CYCLIC CONTROL FLOOR CONNECTION.			
3-3852	12/2/78	NR.MORGAN CITY,LA	BELL 212 N16982 DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	COMMERCIAL, AGE 55, 13352 TOTAL HOURS, 1549 IN TYPE, INSTRUMENT RATED.
	TIME - 1857		NAME OF AIRPORT - SHIP SHOAL BLK149 DEPARTURE POINT INTERCOASTAL CITY,LA TYPE OF ACCIDENT COLLIDED WITH AIRPORT HAZARD		PHASE OF OPERATION LANDING POWER-ON LANDING	
			INTENDED DESTINATION MORGAN CITY,LA			
			PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS			
			SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 77 WIND VELOCITY-KNOTS 20 TYPE OF FLIGHT PLAN VFR		CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES 140 TYPE OF WEATHER CONDITIONS VFR	

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4335	12/14/78	NR.MORGAN CITY,LA TIME - 1317	AEROSPATIAL AS350C N9001P DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS FERRY	COMMERCIAL, AGE 29, 3138 TOTAL HOURS, 73 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT SO.MARSH ISLAND B 61	INTENDED DESTINATION SHIP SHOAL BLOCK 198			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION PROPELLER/ROTOR FAILURE TAIL ROTOR	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) POWERPLANT - ACCESSORY DRIVE ASSEMBLY GEARS,ACCESSORY DRIVE MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE TERRAIN - ROUGH WATER						
FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- POP-OUT FLOATS INST ON SKIDS.						
3-4003	12/26/78	MORGAN CITY,LA TIME - 0921	BELL 206B N90115 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 30, 2784 TOTAL HOURS, 682 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - PHI HELIPORT	INTENDED DESTINATION			
		DEPARTURE POINT GULF OF MEXICO	MORGAN CITY,LA			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING	PHASE OF OPERATION IN FLIGHT DESCENDING LANDING POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM FUEL CONTROL MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- PLT STATED LOST ROTOR RPM AT BOTTOM OF AUTO RESULTING IN SLOPPY CONTROL REACTION.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0042	1/17/78 TIME - 1145	CUMBERLAND, MD	MITSUBISHI MU2-J N44KS DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 8	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 38, 13851 TOTAL HOURS, 1790 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CUMBERLAND MUNI DEPARTURE POINT INTENDED DESTINATION TOLEDO, OH CUMBERLAND, MD TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH SNOWBANK LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA MISCELLANEOUS ACTS, CONDITIONS - BRITTLE WEATHER - SNOW WEATHER - SNOW WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 1000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE CALM TEMPERATURE-F WIND VELOCITY-KNOTS 24 CALM TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4324	5/13/78	PELLSTON,MI	PIPER PA-31T N82271 DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 54, 15000 TOTAL HOURS, 600 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - EMMET COUNTY DEPARTURE POINT INTENDED DESTINATION BRIDGEVILLE,PA BOYNE FALLS,MI TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES LANDING MISSED APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS DRIZZLE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 50 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 60 12 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR REMARKS- ALTERNATE FORECAST BELOW MINIMUMS.						
3-3400	10/31/78	YPSILANTI,MI	MITSUBISHI MU2B20 N13EW DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 31, 4116 TOTAL HOURS, 86 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - WILLOW RUN DEPARTURE POINT INTENDED DESTINATION HOWELL,MI YPSILANTI,MI TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - CHECKLIST-FAILED TO USE						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0935	2/28/78 TIME - 1145	INTL FALLS,MN	NO.AMERICAN NA-265 N53 DAMAGE-SUBSTANTIAL	CR- 0 0 3 PX- 0 0 0	MISCELLANEOUS OTHER PUBLIC	AIRLINE TRANSPORT, AGE 38, 5060 TOTAL HOURS, 630 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - INTL FALLS,MN DEPARTURE POINT INTENDED DESTINATION MINNEAPOLIS,MN MINNEAPOLIS,MN TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH SNOWBANK LAST ENROUTE STOP INTL FALLS,MN PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY REMARKS- REVERSERS NOT ARMED PRIOR TO TOUCHDOWN.						
3-3817	7/28/78 TIME - 1930	SAUK CENTRE,MN	HUGHES 369HS N9199F DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	COMMERCIAL CONSTRUCTION	COMMERCIAL, AGE 30, 5300 TOTAL HOURS, 550 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION SAUK CENTRE,MN LOCAL TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES COLLISION WITH GROUND/WATER UNCONTROLLED PHASE OF OPERATION IN FLIGHT OTHER IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FIRE AFTER IMPACT REMARKS- DISCHARGING WORKMAN ATOP 140FT TWR.ROTOR BLADES STRUCK TOWER ARM,HELICOPTER FELL TO GROUND.						
3-2414	8/8/78 TIME - 1600	NR.BUFFALO,MN	SIKORSKY S-64 N4036S DAMAGE-NONE	CR- 0 0 2 PX- 0 0 0 OT- 1 0 0	COMMERCIAL CONSTRUCTION	COMMERCIAL, FL.INSTR., AGE 53, 11500 TOTAL HOURS, 3500 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION BUFFALO,MN LOCAL TYPE OF ACCIDENT MISCELLANEOUS PHASE OF OPERATION IN FLIGHT HOVERING PROBABLE CAUSE(S) MISC-CLAMP SLIPPED CAUSING RIGGING TO HIT WORKMAN REMARKS- POSITIONING UPPER TRANSMISSION TWR TO BASE TWR.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3807	12/15/78 TIME - 1130	HINCKLEY,MN	AEROSPATIAL SA315B N49538 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	COMMERCIAL CONSTRUCTION	COMMERCIAL, AGE 33, 4211 TOTAL HOURS, 1429 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT PINE CITY,MN	INTENDED DESTINATION HINCKLEY,MN			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	UNCONTROLLED		PHASE OF OPERATION TAKEOFF VERTICAL	
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING INSTRUMENTS/EQUIPMENT AND ACCESSORIES - MISCELLANEOUS EQUIPMENT PICK-UP EQUIPMENT MISCELLANEOUS ACTS,CONDITIONS - DISCONNECTED REMARKS- HOOK RELEASE ELECTRICAL PLUG FOUND DISCONNECTED.LOAD FROZEN TO THE GROUND.						
3-4353	12/20/78 TIME - 0802	MINNEAPOLIS,MN	LEAR JET 25 N40SN DAMAGE-DESTROYED	CR- 0 2 0 PX- 0 3 2	MISCELLANEOUS OTHER	COMMERCIAL, AGE 33, 1147 TOTAL HOURS, 262 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - MINN-ST PAUL INTL	INTENDED DESTINATION EVANSVILLE,IN			
		DEPARTURE POINT MINNEAPOLIS,MN				
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	UNCONTROLLED		PHASE OF OPERATION TAKEOFF INITIAL CLIMB	
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE MISCELLANEOUS ACTS,CONDITIONS - INCORRECT TRIM SETTING FACTOR(S) WEATHER - SNOW WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION OBSCURATION	CEILING AT ACCIDENT SITE 600			
		VISIBILITY AT ACCIDENT SITE 3/4 MILE OR LESS	PRECIPITATION AT ACCIDENT SITE SNOW			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG	TEMPERATURE-F 29			
		WIND DIRECTION-DEGREES 120	WIND VELOCITY-KNOTS 2			
		TYPE OF WEATHER CONDITIONS IFR	TYPE OF FLIGHT PLAN IFR			
REMARKS- SNOW/ICE ON WINGS.FLAPS 28DEG.FULL NOSEUP TRIM.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0967	1/10/78 TIME - 1845	YAZOO CITY,MS	BEECH B-90 N388MC DAMAGE-DESTROYED	CR- 2 0 0 PX- 3 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 40, 4047 TOTAL HOURS, 3661 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BARRIER FIELD DEPARTURE POINT INTENDED DESTINATION CINCINNATI,OH YAZOO CITY,MS TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH COLLISION WITH GROUND/WATER UNCONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - ACCESSORY DRIVE ASSEMBLY BEARING,ACCESSORY DRIVE SHAFT MISCELLANEOUS ACTS,CONDITIONS - EXCESSIVE-WEAR/PLAY COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE FIRE AFTER IMPACT						
3-1853	7/14/78 TIME - 2241	ST LOUIS,MO	BEECH 200 N4298S DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 7	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 52, 19500 TOTAL HOURS, 763 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LAMBERT-ST LOUIS DEPARTURE POINT INTENDED DESTINATION HOPKINSVILLE,KY ST LOUIS,MO TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH RUNWAY OR APPROACH LIGHTS LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY WEATHER - THUNDERSTORM ACTIVITY MISCELLANEOUS ACTS,CONDITIONS - HYDROPLANING ON WET RUNWAY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED 4000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS RAIN, THUNDERSTORM OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE LEFT QUARTERING HEAD WIND 293-337 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 72 240 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 20 IFR TYPE OF FLIGHT PLAN IFR						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2415	8/16/78 TIME - 2010	SPRINGFIELD,MO	AERO COMDR 680T N808GU DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 36, 2487 TOTAL HOURS, 111 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - SPRINGFIELD MUNI			INTENDED DESTINATION			
DEPARTURE POINT KANSAS CITY,MO			BRANSON,MO			
TYPE OF ACCIDENT WHEELS-UP			PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN			
PROBABLE CAUSE(S)						
PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY						
SYSTEMS - HYDRAULIC SYSTEM RESERVOIR,LINES,FITTINGS						
MISCELLANEOUS ACTS,CONDITIONS - LEAK/LEAKAGE						
MISCELLANEOUS ACTS,CONDITIONS - HYDRAULIC FAILURE						
MISCELLANEOUS ACTS,CONDITIONS - PRESSURE,NONE						
3-3920	12/27/78 NR.DARBY,MT TIME - 1145		BELL 214B-1 N224RM DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	COMMERCIAL OTHER	ATP,FLIGHT INSTR., AGE 40, 8348 TOTAL HOURS, 958 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT DARBY,MT		INTENDED DESTINATION LOCAL				
TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE HARD LANDING		MAIN ROTOR		PHASE OF OPERATION LANDING POWER-ON LANDING LANDING POWER-OFF AUTOROTATIVE LANDING		
PROBABLE CAUSE(S)						
PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION						
ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM SPRAG SYSTEM						
MISCELLANEOUS ACTS,CONDITIONS - OVERHEATED						
MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY INSTALLED						
FACTOR(S)						
MISCELLANEOUS ACTS,CONDITIONS - JETTISONED LOAD						
TERRAIN - ROUGH/UNEVEN						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
REMARKS- LOGGING OPNS, SPRAGS IN FREE WHEELING UNIT FAILED. OVERHAUL 54 HRS PRIOR.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0982	5/13/78	NR. BOULDER CITY, NV	HILLER ACFT FH1100 N438F	CR- 0 0 1 PX- 0 0 4	COMMERCIAL NS CTR PASSG	COMMERCIAL, AGE 42, 5210 TOTAL HOURS, 961 IN TYPE, INSTRUMENT RATED.
	TIME - 1045		DAMAGE-SUBSTANTIAL			
	DEPARTURE POINT		INTENDED DESTINATION			
	GOLD STRIKE, NV		LOCAL			
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	ENGINE FAILURE OR MALFUNCTION				IN FLIGHT NORMAL CRUISE	
	HARD LANDING				LANDING POWER-OFF AUTOROTATIVE LANDING	
	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)					
	POWERPLANT - POWERPLANT-INSTRUMENTS FUEL QUANTITY GAUGE					
	COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE					
	EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND					
	REMARKS- FUEL GAUGE POTENTIOMETER CORRODED.					
3-3918	10/24/78	LAS VEGAS, NV	LEAR JET 24D N37DH	CR- 0 0 2 PX- 0 0 0	INSTRUCTIONAL CHECK	AIRLINE TRANSPORT, AGE 37, 3800 TOTAL HOURS, 7 IN TYPE, INSTRUMENT RATED.
	TIME - 1001		DAMAGE-SUBSTANTIAL			
	NAME OF AIRPORT - MCCARRAN INTL					
	DEPARTURE POINT		INTENDED DESTINATION			
	LAS VEGAS, NV		LOCAL			
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	GROUND-WATER LOOP-SWERVE				TAKEOFF RUN	
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC.					
	CHECK PILOT - INADEQUATE SUPERVISION OF FLIGHT					
	FACTOR(S)					
	PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE FLIGHT TRAINING-PROCEDURES					
	MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS					
	FIRE AFTER IMPACT					
	REMARKS- PREM ROTATION AFT V1 ENG CUT. PIC HAD ONLY ONE Y1 ENG CUT PRIOR TO FLT.					
3-3508	12/13/78	BOULDER CITY, NV	HILLER ACFT FH1100 N438F	CR- 0 0 1 PX- 0 0 2	COMMERCIAL OTHER	COMMERCIAL, AGE 43, 5720 TOTAL HOURS, ALL IN TYPE, INSTRUMENT RATED.
	TIME - 1615		DAMAGE-SUBSTANTIAL			
	DEPARTURE POINT		INTENDED DESTINATION			
	UNKNOWN/NOT REPORTED		BOULDER CITY, NV			
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	COLLIDED WITH PARKED AIRCRAFT				LANDING POWER-ON LANDING	
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - MISJUDGED CLEARANCE					
	REMARKS- SIGHT-SEEING FLT, PART 91. DAMAGED BLADE OF ANOTHER FH1100 & HANGAR.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4348	8/28/78 TIME - 1317	BEDFORD,NH	MITSUBISHI MU-2P N765MA DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	NONCOMMERCIAL OTHER	AIRLINE TRANSPORT, AGE 61, 15679 TOTAL HOURS, 50 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MANCHESTER DEPARTURE POINT INTENDED DESTINATION MANCHESTER,NH WINDSOR LOCKS,CT TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT FACTOR(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - FLIGHT AND NAVIGATION INSTRUMENTS OTHER WEATHER - LOW CEILING WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 4 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 56 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS CALM IFR TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- PLT RPTD COMPASS PROBLEM.						
3-0948	5/18/78 TIME - 1030	TETERBORO,NJ	SWEARINGEN SA26AT N22GW DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 26, 2400 TOTAL HOURS, 400 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - TETERBORO DEPARTURE POINT INTENDED DESTINATION MARTINSBURG,PA TETERBORO,NJ TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR NOSEWHEEL STEERING AIRFRAME - LANDING GEAR SWITCHES, LEVERS, CRANKING MECHANISM, ETC. MISCELLANEOUS ACTS, CONDITIONS - STUCK AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT SHOULDERS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- NOSE WHL STEERING RIGHT SWITCH, P/N 26-53314-3, STUCK IN CLOSED POSITION.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3938	8/25/78	NR. RATON, NM	MITSUBISHI MU-2J N178MA DAMAGE-SUBSTANTIAL	CR- 1 0 0 PX- 5 0 0	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 37, 3702 TOTAL HOURS, 679 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CREWS FIELD DEPARTURE POINT INTENDED DESTINATION KANSAS CITY, MO RATON, NM TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATION IN FLIGHT DESCENDING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISSING AIRCRAFT - LATER RECOVERED FIRE AFTER IMPACT REMARKS- RECOVERY DATE 08/27/78. ALCOHOL 64 MG % FROM LUNG TISSUE, 54 MG % FROM GASTRIC CONTENTS.						
3-2867	9/10/78	CUBA, NM	HUGHES 500C N9125F DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 2	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 42, 1155 TOTAL HOURS, 215 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION ALBUQUERQUE, NM LINDRITH, NM TYPE OF ACCIDENT HARD LANDING PHASE OF OPERATION LANDING POWER-ON LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE						
3-2171	4/9/78	EAST MEADOW, NY	BELL 206B N60ER DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	COMMERCIAL MAPPING/PHOTO	COMMERCIAL, AGE 29, 2304 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION GARDEN CITY, NY LOCAL 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 - FUEL SYSTEM PUMP, FUEL MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL PUMP DRIVE SPLINES FAILED. AFT ENG FAILURE COLLECTIVE PITCH LOWERED 1/2.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2971	9/10/78 TIME - 2047	ELMIRA,NY	N.AMERICAN N265 N711WK DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 7	NONCOMMERCIAL BUSINESS	ATP, FLIGHT INSTR., AGE 59, 7852 TOTAL HOURS, 1996 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CHEMUNG CITY DEPARTURE POINT INTENDED DESTINATION NEWARK,NJ ELMIRA,NY TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH AIRPORT HAZARD LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS POORLY MAINTAINED RUNWAY SURFACE REMARKS- PILOT WAS LANDING VFR.NOSE GEAR STRUCK 6IN Rwy LIP LEADING TO OVERRUN AREA.						
3-4161	12/2/78 TIME - 1603	WATERTOWN,NY	DEHAVILLAND DHC-6 N59AN DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1 OT- 0 0 1	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 35, 8673 TOTAL HOURS, 4812 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - WATERTOWN INTL DEPARTURE POINT INTENDED DESTINATION WATERTOWN,NY UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH ON GROUND STATIC IDLING ENGINE(S) PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT						
3-3263	5/22/78 TIME - 1715	LARIMORE,ND	FAIRCHILD FH1100 N82791 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS TEST	COMMERCIAL, FL.INSTR., AGE 45, 2196 TOTAL HOURS, 0 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LARIMORE DEPARTURE POINT INTENDED DESTINATION LARIMORE,ND LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ROLL OVER TAXI AERIAL TAXI, OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS REMARKS- ACFT IN HOVER FOR RUNUP AFT MAINT.UNCONTROLLABLE OSCILLATION OCCURRED RESULTING IN GROUND STRIKE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0168	1/16/78 TIME - 1610	CINCINNATI, OH	LEAR JET 24D N98DK DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 54, 15000 TOTAL HOURS, 2400 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LUNKEN DEPARTURE POINT CHICAGO, IL TYPE OF ACCIDENT UNDERSHOOT HARD LANDING INTENDED DESTINATION CINCINNATI, OH PHASE OF OPERATION LANDING FINAL APPROACH LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) PILOT IN COMMAND - OPERATED CARELESSLY COPILOT - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. WEATHER - SNOW MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 3/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF WEATHER CONDITIONS IFR CEILING AT ACCIDENT SITE 1200 PRECIPITATION AT ACCIDENT SITE SNOW RELATIVE BEARING OF WIND LIGHT AND VARIABLE TYPE OF FLIGHT PLAN IFR REMARKS- 1ST OFF DUTIES INCLUDE CALLING OUT ANY DEVIATIONS IN ALT, A/S, OR RATE OF DESCENT AFT RWY IN SIGHT.						
3-4451	10/20/78 TIME - 1033	VICKERY, OH	LEAR JET 25 N100MK DAMAGE-DESTROYED	CR- 3 0 0 PX- 0 0 0	INSTRUCTIONAL CHECK	ATP, FLIGHT INSTR., AGE 29, 4800 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT CLEVELAND, OH TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED INTENDED DESTINATION LOCAL PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT FIRE AFTER IMPACT REMARKS- UNDER INVESTIGATION.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2664	5/27/78	NR.CALUMET,OK	AERO COMDR 690A	CR- 2 0 0	NONCOMMERCIAL	COMMERCIAL, AGE 57, 7000
	TIME - 1010		N299F	PX- 0 0 0	CORP/EXEC	TOTAL HOURS, 500 IN TYPE,
			DAMAGE-DESTROYED			INSTRUMENT RATED.
	DEPARTURE POINT		INTENDED DESTINATION			
	OKLAHOMA CITY,OK		COLORADO SPRINGS,CO			
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	AIRFRAME FAILURE	IN FLIGHT			IN FLIGHT CLIMB TO CRUISE	
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING					
	PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS					
	PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT					
	FACTOR(S)					
	AIRFRAME - WINGS SPARS					
	AIRFRAME - FLIGHT CONTROL SURFACES HORIZONTAL STABILIZER, ATTACHMENTS					
	MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE					
	MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT					
	WEATHER - LOW CEILING					
	WEATHER - THUNDERSTORM ACTIVITY					
	WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED					
	SKY CONDITION				CEILING AT ACCIDENT SITE	
	OVERCAST				4500	
	VISIBILITY AT ACCIDENT SITE				PRECIPITATION AT ACCIDENT SITE	
	5 OR OVER(UNLIMITED)				RAIN	
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE				TEMPERATURE-F	
	NONE				66	
	WIND DIRECTION-DEGREES				WIND VELOCITY-KNOTS	
	100				6	
	TYPE OF WEATHER CONDITIONS				TYPE OF FLIGHT PLAN	
	IFR				IFR	
	REMARKS- GENERAL DISINTEGRATION,EMBEDDED THUNDERSTORMS.					
3-0892	5/27/78	MUSKOGEE,OK	LOCKHEED TV-2	CR- 0 1 0	NONCOMMERCIAL	COMMERCIAL, AGE 54, 11133
	TIME - 1530		N1118U	PX- 0 0 0	PRACTICE	TOTAL HOURS, 280 IN TYPE,
			DAMAGE-DESTROYED			INSTRUMENT RATED.
	NAME OF AIRPORT - DAVIS FIELD					
	DEPARTURE POINT		INTENDED DESTINATION			
	MUSKOGEE,OK		LOCAL			
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	UNDETERMINED				UNKNOWN/NOT REPORTED	
	PROBABLE CAUSE(S)					
	MISCELLANEOUS - UNDETERMINED					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1825	5/11/78 TIME - 1844	PORTLAND,OR	S.N.I.A.S. SA316B N5954 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	MISCELLANEOUS DEMONSTRATION	AIRLINE TRANSPORT, AGE 33, 3702 TOTAL HOURS, 466 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT HOSPITAL PAD TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING	INTENDED DESTINATION PORTLAND ARPT		PHASE OF OPERATION TAKEOFF VERTICAL LANDING POWER-OFF AUTOROTATIVE LANDING	
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS COMPRESSOR STALLS MISCELLANEOUS ACTS,CONDITIONS - VIBRATION,EXCESSIVE POWERPLANT - COMPRESSOR ASSEMBLY BEARING,ROTOR SHAFT MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FRONT COMPRESSOR BEARING FAILED.						
3-2222	5/15/78 TIME - 1100	NR.TILLAMOOK,OR	BELL 206B N4ZH DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	COMMERCIAL OTHER	COMMERCIAL, FL.INSTR., AGE 50, 12300 TOTAL HOURS, 1000 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT TILLAMOOK,OR TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	INTENDED DESTINATION LOCAL UNCONTROLLED		PHASE OF OPERATION TAKEOFF VERTICAL	
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PERSONNEL - MISCELLANEOUS-PERSONNEL GROUND CREWMAN MISCELLANEOUS ACTS,CONDITIONS - CREW COORDINATION-POOR MISCELLANEOUS ACTS,CONDITIONS - LATERAL IMBALANCE REMARKS- LOGGING OPNS. CABLE CAUGHT ON L SKID.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4204	8/14/78	NR.CASCADIA,OR	HUGHES 369D N8600F DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	COMMERCIAL OTHER	COMMERCIAL, AGE 37, 6483 TOTAL HOURS, 305 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT CASCADIA,OR	INTENDED DESTINATION LOCAL	PHASE OF OPERATION LANDING FINAL APPROACH LANDING POWER-ON LANDING		
		TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE TAIL ROTOR ROLL OVER				
PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM TAIL ROTOR GEAR BOX MISCELLANEOUS ACTS,CONDITIONS - VIBRATION,EXCESSIVE MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE						
FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
REMARKS- T/R HINGE BEARINGS WORN,VIBRATION ALLOWED T/R HUB TO FAIL. T/R SEPARATED. LOGGING UPS.						
3-3744	11/2/78	NR.MOLALLA,OR	SOLOY UH12E N5381V DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 26, 2310 TOTAL HOURS, 125 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - HELIPORT TRUCK	INTENDED DESTINATION LOCAL	PHASE OF OPERATION STATIC IDLING ROTORS		
		DEPARTURE POINT MOLALLA,OR				
		TYPE OF ACCIDENT ROLL OVER				
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE						
FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES OTHER						
EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1850 KIND OF CROP - FOREST-TREES PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - BELLY ELEVATION-AREA BEING TREATED-FEET - 3000						
				KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTXIC GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - MOUNTAINOUS		
REMARKS- PLT LEFT AG HYD SYSTEM ON & HOSE WOULD'NT UNCOUPLE. LND TOO FAR TO REAR OF TRUCK PLATFORM.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3922	12/15/78	NR.TOLEDO,OR	HILLER ACFT SOLOY N147HA DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL CTR CARGO-D	COMMERCIAL, AGE 37, 3001 TOTAL HOURS, 472 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT TOLEDO,OR	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES	PHASE OF OPERATION IN FLIGHT RETURN TO STRIP LANDING POWER-OFF AUTOROTATIVE LANDING			
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 - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NO EXTERNAL LOAD.						
3-4115	12/22/78	LACOMB,OR	HILLER ACFT SOLOY N172ET DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 30, 1802 TOTAL HOURS, 33 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT LACOMB,OR	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT MISCELLANEOUS COLLIDED WITH TREES	PHASE OF OPERATION IN FLIGHT EN ROUTE TO TREAT CROP LANDING POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) POWERPLANT - ENGINE INDICATING EQUIPMENT TACHOMETER MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION MISCELLANEOUS ACTS,CONDITIONS - INSTRUMENTS-MISREAD OR FAILED TO READ						
FACTOR(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION TERRAIN - HIGH OBSTRUCTIONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1500 KIND OF CROP - FOREST-TREES PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SLING LOADED ELEVATION-AREA BEING TREATED-FEET - 800 REMARKS- TACH GENERATOR FAILED.PLT RECD ERRONEOUS ENG OUT WARNINGS. SERVICE BULLETIN SOLOY 03-560 NCW.						
				KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTXIC GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - MOUNTAINOUS		

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2359	1/5/78 TIME - 1923	COURTNEY, PA	BELL 206L N200BA DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 28, 3649 TOTAL HOURS, 660 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT		INTENDED DESTINATION				
E.MILLSBORO, PA		PITTSBURGH, PA				
TYPE OF ACCIDENT				PHASE OF OPERATION		
COLLIDED WITH TREES				IN FLIGHT OTHER		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT						
MISCELLANEOUS ACTS, CONDITIONS - ALTIMETER SETTING-INCORRECT						
FACTOR(S)						
TERRAIN - HIGH OBSTRUCTIONS						
WEATHER - LOW CEILING						
WEATHER BRIEFING - SELF-HELP.PILOT CHECKED WEATHER DATA						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
SKY CONDITION				CEILING AT ACCIDENT SITE		
OBSCURATION				600		
VISIBILITY AT ACCIDENT SITE				PRECIPITATION AT ACCIDENT SITE		
2 MILES OR LESS				RAIN, SNOW		
OBSTRUCTIONS TO VISION AT ACCIDENT SITE				TEMPERATURE-F		
NONE				33		
WIND DIRECTION-DEGREES				WIND VELOCITY-KNOTS		
220				5		
TYPE OF WEATHER CONDITIONS				TYPE OF FLIGHT PLAN		
VFR				NONE		
REMARKS- BAROMETRIC PRESSURE IN AREA 30.18 HG,ALTIMETER PRESSURE SETTING 30.05 HG.STRUCK TREES 1200FT MSL.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0034	1/19/78 TIME - 1541	LATROBE, PA	GRUMMAN G-159 N5VX DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 56, 12998 TOTAL HOURS, 788 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LATROBE DEPARTURE POINT ELMIRA, NY TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH SNOWBANK PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) WEATHER - SNOW AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE WIND DIRECTION-DEGREES 50 TYPE OF WEATHER CONDITIONS IFR INTENDED DESTINATION LATROBE, PA PHASE OF OPERATION LANDING ROLL LANDING ROLL CEILING AT ACCIDENT SITE 1200 PRECIPITATION AT ACCIDENT SITE SNOW TEMPERATURE-F 22 WIND VELOCITY-KNOTS 3 TYPE OF FLIGHT PLAN IFR						
3-0956	2/21/78 TIME - 1200	RECTOR, PA	AGUSTA 109 N86NR DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 29, 7450 TOTAL HOURS, 121 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT PITTSBURG, PA TYPE OF ACCIDENT MISCELLANEOUS PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN MISCELLANEOUS - FOREIGN OBJECT DAMAGE FACTOR(S) TERRAIN - SNOW-COVERED REMARKS- PIECE OF CRUSTED SNOW WITH SOIL STRUCK T/R.						
INTENDED DESTINATION RECTOR, PA PHASE OF OPERATION LANDING POWER-ON LANDING						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1884	6/28/78 TIME - 0945	HARRISBURG, PA	SIKORSKY S58DT N90940 DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	COMMERCIAL CONSTRUCTION	ATP, FLIGHT INSTR., AGE 46, 11240 TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT HARRISBURG, PA		INTENDED DESTINATION LOCAL				
TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES				PHASE OF OPERATION IN FLIGHT HOVERING		
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PILOT IN COMMAND - MISJUDGED CLEARANCE						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS						
REMARKS- REMOVING 80 FT LIGHT TOWER. TAIL TURNED TO BLIND SIDE OF HELICOPTER.						
3-4386	12/1/78 TIME - 1338	WEST COLUMBIA, SC	HILLER FH1100 N8126H DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	INSTRUCTIONAL TRAINING	AIRLINE TRANSPORT, AGE 34, 7124 TOTAL HOURS, 255 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - COLUMBIA METRO						
DEPARTURE POINT WEST COLUMBIA, SC		INTENDED DESTINATION LOCAL				
TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT HARD LANDING				PHASE OF OPERATION IN FLIGHT POWER-ON DESCENT LANDING POWER-OFF AUTOROTATIVE LANDING		
PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM MAIN ROTOR DRIVE SHAFT ROTORCRAFT - ROTOR ASSEMBLIES OTHER MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
REMARKS- ONE PITCH CHANGE LINK, P/N 24-30-206-57, AND THE ENG TRANS DRIVE SHAFT, P/N 2484-446, FAILED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1344	5/18/78 TIME - 1210	MEMPHIS, TN	SUD AVTN DA-20 N121GW DAMAGE-DESTROYED	CR- 4 0 0 PX- 0 0 0 OT- 2 0 0	INSTRUCTIONAL TRAINING	AIRLINE TRANSPORT, AGE 31, 3647 TOTAL HOURS, 350 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MEMPHIS INTL DEPARTURE POINT INTENDED DESTINATION MEMPHIS, TN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT PERSONNEL - TRAFFIC CONTROL PERSONNEL INADEQUATE SPACING OF AIRCRAFT PERSONNEL - TRAFFIC CONTROL PERSONNEL FAILURE TO ADVISE OF OTHER TRAFFIC SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV.-SMALL US GEN. AV. CONTROLLING AGENCY - APPROACH CONTROL LANDING RADAR CTL/SURVEILLANCE - UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT CONTROL ZONE/AREA - YES EVASIVE ACTION TAKEN - NO ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN FIRE AFTER IMPACT REMARKS- CONTROLLER OF FALCON ASSUMED COORDINATION HAD BEEN ACCOMPLISHED BETWEEN LOCAL CONTROLLERS.						
3-3909	11/22/78 TIME - 1851	MEMPHIS, TN	SWEARINGEN SA26-T N2301N DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 38, 5000 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - OLIVE BRANCH DEPARTURE POINT INTENDED DESTINATION JACKSON, TN MEMPHIS, TN TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 300 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES FOG 140 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 10 BELOW MINIMUMS TYPE OF FLIGHT PLAN IFR REMARKS- CONTROLLER WARNED PLT OF LOW ALT ALERT 3 TIMES.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0222	1/25/78 TIME - 1015	NR.PALACIDS,TX	BELL 206B N90024 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	MISCELLANEOUS FERRY	ATP, FLIGHT INSTR., AGE 25, 6821 TOTAL HOURS, 1141 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT OIL PLATFORM BLK 487	INTENDED DESTINATION VANDERBILT, TX	PHASE OF OPERATION UNKNOWN/NOT REPORTED		
		TYPE OF ACCIDENT UNDETERMINED				
		PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED				
		FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER				
		REMARKS- INSUFFICIENT PORTION OF AC RCVRD TO DETERMINE CIRCUMSTANCES.				
3-1178	3/19/78 TIME - 0132	HOUSTON, TX	BEECH 65-90 N2MF DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 24, 2271 TOTAL HOURS, 117 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - INTERCONTINENTAL	INTENDED DESTINATION LOCAL	PHASE OF OPERATION LANDING GO-AROUND		
		DEPARTURE POINT HOUSTON, TX				
		TYPE OF ACCIDENT STALL SPIRAL				
		PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED				
		FACTOR(S) POWERPLANT - PROPELLER SYSTEM GOVERNOR				
		MISCELLANEOUS ACTS, CONDITIONS - ERRATIC				
		FIRE AFTER IMPACT				
3-0495	4/4/78 TIME - 2320	NR.GALVESTON, TX	BELL 212 N140AL DAMAGE-DESTROYED	CR- 0 0 2 PX- 3 0 1	COMMERCIAL AIR TAXI-PASSG	ATP, FLIGHT INSTR., AGE 49, 15374 TOTAL HOURS, 1215 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - GLOMAR JAVA SHIP	INTENDED DESTINATION GALVESTON, TX	PHASE OF OPERATION LANDING FINAL APPROACH		
		DEPARTURE POINT SABINE PASS, TX		LANDING LEVEL OFF/TOUCHDOWN		
		TYPE OF ACCIDENT UNDERSHOOT				
		COLLISION WITH GROUND/WATER CONTROLLED				
		PROBABLE CAUSE(S) COPILOT - MISJUDGED DISTANCE AND ALTITUDE				
		PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT				
		FACTOR(S) COPILOT - SPATIAL DISORIENTATION				
		TERRAIN - GLASSY WATER				
		MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER				
		REMARKS- CO-PILOT STATED ACFT APPEARED HIGHER THAN 200FT INDICATED ON ALT WHILE VSI READ APPROX 1000FT/MIN.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1024	4/16/78 TIME - 1310	MC KINNEY, TX	BELL 206B N23JH DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 35, 5200 TOTAL HOURS, 1100 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT ADDISON, TX	INTENDED DESTINATION MC KINNEY, TX	PHASE OF OPERATION LANDING POWER-OFF AUTOROTATIVE LANDING		
		TYPE OF ACCIDENT HARD LANDING				
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE						
3-1028	4/30/78 TIME - 1335	ROCKPORT, TX	SWEARINGEN SA26T N23X DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 60, 14440 TOTAL HOURS, 960 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - ST JOSEPH ISLAND DEPARTURE POINT AUSTIN, TX	INTENDED DESTINATION ROCKPORT, TX	PHASE OF OPERATION LANDING ROLL		
		TYPE OF ACCIDENT WHEELS-UP				
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR						
FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT						
3-0598	5/2/78 TIME - 1000	DALLAS, TX	HELIO 550A N9550A DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	INSTRUCTIONAL TRAINING	AIRLINE TRANSPORT, AGE 45, 1800 TOTAL HOURS, 48 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - DALLAS LOVE FIELD DEPARTURE POINT DALLAS, TX	INTENDED DESTINATION LOCAL	PHASE OF OPERATION TAKEOFF INITIAL CLIMB		
		TYPE OF ACCIDENT STALL MUSH				
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0668	5/8/78	NR.BROWNFIELD,TX	HUGHES 369HS	CR- 1 0 0	NONCOMMERCIAL	COMMERCIAL, AGE 64, 5551
	TIME - 1620		N9066F	PX- 0 0 0	BUSINESS	TOTAL HOURS, UNK/NR IN
			DAMAGE-DESTROYED			TYPE, INSTRUMENT RATED.
		DEPARTURE POINT	INTENDED DESTINATION		PHASE OF OPERATION	
		BROWNFIELD,TX	PLAINVIEW,TX		TAKEOFF INITIAL CLIMB	
		TYPE OF ACCIDENT				
		COLLIDED WITH WIRES/POLES				
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING				
		FACTOR(S)				
		WEATHER - LOCAL WHIRLWIND				
		TERRAIN - HIGH OBSTRUCTIONS				
		WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED				
		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	
		NONE			70	
		WIND DIRECTION-DEGREES			WIND VELOCITY-KNOTS	
		315			10	
		TYPE OF WEATHER CONDITIONS			TYPE OF FLIGHT PLAN	
		VFR			NONE	
		REMARKS- ACFT TURNED DOWNWIND AT LOW ALT AFTER TKOF AND FLEW INTO LOCAL WHIRLWIND.				
3-1175	6/14/78	JUNCTION,TX	BEECH E90	CR- 0 0 1	NONCOMMERCIAL	AIRLINE TRANSPORT, AGE
	TIME - 1750		N3ZC	PX- 0 0 0	BUSINESS	48, 3356 TOTAL HOURS, 378
			DAMAGE-SUBSTANTIAL			IN TYPE, INSTRUMENT
		DEPARTURE POINT	INTENDED DESTINATION		PHASE OF OPERATION	RATED.
		MIDLAND,TX	SAN ANTONIO,TX		IN FLIGHT NORMAL CRUISE	
		TYPE OF ACCIDENT				
		TURBULENCE				
		PROBABLE CAUSE(S)				
		WEATHER - TURBULENCE IN FLIGHT,CLEAR AIR				
		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			TYPE OF WEATHER CONDITIONS	
		NONE			VFR	
		TYPE OF FLIGHT PLAN				
		NONE				
		REMARKS- WINGS DMGD.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4247	8/13/78 TIME - 1643	AUSTIN, TX	SWEARINGEN SA226 N300TL DAMAGE-DESTROYED	CR- 0 1 1 PX- 0 1 15	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	ATP, FLIGHT INSTR., AGE 29, 4985 TOTAL HOURS, 815 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ROBERT MUELLER DEPARTURE POINT INTENDED DESTINATION SAN ANTONIO, TX AUSTIN, TX TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH GEAR RETRACTED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. REMARKS- ACFT REFUELED IN R WING W 125GAL BFR 18MIN FLT. CROSSFLOW VALVE FOUND OFF.						
3-2744	8/21/78 TIME - 2000	PLAINVIEW, TX	SNOW S-2R N4946X DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS FERRY	COMMERCIAL, AGE UNK/NR, 3200 TOTAL HOURS, 350 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION DIMMITT, TX BARWICE, TX TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE PROPELLER IN FLIGHT NORMAL CRUISE GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - PROPELLER SYSTEM GOVERNOR MISCELLANEOUS ACTS, CONDITIONS - RPM-UNCONTROLLABLE-OVERSPEED MISCELLANEOUS ACTS, CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT FACTOR(S) TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PROP GOVERNOR, P/N 895286, HIGH SPEED STOP RESET IN FLT BY VIBRATION/FRICTION.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3203	9/19/78 TIME - 1130	SABINE PASS, TX	AEROSPATLE AS350C N9001B DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1 OT- 0 0 1	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL. INSTR., AGE 32, 7807 TOTAL HOURS, 40 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT SABINE PASS, TX	INTENDED DESTINATION 180FT MOTOR VESSEL			
		TYPE OF ACCIDENT COLLIDED WITH FENCE, FENCEPOSTS	PHASE OF OPERATION IN FLIGHT HOVERING			
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE						
FACTOR(S) TERRAIN - ROUGH WATER						
REMARKS- HELIPAD LOCATED ON STERN OF BOAT WHICH WAS MOVING UP & DOWN APRX 6 TO 8FT.						
3-3454	9/24/78 TIME - 1447	HOUSTON, TX	GRUMMAN G-159 N91G DAMAGE-DESTROYED	CR- 0 0 2 PX- 0 1 17	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 39, 10284 TOTAL HOURS, 955 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - HOUSTON HOBBY				
		DEPARTURE POINT PONCA CITY, OK	INTENDED DESTINATION HOUSTON, TX			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WHEELS-UP	PHASE OF OPERATION LANDING GO-AROUND LANDING LEVEL OFF/TOUCHDOWN			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH MISCELLANEOUS ACTS, CONDITIONS - FAILURE OF TWO OR MORE ENGINES MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
REMARKS- R ENG SHUT DOWN IN FLT DUE LOW OIL PRES. R PROP NOT FULLY FEATHERED, L ENG NOT ABLE FULL ACCELERATE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4113	10/17/78	NR. ALIEF, TX	MORANE-SAUL MS760	CR- 0 1 0	NONCOMMERCIAL	PRIVATE, AGE 53, 2650
	TIME - 1600		N760J	PX- 0 0 1	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 75 IN TYPE, INSTRUMENT RATED.
			DAMAGE-SUBSTANTIAL			
	NAME OF AIRPORT - ANDRAW					
	DEPARTURE POINT	INTENDED DESTINATION			LAST ENROUTE STOP	
	NEW ORLFANS, LA	BROWNSVILLE, TX			ALIEF, TX	
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	OVERSHOOT				LANDING LEVEL OFF/TOUCHDOWN	
	STALL MUSH				LANDING GO-AROUND	
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED					
	PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND					
	PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED					
	FACTOR(S)					
	TERRAIN - ROUGH/UNEVEN					
	MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH					
	MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY					
	REMARKS- SKIDDED OFF END OF RUNWAY WITH GEAR RETRACTED.					
3-3684	11/12/78	SABINE PASS, TX	BELL 206B	CR- 1 0 0	COMMERCIAL	COMMERCIAL, AGE 33, 1810
	TIME - 0753		N49755	PX- 1 0 0	AIR TAXI-PASSG	TOTAL HOURS, 155 IN TYPE, NOT INSTRUMENT RATED.
			DAMAGE-DESTROYED			
	NAME OF AIRPORT - TRANSCO					
	DEPARTURE POINT	INTENDED DESTINATION				
	SABINE PASS, TX	GULF OF MEX, WC 576				
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	COLLISION WITH GROUND/WATER UNCONTROLLED				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 - FOG					
	MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER					
	WEATHER BRIEFING - UNKNOWN/NOT REPORTED					
	SKY CONDITION				CEILING AT ACCIDENT SITE	
	OVERCAST				1500	
	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	
	110				3	
	TYPE OF WEATHER CONDITIONS				TYPE OF FLIGHT PLAN	
	IFR				NONE	

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3859	12/1/78	NR.PORT OCONNER,TX	BELL 206B N59456 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 36, 2739 TOTAL HOURS, 183 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT ROCKPORT,TX	INTENDED DESTINATION PORT OCONNER,TX	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED				
PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS						
FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING WEATHER BRIEFING - OTHER WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION BROKEN	CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED			
		VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED	PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG	WIND DIRECTION-DEGREES 135			
		WIND VELOCITY-KNOTS 7	TYPE OF WEATHER CONDITIONS IFR			
		TYPE OF FLIGHT PLAN NONE				
REMARKS- LOW FLT DURING RESTRICTED VIS.WX BRIEF BY OTHER PLT.IMPACTED SAND DUNE.						
3-4381	12/29/78	NR.GALVESTON,TX	BELL BH212 N49591 DAMAGE-DESTROYED	CR- 0 1 0 PX- 1 3 0	MISCELLANEOUS TEST	COMMERCIAL, AGE 41, 2653 TOTAL HOURS, 92 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - SCHOLLES FIELD				
		DEPARTURE POINT GALVESTON,TX	INTENDED DESTINATION LOCAL	PHASE OF OPERATION LANDING POWER-ON LANDING LANDING LEVEL OFF/TOUCHDOWN		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING				
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE						
FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - VIBRATION,EXCESSIVE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 2 ENGINES EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT AIRFRAME BUFFET PROP/ENGINE VIBRATION						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0610	3/22/78 TIME - 1340	NR.NMANILA,UT	AEROSPATIAL SA315B N220RM DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	COMMERCIAL CTR PASSG-D	COMMERCIAL, AGE 26, 5628 TOTAL HOURS, 2031 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT NMANILA,UT	INTENDED DESTINATION NMANILA,UT	LAST ENROUTE STOP MOUNTAIN SURVEY SITE		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING		PHASE OF OPERATION LANDING FINAL APPROACH LANDING POWER-OFF AUTOROTATIVE LANDING		
PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - ENGINE INSTALLATION OTHER MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED						
FACTOR(S) TERRAIN - SNOW-COVERED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ENGINE AIR INTAKE SILENCER P/N 1160-55-40-001-11 INSTALLED IMPROPERLY.						
3-1550	5/9/78 TIME - 1100	NR.WESTWATER,UT	BELL 206B3 N16873 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 35, 6006 TOTAL HOURS, 2060 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT WELL SITE SEGUNDO 2	INTENDED DESTINATION WELL SITE PARA PARK	PHASE OF OPERATION IN FLIGHT DESCENDING LANDING POWER-OFF AUTOROTATIVE LANDING		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING				
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
3-4206	12/14/78 TIME - 0705	NR.0GDEN,UT	AEROSPATIAL SA316B N8622 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 2 3	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 31, 4607 TOTAL HOURS, 708 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT AMOCO OIL PLATFORM	INTENDED DESTINATION AMOCO SHORE BASE	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED				
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE MISCELLANEOUS ACTS, CONDITIONS - INSTRUMENTS-MISREAD OR FAILED TO READ						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - ALTIMETER SETTING-INCORRECT TERRAIN - GLASSY WATER REMARKS- AIRCRAFT EQUIPPED WITH FLOATS						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4182	12/21/78 TIME - 1640	MAGNA,UT	AEROSPATIAL SA315B N10067 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL BUSINESS	COMMERCIAL, AGE 34, 5070 TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT SALT LAKE CITY,UT			INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING	
TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING						
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
3-0257	1/13/78 TIME - 1130	CASTLE ROCK,WA	BELL 205A-1 N67HJ DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 29, 2808 TOTAL HOURS, 2404 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT LONGVIEW,WA			INTENDED DESTINATION RETURN		PHASE OF OPERATION IN FLIGHT EN ROUTE TO TREAT CROP LANDING LEVEL OFF/TOUCHDOWN	
TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES						
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) TERRAIN - GLASSY WATER MISCELLANEOUS ACTS,CONDITIONS - LOAD NOT JETTISONED PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 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 GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SLING LOADED ELEVATION-AREA BEING TREATED-FEET - 1000						
			KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - DENSE WITH TREES			

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0550	2/6/78 TIME - 1340	CLEARWATER, WA	S.N.I.A.S. SA3180 N8453 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL OTHER	COMMERCIAL, AGE 42, 9015 TOTAL HOURS, 232 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT CLEARWATER, WA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH OBJECT	PHASE OF OPERATION IN FLIGHT HOVERING LANDING POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) POWERPLANT - TURBINE ASSEMBLY BLADE, TURBINE WHEEL MISCELLANEOUS ACTS, CONDITIONS - OVERHEATED MISCELLANEOUS ACTS, CONDITIONS - ELONGATED TERRAIN - OTHER						
FACTOR(S) PILOT IN COMMAND - IMPROPER STARTING PROCEDURES MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE MISCELLANEOUS ACTS, CONDITIONS - INSTRUMENTS-MISREAD OR FAILED TO READ COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- SLING LOAD, CEDAR BLOCKS. EVIDENCE OF HOT STARTS & EXCEEDING EGT. HIT STUMPS.						
3-3316	2/10/78 TIME - 1650	RICHLAND, WA	BEECH 99 N199EA DAMAGE-DESTROYED	CR- 2 0 0 PX- 15 0 0	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	ATP, FLIGHT INSTR., AGE 28, 3250 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - RICHLAND DEPARTURE POINT RICHLAND, WA	INTENDED DESTINATION SEATTLE, WA			
		TYPE OF ACCIDENT STALL	PHASE OF OPERATION TAKEOFF INITIAL CLIMB			
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED SYSTEMS - FLIGHT CONTROL SYSTEMS ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM SYSTEMS - FLIGHT CONTROL SYSTEMS ELEVATOR TRIM INDICATOR SYSTEM						
FACTOR(S) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE FLIGHT TRAINING-PROCEDURES PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL FAILURE TO PROVIDE ADEQ. DIRECTIVES, MANUAL, EQUIPMENT PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL DEFICIENCY, COMPANY MAINTAINED EQPMT, SERVICES, REGULATION PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION, PERSONNEL-INEFFECTIVE FAA SURVEILLANCE FIRE AFTER IMPACT REMARKS- HORIZ STAB OUT-OF-TRIM WARNING SYST INOP.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0818	5/9/78 TIME - 1835	OLYMPIA,WA	BEECH B90 N19Y DAMAGE-MINOR	CR- 0 0 2 PX- 0 0 4 OT- 1 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 52, 13200 TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - OLYMPIA MUNICIPAL DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP NORTH BEND,OR TACOMA,WA OLYMPIA,WA TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR ACCIDENT TO PERSON STATIC IDLING ENGINE(S) PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL OTHER MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- BYSTANDER WALKED INTO PROP. BLOOD ALCOHOL 0.235%						
3-2434	7/14/78 TIME - 1429	NR.CLEARLAKE,WA	HILLER FH100 N99024 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 1 2	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 53, 11500 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION CLEARLAKE,WA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH TREES LANDING FINAL 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 - INATTENTIVE TO FUEL SUPPLY TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
3-4203	8/24/78 TIME - 0949	PULLMAN,WA	BEECH B99 N8012R DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 4	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 31, 6200 TOTAL HOURS, 3200 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION PULLMAN,WA WALLA WALLA,WA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT CLIMB TO CRUISE MISCELLANEOUS IN FLIGHT CLIMB TO CRUISE PROBABLE CAUSE(S) POWERPLANT - TURBINE ASSEMBLY OTHER MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- REDUCTION GEAR, L ENG FAILED. TURBINE OVERSPEED, DISINTEGRATED & DMGD FUSELAGE. LND OK.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0050	1/17/78 TIME - 1606	CLARKSBURG,WV	BEECH B99A N1924T DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 11	COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 26, 4850 TOTAL HOURS, 3400 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BENEDUM DEPARTURE POINT CLARKSBURG,WV INTENDED DESTINATION PITTSBURGH,PA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE PHASE OF OPERATION TAKEOFF RUN COLLIDED WITH SNOWBANK TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS UNMARKED OBSTRUCTIONS REMARKS- CO-PILOT STATED ACFT ENTERED NEAR WHITE-OUT CONDITION.						
3-1902	5/31/78 TIME - 1110	WHARTON,WV	AEROSPATIAL SA341G N9988F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 32, 3940 TOTAL HOURS, 868 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT WHARTON,WV INTENDED DESTINATION LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING HARD LANDING LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- INCREASED COLLECTIVE TO AVOID POWER LINES DURING APPROACH.						
3-2689	5/15/78 TIME - 0800	NR.KEMMERER,WY	BELL 206B N4066G DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 30, 2190 TOTAL HOURS, 370 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT KEMMERER,WY INTENDED DESTINATION KEMMERER,WY TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION PHASE OF OPERATION IN FLIGHT NORMAL CRUISE ROLL OVER IN FLIGHT AUTOROTATIVE DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - MISCALCULATED FUEL CONSUMPTION MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1551	6/22/78 TIME - 1230	NR. EVANSTON, WY	AEROSPATIAL SA315B N218RM DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	COMMERCIAL CTR PASSG-I	COMMERCIAL, FL. INSTR., AGE 39, 6370 TOTAL HOURS, 454 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT FIELD WORK AREA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE COLLIDED WITH TREES	TAIL ROTOR	PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN		
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS - FOREIGN OBJECT DAMAGE MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE						
FACTOR(S) TERRAIN - HIGH VEGETATION						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
REMARKS- AIRCRAFT INVOLVED IN SEISMOGRAPHIC SURVEY. CABLE USED IN PRIOR FLT BECAME ENTANGLED IN T/R.						
3-1556	2/3/78 TIME - 1715	BARRANQUITAS, PR	BELL UH-1H USA70-16 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 1 3	MISCELLANEOUS OTHER PUBLIC	COMMERCIAL, AGE 46, 5756 TOTAL HOURS, 1800 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT LAKE GUAYBAL, PR	INTENDED DESTINATION SAN JUAN, PR			
		TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE HARD LANDING	MAIN ROTOR	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING		
PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM MAIN ROTOR DRIVE SHAFT MISCELLANEOUS ACTS, CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT						
FACTOR(S) TERRAIN - ROUGH/UNEVEN						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
REMARKS- ACFT BAILED FROM U.S. ARMY BEING USED FOR ENVIRONMENTAL RESEARCH.						
6-0010	7/12/78 TIME - 1530	SAVNT LAKE, CANADA	MITSUBISHI MU-2 N19GU DAMAGE-SUBSTANTIAL	CR- 0 1 1 PX- 0 0 6	MISCELLANEOUS UNKNOWN/NOT REPORTED	CERTIFICATE UNKNOWN, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED.
		TYPE OF ACCIDENT HARD LANDING	PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN			

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
6-0004	8/18/78 TIME - 0800	NR.DENNISON M,CANADA	BELL 205A N480AS DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	MISCELLANEOUS UNKNOWN/NOT REPORTED	CERTIFICATE UNKNOWN, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED.
TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT			PHASE OF OPERATION IN FLIGHT HOVERING			
6-0014	2/12/78 TIME - UNK/NR	NR.NEIVA,COLUMBIA	MITSUBISHI MU2 N888MA DAMAGE-DESTROYED	CR- 2 0 0 PX- 3 0 0	MISCELLANEOUS UNKNOWN/NOT REPORTED	CERTIFICATE UNKNOWN, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED.
TYPE OF ACCIDENT MISSING AIRCRAFT,NOT RECOVERED			PHASE OF OPERATION UNKNOWN/NOT REPORTED			
3-2494	5/7/78 TIME - 1220	NR.ATLANTIC CITY,NJ	AEROSPATLE 330J N49496 DAMAGE-SUBSTANTIAL	CR- 1 1 0 PX- 1 1 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 42, 7490 TOTAL HOURS, 116 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT ATLANTIC CITY,NJ		INTENDED DESTINATION LOCAL				
TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE MAIN ROTOR COLLISION WITH GROUND/WATER UNCONTROLLED			PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM ENGINE DRIVE SHAFT MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE						
FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER						
REMARKS- CRASHED IN ATLANTIC OCEAN.						

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