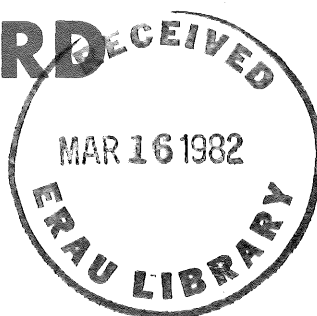


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WASHINGTON, D.C. 20594

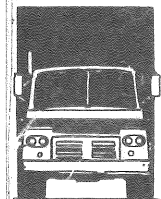
BRIEFS OF ACCIDENTS INVOLVING COMMUTER AIR CARRIERS AND ON-DEMAND AIR TAXI OPERATIONS

U.S. GENERAL AVIATION
1979

NTSB-AMM-81-11

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UNITED STATES GOVERNMENT



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| 17. Key Words <u>Aviation accident, air taxi operation,</u> <u>commuter air carrier, on-demand air taxi, U.S.</u> General Aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, aircraft, weight, injuries, pilot data. | | | | 18. Distribution Statement This document is available to the public through the National Technical Information Service- Springfield, Virginia 22161 (Always refer to number listed- in item 2) | |
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FOREWORD

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

- Part 1 - All Air Taxi accidents
- Part 2 - Commuter Air Carrier accidents
- Part 3 - On-Demand Air Taxi accidents

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

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

| | <u>Accidents</u> | | <u>Hours Flown</u> | <u>Accident Rates Per 100,000 Hours Flown</u> | |
|--------------|------------------|--------------|------------------------|---|--------------|
| | <u>Total</u> | <u>Fatal</u> | | <u>Total</u> | <u>Fatal</u> |
| Commuters | 50(36) | 13(11) | 1,198,724 <u>1/</u> | 3.00 | 0.92 |
| On-Demand | 173 | 36 | 3,373,901 <u>2/</u> | 5.13 | 1.07 |
| All Air Taxi | 223 | 49 | 4,572,625 <u>3/</u> | 4.88 | 1.07 |

1/ Source: Civil Aeronautics Board. This exposure data is reported quarterly to the CAB on CAB Form 298-C, Schedule A-1, and includes hours flown, miles flown, departures, and passenger miles flown. Rates, therefore, exclude accidents involving operators not reporting traffic data to CAB. Accidents/fatalities used in rate computation shown in parenthesis. Operators not reporting traffic data to CAB are identified by an asterisk (*) on pages 19-21, Listing of Commuter Air Carrier Accidents.

2/ This figure is an estimate of the On-Demand Air Taxi hours flown. It was derived by subtracting the Commuter Air Carrier hours flown, as reported by the CAB, from the total Air Taxi hours flown, as reported by the FAA.

3/ Source: Federal Aviation Administration

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 30 days of the accident.

Serious Injury

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

Substantial Damage

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

DEFINITIONS

Commuter Air Carrier

As defined in CFR 14, Part 298, paragraph 298.2 (f), a commuter air carrier is an air taxi operator which (1) performs at least five round trips per week between two or more points and publishes flight schedules which specify the times, days of the week and places between which such flights are performed, or (2) transport mail by air pursuant to contract with the United States Postal Service.

On-Demand Air Taxi Operation

Any CFR 14, Part 135 nonscheduled air taxi operation.

All Revenue Operations

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

All Passenger Operations

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

All Cargo Operations

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

All Mail Operations

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

EXPLANATORY NOTES

INJURY INDEX

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

TYPE OF ACCIDENT

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

Gear Collapsed

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

Gear Retracted

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

Airframe Failure

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

Engine Failure/Malfunction

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

PHASE OF OPERATION

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

COLLISION BETWEEN AIRCRAFT

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

EXPLANATORY NOTES

CAUSES AND RELATED FACTORS

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

AIRCRAFT WEIGHT CATEGORIES

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

| | | | |
|-----------|-----------------------|-----------|---------------------|
| 0 - | 2,250 kilograms | (0 - | 4,960 pounds) |
| 2,251 - | 5,700 kilograms | (4,961 - | 12,565 pounds) |
| 5,701 - | 27,000 kilograms | (12,566 - | 59,525 pounds) |
| 27,001 - | 272,000 kilograms | (59,526 - | 599,650 pounds) |
| 272,001 - | kilograms and greater | (599,651 | 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. INST R. | PRIVATE FLIGHT INSTRUCTOR |
| PX- | PASSENGERS |
| RADAR CTL/SURVEILLANCE | RADAR CONTROL/SURVEILLANCE |
| SCHED CARGO SRV | SCHEDULED CARGO SERVICE |
| SCHED DOM CARGO SRV | SCHEDULED DOMESTIC CARGO SERVICE |
| SCHED DOM PASSG SRV | SCHEDULED DOMESTIC PASSENGER SERVICE |
| SCHED INTERNATL CARGO SRV | SCHEDULED INTERNATIONAL CARGO SERVICE |
| SCHED INTERNATL PASSG SRV | SCHEDULED INTERNATIONAL PASSENGER SERVICE |
| SCHED PASSG SRV | SCHEDULED PASSENGER SERVICE |
| S-D | SCHEDULED-DOMESTIC |
| S-I | SCHEDULED-INTERNATIONAL |
| UNK/NR | UNKNOWN/NOT REPORTED |

PART 1

ALL AIR TAXI ACCIDENTS

Air Taxi Accidents
U.S. General Aviation
1970-1979

| <u>Year</u> | <u>Air Taxi Hours Flown 1/</u> | <u>Total Accidents</u> | <u>Total Accident Rate 2/</u> | <u>Fatal Accidents</u> | <u>Fatal Accident Rate 2/</u> | <u>Fatalities</u> |
|-------------|------------------------------------|----------------------------|---------------------------------------|----------------------------|---------------------------------------|-------------------|
| 1970 | 2,481,000 | 190 | 7.66 | 38 | 1.53 | 100 |
| 1971 | 2,225,000 | 148 | 6.65 | 33 | 1.48 | 109 |
| 1972 | 2,555,000 | 147 | 5.75 | 42 | 1.64 | 121 |
| 1973 | 3,066,200 | 165 | 5.38 | 44 | 1.44 | 113 |
| 1974 | 3,639,500 | 191 | 5.25 | 40 | 1.10 | 111 |
| 1975 | 3,688,300 | 203 | 5.50 | 37 | 1.00 | 98 |
| 1976 | 3,946,800 | 188 | 4.76 | 47 | 1.19 | 133 |
| 1977 | 4,207,400 | 217 | 5.16 | 44 | 1.05 | 155 |
| 1978 | 4,423,601 | 271 | 6.13 | 70 | 1.58 | 207 |
| 1979 | 4,572,625 | 223 | 4.88 | 49 | 1.07 | 148 |

1/ Source: Federal Aviation Administration

2/ Accident Rates per 100,000 hours flown.

ACCIDENTS, INJURIES
AIR TAXI - ALL OPERATIONS

U.S. GENERAL AVIATION
1979

| | | INJURIES | | | | | |
|------------------|--|----------|---------|-------|------|---------|-------|
| | | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL |
| PILOT | | 43 | 20 | 26 | 135 | | 224 |
| COPILOT | | 10 | 4 | 1 | 24 | | 39 |
| DUAL STUDENT | | | | 1 | | | 1 |
| CHECK PILOT | | | | | | | |
| FLIGHT ENGINEER | | | | | | | |
| NAVIGATOR | | | | | | | |
| CABIN ATTENDANT | | | | | 3 | | 3 |
| EXTRA CREW | | 1 | 1 | 2 | 2 | | 6 |
| PASSENGERS | | 90 | 45 | 59 | 284 | | 478 |
| TOTAL | | 144 | 70 | 89 | 448 | ABOARD | 751 |
| * OTHER AIRCRAFT | | 3 | | | 6 | | 9 |
| OTHER GROUND | | 1 | 3 | 3 | 4 | | 11 |
| GRAND TOTAL | | 148 | 73 | 92 | 458 | | 771 |

INVOLVES 223 TOTAL ACCIDENTS
INVOLVES 49 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

TYPE OF OPERATION BY INJURY INDEX

INJURY INDEX

| TYPE OF OPERATION | INJURY INDEX | | | | RECORDS | ACCIDENTS | PERCENT |
|------------------------------|--------------|---------|-------|------|---------|-----------|---------|
| | FATAL | SERIOUS | MINOR | NONE | | | |
| SCHEDULED DOMESTIC PASSG.SVC | 11 | 5 | 5 | 9 | 30 | 30 | 13.39 |
| SCHEDULED INTL PASSG SERVICE | | | | | | | |
| SCHEDULED DOMESTIC CARGO SVC | 2 | 3 | 3 | 12 | 20 | 20 | 8.93 |
| SCHEDULED INTL CARGO SERVICE | | | | | | | |
| CHARTER-PASSENGER-DOMESTIC | 22 | 11 | 11 | 60 | 104 | 104 | 46.43 |
| CHARTER-CARGO-DOMESTIC | 6 | 4 | 10 | 25 | 45 | 45 | 20.09 |
| MIL CONTRACT-PASSG-DOMESTIC | | | | | | | |
| MIL CONTRACT-CARGO-DOMESTIC | | | | 1 | 1 | 1 | .45 |
| TEST | | | | | | | |
| TRAINING | | | | | | | |
| FERRY-DOMESTIC | 4 | 3 | | 3 | 10 | 10 | 4.46 |
| COMPANY FLIGHT | | | | | | | |
| CHARTER-PASSG-INTL | | | | | | | |
| CHARTER-CARGO-INTL | | | | | | | |
| MIL CONTRACT-PASSG-INTL | | | | | | | |
| MIL CONTRACT-CARGO-INTL | | | | | | | |
| FERRY-INTERNATIONAL | 1 | | | 1 | 2 | 2 | .89 |
| OTHER | 3 | 1 | 2 | 6 | 12 | 11 | 5.36 |
| OTHER | | | | | | | |
| REGARDS | 49 | 27 | 31 | 117 | 224 | | |
| ACCIDENTS | 49 | 27 | 31 | 116 | | 223 | |
| PERCENTS | .0 | 21.9 | 12.1 | 13.8 | 52.2 | .0 | .0 |

Injuries By Type Of Operations
Air Taxi Accidents - All Operations
U.S. General Aviation
1979

| <u>Type of Operation</u> | <u>Fatal</u> | <u>Serious</u> | <u>Minor</u> | <u>None</u> | <u>Total</u> |
|---|--------------|----------------|--------------|-------------|--------------|
| Scheduled Domestic Passenger Service | 60 | 33 | 27 | 119 | 239 |
| Scheduled Domestic Cargo Service | 3 | 4 | 4 | 20 | 31 |
| Nonscheduled Domestic Passenger Service | 69 | 28 | 26 | 275 | 398 |
| Nonscheduled Domestic Cargo Service | <u>16</u> | <u>8</u> | <u>35</u> | <u>44</u> | <u>103</u> |
| TOTAL | 148 | 73 | 92 | 458 | 771 |

ANALYTIC TABLE

TYPE OF OPERATION BY AIRCRAFT WEIGHT

AIRCRAFT WEIGHT

| TYPE OF OPERATION | AIRCRAFT WEIGHT | | | RECORDS | ACCIDENTS | PERCENT |
|------------------------------|-----------------|---------------------|----------------------|---------|-----------|---------|
| | 0 TO 4,960 LBS | 4,960 TO 12,565 LBS | 12,565 TO 59,525 LBS | | | |
| SCHEDULED DOMESTIC PASSG.SVC | 5 | 23 | 2 | 30 | 30 | 13.39 |
| SCHEDULED INTL PASSG SERVICE | | | | | | |
| SCHEDULED DOMESTIC CARGO SVC | 6 | 14 | | 20 | 20 | 8.93 |
| SCHEDULED INTL CARGO SERVICE | | | | | | |
| CHARTER-PASSENGER-DOMESTIC | 77 | 26 | 1 | 104 | 104 | 46.43 |
| CHARTER-CARGO-DOMESTIC | 27 | 15 | 3 | 45 | 45 | 20.09 |
| MIL CONTRACT-PASSG-DOMESTIC | | | | | | |
| MIL CONTRACT-CARGO-DOMESTIC | | 1 | | 1 | 1 | .45 |
| TEST | | | | | | |
| TRAINING | | | | | | |
| FERRY-DOMESTIC | 8 | 1 | 1 | 10 | 10 | 4.46 |
| COMPANY FLIGHT | | | | | | |
| CHARTER-PASSG-INTL | | | | | | |
| CHARTER-CARGO-INTL | | | | | | |
| MIL CONTRACT-PASSG-INTL | | | | | | |
| MIL CONTRACT-CARGO-INTL | | | | | | |
| FERRY-INTERNATIONAL | 1 | 1 | | 2 | 2 | .89 |
| OTHER | 2 | 10 | | 12 | 11 | 5.36 |
| RECORDS | 126 | 91 | 7 | 224 | | |
| ACCIDENTS | 126 | 90 | 7 | | 223 | |
| PERCENTS | 56.3 | 40.6 | 3.1 | | | |

PART 2

COMMUTER AIR CARRIER ACCIDENTS

Accidents, Fatalities and Rates
Commuter Air Carriers
1979

| | <u>All Revenue Operations</u> | <u>Passenger</u> | <u>All Cargo/Mail</u> |
|--|-------------------------------|------------------|-----------------------|
| <u>Accidents</u> | | | |
| Total | 50(36) | 30(27) | 20(9) |
| Fatal | 13(11) | 11(10) | 2(1) |
| <u>Fatalities</u> | | | |
| Passenger | 49 | 49 | 0 |
| Crew | 14 | 11 | 3 |
| Others | 0 | 0 | 0 |
| Total | <u>63</u> | <u>60</u> | <u>3</u> |
| <u>Aircraft Hours Flown</u> | 1,198,724 | 1,108,052 | 90,672 |
| <u>Aircraft Miles Flown(000)</u> | 197,686 | 184,011 | 13,675 |
| <u>Revenue Passenger Miles Flown(000)</u> | N/A | 1,308,466 | 87,750 |
| <u>Departures</u> | 1,926,026 | 1,828,942 | 97,084 |
| <u>Accident Rate Per 100,000 Hours Flown</u> <u>1/</u> | | | |
| Total | 3.00 | 2.44 | 9.93 |
| Fatal | 0.92 | 0.90 | 1.10 |
| <u>Accident Rate Per Million Miles Flown</u> <u>1/</u> | | | |
| Total | 0.18 | 0.15 | 0.66 |
| Fatal | 0.06 | 0.05 | 0.07 |
| <u>Accident Rate Per 100,000 Departures</u> <u>1/</u> | | | |
| Total | 1.87 | 1.48 | 9.27 |
| Fatal | 0.57 | 0.55 | 1.03 |
| <u>Passenger Fatality Rate Per 100 Million Passenger Miles</u> <u>1/</u> | N/A | 3.74 | N/A |

1/ Rates exclude accidents involving operators not reporting traffic data to CAB. Accidents/fatalities used in rate computation shown in parenthesis. Operators not reporting traffic data to CAB are identified by an asterisk (*) on pages 19-21, Listing of Commuter Air Carrier Accidents.

ACCIDENTS, INJURIES
COMMUTER AIR CARRIER OPERATIONS

U.S. GENERAL AVIATION
1979

| | INJURIES | | | | | TOTAL |
|----------------------|----------|---------|--------|---------|------------|---------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | |
| PILOT | 9 | 9 | 5 | 27 | | 50 |
| COPILOT | 5 | 1 | | 12 | | 18 |
| DUAL STUDENT | | | | | | |
| CHECK PILOT | | | | | | |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | 2 | | 2 |
| EXTRA CREW | | | 2 | | | 2 |
| PASSENGERS | 49 | 26 | 23 | 93 | | 191 |
| TOTAL | 63 | 36 | 30 | 134 | ABOARD | 263 |
| * OTHER AIRCRAFT | | | | 3 | | 3 |
| OTHER GROUND | | 1 | 1 | 2 | | 4 |
| GRAND TOTAL | 63 | 37 | 31 | 139 | | 270 |

INVOLVES 50 TOTAL ACCIDENTS
INVOLVES 13 FATAL ACCIDENTS

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

ANALYTIC TABLE

AIRPORT PROXIMITY BY WEATHER CONDITION

WEATHER CONDITION

AIRPORT PROXIMITY

VFR
IFR
BELOW MINIMUMS
UNKNOWN/NOT REPORTED

RECORDS ACCIDENTS PERCENT

| | | | | | | |
|------------------------|----|------|------|----|-----|-------|
| ON AIRPORT | 20 | 14 | | 34 | 34 | 68.00 |
| ON SEAPLANE BASE | 1 | | | 1 | 1 | 2.00 |
| ON HELIPORT | | | | | | |
| ON BARGE/SHIP/PLATFORM | | | | | | |
| IN TRAFFIC PATTERN | 2 | | | 2 | 2 | 4.00 |
| WITHIN 1/4 MILE | 1 | | | 1 | 1 | 2.00 |
| WITHIN 1/2 MILE | 1 | | | 1 | 1 | 2.00 |
| WITHIN 3/4 MILE | | | | | | |
| WITHIN 1 MILE | | 1 | | 1 | 1 | 2.00 |
| WITHIN 2 MILES | 2 | 1 | | 3 | 3 | 6.00 |
| WITHIN 3 MILES | 1 | | | 1 | 1 | 2.00 |
| WITHIN 4 MILES | | | | | | |
| WITHIN 5 MILES | | | | | | |
| BEYOND 5 MILES | 3 | 1 | | 4 | 4 | 8.00 |
| UNKNOWN/NOT REPORTED | 1 | | 1 | 2 | 2 | 4.00 |
| RECORDS | 32 | 17 | 1 | 50 | | |
| ACCIDENTS | 32 | 17 | 1 | | 50 | |
| PERCENTS | .0 | 64.0 | 34.0 | .0 | 2.0 | .0 |

ANALYTIC TABLE

TYPE OF FLIGHT PLAN BY CONDITION OF LIGHT

CONDITIONS OF LIGHT

| TYPE OF FLIGHT PLAN | DAWN | DAYLIGHT | DUSK / TWILIGHT | NIGHT / DARK | NIGHT / BRIGHT | UNKNOWN / NOT REPORTED | RECORDS | ACCIDENTS | PERCENT |
|--------------------------------|------|----------|-----------------|--------------|----------------|------------------------|---------|-----------|---------|
| NONE | | 5 | | 1 | 1 | | 7 | 7 | 14.00 |
| VFR | 1 | 7 | | 1 | | | 9 | 9 | 18.00 |
| IFR | 2 | 7 | 4 | 15 | 1 | | 29 | 29 | 58.00 |
| CONTROLLED VFR | | | | | | | | | |
| IFR (VFR CONDITIONS ON TOP) | | | | | | | | | |
| TOWER EN ROUTE CONTROL SERVICE | | | | | | | | | |
| DVFR | | | | | | | | | |
| VFR FLIGHT FOLLOWING SERVICE | | | | | | | | | |
| SPECIAL VFR | | | | 1 | | | 1 | 1 | 2.00 |
| OTHER | | 2 | | | | | 2 | 2 | 4.00 |
| UNKNOWN/NOT REPORTED | | 2 | | | | | 2 | 2 | 4.00 |
| RECORDS | 3 | 23 | 4 | 18 | 2 | | 50 | | |
| ACCIDENTS | 3 | 23 | 4 | 18 | 2 | | | 50 | |
| PERCENTS | 6.0 | 46.0 | 8.0 | 36.0 | 4.0 | | | | |

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT

DESTROYED
SUBSTANTIAL
MINOR
NONE

RECORDS ACCIDENTS PERCENT

| | | | | | |
|------------------------------------|---|---|---|---|-------|
| GROUND-WATER LOOP-SWERVE | 1 | 4 | 5 | 5 | 10.00 |
| DAGGED WINGTIP POD OR FLOAT | | | | | |
| WHEELS-UP LANDING | | 2 | 2 | 2 | 4.00 |
| WHEELS-DOWN LANDING IN WATER | | | | | |
| GEAR COLLAPSED | | | | | |
| GEAR RETRACTED | 1 | | 1 | 1 | 2.00 |
| HARD LANDING | 2 | | 2 | 2 | 4.00 |
| NOSE OVER/DOWN | | | | | |
| ROLL OVER | | | | | |
| OVERSHOOT | | 2 | 2 | 2 | 4.00 |
| UNDERSHOOT | | | | | |
| <u>COLLISION BETWEEN AIRCRAFT</u> | | | | | |
| BOTH IN FLIGHT | | | | | |
| ONE AIRBORNE | | | | | |
| BOTH ON GROUND | 1 | | 1 | 1 | 2.00 |
| <u>COLLISION WITH GROUND/WATER</u> | | | | | |
| CONTROLLED | 2 | 1 | 3 | 3 | 6.00 |
| UNCONTROLLED | 3 | | 3 | 3 | 6.00 |
| <u>COLLIDED WITH</u> | | | | | |
| WIRES/POLES | | | | | |
| TREES | | | | | |
| RESIDENCE/S | | | | | |
| BUILDING/S | | | | | |
| FENCE, FENCEPOSTS | | | | | |
| ELECTRONIC TOWERS | | | | | |
| RUNWAY OR APPROACH LIGHTS | | | | | |
| AIRPORT HAZARD | 1 | | 1 | 1 | 2.00 |
| ANIMALS | | | | | |
| CROP | | | | | |
| FLAGMAN LOADER | | | | | |
| DITCHES | | | | | |
| SNOWBANK | 3 | | 3 | 3 | 6.00 |
| PARKED AIRCRAFT (UNATTENDED) | 1 | | 1 | 1 | 2.00 |
| AUTOMOBILE | 3 | | 3 | 3 | 6.00 |
| DIRT BANK | 1 | | 1 | 1 | 2.00 |
| OTHER | 1 | 1 | 2 | 2 | 4.00 |

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> | 1 | | | 1 | 1 | 2.00 |
| SPIN | | | | | | |
| SPIRAL | | | | | | |
| MUSH | 2 | | | 2 | 2 | 4.00 |
| <u>FIRE OR EXPLOSION</u> | | | | | | |
| IN FLIGHT | | | | | | |
| ON GROUND | | | | | | |
| <u>AIRFRAME FAILURE</u> | | | | | | |
| IN FLIGHT | 2 | | | 2 | 2 | 4.00 |
| ON GROUND | | | | | | |
| ENGINE TEARAWAY | 1 | | | 1 | 1 | 2.00 |
| ENGINE FAILURE OR MALFUNCTION | 4 | 8 | | 12 | 12 | 24.00 |
| <u>PROPELLER/ROTOR FAILURE</u> | | | | | | |
| PROPELLER | | | | | | |
| TAIL ROTOR | | | | | | |
| MAIN ROTOR | | | | | | |
| PROP ROTOR ACDNT TO PERSON | | | | | | |
| JET INTAKE/EXH ACDNT TO PERS | | | | | | |
| PROPELLER/JET/ROTOR BLAST | | | | | | |
| TURBULENCE | 2 | | | 2 | 2 | 4.00 |
| HAIL DAMAGE TO AIRCRAFT | | | | | | |
| LIGHTNING STRIKE | | | | | | |
| EVASIVE MANEUVER | | | | | | |
| UNCONTROLLED ALT DEVIATION | | | | | | |
| DITCHING | | | | | | |
| MISSING ACFT NOT RECOVERED | | | | | | |
| MISCELLANEOUS/OTHER | | | | | | |
| UNDETERMINED | | | | | | |
| RECORDS | 18 | 32 | | 50 | | |
| ACCIDENTS | 18 | 32 | | | 50 | |
| PERCENTS | 36.0 | 64.0 | | | | |

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

| FIRST OPERATIONAL PHASE | INJURY INDEX | | | | RECORDS | ACCIDENTS | PERCENT |
|--------------------------------|--------------|---------|-------|------|---------|-----------|---------|
| | FATAL | SERIOUS | MINOR | NONE | | | |
| <u>STATIC</u> | | | | | | | |
| STARTING ENGINE/S | | | | | | | |
| IDLING ENGINE/S | | | | | | | |
| ENGINE RUNUP | | | | | | | |
| IDLING ROTORS | | | | | | | |
| PARKED-ENGINES NOT OPERATING | | | | | | | |
| OTHER | | | | | | | |
| <u>TAXI</u> | | | | | | | |
| TO TAKEOFF | 1 | | | | 1 | 1 | 2.00 |
| FROM LANDING | | 2 | 4 | | 6 | 6 | 12.00 |
| OTHER | | | | | | | |
| GROUND TAXI TO TAKEOFF | | | | | | | |
| GROUND TAXI FROM LANDING | | | | | | | |
| GROUND TAXI, OTHER | | | | | | | |
| AERIAL TAXI TO TAKEOFF | | | | | | | |
| AERIAL TAXI TO/FROM LANDING | | | | | | | |
| AERIAL TAXI, OTHER | | | | | | | |
| <u>TAKEOFF</u> | | | | | | | |
| RUN | 1 | 1 | 4 | | 6 | 6 | 12.00 |
| INITIAL CLIMB | 6 | 2 | 2 | | 10 | 10 | 20.00 |
| VERTICAL | | | | | | | |
| RUNNING (ROTORCRAFT/VTOL-STOL) | | | | | | | |
| ABORTED (FIXED-WING) | | 1 | 1 | | 2 | 2 | 4.00 |
| ABORTED (ROTORCRAFT/VTOL) | | | | | | | |
| ABORTED (ROTORCRAFT/STOL) | | | | | | | |
| OTHER | | | | | | | |
| <u>INFLIGHT</u> | | | | | | | |
| CLIMB TO CRUISE | | | 2 | | 2 | 2 | 4.00 |
| NORMAL CRUISE | 2 | | 2 | | 4 | 4 | 8.00 |
| DESCENDING | | | 1 | | 1 | 1 | 2.00 |
| HOLDING (IFR) | | | | | | | |
| HOVERING | | | | | | | |
| POWER-ON DESCENT (ROTORCRAFT) | | | | | | | |
| AUTOROTATIVE DESCENT | | | | | | | |
| 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 | | | | | | | |
| EMERGENCY DESCENT | | | | | | | |
| LOW PASS | | | | | | | |
| OTHER | | | | | | | |
| EN ROUTE TO TREAT CROP | | | | | | | |
| EN ROUTE TO RELOADING AREA | | | | | | | |
| SURVEY FIELD/AREA | | | | | | | |
| STARTING SWATH RUN | | | | | | | |
| SWATH RUN | | | | | | | |
| FLAREOUT FOR SWATH RUN | | | | | | | |
| PULLUP FROM SWATH RUN | | | | | | | |
| PROCEDURE TURNAROUND | | | | | | | |
| CLEANUP SWATH | | | | | | | |
| MANEUVER TO AVOID OBSTRUCTION | | | | | | | |
| RETURN TO STRIP | | | | | | | |
| <u>LANDING</u> | | | | | | | |
| TRAFFIC PATTERN-CIRCLING | 1 | 1 | | | 2 | 2 | 4.00 |
| FINAL APPROACH (VFR) | | 1 | | | 1 | 1 | 2.00 |
| INITIAL APPROACH | | | | | | | |
| FINAL APPROACH (IFR) | 1 | | | | 1 | 1 | 2.00 |
| LEVEL OFF/TOUCHDOWN | 1 | | 1 | 5 | 7 | 7 | 14.00 |
| ROLL (FIXED WING) | | 1 | 1 | 2 | 4 | 4 | 8.00 |
| ROLL-ON/RUN-ON (ROTORCRAFT) | | | | | | | |
| POWER-ON LANDING (ROTORCRAFT) | | | | | | | |
| POWER-OFF AUTOROTATIVE LDG | | | | | | | |
| GO-AROUND (VFR) | 1 | 1 | | | 2 | 2 | 4.00 |
| MISSED APPROACH (IFR) | | 1 | | | 1 | 1 | 2.00 |
| OTHER | | | | | | | |
| UNKNOWN/NOT REPORTED | | | | | | | |
| RECORDS | 13 | 8 | 8 | 21 | 50 | | |
| ACCIDENTS | 13 | 8 | 8 | 21 | | 50 | |
| PERCENTS | 26.0 | 16.0 | 16.0 | 42.0 | | | |

CAUSE/FACTOR TABLE
COMMUTER AIR CARRIER ACCIDENTS

U.S. GENERAL AVIATION
 1979

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 50 TOTAL ACCIDENTS
 INVOLVES 13 FATAL ACCIDENTS

| BROAD CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|-------------------------------------|-----------------|------------|-------------|--------------------|-------------|-------------|---------------|-------------|-------------|
| | CAUSE | FACTOR | TOTAL* | CAUSE | FACTOR | TOTAL* | CAUSE | FACTOR | TOTAL* |
| PILOT | 9 69.23 | 4 30.77 | 10 76.92 | 26 70.27 | 2 5.41 | 26 70.27 | 35 70.00 | 6 12.00 | 36 72.00 |
| PERSONNEL | 2 15.38 | 6 46.15 | 7 53.85 | 8 21.62 | 2 5.41 | 10 27.03 | 10 20.00 | 8 16.00 | 17 34.00 |
| AIRFRAME | .00 | .00 | .00 | .00 | .00 | .00 | .00 | .00 | .00 |
| LANDING GEAR | .00 | .00 | .00 | 2 5.41 | .00 | 2 5.41 | 2 4.00 | .00 | 2 4.00 |
| POWERPLANT | 4 30.77 | .00 | 4 30.77 | 6 16.22 | 1 2.70 | 6 16.22 | 10 20.00 | 1 2.00 | 10 20.00 |
| SYSTEMS | 1 7.69 | 1 7.69 | 2 15.38 | .00 | .00 | .00 | 1 2.00 | 1 2.00 | 2 4.00 |
| INSTRUMENTS/EQUIPMENT & ACCESSORIES | .00 | .00 | .00 | .00 | .00 | .00 | .00 | .00 | .00 |
| ROTORCRAFT | .00 | .00 | .00 | .00 | .00 | .00 | .00 | .00 | .00 |
| AIRPORT/AIRWAYS/FACILITIES | .00 | 1 7.69 | 1 7.69 | .00 | 10 27.03 | 10 27.03 | .00 | 11 22.00 | 11 22.00 |
| WEATHER | .00 | 5 38.46 | 5 38.46 | .00 | 9 24.32 | 9 24.32 | .00 | 14 28.00 | 14 28.00 |
| TERRAIN | .00 | 2 15.38 | 2 15.38 | .00 | 3 8.11 | 3 8.11 | .00 | 5 10.00 | 5 10.00 |
| MISCELLANEOUS | .00 | .00 | .00 | 3 8.11 | .00 | 3 8.11 | 3 6.00 | .00 | 3 6.00 |
| UNDETERMINED | .00 | .00 | .00 | .00 | .00 | .00 | .00 | .00 | .00 |

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
COMMUTER AIR CARRIER ACCIDENTS

U.S. GENERAL AVIATION
1979

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 50 TOTAL ACCIDENTS
INVOLVES 13 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 | 1 | 1 | 2 | | | | 1 | 1 | 2 |
| DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | | 1 | 1 | | 1 | 1 |
| FAILED TO EXTEND LANDING GEAR | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO SEE AND AVOID OTHER AIRCRAFT | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO OBTAIN/MAINTAIN FLYING SPEED | 2 | | 2 | | | | 2 | | 2 |
| FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC | 3 | | 3 | 2 | | 2 | 5 | | 5 |
| IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS | | | | 1 | | 1 | 1 | | 1 |
| PREMATURE LIFT OFF | | | | | 1 | 1 | | 1 | 1 |
| IMPROPER LEVEL OFF | | | | 3 | | 3 | 3 | | 3 |
| IMPROPER IFR OPERATION | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | 4 | | 4 | 4 | | 4 |
| IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | 1 | | 1 | 1 | | 1 |
| INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | 1 | 1 | 2 | 2 | | 2 | 3 | 1 | 4 |
| INADEQUATE SUPERVISION OF FLIGHT | | 1 | 1 | 2 | | 2 | 2 | 1 | 3 |
| MISMANAGEMENT OF FUEL | | | | 1 | | 1 | 1 | | 1 |
| EXERCISED POOR JUDGMENT | 1 | | 1 | | | | 1 | | 1 |
| SELECTED UNSUITABLE TERRAIN | | | | 2 | | 2 | 2 | | 2 |
| INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | 1 | | 1 | | | | 1 | | 1 |
| MISJUDGED DISTANCE, SPEED, AND ALTITUDE | 1 | | 1 | | | | 1 | | 1 |
| MISJUDGED DISTANCE AND SPEED | | | | 2 | | 2 | 2 | | 2 |
| MISJUDGED CLEARANCE | | | | 2 | | 2 | 2 | | 2 |
| PHYSICAL IMPAIRMENT | | 2 | 2 | | | | | 2 | 2 |
| FAILED TO MAINTAIN DIRECTIONAL CONTROL | 1 | | 1 | 4 | | 4 | 5 | | 5 |
| SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO ABORT TAKEOFF | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| FAILED TO INITIATE GO-AROUND | | | | 3 | | 3 | 3 | | 3 |
| SUBTOTAL | 13 | 5 | 18 | 35 | 2 | 37 | 48 | 7 | 55 |
| COPILOT | | | | | | | | | |
| MISJUDGED CLEARANCE | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | 1 | | 1 | 1 | | 1 |
| SUBTOTAL | | | | 2 | | 2 | 2 | | 2 |
| ** PERSONNEL ** | | | | | | | | | |
| RULES, REGULATIONS, STANDARDS PERSONNEL | | | | | | | | | |
| FLIGHT INSTRUCTOR | | | | | | | | | |
| MAINTENANCE, SERVICING, INSPECTION | | | | | | | | | |
| IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) | | | | 3 | | 3 | 3 | | 3 |
| INADEQUATE INSPECTION OF AIRCRAFT (MAINTENANCE PERSONNEL) | | 1 | 1 | | | | | 1 | 1 |
| INADEQUATE MAINTENANCE AND INSPECTION | 1 | 1 | 2 | 1 | | 1 | 2 | 1 | 3 |
| OPERATIONAL SUPERVISORY PERSONNEL | | | | | | | | | |
| INADEQUATE FLIGHT TRAINING-PROCEDURES | | 2 | 2 | | | | | 2 | 2 |
| INADEQUATE GROUND TRAINING-PROCEDURES | | 1 | 1 | | | | | 1 | 1 |
| INADEQUATE SUPERVISION/TRAINING OF RAMP CREWS | 1 | | 1 | | | | 1 | | 1 |
| FAILURE TO PROVIDE ADEQ DIRECTIVES, MANUALS, EQUIPMENT | | | | | 1 | 1 | | 1 | 1 |
| DEFICIENCY, COMPANY MAINTAINED EOMT, SERV, REGULATIONS | | 3 | 3 | | | | | 3 | 3 |
| WEATHER PERSONNEL | | | | | | | | | |
| TRAFFIC CONTROL PERSONNEL | | | | | | | | | |
| ISSUED IMPROPER OR CONFLICTING INSTRUCTIONS | | | | 1 | | 1 | 1 | | 1 |
| AIRPORT SUPERVISORY PERSONNEL | | | | | | | | | |
| FAILURE TO NOTIFY OF UNSAFE COND/AND OR FAILURE TO MARK | | | | | 1 | 1 | | 1 | 1 |
| IMPROPER/INADEQUATE SNOW REMOVAL | | | | | 1 | 1 | | 1 | 1 |
| AIRWAYS FACILITIES PERSONNEL | | | | | | | | | |
| FAILURE TO ISSUE NOTAM | | | | | 1 | 1 | | 1 | 1 |
| PRODUCTION-DESIGN-PERSONNEL | | | | | | | | | |
| OTHER | | 1 | 1 | | | | | 1 | 1 |

CAUSE/FACTOR TABLE

PERSONNEL (CONTINUED)

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|---|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| MISCELLANEOUS-PERSONNEL | | | | | | | | | |
| DRIVER OF VEHICLE | | | | 3 | | 3 | 3 | | 3 |
| THIRD PILOT | | | | | | | | | |
| FLIGHT ENGINEER | | | | | | | | | |
| FLIGHT PERSONNEL | | | | | | | | | |
| DISPATCHING (AIR CARRIER ONLY) | | | | | | | | | |
| SUBTOTAL | 2 | 12 | 14 | 8 | 4 | 12 | 10 | 16 | 26 |
| ** AIRFRAME ** | | | | | | | | | |
| WINGS | | | | | | | | | |
| FUSELAGE | | | | | | | | | |
| LANDING GEAR | | | | | | | | | |
| NORMAL RETRACTION/EXTENSION ASSEMBLY | | | | 2 | | 2 | 2 | | 2 |
| FLIGHT CONTROL SURFACES | | | | | | | | | |
| SUBTOTAL | | | | 2 | | 2 | 2 | | 2 |
| ** POWERPLANT ** | | | | | | | | | |
| ENGINE STRUCTURE | | | | | | | | | |
| MASTER AND CONNECTING RODS | | | | 1 | | 1 | 1 | | 1 |
| CYLINDER ASSEMBLY | | | | 1 | | 1 | 1 | | 1 |
| IGNITION SYSTEM | | | | | | | | | |
| FUEL SYSTEM | | | | | | | | | |
| LINES AND FITTINGS | | | | 1 | | 1 | 1 | | 1 |
| FUEL INJECTION SYSTEM | | | | 1 | | 1 | 1 | | 1 |
| LUBRICATING SYSTEM | | | | | | | | | |
| COOLING SYSTEM | | | | | | | | | |
| PROPELLER AND ACCESSORIES | | | | | | | | | |
| EXHAUST SYSTEM | | | | | | | | | |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| ENGINE ACCESSORIES | | | | | | | | | |
| ENGINE CONTROLS | | | | | | | | | |
| POWERPLANT-INSTRUMENTS | | | | | | | | | |
| MISCELLANEOUS | | | | | | | | | |
| POWERPLANT FAILURE FOR UNDETERMINED REASONS | 3 | | 3 | 1 | | 1 | 4 | | 4 |
| DETONATION | | | | 1 | | 1 | 1 | | 1 |
| REDUCTION GEAR ASSEMBLY | | | | | | | | | |
| COMPRESSOR ASSEMBLY | | | | | | | | | |
| COMBUSTION ASSEMBLY | | | | | | | | | |
| TURBINE ASSEMBLY | | | | | | | | | |
| BLADE, TURBINE WHEEL | | | | 1 | | 1 | 1 | | 1 |
| ACCESSORY DRIVE ASSEMBLY | | | | | | | | | |
| LUBRICATING SYSTEM | | | | | | | | | |
| FUEL SYSTEM | | | | | | | | | |
| SAFETY SYSTEM | | | | | | | | | |
| IGNITION SYSTEM | | | | | | | | | |
| TORQUEMETER | | | | | | | | | |
| AIR BLEED | | | | | | | | | |
| EXHAUST SYSTEM | | | | | | | | | |
| THRUST REVERSER | | | | | | | | | |
| PROPELLER SYSTEM | | | | | | | | | |
| CONTROL UNIT, PCV | | | | | 1 | 1 | | 1 | 1 |
| OTHER | 1 | | 1 | | | | 1 | | 1 |
| CONSTANT SPEED DRIVE | | | | | | | | | |
| POWER LEVER | | | | | | | | | |
| PROPELLER LEVER | | | | | | | | | |
| REVERSE THRUST LEVER | | | | | | | | | |
| ENGINE INDICATING EQUIPMENT | | | | | | | | | |
| ENGINE INSTALLATION | | | | | | | | | |
| SUBTOTAL | 4 | | 4 | 8 | 1 | 9 | 12 | 1 | 13 |
| ** SYSTEMS ** | | | | | | | | | |
| ELECTRICAL SYSTEM | | | | | | | | | |
| HYDRAULIC SYSTEM | | | | | | | | | |
| FLIGHT CONTROL SYSTEMS | | | | | | | | | |
| ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM | 1 | | 1 | | | | 1 | | 1 |
| WING FLAP CONTROL SYSTEM (ELECTRICAL) | | 1 | 1 | | | | | 1 | 1 |
| ANTI-ICING, DE-ICING SYSTEMS | | | | | | | | | |
| AIR CONDITION, HEATING AND PRESSURIZATION | | | | | | | | | |
| AUTO PILOT | | | | | | | | | |
| FIRE WARNING SYSTEM | | | | | | | | | |

CAUSE/FACTOR TABLE

SYSTEMS (CONTINUED)

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| FIRE EXTINGUISHER SYSTEM | | | | | | | | | |
| OXYGEN SYSTEM | | | | | | | | | |
| OTHER SYSTEMS | | | | | | | | | |
| SUBTOTAL | 1 | 1 | 2 | | | | 1 | 1 | 2 |
| ** AIRPORTS/AIRWAYS/FACILITIES ** | | | | | | | | | |
| AIRPORT FACILITIES | | | | | | | | | |
| RUNWAY LIGHTING | | | | 2 | | 2 | 2 | | 2 |
| RAMP FACILITIES | | | | 1 | | 1 | 1 | | 1 |
| AIRPORT CONDITIONS | | | | | | | | | |
| WET RUNWAY | | | | 2 | | 2 | 2 | | 2 |
| ICE/SLUSH ON RUNWAY | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| SNOW ON RUNWAY | 1 | | 1 | 4 | | 4 | 5 | | 5 |
| SNOW WINDROWS | | | | 2 | | 2 | 2 | | 2 |
| HIDDEN HAZARD | | | | 1 | | 1 | 1 | | 1 |
| OTHER | | | | 2 | | 2 | 2 | | 2 |
| AIRWAYS FACILITIES | | | | | | | | | |
| SUBTOTAL | | 2 | 2 | 15 | | 15 | 17 | | 17 |
| ** WEATHER ** | | | | | | | | | |
| LOW CEILING | | 3 | 3 | 2 | | 2 | 5 | | 5 |
| RAIN | | | | 1 | | 1 | 1 | | 1 |
| FOG | | 2 | 2 | 2 | | 2 | 4 | | 4 |
| SNOW | | 3 | 3 | 3 | | 3 | 6 | | 6 |
| ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC | | 2 | 2 | 1 | | 1 | 3 | | 3 |
| CONDITIONS CONDUCIVE TO CARB/INDUCTION SYSTEM ICING | | | | 1 | | 1 | 1 | | 1 |
| UNFAVORABLE WIND CONDITIONS | | 1 | 1 | 2 | | 2 | 3 | | 3 |
| WIND SHEAR | | 1 | 1 | | | | 1 | | 1 |
| HIGH DENSITY ALTITUDE | | | | 1 | | 1 | 1 | | 1 |
| SUBTOTAL | | 12 | 12 | 13 | | 13 | 25 | | 25 |
| ** TERRAIN ** | | | | | | | | | |
| SNOW-COVERED | | 1 | 1 | | | | 1 | | 1 |
| ROUGH/UNEVEN | | | | 2 | | 2 | 2 | | 2 |
| HIGH OBSTRUCTIONS | | 2 | 2 | 1 | | 1 | 3 | | 3 |
| SUBTOTAL | | 3 | 3 | 3 | | 3 | 6 | | 6 |
| ** MISCELLANEOUS ** | | | | | | | | | |
| VORTEX TURBULENCE | | | | 3 | | 3 | 3 | | 3 |
| SUBTOTAL | | | | 3 | | 3 | 3 | | 3 |
| GRAND TOTAL | 20 | 35 | 55 | 58 | 38 | 96 | 78 | 73 | 151 |
| ** MISCELLANEOUS ACTS, CONDITIONS ** | | | | | | | | | |
| PREVIOUS DAMAGE | | | | 1 | | 1 | 1 | | 1 |
| DOWNWIND | | | | | 1 | 1 | | 1 | 1 |
| LOOSE, PART/FITTING | | | | 1 | | 1 | 1 | | 1 |
| CHAFFED | | | | 1 | | 1 | 1 | | 1 |
| ELONGATED | | | | 1 | | 1 | 1 | | 1 |
| IMPROPERLY INSTALLED | | | | 2 | | 2 | 2 | | 2 |
| OBSTRUCTED | | | | 1 | | 1 | 1 | | 1 |
| OVERHEATED | | | | 1 | | 1 | 1 | | 1 |
| RAN OFF END OF RUNWAY | | | | | 1 | 1 | | 1 | 1 |
| ANTI-ICING/DEICING EQUIP-IMPROPER OPER. OF/FAILED TO USE | | | | 1 | | 1 | 1 | | 1 |
| IMPROPER EMERGENCY PROCEDURES | 3 | | 3 | 1 | | 1 | 4 | | 4 |
| FEATHERED WRONG ENGINE | | | | 1 | | 1 | 1 | | 1 |
| FATIGUE FRACTURE | 1 | | 1 | | 1 | 1 | 1 | 1 | 2 |
| WINDSHIELD, DIRTY, FOGGY, ETC-RESTRICTED VISION | | | | | 1 | 1 | | 1 | 1 |
| FAILURE OF TWO OR MORE ENGINES | | | | | 1 | 1 | | 1 | 1 |
| FIRE IN CABIN/ COCKPIT/ BAGGAGE COMPARTMENT | | | | 1 | | 1 | 1 | | 1 |
| CARGO SHIFTED | 1 | | 1 | | | | 1 | | 1 |
| PILOT FATIGUE | | 1 | 1 | | | | | 1 | 1 |
| FUEL EXHAUSTION | | | | 1 | | 1 | 1 | | 1 |
| ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | | 1 | 1 | | | | | 1 | 1 |
| ICE-CARBURETOR | | | | 1 | | 1 | 1 | | 1 |

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 |
| AIRFRAME ICE | 1 | 2 | 3 | | 1 | 1 | 1 | 3 | 4 |
| ICE-WINDSHIELD | | 2 | 2 | | | | | 2 | 2 |
| IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG | 2 | 2 | 4 | 1 | | 1 | 3 | 2 | 5 |
| WHITEOUT | | | | | 1 | 1 | | 1 | 1 |
| SUNGLARE | | | | | 1 | 1 | | 1 | 1 |
| AIRCRAFT CAME TO REST IN WATER | | 3 | 3 | | 1 | 1 | | 4 | 4 |
| OVERLOAD FAILURE | | | | | 3 | 3 | | 3 | 3 |
| MATERIAL FAILURE | | | | 4 | | 4 | 4 | | 4 |
| FUEL STARVATION | | | | 1 | | 1 | 1 | | 1 |

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

LISTING OF COMMUTER AIR CARRIER ACCIDENTS

U.S. GENERAL AVIATION
1979

(IN FILE ORDER SEQUENCE)

(NAME OF OPERATOR DISPLAYED AT RIGHT)

| FILE NUMBER | AIRCRAFT REGIST. | DATE | LOCATION | AIRCRAFT MAKE | MODEL | INJURY INDEX | |
|----------------|---------------------|--------|-------------------|------------------|--------|-----------------|-----------------|
| 1 0003 | N12VT | 022479 | MEMPHIS,TN | BEECH | 3NM | MINOR | *GREAT WESTERN |
| 3 0052 | N160MA | 011579 | WISCONSIN RPDS,WI | SWEARINGEN | SA-226 | NONE | MIDSTATE AIRLI |
| 3 0076 | N1597U | 010479 | ST PAUL,MN | CESSNA | 207 | NONE | *AIR FREIGHT EX |
| 3 0101 | N6642L | 100879 | COVINGTON,KY | PIPER | PA-31 | FATAL | COMAIR,INC. |
| 3 0150 | N215W | 012479 | CHICAGO,IL | BEECH | B-18 | MINOR | SMB STAGELINE |
| 3 0162 | N186MW | 020779 | BOSTON,MA | CESSNA | 500 | NONE | *MIDWEST AIR CH |
| 3 0172 | N14RJ | 011579 | MISSOULA,MT | HANDLY-PAGE | HP-137 | NONE | BIG SKY AIRLIN |
| 3 0198 | N95DF | 011479 | CATLINA,CA | GRUMMAN | G73 | MINOR | TRANS CATLINA |
| 3 0403 | N22M | 013179 | LACONIA,NH | PIPER | PA-31 | NONE | WINNIPESAUKEE |
| 3 0461 | N702HB | 040479 | RICHMOND,VA | TED SMITH | 600 | NONE | WHEELER AIRLIN |
| 3 0522 | N521GP | 012779 | SPRINGFIELD,IL | BEECH | E18-S | NONE | *GREAT WESTERN |
| 3 0543 | N1431T | 030879 | ST LOUIS,MO | BEECH | E18S | MINOR | SKYWAY AVIATIO |
| 3 0565 | N4213 | 041679 | MOLOKAI,HI | BEECH | D-18 | NONE | ALII AIR HAWAI |
| 3 0849 | N1234G | 040379 | CHICAGO,IL | BEECH | E18S | MINOR | BURL AIR FREIG |
| 3 0854 | N711TL | 022779 | INDIANAPOLIS,IN | BEECH | E18S | SERIOUS | BURL AIR FREIG |
| 3 0861 | N7437S | 011979 | GRAND RAPIDS,MI | AEROSTAR | 601 | FATAL | L.J.SIMMONS |
| 3 0913 | N17574 | 022479 | ONEONTA,NY | BEECH | 58 | SERIOUS | CATSKILL AIRWA |
| 3 1045 | N906MW | 061179 | ST LOUIS,MO | DEHAVILLAND | DH 104 | NONE | *MIDWEST AIR CH |
| 3 1079 | N966YH | 051179 | SAN JUAN,PR | BEECH | G18S | NONE | PERKIOMEN AIRW |
| 3 1081 | N201GW | 032379 | CEDAR RAPIDS,IA | BEECH | E18S | FATAL | *GREAT WESTERN |
| 3 1088 | N149PA | 040479 | NEWBURG,NY | BEECH | E-18 | SERIOUS | PROVIDENCE AIR |

LISTING OF COMMUTER AIR CARRIER ACCIDENTS

U.S. GENERAL AVIATION
1979
(IN FILE ORDER SEQUENCE)
(NAME OF OPERATOR DISPLAYED AT RIGHT)

| FILE NUMBER | AIRCRAFT REGIST. | DATE | LOCATION | AIRCRAFT MAKE | MODEL | INJURY INDEX | |
|----------------|---------------------|--------|-------------------|------------------|--------|-----------------|-----------------|
| 3 1831 | N783EF | 052979 | PHOENIX,AZ | AERO COMDR | 680-FL | SERIOUS | *COMBS AIRWAYS |
| 3 2046 | N53SA | 072079 | LAS VEGAS,NV | CESSNA | 402B | SERIOUS | SCENIC AIRLINE |
| 3 2169 | N8017J | 091479 | PHILADELPHIA,PA | PIPER | PA-23 | NONE | NICHOLSON AIR* |
| 3 2477 | N24RM | 022779 | CHEYENNE,WY | DEHAVILLAND | DHC-6 | MINOR | ROCKY MOUNTAIN |
| 3 2478 | N777AE | 030179 | GULFPORT,MS | BEECH | BE-70 | FATAL | UNIVERSAL AIRW |
| 3 2479 | N418SA | 031079 | MARINA DEL REY,CA | NORD-AVION | 262 | FATAL | SWIFT AIRE LIN |
| 3 2498 | N2713R | 091879 | CHICAGO,IL | CESSNA | 402C | SERIOUS | BROWER AIRLINE |
| 3 2602 | N7809Q | 101779 | MLANSING,MI | CESSNA | 402A | NONE | SEACO AIRLINES |
| 3 2624 | N71967 | 110179 | LUBBOCK, TX | CESSNA | U206D | NONE | *ASAP AIR, INC. |
| 3 2629 | N500TS | 071179 | ATLANTIC CITY,NJ | TED SMITH | TS-600 | NONE | OCEAN AIRWAYS |
| 3 2800 | N4514Q | 040979 | ALBUQUERQUE,NM | CESSNA | 402 | NONE | ZIA |
| 3 2936 | N24K | 101979 | COVINGTON, KY | BEECH | H18S | NONE | BURLINGTON AIR |
| 3 2965 | N13CA | 100879 | CRESTED BUTTE,CO | BRITTNORMAN | BN2A-9 | SERIOUS | CRESTED BUTTE |
| 3 2974 | N6255H | 061179 | PLATINUM,AK | CESSNA | 207 | NONE | *BUSH AIR INC. |
| 3 3005 | N44522 | 082179 | HICKORY,NC | PIPER | PA-32 | SERIOUS | *AIR CAROLINA |
| 3 3075 | N22932 | 091779 | AVALON,CA | GRUMMAN | G-21A | FATAL | CATALINA AIR |
| 3 3093 | N91399 | 060979 | SAINT MARYS,AK | CESSNA | 180 | NONE | WESTERN YUKON |
| 3 3125 | N3785B | 072579 | FT WOOD,MO | BEECH | E18S | NONE | SKYWAY AVIATIO |
| 3 3227 | N66893 | 110279 | GREENVILLE,SC | PIPER | PA-31 | FATAL | BANKAIR, INC |
| 3 3565 | N6569L | 112179 | TETERBORD,NJ | PIPER | PA-31 | NONE | *MIDWEST AIR CH |
| 3 3896 | N1684U | 102579 | NVENETIE,AK | CESSNA | 207 | FATAL | AIR NORTH, INC. |

LISTING OF COMMUTER AIR CARRIER ACCIDENTS

U.S. GENERAL AVIATION
1979
(IN FILE ORDER SEQUENCE)
(NAME OF OPERATOR DISPLAYED AT RIGHT)

| FILE NUMBER | AIRCRAFT REGIST. | DATE | LOCATION | AIRCRAFT MAKE | MODEL | INJURY INDEX | |
|----------------|---------------------|--------|----------------|------------------|--------|-----------------|-----------------|
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| 3 3898 | N8061V | 120379 | NNOME,AK | DEHAVND CAN | DHC-6 | FATAL | *EVERGREEN HELI |
| 3 3902 | N705M | 091979 | SUFFIELD,CT | BEECH | E18S | FATAL | MOUNTAIN AIR C |
| 3 3950 | N7305U | 093079 | SCAMMON BAY,AK | CESSNA | T207A | MINOR | *BUSH AIR INC. |
| 3 3951 | N68DE | 053079 | ROCKLAND,ME | DEHAVILLAND | DHC-6 | FATAL | DOWNEAST AIRLI |
| 3 3964 | N983MA | 111879 | BANGOR,ME | BEECH | 99 | MINOR | BAR HARBOR AIR |
| 3 3967 | N291NC | 071979 | NNORTHGLENN,CO | AERO COMDR | 680FL | NONE | *COMBS AIRWAYS |
| 3 3982 | N575PR | 072479 | ST CROIX,USVI | DEHAVILLAND | DH-114 | FATAL | PRINAIR |
| 3 4001 | N11CS | 041479 | CATALINA IS,CA | GRUMMAN | G-21A | FATAL | CATALINA AIR L |

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF COMMUTER AIR CARRIER ACCIDENTS

U.S. GENERAL AVIATION

1979

(IN STATE AND DATE ORDER)

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|-----------------|--|--|--|--|
| 3-3093 | 6/9/79 TIME - 1800 | SAINT MARYS, AK | CESSNA 180 N91399 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | COMMERCIAL, AGE 59, 10000 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ST MARYS DEPARTURE POINT SAINT MARYS, AK TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - UNKNOWN/NOT REPORTED SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TEMPERATURE-F 50 WIND VELOCITY-KNOTS 25 TYPE OF FLIGHT PLAN VFR REMARKS- WND GUSTING 35KTS. | | | | | | |
| | | | | PHASE OF OPERATION TAKEOFF RUN TAKEOFF RUN CEILING AT ACCIDENT SITE 1200 PRECIPITATION AT ACCIDENT SITE RAIN RELATIVE BEARING OF WIND RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES 235 TYPE OF WEATHER CONDITIONS VFR | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|--|------------------------|--|--|
| 3-2974 | 6/11/79 TIME - 1855 | PLATINUM, AK | CESSNA 207 N6255H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | COMMERCIAL, FL.INSTR., AGE 28, 1175 TOTAL HOURS, 205 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT PLATINUM, AK | INTENDED DESTINATION QUINHAGAK, AK | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE MASTER AND CONNECTING RODS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | |
| FACTOR(S) TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- NO 3 ROD FAILED AT CRANKSHAFT ATCH END. THREADS STRIPPED ON 1 BOLT, OTHER BOLT NOT FND. HOLE IN ENG. | | | | | | |
| 3-3950 | 9/30/79 TIME - 1415 | SCAMMON BAY, AK | CESSNA T207A N7305U DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | COMMERCIAL, AGE 34, 1505 TOTAL HOURS, 355 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SCAMMON BAY DEPARTURE POINT BETHEL, AK | INTENDED DESTINATION RETURN | | LAST ENROUTE STOP CHEVAK, AK | |
| | | TYPE OF ACCIDENT OVERSHOOT | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY | | | | | | |
| REMARKS- NOSE WHEEL DMGD(AFTER MISHAP) WHILE TOWING ACFT TO RWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|----------|---|--|--|--|--|
| 3-3896 | 10/25/79 | NR.VENETIE,AK | CESSNA 207 N1684U DAMAGE-SUBSTANTIAL | CR- 0 1 1 PX- 1 1 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 26, 2573 TOTAL HOURS, 400 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT FORT YUKON,AK | INTENDED DESTINATION RETURN | LAST ENROUTE STOP ARCTIC VILLAGE,AK | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER CONTROLLED | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | |
| FACTOR(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER - SNOW | | | | | | |
| WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - ICE-WINDSHIELD | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| | | SKY CONDITION UNKNOWN/NOT REPORTED | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| | | VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE SNOW | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN OTHER | | | | |
| REMARKS- DRG FLT AT LOW ALT UNDER OVC,ENG LOST PWR AFTER PLT ADVND THROTTLE TO AVOID HILL.CO PLN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|---|---|--|--|--|
| 3-3898 | 12/3/79 | NR.NOME,AK | DEHAVND CAN DHC-6 N8061V DAMAGE-DESTROYED | CR- 2 0 0 PX- 2 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 29, 3453 TOTAL HOURS, 731 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT NOME,AK | INTENDED DESTINATION RETURN | LAST ENROUTE STOP SHISHMAREF,AK | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) TERRAIN - SNOW-COVERED TERRAIN - HIGH OBSTRUCTIONS WEATHER - LOW CEILING WEATHER - SNOW | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| | | SKY CONDITION OBSCURATION | | CEILING AT ACCIDENT SITE 1000 | | |
| | | VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS | | PRECIPITATION AT ACCIDENT SITE SNOW SHOWERS | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | WIND DIRECTION-DEGREES 130 | | |
| | | WIND VELOCITY-KNOTS 12 | | TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED | | |
| | | TYPE OF FLIGHT PLAN SPECIAL VFR | | | | |
| REMARKS- RCVY DATE 2/10/80.TELEWRITER TRANS WX FM NWS TO FSS OTS.SPEC OBS TAKEN 0829,TRANS TO PLT AFT TKOF. | | | | | | |
| 3-1831 | 5/29/79 | PHOENIX,AZ | AERO COMDR 680-FL N783EF DAMAGE-SUBSTANTIAL | CR- 0 2 0 PX- 0 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | COMMERCIAL, AGE 25, 2255 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SKY HARBOR INTL | | | | |
| | | DEPARTURE POINT LAS VEGAS,NV | INTENDED DESTINATION PHOENIX,AZ | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION | | PHASE OF OPERATION LANDING FINAL APPROACH | | |
| | | COLLISION WITH GROUND/WATER | CONTROLLED | LANDING FINAL APPROACH | | |
| PROBABLE CAUSE(S) MISCELLANEOUS - VORTEX TURBULENCE MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- VIOLENT WINGROCK ON FINAL UNCOVERED FUEL SUMP PICKUPS ALLOWING AIR TO ENTER FUEL LINES. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|--|--|--|--|
| 3-0198 | 1/14/79 TIME - 1640 | CATLINA,CA | GRUMMAN G73 N95DF DAMAGE-DESTROYED | CR- 0 0 2 PX- 0 0 9 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | ATP,FLIGHT INSTR., AGE 31, 6500 TOTAL HOURS, 85 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT LONG BEACH,CA | INTENDED DESTINATION LONG BEACH,CA | LAST ENROUTE STOP CATLINA,CA | | |
| | | TYPE OF ACCIDENT ENGINE TEARAWAY | | PHASE OF OPERATION TAKEOFF RUN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - FAILED TO ABORT TAKEOFF | | | | | | |
| FACTOR(S) PILOT IN COMMAND - PREMATURE LIFT-OFF MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER FIRE AFTER IMPACT REMARKS- ACFT HIT 3 WAVES HARD BREAKING L WING,L ENGINE TEAR AWAY. | | | | | | |
| 3-2479 | 3/10/79 TIME - 1752 | MARINA DEL REY,CA | NORD-AVION 262 N418SA DAMAGE-DESTROYED | CR- 2 0 1 PX- 1 0 3 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 43, 8500 TOTAL HOURS, 879 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - LOS ANGELES INTL DEPARTURE POINT LOS ANGELES,CA | INTENDED DESTINATION SANTA MARIA,CA | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION DITCHING | | | | |
| PROBABLE CAUSE(S) POWERPLANT - PROPELLER SYSTEM OTHER PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES | | | | | | |
| FACTOR(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL OTHER 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- LEAK OR BREAK IN R ENG PROP PRESS LINE,AUTOFEATHERED.L ENG SHUT DOWN.RESTART INFO NOT IN MANUAL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|---|------------------------|--|--|
| 3-4001 | 4/14/79 TIME - 1007 | CATALINA IS,CA | GRUMMAN G-21A N11CS DAMAGE-DESTROYED | CR- 0 1 0 PX- 1 2 7 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | ATP, FLIGHT INSTR., AGE 43, 9335 TOTAL HOURS, 455 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PEBBLY BEACH DEPARTURE POINT INTENDED DESTINATION SAN PEDRO,CA CATALINA IS,CA TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 600 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 67 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 150 3 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- LOW ALT STRAIGHT-IN APCH TOWARD SEAPLANE RAMP. GO-AROUND AFTR NOTICING BOAT WAKES. PAX DROWNED. | | | | | | |
| 3-3075 | 9/17/79 TIME - 1715 | AVALON,CA | GRUMMAN G-21A N22932 DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 1 0 2 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 54, 13300 TOTAL HOURS, 4000 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PEBBLY BEACH DEPARTURE POINT INTENDED DESTINATION AVALON,CA SAN PEDRO,CA TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE IN FLIGHT TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION SYSTEMS - FLIGHT CONTROL SYSTEMS ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- UP ELEVATOR CABLE SEPARATED 3 TO 4FT FWD OF STATION 29. CRASHED DRG WATER TKOF. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---|---|--|--|---|
| 3-3967 | 7/19/79 | NR. NORTHGLENN, CO | AERO COMDR 680FL N291NC DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | AIRLINE TRANSPORT, AGE 49, 5026 TOTAL HOURS, 50 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT DENVER, CO | INTENDED DESTINATION BOISE, ID | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER CONTROLLED | | PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) | | | | | | |
| PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) | | | | | | |
| POWERPLANT - FUEL SYSTEM FUEL INJECTION SYSTEM | | | | | | |
| POWERPLANT - FUEL SYSTEM LINES AND FITTINGS | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED | | | | | | |
| POWERPLANT - MISCELLANEOUS DETONATION | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FEATHERED WRONG ENGINE | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- PRIMER LINE INSTALLED IN PLACE OF INJECTOR LINE ON LT ENG. RED PARTICLES FOUND IN #7 FUEL INJECTOR. | | | | | | |
| 3-2965 | 10/8/79 | CRESTED BUTTE, CO | BRITTNORMAN BN2A-9 N13CA DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 1 3 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | ATP, FLIGHT INSTR., AGE 28, 1832 TOTAL HOURS, 146 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - CRESTED BUTTE | | | | |
| | | DEPARTURE POINT DENVER, CO | INTENDED DESTINATION CRESTED BUTTE, CO | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH DIRT BANK | | PHASE OF OPERATION LANDING ROLL | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| FACTOR(S) | | | | | | |
| PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL FAILURE TO PROVIDE ADEQ. DIRECTIVES, MANUAL, EQUIPMENT | | | | | | |
| AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES RUNWAY LIGHTING | | | | | | |
| REMARKS- OFFICIAL NIGHT 1922HRS. LOW INTENSITY RUNWAY LITES 25FT BEYOND EACH EDGE OF RUNWAY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------------|---|------------------------|--|---|
| 3-3902 | 9/19/79 TIME - 0404 | SUFFIELD,CT | BEECH E18S N705M DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | COMMERCIAL, AGE 37, 6425 TOTAL HOURS, 125 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BRADLEY INTL | | | | | | |
| DEPARTURE POINT | | INTENDED DESTINATION | | | | |
| SUFFIELD,CT | | BALTIMORE,MD | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLISION WITH GROUND/WATER UNCONTROLLED | | | TAKEOFF INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - CARGO SHIFTED | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- TIE-DOWN SNAPS,RINGS FOUND DISCONNECTED.682LBS OVER MAX GWT. | | | | | | |
| 3-0565 | 4/16/79 TIME - 0615 | MOLOKAI,HI | BEECH D-18 N4213 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | COMMERCIAL, FL.INSTR., AGE 21, 741 TOTAL HOURS, 140 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MOLOKAI | | | | | | |
| DEPARTURE POINT | | INTENDED DESTINATION | | | | |
| HONOLULU,HI | | MOLOKAI,HI | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| OVERSHOOT | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| COLLIDED WITH WIRES/POLES | | | LANDING ROLL | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | |
| PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | |
| FACTOR(S) | | | | | | |
| AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------|---|------------------------|--|---|
| 3-0150 | 1/24/79 TIME - 0245 | CHICAGO, IL | BEECH B-18 N215W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | COMMERCIAL, FL. INSTR., AGE 22, 1193 TOTAL HOURS, 360 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CHICAGO-O'HARE DEPARTURE POINT INTENDED DESTINATION DES MOINES, IA CHICAGO, IL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH SNOWBANK LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER - SNOW AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW WINDROWS AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 300 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND BLOWING SNOW RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 350 15 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR REMARKS- ACFT DISABLED ON MOST FAVORABLE RUNWAY FOR EXISTING CONDITIONS. X-WD COMPONENT NR ACFT MAX DEMO. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|---|------------------------|--|--|
| 3-0522 | 1/27/79 TIME - 0730 | SPRINGFIELD,IL | BEECH E18-S N521GP DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | COMMERCIAL, FL.INSTR., AGE 30, 3100 TOTAL HOURS, 510 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CAPITAL DEPARTURE POINT SPRINGFIELD,IL TYPE OF ACCIDENT COLLIDED WITH SNOWBANK INTENDED DESTINATION GENESEO,IL PHASE OF OPERATION TAKEOFF RUN PROBABLE CAUSE(S) COPILOT - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) WEATHER - SNOW MISCELLANEOUS ACTS,CONDITIONS - WHITEOUT WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 3/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF FLIGHT PLAN IFR CEILING AT ACCIDENT SITE 500 PRECIPITATION AT ACCIDENT SITE SNOW TYPE OF WEATHER CONDITIONS IFR | | | | | | |
| 3-0849 | 4/3/79 TIME - 0439 | CHICAGO,IL | BEECH E18S N1234G DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | ATP,FLIGHT INSTR., AGE 52, 15700 TOTAL HOURS, 3060 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - OHARE INTL DEPARTURE POINT CHICAGO,IL TYPE OF ACCIDENT TURBULENCE COLLISION WITH GROUND/WATER UNCONTROLLED INTENDED DESTINATION INDIANAPOLIS,IN PHASE OF OPERATION TAKEOFF INITIAL CLIMB TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. MISCELLANEOUS - VORTEX TURBULENCE FIRE AFTER IMPACT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|------------------|---|-------------------------------------|--|---|
| 3-2498 | 9/18/79 | CHICAGO, IL | CESSNA 402C N2713R DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 8 OT- 0 1 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | ATP, FLIGHT INSTR., AGE 32, 2825 TOTAL HOURS, 216 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - O'HARE DEPARTURE POINT CHICAGO, IL TYPE OF ACCIDENT COLLIDED WITH AUTOMOBILE PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL DRIVER OF VEHICLE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE | | | | | | |
| 3-0854 | 2/27/79 | INDIANAPOLIS, IN | BEECH E18S N711TL DAMAGE-DESTROYED | CR- 0 1 1 PX- 0 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | COMMERCIAL, FL. INSTR., AGE 22, 1920 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - INDIANAPOLIS INTL DEPARTURE POINT INDIANAPOLIS, IN TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED PROBABLE CAUSE(S) MISCELLANEOUS - VORTEX TURBULENCE REMARKS- ACFT ENCOUNTERED WAKE TURBULENCE BEHIND A DEPARTING B-727. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------------|--|------------------------|--|--|
| 3-1081 | 3/23/79 TIME - 2053 | CEDAR RAPIDS, IA | BEECH E18S N201GW DAMAGE-DESTROYED | CR- 2 0 0 PX- 0 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | AIRLINE TRANSPORT, AGE 37, 7257 TOTAL HOURS, 170 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CEDAR RAPIDS MUNI DEPARTURE POINT INTENDED DESTINATION CEDAR RAPIDS, IA SPRINGFIELD, IL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN STALL MUSH TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY WEATHER - SNOW WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG HEAD WIND 338-022 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 34 330 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 22 IFR TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- 2IN SLUSH & SNOW ON RWY. PLT BLOOD ALCOHOL LEVEL .035%. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|---------------|---|------------------------|--|--|
| 3-0101 | 10/8/79 TIME - 1008 | COVINGTON, KY | PIPER PA-31 N6642L DAMAGE-DESTROYED | CR- 1 0 0 PX- 7 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | ATP, FLIGHT INSTR., AGE 30, 2820 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| NAME OF AIRPORT - GRTR CINCINNATI DEPARTURE POINT INTENDED DESTINATION COVINGTON, KY NASHVILLE, TN TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLISION WITH GROUND/WATER UNCONTROLLED TAKEOFF INITIAL CLIMB 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) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE FLIGHT TRAINING-PROCEDURES PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE GROUND TRAINING-PROCEDURES PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL DEFICIENCY, COMPANY MAINTAINED EQPMT, SERVICES, REGULATION PERSONNEL - RULES, REGULATIONS, STANDARDS PERSONNEL MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE REMARKS- GR, FLAPS DOWN, 195LBS OVR MAX GWT, HURRIED DEPARTURE, INEFFECTIVE FAA CERTIFICATION, SURVEILLANCE. | | | | | | |
| 3-2936 | 10/19/79 TIME - 0015 | COVINGTON, KY | BEECH H18S N24K DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | AIRLINE TRANSPORT, AGE 33, 4690 TOTAL HOURS, 1550 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GRTR CINCINNATI DEPARTURE POINT INTENDED DESTINATION COVINGTON, KY INDIANAPOLIS, IN TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH WIRES/POLES LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - FAILURE OF TWO OR MORE ENGINES COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- HIT LIGHTPOLES DRG LDG ON HIGHWAY OVERPASS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|--------------|--|-------------------------|--|--|
| 3-3951 | 5/30/79 TIME - 2055 | ROCKLAND, ME | DEHAVILLAND DHC-6 N68DE DAMAGE-DESTROYED | CR- 2 0 0 PX- 15 1 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | COMMERCIAL, AGE 35, 5050 TOTAL HOURS, 604 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - KNOX COUNTY RGNL DEPARTURE POINT INTENDED DESTINATION BOSTON, MA ROCKLAND, ME 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) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE FLIGHT TRAINING-PROCEDURES PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL DEFICIENCY, COMPANY MAINTAINED EOPMT, SERVICES, REGULATION PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE REMARKS- DSCNDD BLO MDA. INORDINATE MGMT PRESSURES. 1ST OFF MRGL INSTRUMENT PROFICIENCY. CHRONIC FATIGUE, PIC. | | | | | | |
| 3-3964 | 11/18/79 TIME - 1637 | BANGOR, ME | BEECH 99 N983MA DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 13 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | ATP, FLIGHT INSTR., AGE 25, 3909 TOTAL HOURS, 2235 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BANGOR DEPARTURE POINT INTENDED DESTINATION BANGOR, ME PORTLAND, ME TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING 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. REMARKS- ACFT PITCHED UP AFTR TKOF. OVER MAX GWT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|------------|--|------------------------|--|--|
| 3-0162 | 2/7/79 TIME - 2136 | BOSTON, MA | CESSNA 500 N186MW DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | AIRLINE TRANSPORT, AGE 49, 7780 TOTAL HOURS, 742 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - LOGAN INTL DEPARTURE POINT INTENDED DESTINATION BOSTON, MA DETROIT, MI TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN COLLIDED WITH OBJECT TAKEOFF ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) WEATHER - SNOW WEATHER - LOW CEILING AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 800 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND BLOWING SNOW LEFT QUARTERING TAIL WIND 203-247 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 19 350 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 11 IFR TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- PILOT ENCOUNTERED BLOWING SNOW ON TAKE-OFF. HIT TAXIWAY SIGN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---|--|---|---|--|---|
| 3-0861 | 1/19/79 TIME - 1922 | GRAND RAPIDS, MI | AEROSTAR 601 N7437S DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 2 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | COMMERCIAL, AGE 44, 2646 TOTAL HOURS, 195 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - KENT COUNTY INTL | | PHASE OF OPERATION | | |
| | | DEPARTURE POINT | | LANDING LEVEL OFF/TOUCHDOWN | | |
| | | LANSING, MI | | | | |
| | | TYPE OF ACCIDENT | | | | |
| | | COLLISION WITH GROUND/WATER UNCONTROLLED | | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. | | | | | | |
| WEATHER - WIND SHEAR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ICE-WINDSHIELD | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. | | | | | | |
| | | SKY CONDITION | | CEILING AT ACCIDENT SITE | | |
| | | OVERCAST | | 500 | | |
| | | VISIBILITY AT ACCIDENT SITE | | PRECIPITATION AT ACCIDENT SITE | | |
| | | 2 MILES OR LESS | | FREEZING RAIN | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | RELATIVE BEARING OF WIND | | |
| | | FOG | | LEFT QUARTERING TAIL WIND 203-247 DEGREES | | |
| | | TEMPERATURE-F | | WIND DIRECTION-DEGREES | | |
| | | 21 | | 120 | | |
| | | WIND VELOCITY-KNOTS | | TYPE OF WEATHER CONDITIONS | | |
| | | 13 | | IFR | | |
| | | TYPE OF FLIGHT PLAN | | | | |
| | | IFR | | | | |
| 3-2602 | 10/17/79 NR. LANSING, MI TIME - 2100 | | CESSNA 402A N78090 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 41, 5000 TOTAL HOURS, 71 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT | | PHASE OF OPERATION | | |
| | | DETROIT, MI | | IN FLIGHT CLIMB TO CRUISE | | |
| | | TYPE OF ACCIDENT | | | | |
| | | AIRFRAME FAILURE IN FLIGHT | | | | |
| PROBABLE CAUSE(S) | | | | | | |
| POWERPLANT - EXHAUST SYSTEM OTHER | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | |
| REMARKS- LEFT ENG INBOARD EXHAUST BELLOWS, CESSNA PN 0850660-9, FAILED. HEAT DAMAGE TO LWR WING/ENG NACELLE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|-------------|--|-------------------------------------|--|---|
| 3-0076 | 1/4/79 TIME - 0545 | ST PAUL,MN | CESSNA 207 N1597U DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | COMMERCIAL, AGE 26, 3186 TOTAL HOURS, 29 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ST PAUL HOLMAN DEPARTURE POINT INTENDED DESTINATION MILWAUKEE,WI MINNEAPOLIS,MN TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION FIRE OR EXPLOSION IN FLIGHT PHASE OF OPERATION IN FLIGHT DESCENDING IN FLIGHT DESCENDING PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS,CONDITIONS - FIRE IN CABIN,COCKPIT,BAGGAGE COMPARTMENT COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELPT. REMARKS- #4 CYL HEAD SEPARATED FM BARREL BREAKING FUEL LINE. | | | | | | |
| 3-2478 | 3/1/79 TIME - 1504 | GULFPORT,MS | BEECH BE-70 N777AE DAMAGE-DESTROYED | CR- 1 0 0 PX- 7 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | COMMERCIAL, AGE 29, 1528 TOTAL HOURS, 15 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GULFPORT-BILOXI DEPARTURE POINT INTENDED DESTINATION HOUSTON,TX NEW ORLEANS,LA TYPE OF ACCIDENT STALL LAST ENROUTE STOP GULFPORT,MS PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE INSPECTION OF AIRCRAFT (MAINTENANCE PERSONNEL) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL DEFICIENCY,COMPANY MAINTAINED EOPMT,SERVICES,REGULATION PERSONNEL - RULES,REGULATIONS,STANDARDS PERSONNEL MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. SYSTEMS - FLIGHT CONTROL SYSTEMS WING FLAP CONTROL SYSTEM ELECTRICAL REMARKS- NOSE BAGGAGE DOOR OPENED DRG TKOF.STARTER INTERRUPT SYST,FLAPS INOP.INADEQUATE PART 135 TRAINING. | | | | | | |
| 3-0543 | 3/8/79 TIME - 0954 | ST LOUIS,MO | BEECH E18S N1431T DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 3 OT- 0 0 1 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | COMMERCIAL, AGE 22, 2000 TOTAL HOURS, 47 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - LAMBERT FLD DEPARTURE POINT INTENDED DESTINATION FT LEONARD WOOD,MO ST LOUIS,MO TYPE OF ACCIDENT COLLIDED WITH OBJECT PHASE OF OPERATION TAXI FROM LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT COPILOT - MISJUDGED CLEARANCE REMARKS- COLLIDED WITH ACFT TUG. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------|--|------------------------|--|---|
| 3-1045 | 6/11/79 TIME - 2152 | ST LOUIS, MO | DEHAVILLAND DH 104 N906MW DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | ATP, FLIGHT INSTR., AGE 27, 4032 TOTAL HOURS, 651 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - LAMBERT DEPARTURE POINT INTENDED DESTINATION KANSAS CITY, MO ST LOUIS, MO TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED LANDING ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED MISCELLANEOUS ACTS, CONDITIONS - CHAFED REMARKS- PNEUMATIC LINE TO DOWN PORT ON NLG ACTUATOR CHAFED THROUGH. | | | | | | |
| 3-3125 | 7/25/79 TIME - 2110 | FT WOOD, MO | BEECH E18S N3785B DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 5 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | ATP, FLIGHT INSTR., AGE 26, 2305 TOTAL HOURS, 490 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - FORNEY AAF DEPARTURE POINT INTENDED DESTINATION KAISER, MO FT WOOD, MO TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - ELONGATED MISCELLANEOUS ACTS, CONDITIONS - LOOSE, PART/FITTING EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED OR KNOWN AIRCRAFT DAMAGE REMARKS- TUBE, MLG RETRACT MECHANISM, P/N8C4-188500-4 BROKEN, 4 TAPER PINS LOOSE. INSP ITEM NOT SIGNED OFF. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|---|------------------------|--|---|
| 3-0172 | 1/15/79 TIME - 2351 | MISSOULA, MT | HANDLY-PAGE HP-137 N14RJ DAMAGE-SUBSTANTIAL | CR- 0 0 3 PX- 0 0 2 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 50, 15725 TOTAL HOURS, 317 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MISSOULA COUNTY DEPARTURE POINT INTENDED DESTINATION MISSOULA, MT KALISPELL, MT TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN COLLIDED WITH SNOWBANK TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY PERSONNEL - AIRPORT SUPERVISORY PERSONNEL FAILURE TO NOTIFY OF UNSAFE COND/AND OR FAILURE TO MARK OBSTRUCTION PERSONNEL - AIRPORT SUPERVISORY PERSONNEL IMPROPER/INADEQUATE SNOW REMOVAL PERSONNEL - AIRWAYS FACILITIES PERSONNEL FAILURE TO ISSUE NOTAM REMARKS- LH MAIN WHEEL ENC 8 IN SNOW BERM ON RUNWAY AT VR SPD. CREW NOT AWARE Rwy NOT FULLY PLOWED. | | | | | | |
| 3-2046 | 7/20/79 TIME - 1133 | LAS VEGAS, NV | CESSNA 402B N53SA DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 2 7 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | ATP, FLIGHT INSTR., AGE 43, 3537 TOTAL HOURS, 411 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MCCARRAN INT'L DEPARTURE POINT INTENDED DESTINATION LAS VEGAS, NV GRAND CANYON, AZ TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - COMPANY DISPATCH WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 5000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 71 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 240 8 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR OTHER REMARKS- PILOT TURNED 150 DEGREES BACK TOWARD ARPT. TCA FLT PLAN. DENSITY ALT APPROX 3500 FT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|---|--|---|--|---|
| 3-0403 | 1/31/79 TIME - 1015 | LACONIA,NH | PIPER PA-31 N2ZM DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 2 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | COMMERCIAL, AGE 30, 6000 TOTAL HOURS, 1390 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - LACONIA DEPARTURE POINT BOSTON,MA TYPE OF ACCIDENT COLLIDED WITH SNOWBANK | INTENDED DESTINATION LACONIA,NH | PHASE OF OPERATION LANDING ROLL | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY | | | | | | |
| 3-2629 | 7/11/79 TIME - 1250 | ATLANTIC CITY,NJ | TED SMITH TS-600 N500TS DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 27, 2870 TOTAL HOURS, 26 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - NAFEC DEPARTURE POINT ATLANTIC CITY,NJ TYPE OF ACCIDENT WHEELS-UP | INTENDED DESTINATION BALTIMORE,MD | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR | | | | | | |
| FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | | | |
| REMARKS- PLT CONCERNED WITH OTR COMPANY TFC.FLT RTND TO ACY BECAUSE OF BLOCKED AIRSPACE IN BAL AREA. | | | | | | |
| 3-3565 | 11/21/79 TIME - 0107 | TETERBORO,NJ | PIPER PA-31 N6569L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | ATP, FLIGHT INSTR., AGE 32, 4955 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - TETERBORO DEPARTURE POINT HARTFORD,CT TYPE OF ACCIDENT HARD LANDING | INTENDED DESTINATION TETERBORO,NJ | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|--|------------------------|--|--|
| 3-2800 | 4/9/79 TIME - 2030 | ALBUQUERQUE,NM | CESSNA 402 N45140 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 5 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | ATP, FLIGHT INSTR., AGE 27, 3193 TOTAL HOURS, 168 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ALBUQUERQUE INTL DEPARTURE POINT INTENDED DESTINATION LAS CRUCES,NM ALBUQUERQUE,NM TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH PARKED AIRCRAFT TAXI FROM LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES RAMP FACILITIES REMARKS- NO LIGHTING IN PORTION OF RAMP WHERE COLLISION OCCURED. COLLIDED WITH C402,N402LV, MINOR DAMAGE. | | | | | | |
| 3-0913 | 2/24/79 TIME - 1107 | ONEONTA,NY | BEECH 58 N17574 DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 3 2 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 49, 14700 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ONEONTA MUNICIPAL DEPARTURE POINT INTENDED DESTINATION NEWARK,NJ ONEONTA,NY TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT LANDING MISSED APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - COMPANY DISPATCH WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG LEFT CROSS WIND 248-292 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 40 310 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 5 IFR TYPE OF FLIGHT PLAN IFR REMARKS- COLLIDED WITH UPROOTED TREE STUMP AND SNOW COVERED GROUND. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|------------|--|------------------------|--|---|
| 3-1088 | 4/4/79 TIME - 2315 | NEWBURG,NY | BEECH E-18 N149PA DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | AIRLINE TRANSPORT, AGE 29, 3897 TOTAL HOURS, 99 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - STEWART DEPARTURE POINT INTENDED DESTINATION BOSTON,MA NEWBURG,NY TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 700 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 37 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 120 14 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR REMARKS- PILOT INFORMED OF ICING AT HOLDING ALTITUDE PRIOR TO HIS ENTERING HOLDING. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------------|---|-------------------------------------|--|--|
| 3-3005 | 8/21/79 TIME - 2235 | HICKORY, NC | PIPER PA-32 N44522 DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 1 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | ATP, FLIGHT INSTR., AGE 26, 4438 TOTAL HOURS, 86 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - HICKORY MUNICIPAL DEPARTURE POINT INTENDED DESTINATION CHARLOTTE, NC HICKORY, NC TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING TRAFFIC PATTERN-CIRCLING COLLIDED WITH RUNWAY OR APPROACH LIGHTS LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR FACTOR(S) WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. | | | | | | |
| SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED 12000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) DRIZZLE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F HAZE 73 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 80 4 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR IFR REMARKS- COLLIDED W APCH LGT TWRS. | | | | | | |
| 3-2169 | 9/14/79 TIME - 0025 | PHILADELPHIA, PA | PIPER PA-23 N8017J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 OT- 0 0 1 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | COMMERCIAL, AGE 23, 1423 TOTAL HOURS, 30 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PHILADELPHIA INTL DEPARTURE POINT INTENDED DESTINATION NEWARK, NJ PHILADELPHIA, PA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH AUTOMOBILE TAXI FROM LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PERSONNEL - MISCELLANEOUS-PERSONNEL DRIVER OF VEHICLE REMARKS- VAN WAS MOVING ALONG RAMP | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|--|-------------------------------------|--|--|
| 3-3227 | 11/2/79 TIME - 1112 | GREENVILLE, SC | PIPER PA-31 N66893 DAMAGE-DESTROYED | CR- 1 0 0 PX- 4 2 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | COMMERCIAL, AGE 60, 18000 TOTAL HOURS, 4 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GREENVILLE DWNTWN DEPARTURE POINT INTENDED DESTINATION GREENVILLE, SC COLUMBIA, SC TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- ENG MALF BFR BEST CLIMB SPEED. HIT PWR LINE DRG TURN BACK TO ARPT. SEVERAL A/D'S NCW. | | | | | | |
| 1-0003 | 2/24/79 TIME - 0040 | MEMPHIS, TN | BEECH 3NM N12VT DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 OT- 0 0 3 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | AIRLINE TRANSPORT, AGE 37, 7300 TOTAL HOURS, 120 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MEMPHIS INTL DEPARTURE POINT INTENDED DESTINATION CEDAR RAPIDS, IA MEMPHIS, TN TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH ON GROUND LAST ENROUTE STOP SPRINGFIELD, IL PHASE OF OPERATION TAXI FROM LANDING PROBABLE CAUSE(S) PERSONNEL - TRAFFIC CONTROL PERSONNEL ISSUED IMPROPER OR CONFLICTING INSTRUCTIONS FIRE AFTER IMPACT | | | | | | |
| 3-2624 | 11/1/79 TIME - 1717 | LUBBOCK, TX | CESSNA U206D N71967 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | AIRLINE TRANSPORT, AGE 57, 13262 TOTAL HOURS, 22 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - LUBBOCK REGIONAL DEPARTURE POINT INTENDED DESTINATION LUBBOCK, TX FORT WORTH, TX TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED GEAR COLLAPSED PHASE OF OPERATION TAKEOFF ABORTED TAKEOFF ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------------|---|------------------------|--|--|
| 3-0461 | 4/4/79 TIME - 2227 | RICHMOND,VA | TED SMITH 600 N702HB DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | COMMERCIAL, AGE 27, 2994 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - RICHARD E.BYRD DEPARTURE POINT INTENDED DESTINATION RALEIGH,NC RICHMOND,VA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH AIRPORT HAZARD TAXI FROM LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - WINDSHIELD,DIRTY,FOGGY,ETC.--RESTRICTED VISION WEATHER - FOG WEATHER - RAIN AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS HIDDEN HAZARD WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 400 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS DRIZZLE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES FOG 310 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 10 IFR TYPE OF FLIGHT PLAN IFR REMARKS- INSTRUCTED TAXI ON UNLIGHTED TAXIWAY.WENT OFF R SIDE,HIT RWY SHOULDER.YELLOW CTRLINE ON TAXIWAY. | | | | | | |
| 3-0052 | 1/15/79 TIME - 0605 | WISCONSIN RPDS,WI | SWEARINGEN SA-226 N160MA DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 9 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 33, 5883 TOTAL HOURS, 235 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ALEXANDRIA FIELD DEPARTURE POINT INTENDED DESTINATION CHICAGO,IL WISCONSIN RPDS,WI TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE 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) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES RUNWAY LIGHTING AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW WINDROWS REMARKS- 25 OF 40 RWY LIGHTS NOT OPERATING OR MISSING DUE SNOW PLOW OPERATION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|-------------|--|--------------------------------------|--|--|
| 3-2477 | 2/27/79 | CHEYENNE,WY | DEHAVILLAND DHC-6 N24RM DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 14 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 26, 3742 TOTAL HOURS, 794 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CHEYENNE MUNI DEPARTURE POINT INTENDED DESTINATION DENVER,CO RETURN TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER CONTROLLED LAST ENROUTE STOP CHEYENNE,WY PHASE OF OPERATION TAKEOFF INITIAL CLIMB TAKEOFF INITIAL CLIMB | | | | | | |
| PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - TURBINE ASSEMBLY BLADE,TURBINE WHEEL MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS,CONDITIONS - OVERHEATED MISCELLANEOUS ACTS,CONDITIONS - PREVIOUS DAMAGE PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES | | | | | | |
| FACTOR(S) POWERPLANT - PROPELLER SYSTEM CONTROL UNIT,PCV MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE REMARKS- CREWS ERRONEOUS DETERMN ACFT NOT CAPABLE OF SE FLT.ERRONEOUS ASSESSMENT OF ENG DAMAGE. | | | | | | |
| 3-1079 | 5/11/79 | SAN JUAN,PR | BEECH G18S N966YH DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 10 OT- 0 0 1 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | COMMERCIAL, AGE 22, 3200 TOTAL HOURS, 160 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PUERJO RICO INTL DEPARTURE POINT INTENDED DESTINATION AGUADILLA,PR SAN JUAN,PR TYPE OF ACCIDENT COLLIDED WITH AUTOMOBILE PHASE OF OPERATION TAXI FROM LANDING | | | | | | |
| PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL DRIVER OF VEHICLE REMARKS- VEHICLE CROSSING TAXIWAY COLLIDED WITH ACFT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|--|-------------------------|--|---|
| 3-3982 | 7/24/79 TIME - 0922 | ST CROIX,USVI | DEHAVILLAND DH-114 N575PR DAMAGE-DESTROYED | CR- 1 1 0 PX- 7 12 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 46, 15710 TOTAL HOURS, 11454 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ALEX HAMILTON DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP SAN JUAN,PR ST.THOMAS,USVI ST.MAARTEN,NETS TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE SUPERVISION/TRAINING OF RAMP CREWS MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. FACTOR(S) PERSONNEL - RULES,REGULATIONS,STANDARDS PERSONNEL REMARKS- ACFT 1060LBS OVR MAX GWT,CG ABT 8IN AFT OF REAR LMT.INADQT SURVEILLANCE & ENFORCEMENT BY FAA. | | | | | | |

PART 3

ON-DEMAND AIR TAXI ACCIDENTS

Accidents, Fatalities, and Rates
On-Demand Air Taxi
1979

| | <u>All Revenue Operations</u> | <u>Passengers</u> | <u>Cargo</u> |
|--|-------------------------------|-------------------|--------------|
| <u>Accidents</u> | | | |
| Total | 173 | 116 | 57 |
| Fatal | 36 | 27 | 9 |
| <u>Fatalities</u> | | | |
| Passengers | 41 | 40 | 1 |
| Crew | 40 | 26 | 14 |
| Others | <u>4</u> | <u>4</u> | <u>0</u> |
| Total | 85 | 70 | 15 |
| <u>Aircraft Hours Flown</u> | 3,373,901 | | |
| <u>Accident Rate Per 100,000 Hours Flown</u> | | | |
| Total | 5.13 | | |
| Fatal | 1.07 | | |

ACCIDENTS, INJURIES
ON-DEMAND AIR TAXI OPERATIONS

U.S. GENERAL AVIATION
1979

| | INJURIES | | | | | |
|------------------|----------|---------|-------|------|---------|-------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL |
| PILOT | 34 | 11 | 21 | 108 | | 174 |
| COPILOT | 5 | 3 | 1 | 12 | | 21 |
| DUAL STUDENT | | | 1 | | | 1 |
| CHECK PILOT | | | | | | |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | 1 | | 1 |
| EXTRA CREW | 1 | 1 | | 2 | | 4 |
| PASSENGERS | 41 | 19 | 36 | 191 | | 287 |
| TOTAL | 81 | 34 | 59 | 314 | ABOARD | 488 |
| * OTHER AIRCRAFT | 3 | | | 3 | | 6 |
| OTHER GROUND | 1 | 2 | 2 | 2 | | 7 |
| GRAND TOTAL | 85 | 36 | 61 | 319 | | 501 |

INVOLVES 173 TOTAL ACCIDENTS
INVOLVES 36 FATAL ACCIDENTS

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

ANALYTIC TABLE

AIRPORT PROXIMITY BY WEATHER CONDITION

WEATHER CONDITION

AIRPORT PROXIMITY

VFR
IFR
BELOW MINIMUMS
UNKNOWN/NOT REPORTED

RECORDS ACCIDENTS PERCENT

| | | | | | | | |
|------------------------|------|------|-----|-----|-----|-----|-------|
| ON AIRPORT | 57 | 9 | 2 | 1 | 69 | 69 | 39.66 |
| ON SEAPLANE BASE | 5 | | | | 5 | 5 | 2.87 |
| ON HELIPORT | 1 | | | | 1 | 1 | .57 |
| ON BARGE/SHIP/PLATFORM | | | | | | | |
| IN TRAFFIC PATTERN | 1 | 1 | | | 2 | 2 | 1.15 |
| WITHIN 1/4 MILE | 7 | 1 | | | 8 | 8 | 4.60 |
| WITHIN 1/2 MILE | 2 | | | | 2 | 2 | 1.15 |
| WITHIN 3/4 MILE | 1 | | | | 1 | 1 | .57 |
| WITHIN 1 MILE | 1 | 3 | 1 | | 5 | 5 | 2.87 |
| WITHIN 2 MILES | 3 | 3 | | 1 | 7 | 7 | 4.02 |
| WITHIN 3 MILES | 1 | | | | 1 | 1 | .57 |
| WITHIN 4 MILES | 1 | | | | 1 | 1 | .57 |
| WITHIN 5 MILES | 1 | | | | 1 | 1 | .57 |
| BEYOND 5 MILES | 47 | 17 | | 2 | 66 | 65 | 37.93 |
| UNKNOWN/NOT REPORTED | 5 | | | | 5 | 5 | 2.87 |
| RECORDS | 133 | 34 | 3 | 4 | 174 | | |
| ACCIDENTS | 132 | 34 | 3 | 4 | | 173 | |
| PERCENTS | 76.4 | 19.5 | 1.7 | 2.3 | | | |

ANALYTIC TABLE

TYPE OF FLIGHT PLAN BY CONDITION OF LIGHT

CONDITIONS OF LIGHT

| TYPE OF FLIGHT PLAN | DAWN | DAYLIGHT | DUSK / TWILIGHT | NIGHT / DARK | NIGHT / BRIGHT | UNKNOWN / NOT REPORTED | RECORDS | ACCIDENTS | PERCENT |
|--------------------------------|------|----------|-----------------|--------------|----------------|------------------------|---------|-----------|---------|
| NONE | 53 | 1 | 7 | 3 | | | 64 | 64 | 36.78 |
| VFR | 1 | 44 | 3 | 6 | 1 | | 55 | 54 | 31.61 |
| IFR | 3 | 18 | 2 | 14 | 1 | | 38 | 38 | 21.84 |
| CONTROLLED VFR | | | | | | | | | |
| IFR (VFR CONDITIONS ON TOP) | 1 | | 1 | | | | 2 | 2 | 1.15 |
| TOWER EN ROUTE CONTROL SERVICE | | | | | | | | | |
| DVFR | | | | | | | | | |
| VFR FLIGHT FOLLOWING SERVICE | 2 | | | | | | 2 | 2 | 1.15 |
| SPECIAL VFR | | | | | | | | | |
| OTHER | 12 | 1 | | | | | 13 | 13 | 7.47 |
| UNKNOWN/NOT REPORTED | | | | | | | | | |
| RECORDS | 4 | 130 | 7 | 28 | 5 | | 174 | | |
| ACCIDENTS | 4 | 130 | 7 | 27 | 5 | | | 173 | |
| PERCENTS | 2.3 | 74.7 | 4.0 | 16.1 | 2.9 | | | | |

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 | 2 | 20 | | | 22 | 22 | 12.64 |
| DRAGGED WINGTIP POD OR FLOAT | | | | | | | |
| WHEELS-UP LANDING | 2 | | | | 2 | 2 | 1.15 |
| WHEELS-DOWN LANDING IN WATER | 2 | | | | 2 | 2 | 1.15 |
| GEAR COLLAPSED | 5 | | | | 5 | 5 | 2.87 |
| GEAR RETRACTED | 2 | | | | 2 | 2 | 1.15 |
| HARD LANDING | 2 | 5 | | | 7 | 7 | 4.02 |
| NOSE OVER/DOWN | 1 | 3 | | | 4 | 4 | 2.30 |
| ROLL OVER | | 2 | | | 2 | 2 | 1.15 |
| OVERSHOOT | | 8 | | | 8 | 8 | 4.60 |
| UNDERSHOOT | | 3 | | | 3 | 3 | 1.72 |
| <u>COLLISION BETWEEN AIRCRAFT</u> | | | | | | | |
| BOTH IN FLIGHT | 3 | 1 | 1 | | 5 | 4 | 2.87 |
| ONE AIRBORNE | | | | | | | |
| BOTH ON GROUND | | 2 | | | 2 | 2 | 1.15 |
| <u>COLLISION WITH GROUND/WATER</u> | | | | | | | |
| CONTROLLED | 12 | 4 | | | 16 | 16 | 9.20 |
| UNCONTROLLED | 5 | | | | 5 | 5 | 2.87 |
| <u>COLLIDED WITH</u> | | | | | | | |
| WIRES/POLES | | 3 | | | 3 | 3 | 1.72 |
| TREES | 5 | 3 | | | 8 | 8 | 4.60 |
| RESIDENCE/S | | | | | | | |
| BUILDING/S | 1 | | | | 1 | 1 | .57 |
| FENCE, FENCEPOSTS | | 2 | | | 2 | 2 | 1.15 |
| ELECTRONIC TOWERS | 1 | | | | 1 | 1 | .57 |
| RUNWAY OR APPROACH LIGHTS | | | | | | | |
| AIRPORT HAZARD | | | | | | | |
| ANIMALS | | | | | | | |
| CROP | | | | | | | |
| FLAGMAN LOADER | | | | | | | |
| DITCHES | | 1 | | | 1 | 1 | .57 |
| SNOWBANK | | 2 | | | 2 | 2 | 1.15 |
| PARKED AIRCRAFT (UNATTENDED) | | 2 | | | 2 | 2 | 1.15 |
| AUTOMOBILE | | | | | | | |
| DIRT BANK | | 1 | | | 1 | 1 | .57 |
| OTHER | | 5 | | | 5 | 5 | 2.87 |

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

| FIRST TYPE OF ACCIDENT | AIRCRAFT DAMAGE | | | | RECORDS | ACCIDENTS | PERCENT |
|--------------------------------|-----------------|-------------|-------|------|---------|-----------|---------|
| | DESTROYED | SUBSTANTIAL | MINOR | NONE | | | |
| BIRD STRIKE | 1 | | | | 1 | 1 | .57 |
| <u>STALL</u> | 3 | | | | 3 | 3 | 1.72 |
| SPIN | 1 | | | | 1 | 1 | .57 |
| SPIRAL | | | | | | | |
| MUSH | 2 | | | | 2 | 2 | 1.15 |
| <u>FIRE OR EXPLOSION</u> | | | | | | | |
| IN FLIGHT | 2 | | | | 2 | 2 | 1.15 |
| ON GROUND | | | | | | | |
| <u>AIRFRAME FAILURE</u> | | | | | | | |
| IN FLIGHT | 1 | 3 | | | 4 | 4 | 2.30 |
| ON GROUND | | 1 | | | 1 | 1 | .57 |
| ENGINE TEARAWAY | | | | | | | |
| ENGINE FAILURE OR MALFUNCTION | 8 | 30 | | | 38 | 38 | 21.84 |
| <u>PROPELLER/ROTOR FAILURE</u> | | | | | | | |
| PROPELLER | | | | | | | |
| TAIL ROTOR | 1 | 2 | | | 3 | 3 | 1.72 |
| MAIN ROTOR | | | | | | | |
| PROP ROTOR ACNT TO PERSON | | | | 1 | 1 | 1 | .57 |
| JET INTAKE/EXH ACNT TO PERS | | | | | | | |
| PROPELLER/JET/ROTOR BLAST | | | | | | | |
| TURBULENCE | 1 | 1 | | 1 | 3 | 3 | 1.72 |
| HAIL DAMAGE TO AIRCRAFT | | | | | | | |
| LIGHTNING STRIKE | | | | | | | |
| EVASIVE MANEUVER | | | | | | | |
| UNCONTROLLED ALT DEVIATION | | | | | | | |
| DITCHING | | | | | | | |
| MISSING ACFT NOT RECOVERED | 1 | | | | 1 | 1 | .57 |
| MISCELLANEOUS/OTHER | | 2 | | | 2 | 2 | 1.15 |
| UNDETERMINED | 1 | | | | 1 | 1 | .57 |
| RECORDS | 48 | 123 | 1 | 2 | 174 | | |
| ACCIDENTS | 48 | 123 | 1 | 2 | | 173 | |
| PERCENTS | 27.6 | 70.7 | .6 | 1.1 | | | |

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

INJURY INDEX

FIRST OPERATIONAL PHASE

FATAL
SERIOUS
MINOR
NONE

RECORDS ACCIDENTS PERCENT

STATIC

STARTING ENGINE/S

IDLING ENGINE/S

ENGINE RUNUP

IDLING ROTORS

PARKED-ENGINES NOT OPERATING

OTHER

TAXI

TO TAKEOFF

FROM LANDING

OTHER

GROUND TAXI TO TAKEOFF

GROUND TAXI FROM LANDING

GROUND TAXI, OTHER

AERIAL TAXI TO TAKEOFF

AERIAL TAXI TO/FROM LANDING

AERIAL TAXI, OTHER

TAKEOFF

RUN

INITIAL CLIMB

VERTICAL

RUNNING (ROTORCRAFT/VTOL-STOL)

ABORTED (FIXED-WING)

ABORTED (ROTORCRAFT/VTOL)

ABORTED (ROTORCRAFT/STOL)

OTHER

INFLIGHT

CLIMB TO CRUISE

NORMAL CRUISE

DESCENDING

HOLDING (IFR)

HOVERING

POWER-ON DESCENT (ROTORCRAFT)

AUTOROTATIVE DESCENT

ACROBATICS

BUZZING

1 1

2 2 1.15

3

3 3 1.72

2

2 2 1.15

1

1 1 .57

1

1 1 .57

1 2 10

13 13 7.47

6 1 12

19 19 10.92

1 1

2 2 1.15

2 1

3 3 1.72

2 2 2

6 6 3.45

9 6 5 15

35 34 20.11

1 1 1

3 3 1.72

1 1 1

3 3 1.72

1

1 1 .57

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

| FIRST OPERATIONAL PHASE | INJURY INDEX | | | | RECORDS | ACCIDENTS | PERCENT |
|-------------------------------|--------------|---------|-------|------|---------|-----------|---------|
| | FATAL | SERIOUS | MINOR | NONE | | | |
| UNCONTROLLED DESCENT | 4 | | | | 4 | 4 | 2.30 |
| EMERGENCY DESCENT | | | | | | | |
| LOW PASS | 2 | | 1 | | 3 | 3 | 1.72 |
| OTHER | 2 | | 1 | | 3 | 3 | 1.72 |
| EN ROUTE TO TREAT CROP | | | | | | | |
| EN ROUTE TO RELOADING AREA | | | | | | | |
| SURVEY FIELD/AREA | | | | | | | |
| STARTING SWATH RUN | | | | | | | |
| SWATH RUN | | | | | | | |
| FLAREOUT FOR SWATH RUN | | | | | | | |
| PULLUP FROM SWATH RUN | | | | | | | |
| PROCEDURE TURNAROUND | | | | | | | |
| CLEANUP SWATH | | | | | | | |
| MANEUVER TO AVOID OBSTRUCTION | | | | | | | |
| RETURN TO STRIP | | | | | | | |
| <u>LANDING</u> | | | | | | | |
| TRAFFIC PATTERN-CIRCLING | | | 1 | | 1 | 1 | .57 |
| FINAL APPROACH (VFR) | 1 | | 2 | 6 | 9 | 9 | 5.17 |
| INITIAL APPROACH | 1 | 1 | 1 | | 3 | 3 | 1.72 |
| FINAL APPROACH (IFR) | 3 | 1 | 2 | 2 | 8 | 8 | 4.60 |
| LEVEL OFF/TOUCHDOWN | | 3 | 6 | 13 | 22 | 22 | 12.64 |
| ROLL (FIXED WING) | | | | 20 | 20 | 20 | 11.49 |
| ROLL-ON/RUN-ON (ROTORCRAFT) | | | | | | | |
| POWER-ON LANDING (ROTORCRAFT) | | 1 | | 1 | 2 | 2 | 1.15 |
| POWER-OFF AUTOROTATIVE LDG | | | | | | | |
| GO-AROUND (VFR) | | | 1 | 1 | 2 | 2 | 1.15 |
| MISSED APPROACH (IFR) | 1 | | | | 1 | 1 | .57 |
| OTHER | | | | | | | |
| UNKNOWN/NOT REPORTED | 2 | | | | 2 | 2 | 1.15 |
| RECORDS | 36 | 19 | 23 | 96 | 174 | | |
| ACCIDENTS | 36 | 19 | 23 | 95 | | 173 | |
| PERCENTS | 20.7 | 10.9 | 13.2 | 55.2 | | | |

CAUSE/FACTOR TABLE
ON-DEMAND AIR TAXI ACCIDENTS

U.S. GENERAL AVIATION
1979

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 173 TOTAL ACCIDENTS
INVOLVES 36 FATAL ACCIDENTS

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| BROAD CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|-------------------------------------|-----------------|-------------|-------------|--------------------|-------------|-------------|---------------|-------------|--------------|
| | CAUSE | FACTOR | TOTAL* | CAUSE | FACTOR | TOTAL* | CAUSE | FACTOR | TOTAL* |
| PILOT | 29 80.56 | 9 25.00 | 32 88.89 | 93 67.88 | 15 10.95 | 95 69.34 | 122 70.52 | 24 13.87 | 127 73.41 |
| PERSONNEL | 3 8.33 | 4 11.11 | 7 19.44 | 25 18.25 | 5 3.65 | 29 21.17 | 28 16.18 | 9 5.20 | 36 20.81 |
| AIRFRAME | .00 | .00 | .00 | 2 1.46 | 3 2.19 | 5 3.65 | 2 1.16 | 3 1.73 | 5 2.89 |
| LANDING GEAR | .00 | .00 | .00 | 12 8.76 | .00 | 12 8.76 | 12 6.94 | .00 | 12 6.94 |
| POWERPLANT | 1 2.78 | 1 2.78 | 2 5.56 | 26 18.98 | 4 2.92 | 27 19.71 | 27 15.61 | 5 2.89 | 29 16.76 |
| SYSTEMS | .00 | .00 | .00 | 2 1.46 | 1 .73 | 3 2.19 | 2 1.16 | 1 .58 | 3 1.73 |
| INSTRUMENTS/EQUIPMENT & ACCESSORIES | 1 2.78 | .00 | 1 2.78 | .00 | .00 | .00 | 1 .58 | .00 | 1 .58 |
| ROTORCRAFT | 2 5.56 | .00 | 2 5.56 | 2 1.46 | .00 | 2 1.46 | 4 2.31 | .00 | 4 2.31 |
| AIRPORT/AIRWAYS/FACILITIES | .00 | 1 2.78 | 1 2.78 | 1 .73 | 21 15.33 | 22 16.06 | 1 .58 | 22 12.72 | 23 13.29 |
| WEATHER | 1 2.78 | 18 50.00 | 18 50.00 | 2 1.46 | 29 21.17 | 31 22.63 | 3 1.73 | 47 27.17 | 49 28.32 |
| TERRAIN | .00 | 7 19.44 | 7 19.44 | 3 2.19 | 21 15.33 | 24 17.52 | 3 1.73 | 28 16.18 | 31 17.92 |
| MISCELLANEOUS | 1 2.78 | .00 | 1 2.78 | 4 2.92 | .00 | 4 2.92 | 5 2.89 | .00 | 5 2.89 |
| UNDETERMINED | 4 11.11 | .00 | 4 11.11 | 2 1.46 | .00 | 2 1.46 | 6 3.47 | .00 | 6 3.47 |

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
ON-DEMAND AIR TAXI ACCIDENTS

U.S. GENERAL AVIATION
1979

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 173 TOTAL ACCIDENTS

INVOLVES 36 FATAL ACCIDENTS

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| ** PILOT ** | | | | | | | | | |
| PILOT IN COMMAND | | | | | | | | | |
| ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT | 1 | 1 | 2 | | | | 1 | 1 | 2 |
| ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | 1 | 1 | 2 | | 1 | 1 | 1 | 2 | 3 |
| BECAME LOST/DISORIENTED | 1 | 1 | 2 | | | | 1 | 1 | 2 |
| CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | 6 | | 6 | 2 | 1 | 3 | 8 | 1 | 9 |
| CONTINUED INTO KNOWN AREA OF SEVERE TURBULENCE | 1 | | 1 | | | | 1 | | 1 |
| DELAYED ACTION IN ABORTING TAKEOFF | | | | 6 | | 6 | 6 | | 6 |
| DELAYED IN INITIATING GO-AROUND | | | | 2 | | 2 | 2 | | 2 |
| DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | 1 | 1 | | | | | 1 | 1 |
| EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO RETRACT LANDING GEAR | | | | 2 | | 2 | 2 | | 2 |
| RETRACTED GEAR PREMATURELY | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO SEE AND AVOID OTHER AIRCRAFT | 2 | | 2 | 3 | | 3 | 5 | | 5 |
| FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | 1 | | 1 | 4 | | 4 | 5 | | 5 |
| FAILED TO OBTAIN/MAINTAIN FLYING SPEED | 3 | | 3 | 3 | | 3 | 6 | | 6 |
| FAILED TO MAINTAIN ADEQUATE ROTOR RPM | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT | | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 3 |
| FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC | 1 | | 1 | 4 | 1 | 5 | 5 | 1 | 6 |
| IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS | | | | 3 | | 3 | 3 | | 3 |
| IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | 2 | | 2 | 2 | | 2 |
| IMPROPER OPERATION OF FLIGHT CONTROLS | 1 | | 1 | 2 | | 2 | 3 | | 3 |
| PREMATURE LIFT OFF | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| IMPROPER LEVEL OFF | | | | 5 | | 5 | 5 | | 5 |
| IMPROPER IFR OPERATION | 6 | | 6 | 5 | | 5 | 11 | | 11 |
| IMPROPER IN-FLIGHT DECISIONS OR PLANNING | 3 | | 3 | 1 | | 1 | 4 | | 4 |
| IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | 4 | | 4 | 4 | | 4 |
| INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | 4 | 4 | 8 | 16 | 2 | 18 | 20 | 6 | 26 |
| LACK OF FAMILIARITY WITH AIRCRAFT | | | | 1 | | 1 | 1 | | 1 |
| MISMANAGEMENT OF FUEL | 1 | | 1 | 7 | | 7 | 8 | | 8 |
| EXERCISED POOR JUDGMENT | 2 | | 2 | | | | 2 | | 2 |
| SELECTED UNSUITABLE TERRAIN | | | | 11 | 1 | 12 | 11 | 1 | 12 |
| TAXIED/PARKED WITHOUT PROPER ASSISTANCE | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED | | | | 1 | | 1 | 1 | | 1 |
| INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | 1 | 1 | 2 | 3 | | 3 | 4 | 1 | 5 |
| SPONTANEOUS-IMPROPER ACTION | | | | 1 | | 1 | 1 | | 1 |
| MISJUDGED DISTANCE, SPEED, AND ALTITUDE | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| MISJUDGED DISTANCE AND SPEED | | | | 6 | | 6 | 6 | | 6 |
| MISJUDGED DISTANCE | | | | 1 | | 1 | 1 | | 1 |
| MISJUDGED DISTANCE AND ALTITUDE | | | | 6 | | 6 | 6 | | 6 |
| MISJUDGED SPEED AND ALTITUDE | | | | 2 | | 2 | 2 | | 2 |
| MISJUDGED ALTITUDE AND CLEARANCE | | | | 2 | | 2 | 2 | | 2 |
| MISJUDGED ALTITUDE | | | | | 1 | 1 | | 1 | 1 |
| MISJUDGED CLEARANCE | 1 | | 1 | 3 | | 3 | 4 | | 4 |
| IMPROPER RECOVERY FROM BOUNCED LANDING | | | | 3 | | 3 | 3 | | 3 |
| PHYSICAL IMPAIRMENT | | 2 | 2 | | | | | 2 | 2 |
| SPATIAL DISORIENTATION | 3 | | 3 | | | | 3 | | 3 |
| MISUSED OR FAILED TO USE FLAPS | | 1 | 1 | | 1 | 2 | 1 | 2 | 3 |
| FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | 8 | | 8 | 8 | | 8 |
| SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | | | | 1 | 2 | 3 | 1 | 2 | 3 |
| FAILED TO ABORT TAKEOFF | 2 | | 2 | 2 | | 2 | 4 | | 4 |
| FAILED TO INITIATE GO-AROUND | | | | 7 | | 7 | 7 | | 7 |
| SUBTOTAL | 42 | 13 | 55 | 137 | 12 | 149 | 179 | 25 | 204 |
| COPILOT | | | | | | | | | |
| BECAME LOST/DISORIENTED | | | | | 1 | 1 | | 1 | 1 |
| FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC | | | | | 1 | 1 | | 1 | 1 |
| LACK OF FAMILIARITY WITH AIRCRAFT | | | | | 1 | 1 | | 1 | 1 |
| SUBTOTAL | | | | | 3 | 3 | | 3 | 3 |

CAUSE/FACTOR TABLE

DUAL STUDENT (CONTINUED)

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| DUAL STUDENT | | | | | | | | | |
| MISJUDGED CLEARANCE | | | | 1 | | 1 | 1 | | 1 |
| SUBTOTAL | | | | 1 | | 1 | 1 | | 1 |
| ** PERSONNEL ** | | | | | | | | | |
| RULES, REGULATIONS, STANDARDS PERSONNEL | | | | | | | | | |
| FLIGHT INSTRUCTOR | | | | | | | | | |
| MAINTENANCE, SERVICING, INSPECTION | | | | | | | | | |
| IMPROPER MAINTENANCE(MAINTENANCE PERSONNEL) | | | | 2 | | 2 | 2 | | 2 |
| IMPROPERLY SERVICED AIRCRAFT(GROUND CREW) | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| INADEQUATE INSPECTION OF AIRCRAFT(MAINTENANCE PERSONNEL) | | | | 1 | | 1 | 1 | | 1 |
| INADEQUATE MAINTENANCE AND INSPECTION | | | | 10 | 2 | 12 | 10 | 2 | 12 |
| OTHER | 1 | | 1 | | | | 1 | | 1 |
| OPERATIONAL SUPERVISORY PERSONNEL | | | | | | | | | |
| INADEQUATE FLIGHT TRAINING-PROCEDURES | | | | | 1 | 1 | | 1 | 1 |
| INADEQUATE GROUND TRAINING-PROCEDURES | | 1 | 1 | | | | | 1 | 1 |
| INADEQUATE SUPERVISION OF FLIGHT CREW | | 1 | 1 | | | | | 1 | 1 |
| DEFICIENCY, COMPANY MAINTAINED EQMT, SERV, REGULATIONS | | | | 1 | | 1 | 1 | | 1 |
| WEATHER PERSONNEL | | | | | | | | | |
| INCORRECT WEATHER FORECAST | | | | 1 | | 1 | 1 | | 1 |
| TRAFFIC CONTROL PERSONNEL | | | | | | | | | |
| FAILURE TO PROPERLY IDENTIFY AIRCRAFT ON RADAR | | 1 | 1 | | | | | 1 | 1 |
| AIRPORT SUPERVISORY PERSONNEL | | | | | | | | | |
| FAILURE TO NOTIFY OF UNSAFE COND/AND OR FAILURE TO MARK | | | | 1 | | 1 | 1 | | 1 |
| IMPROPER/INADEQUATE SNOW REMOVAL | | | | | 2 | 2 | | 2 | 2 |
| AIRWAYS FACILITIES PERSONNEL | | | | | | | | | |
| OTHER | | 1 | 1 | | | | | 1 | 1 |
| PRODUCTION-DESIGN-PERSONNEL | | | | | | | | | |
| POOR/INADEQUATE DESIGN | | | | 2 | | 2 | 2 | | 2 |
| MISCELLANEOUS-PERSONNEL | | | | | | | | | |
| PILOT OF OTHER AIRCRAFT | 2 | | 2 | 3 | | 3 | 5 | | 5 |
| PASSENGER | | | | 3 | | 3 | 3 | | 3 |
| OTHER | | 1 | 1 | | | | | 1 | 1 |
| THIRD PILOT | | | | | | | | | |
| FLIGHT ENGINEER | | | | | | | | | |
| FLIGHT PERSONNEL | | | | | | | | | |
| DISPATCHING (AIR CARRIER ONLY) | | | | | | | | | |
| SUBTOTAL | 4 | 5 | 9 | 25 | 5 | 30 | 29 | 10 | 39 |
| ** AIRFRAME ** | | | | | | | | | |
| WINGS | | | | | | | | | |
| RIBS, STRINGERS, CAP STRIPS | | | | 1 | | 1 | 1 | | 1 |
| SKIN AND ATTACHMENTS | | | | | 1 | 1 | | 1 | 1 |
| FUSELAGE | | | | | | | | | |
| DOORS, DOOR FRAMES | | | | | 2 | 2 | | 2 | 2 |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| LANDING GEAR | | | | | | | | | |
| MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC | | | | 4 | | 4 | 4 | | 4 |
| NORMAL RETRACTION/EXTENSION ASSEMBLY | | | | 3 | | 3 | 3 | | 3 |
| EMERGENCY/EXTENSION ASSEMBLY | | | | 1 | | 1 | 1 | | 1 |
| BRAKING SYSTEM (NORMAL) | | | | 5 | | 5 | 5 | | 5 |
| NOSEWHEEL STEERING | | | | 1 | | 1 | 1 | | 1 |
| FLIGHT CONTROL SURFACES | | | | | | | | | |
| SUBTOTAL | | | | 16 | 3 | 19 | 16 | 3 | 19 |
| ** POWERPLANT ** | | | | | | | | | |
| ENGINE STRUCTURE | | | | | | | | | |
| CRANKSHAFT | | | | 1 | | 1 | 1 | | 1 |
| MASTER AND CONNECTING RODS | | | | 1 | | 1 | 1 | | 1 |
| CYLINDER ASSEMBLY | | | | 1 | | 1 | 1 | | 1 |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| IGNITION SYSTEM | | | | | | | | | |
| MAGNETOES | | | | 2 | 2 | 4 | 2 | 2 | 4 |
| SPARK PLUG | | | | | 1 | 1 | | 1 | 1 |
| FUEL SYSTEM | | | | | | | | | |
| LINE AND FITTINGS | | | | 1 | | 1 | 1 | | 1 |
| CARBURETOR | | | | 1 | | 1 | 1 | | 1 |
| RAM AIR ASSEMBLY | | | | 1 | | 1 | 1 | | 1 |
| OTHER | | | | | 1 | 1 | | 1 | 1 |
| LUBRICATING SYSTEM | | | | | | | | | |

CAUSE/FACTOR TABLE

POWERPLANT (CONTINUED)

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|---|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| LINES, HOSES, FITTINGS | | 1 | 1 | | | | | 1 | 1 |
| COOLING SYSTEM | | | | | | | | | |
| OTHER | | | | | 1 | 1 | | 1 | 1 |
| PROPELLER AND ACCESSORIES | | | | | | | | | |
| BLADES | | | | 1 | | 1 | 1 | | 1 |
| EXHAUST SYSTEM | | | | | | | | | |
| MANIFOLDS | | | | 2 | | 2 | 2 | | 2 |
| ENGINE ACCESSORIES | | | | | | | | | |
| ENGINE CONTROLS | | | | | | | | | |
| POWERPLANT-INSTRUMENTS | | | | | | | | | |
| FUEL QUANTITY GAUGE | | | | | 1 | 1 | | 1 | 1 |
| MISCELLANEOUS | | | | | | | | | |
| POWERPLANT FAILURE FOR UNDETERMINED REASONS | 1 | | 1 | 10 | | 10 | 11 | | 11 |
| FOREIGN OBJECT DAMAGE | | | | 1 | | 1 | 1 | | 1 |
| REDUCTION GEAR ASSEMBLY | | | | | | | | | |
| COMPRESSOR ASSEMBLY | | | | | | | | | |
| BLADE, COMPRESSOR ROTOR | | | | 1 | | 1 | 1 | | 1 |
| COMBUSTION ASSEMBLY | | | | | | | | | |
| TURBINE ASSEMBLY | | | | | | | | | |
| BLADE, TURBINE WHEEL | | | | 1 | | 1 | 1 | | 1 |
| ACCESSORY DRIVE ASSEMBLY | | | | | | | | | |
| LUBRICATING SYSTEM | | | | | | | | | |
| FUEL SYSTEM | | | | | | | | | |
| PUMP, FUEL | | | | 2 | | 2 | 2 | | 2 |
| FUEL CONTROL | | | | 1 | | 1 | 1 | | 1 |
| SAFETY SYSTEM | | | | | | | | | |
| IGNITION SYSTEM | | | | | | | | | |
| TORQUEMETER | | | | | | | | | |
| AIR BLEED | | | | | | | | | |
| EXHAUST SYSTEM | | | | | | | | | |
| THRUST REVERSER | | | | | | | | | |
| PROPELLER SYSTEM | | | | | | | | | |
| CONSTANT SPEED DRIVE | | | | | | | | | |
| POWER LEVER | | | | | | | | | |
| PROPELLER LEVER | | | | | | | | | |
| REVERSE THRUST LEVER | | | | | | | | | |
| ENGINE INDICATING EQUIPMENT | | | | | | | | | |
| ENGINE INSTALLATION | | | | | | | | | |
| SUBTOTAL | 1 | 1 | 2 | 28 | 6 | 34 | 29 | 7 | 36 |
| ** SYSTEMS ** | | | | | | | | | |
| ELECTRICAL SYSTEM | | | | | | | | | |
| SWITCHES | | | | | 1 | 1 | | 1 | 1 |
| HYDRAULIC SYSTEM | | | | | | | | | |
| SEALS | | | | 1 | | 1 | 1 | | 1 |
| FLIGHT CONTROL SYSTEMS | | | | | | | | | |
| RUDDER AND RUDDER TAB CONTROL 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 | 1 | 3 | 2 | 1 | 3 |
| ** INSTRUMENTS/EQUIPMENT AND ACCESSORIES ** | | | | | | | | | |
| FLIGHT AND NAVIGATION INSTRUMENTS | | | | | | | | | |
| FLUXGATE COMPASS | 1 | | 1 | | | | 1 | | 1 |
| COMMUNICATIONS AND NAVIGATION EQUIPMENT | | | | | | | | | |
| MISCELLANEOUS EQUIPMENT | | | | | | | | | |
| SUBTOTAL | 1 | | 1 | | | | 1 | | 1 |
| ** ROTORCRAFT ** | | | | | | | | | |
| ROTOR ASSEMBLIES | | | | | | | | | |
| BEARINGS | 1 | | 1 | | | | 1 | | 1 |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| TRANSMISSION ROTOR DRIVE SYSTEM | | | | | | | | | |
| TAIL ROTOR DRIVE SHAFT ASSEMBLY | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| FLIGHT CONTROL SYSTEMS | | | | | | | | | |

CAUSE/FACTOR TABLE

ROTORCRAFT (CONTINUED)

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| | 1 | | 1 | | | | 1 | | 1 |
| CYCLIC PITCH CONTROL SYSTEM | | | | | | | | | |
| MISCELLANEOUS UNITS AND ASSEMBLIES | | | | | | | | | |
| SUBTOTAL | 3 | | 3 | 2 | | 2 | 5 | | 5 |
| ** AIRPORTS/AIRWAYS/FACILITIES ** | | | | | | | | | |
| AIRPORT FACILITIES | | | | | | | | | |
| RUNWAY LIGHTING | | | | | 1 | 1 | | 1 | 1 |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| AIRPORT CONDITIONS | | | | | | | | | |
| WET RUNWAY | | 1 | 1 | | 3 | 3 | | 4 | 4 |
| ICE/SLUSH ON RUNWAY | | | | | 2 | 2 | | 2 | 2 |
| SNOW ON RUNWAY | | | | | 5 | 5 | | 5 | 5 |
| SNOW WINDROWS | | | | | 2 | 2 | | 2 | 2 |
| SOFT SHOULDERS (RUNWAY) | | | | | 2 | 2 | | 2 | 2 |
| GLASSY WATER | | | | | 1 | 1 | | 1 | 1 |
| POORLY MAINTAINED RUNWAY SURFACE | | | | | 5 | 5 | | 5 | 5 |
| SOFT RUNWAY | | 1 | 1 | 1 | 4 | 5 | 1 | 5 | 6 |
| WET RAMP/TAXIWAY | | | | | 1 | 1 | | 1 | 1 |
| OTHER | | | | | 4 | 4 | | 4 | 4 |
| AIRWAYS FACILITIES | | | | | | | | | |
| SUBTOTAL | | 2 | 2 | 2 | 30 | 32 | 2 | 32 | 34 |
| ** WEATHER ** | | | | | | | | | |
| LOW CEILING | | 14 | 14 | | 10 | 10 | | 24 | 24 |
| RAIN | | 3 | 3 | | 4 | 4 | | 7 | 7 |
| FOG | | 9 | 9 | | 10 | 10 | | 19 | 19 |
| SNOW | | 5 | 5 | | 2 | 2 | | 7 | 7 |
| ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC | | 2 | 2 | | | | | 2 | 2 |
| UNFAVORABLE WIND CONDITIONS | | | | | 9 | 9 | | 9 | 9 |
| SUDDEN WINDSHIFT | | | | | 3 | 3 | | 3 | 3 |
| TURBULENCE ASSOCIATED WITH CLOUDS AND/OR THUNDERSTORMS | | 2 | 2 | 1 | 1 | 1 | 1 | 2 | 3 |
| DOWNDRAFTS, UPDRAFTS | | 1 | 1 | 2 | | 2 | 2 | 1 | 3 |
| TORNADO | 1 | | 1 | | | | 1 | | 1 |
| SQUALL LINE | | 1 | 1 | | | | | 1 | 1 |
| HIGH DENSITY ALTITUDE | | | | | 4 | 4 | | 4 | 4 |
| THUNDERSTORM ACTIVITY | | 2 | 2 | | | | | 2 | 2 |
| OTHER | | 1 | 1 | | | | | 1 | 1 |
| SUBTOTAL | 1 | 40 | 41 | 3 | 42 | 45 | 4 | 82 | 86 |
| ** TERRAIN ** | | | | | | | | | |
| WET, SOFT GROUND | | | | | 2 | 2 | | 2 | 2 |
| SNOW-COVERED | | 1 | 1 | 1 | 2 | 3 | 1 | 3 | 4 |
| HIDDEN OBSTRUCTIONS | | | | 1 | 2 | 3 | 1 | 2 | 3 |
| ROUGH/UNEVEN | | 1 | 1 | | 5 | 5 | | 6 | 6 |
| ROUGH WATER | | | | | 1 | 1 | | 1 | 1 |
| GLASSY WATER | | | | | 1 | 1 | | 1 | 1 |
| HIGH OBSTRUCTIONS | | 6 | 6 | 1 | 6 | 7 | 1 | 12 | 13 |
| SANDY | | | | | 1 | 1 | | 1 | 1 |
| OTHER | | | | | 1 | 1 | | 1 | 1 |
| SUBTOTAL | | 8 | 8 | 3 | 21 | 24 | 3 | 29 | 32 |
| ** MISCELLANEOUS ** | | | | | | | | | |
| FOREIGN OBJECT DAMAGE | | | | 1 | | 1 | 1 | | 1 |
| UNDETERMINED | 4 | | 4 | 2 | | 2 | 6 | | 6 |
| BIRD COLLISION | | | | 1 | | 1 | 1 | | 1 |
| EVASIVE MANEUVER TO AVOID COLLISION | 1 | | 1 | 2 | | 2 | 3 | | 3 |
| SUBTOTAL | 5 | | 5 | 6 | | 6 | 11 | | 11 |
| GRAND TOTAL | 57 | 69 | 126 | 225 | 123 | 348 | 282 | 192 | 474 |
| ** MISCELLANEOUS ACTS, CONDITIONS ** | | | | | | | | | |
| UNAPPROVED MODIFICATION | | | | | 1 | 1 | | 1 | 1 |
| LEAK/LEAKAGE | | 1 | 1 | 2 | | 2 | 2 | 1 | 3 |
| DOWNDRAFT | | 1 | 1 | | 3 | 3 | | 4 | 4 |
| CARBON DEPOSITS | | | | | 1 | 1 | | 1 | 1 |

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 |
| LANDED IN CONSTRUCTION AREA | | | | 1 | 1 | 1 | | 1 | 1 |
| LOOSE, PART/FITTING | | | | | | 1 | 1 | | 1 |
| CHAFFED | | 1 | 1 | | | | | 1 | 1 |
| DISCONNECTED | | | | 2 | | 2 | 2 | | 2 |
| EXCESSIVE-WEAR/PLAY | | | | 3 | | 3 | 3 | | 3 |
| FRAYED | | | | 1 | | 1 | 1 | | 1 |
| OBSTRUCTED | | | | 1 | | 1 | 1 | | 1 |
| OVERHEATED | | | | 2 | | 2 | 2 | | 2 |
| EXCESSIVE PRESSURE | | | | | 1 | 1 | | 1 | 1 |
| VIBRATION, EXCESSIVE | | | | 1 | | 1 | 1 | | 1 |
| WARPED | | | | 1 | | 1 | 1 | | 1 |
| ICE-INDUCTION | | | | 1 | | 1 | 1 | | 1 |
| LOAD NOT JETTISONED | | | | 1 | | 1 | 1 | | 1 |
| INTENTIONAL GROUND-WATER LOOP-SWERVE | | | | 1 | 2 | 3 | 1 | 2 | 3 |
| INTENTIONAL WHEELS UP | | | | 1 | | 1 | 1 | | 1 |
| RAN OFF END OF RUNWAY | | | | | 7 | 7 | | 7 | 7 |
| 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 | 1 | | 1 | 1 |
| DISREGARD OF GOOD OPERATING PRACTICE | | | | | 1 | 1 | | 1 | 1 |
| IMPROPER EMERGENCY PROCEDURES | | | | 2 | | 2 | 2 | | 2 |
| INSTRUMENTS-MISREAD OR FAILED TO READ | | | | 1 | | 1 | 1 | | 1 |
| SEAT BELT NOT FASTENED | | | | 1 | | 1 | 1 | | 1 |
| NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA | | | | 1 | 2 | 3 | 1 | 2 | 3 |
| UNWARRANTED LOW FLYING | 2 | | 2 | 1 | | 1 | 3 | | 3 |
| INATTENTIVE TO FUEL SUPPLY | | | | 1 | | 1 | 1 | | 1 |
| FLEW INTO BLIND CANYON | 1 | | 1 | | | | 1 | | 1 |
| MISCALCULATED FUEL CONSUMPTION | | | | 2 | | 2 | 2 | | 2 |
| IMPROPERLY SECURED | | | | 1 | | 1 | 1 | | 1 |
| ELECTRICAL FAILURE | | | | | 1 | 1 | | 1 | 1 |
| FATIGUE FRACTURE | | | | 5 | | 5 | 5 | | 5 |
| HYDRAULIC FAILURE | | | | 1 | | 1 | 1 | | 1 |
| WINDSHIELD, DIRTY, FOGGY, ETC-RESTRICTED VISION | | | | | 2 | 2 | | 2 | 2 |
| IMPROPER ALIGNMENT/ADJUSTMENT | | | | | 2 | 2 | | 2 | 2 |
| FAILURE OF TWO OR MORE ENGINES | | | | | 1 | 1 | | 1 | 1 |
| SEPARATION IN FLIGHT | | | | | 2 | 2 | | 2 | 2 |
| FIRE IN ENGINE | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| CORRODED/CORROSION | | | | 1 | | 1 | 1 | | 1 |
| CARGO SHIFTED | 1 | | 1 | | | | 1 | | 1 |
| PILOT FATIGUE | | 1 | 1 | | 2 | 2 | | 3 | 3 |
| FUEL EXHAUSTION | | | | 5 | | 5 | 5 | | 5 |
| ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | | 2 | 2 | | | | | 2 | 2 |
| AIRFRAME ICE | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| ICE-WINDSHIELD | | | | | 1 | 1 | | 1 | 1 |
| IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG | | 2 | 2 | 1 | | 1 | 1 | 2 | 3 |
| INTERFERENCE WITH FLIGHT CONTROLS | | | | 1 | | 1 | 1 | | 1 |
| WHITEOUT | | 1 | 1 | | 2 | 2 | | 3 | 3 |
| SUNGLARE | | 1 | 1 | | | | | 1 | 1 |
| LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM | | | | 1 | | 1 | 1 | | 1 |
| WATER IN FUEL | 1 | | 1 | 2 | | 2 | 3 | | 3 |
| AIRCRAFT CAME TO REST IN WATER | | 2 | 2 | | 13 | 13 | | 15 | 15 |
| TOUCH AND GO LANDING | | | | | 1 | 1 | | 1 | 1 |
| OVERLOAD FAILURE | | | | 2 | 19 | 21 | 2 | 19 | 21 |
| MATERIAL FAILURE | 2 | | 2 | 12 | 1 | 13 | 14 | 1 | 15 |
| FUEL STARVATION | 1 | | 1 | 4 | | 4 | 5 | | 5 |

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

LISTING OF ON-DEMAND AIR TAXI ACCIDENTS

U.S. GENERAL AVIATION
1979
(IN FILE ORDER SEQUENCE)
(NAME OF OPERATOR DISPLAYED AT RIGHT)

| FILE NUMBER | AIRCRAFT REGIST. | DATE | LOCATION | AIRCRAFT MAKE | MODEL | INJURY INDEX | |
|----------------|---------------------|--------|-------------------|------------------|--------|-----------------|----------------|
| 3 0058 | N104KC | 010479 | SACRAMENTO,CA | BEECH | G18S | FATAL | UNION FLIGHTS |
| 3 0061 | N9621K | 012479 | HIGGINSVILLE,MO | PIPER | PA-32R | NONE | GREEN HILLS AV |
| 3 0089 | N200CH | 011179 | CRAIG,CO | CESSNA | 421A | NONE | COLORADO CORP |
| 3 0107 | N21369 | 012879 | POINT HOPE,AK | CESSNA | 185 | NONE | CAPE SMYTHE AI |
| 3 0127 | N5120Y | 010579 | NMUSKEGON HGTS,MI | PIPER | PA-23 | NONE | J.D. FRALEY |
| 3 0139 | N6872S | 012079 | DENDELTON,OR | AERO COMDR | 680E | SERIOUS | BOISE AIR SERV |
| 3 0152 | N200WL | 010479 | TULSA,OK | CESSNA | 421B | NONE | ACFT INVESTMNT |
| 3 0168 | N3322Q | 031179 | EL PASO,TX | CESSNA | 320D | NONE | GRIMES AVIATON |
| 3 0180 | N3420Y | 012279 | CAMERON,LA | CESSNA | 180 | NONE | CHARLIE HAMMON |
| 3 0251 | N9003H | 022179 | OAK ISLAND,MN | CESSNA | 185 | NONE | BERNHARDT FLYI |
| 3 0280 | N9004Y | 012679 | LIMA,NY | PIPER | PA-31 | NONE | SAFAIR |
| 3 0282 | N9939N | 022879 | NMORGAN CITY,LA | CESSNA | 180J | NONE | CHARLIE HAMMON |
| 3 0298 | N5848M | 011979 | NWILLOUGHBY,OH | CESSNA | 310 | MINOR | FALCON AIR |
| 3 0313 | N14261 | 022279 | WATERLOO,IA | PIPER | PA-23 | MINOR | SUNDORPH AERON |
| 3 0339 | N4815S | 011579 | PARIS,TN | PIPER | PA-32 | SERIOUS | FARMINGTON AIR |
| 3 0342 | N7671Q | 012679 | BECKLEY,WV | CESSNA | 310Q | SERIOUS | CHESTERFIELD A |
| 3 0368 | N30914 | 032679 | MALTA,ID | CESSNA | T210C | NONE | RED BARON FLYI |
| 3 0369 | N1551U | 032779 | NBOULDER,NV | CESSNA | 207 | SERIOUS | LANG AIR SERVI |
| 3 0392 | N2183F | 010479 | ATMAUTLUAK,AK | CESSNA | U206 | NONE | SAMUELSON FLYI |
| 3 0414 | N3096T | 030979 | DANIELSON,CT | PIPER | PA-32 | MINOR | DANIELSON AVIA |
| 3 0439 | N6999P | 011979 | AMARILLO,TX | PIPER | PA-24 | NONE | FRANK AVTN,INC |

LISTING OF ON-DEMAND AIR TAXI ACCIDENTS

U.S. GENERAL AVIATION
1979
(IN FILE ORDER SEQUENCE)
(NAME OF OPERATOR DISPLAYED AT RIGHT)

| FILE NUMBER ----- | AIRCRAFT REGIST. ----- | DATE ----- | LOCATION ----- | AIRCRAFT MAKE ----- | AIRCRAFT MODEL ----- | INJURY INDEX ----- | |
|-------------------------|------------------------------|---------------|-------------------|---------------------------|----------------------------|--------------------------|----------------|
| 3 0447 | N8077J | 022579 | PONCE,PR | AEROSTAR | 600A | MINOR | AEROSTAR CARIB |
| 3 0492 | N617M | 041079 | NORTH JACKSON,OH | BEECH | E18S | MINOR | GREEN AERO INC |
| 3 0516 | N9231 | 022179 | PLAIN CITY,OH | BEECH | TC-45J | MINOR | CONNIE KALITTA |
| 3 0534 | N61517 | 022379 | NCLAUDE,TX | PIPER | PA-31 | SERIOUS | HAMMONDS FLYIN |
| 3 0554 | N756NW | 032679 | NLARSEN BAY,AK | CESSNA | U206 | MINOR | ISLAND AIR SER |
| 3 0556 | N7934N | 011979 | NONDALTON,AK | PIPER | PA-28 | NONE | TALARIK CREEK |
| 3 0587 | N2029E | 032279 | LIBERAL,KS | CESSNA | 172 | SERIOUS | ROBINSON AVIAT |
| 3 0653 | N338A | 041979 | NORTH JACKSON,OH | BEECH | TC-45J | NONE | BRANCH COUNTY |
| 3 0658 | N623H | 032879 | NHONOLULU,HI | ENSTROM | F-28C | NONE | PARADISE HELIC |
| 3 0659 | N2257M | 032779 | NLANDER,WY | PIPER | PA-34 | FATAL | WYOMING CENTRA |
| 3 0663 | N342T | 022379 | LATROBE,PA | BEECH | E18S | NONE | GREAT WESTERN |
| 3 0769 | N96TH | 060879 | NLIBERTY,AK | SOLOV | 12EJ3 | NONE | TEMSCO HELICOP |
| 3 0794 | N969SD | 060479 | DEKALB,TX | BEECH | A36 | NONE | KITTY HAWK AIR |
| 3 0829 | N42322 | 042579 | HARVEY,LA | CESSNA | 180J | MINOR | HARVY CNL SPSV |
| 3 0869 | N4970C | 011979 | NCAPE ROMANZOF,AK | CESSNA | U206 | FATAL | EXECUTIVE CHAR |
| 3 0883 | N4663E | 052479 | NMORGAN CITY,LA | CESSNA | 185F | MINOR | CHARLIE HAMMON |
| 3 0884 | N203AL | 051779 | SORRENTO,LA | BELL | 206B | NONE | AIR LOGISTICS |
| 3 0964 | N346V | 013179 | READING,PA | BEECH | C45 | SERIOUS | PERKIOMEN AIRW |
| 3 1003 | N1198S | 020179 | CRAIG,CO | SWEARINGEN | SA26T | NONE | ROCKY MOUNTAIN |
| 3 1010 | N2055K | 022679 | NGREENVILLE,MS | BEECH | 58 | FATAL | AIR SERVICE IN |
| 3 1013 | N3787B | 051179 | BEAVER FALLS,PA | BEECH | 18S | NONE | AIR SERVICE |

LISTING OF ON-DEMAND AIR TAXI ACCIDENTS

U.S. GENERAL AVIATION
1979
(IN FILE ORDER SEQUENCE)
(NAME OF OPERATOR DISPLAYED AT RIGHT)

| FILE NUMBER | AIRCRAFT REGIST. | DATE | LOCATION | AIRCRAFT MAKE | MODEL | INJURY INDEX | |
|----------------|---------------------|--------|------------------|------------------|--------|-----------------|-----------------|
| ----- | ----- | ---- | ----- | ----- | ----- | ----- | |
| 3 1027 | N1453Q | 022279 | KENAI, AK | CESSNA | 185 | NONE | DICKS FLYING S |
| 3 1047 | N123SM | 050479 | SEVIERVILLE, TN | CESSNA | 421 | NONE | SMOKEY MOUNTAI |
| 3 1052 | N4106R | 062279 | BURBANK, CA | PIPER | PA-32 | NONE | CA. AIR CHARTER |
| 3 1137 | N2834C | 042779 | CHAMA, NM | CESSNA | 182RG | NONE | CORONADO FLYIN |
| 3 1151 | N9129M | 062679 | EMMONAK, AK | CESSNA | U206 | NONE | BIG REDS FLYIN |
| 3 1152 | N733CT | 032279 | NNIGHTMUTE, AK | CESSNA | U206 | FATAL | VILLAGE, AVIATI |
| 3 1276 | N7249N | 032979 | CASTLE ROCK, CO | CESSNA | TU206 | NONE | FOUR WINDS AVI |
| 3 1363 | N7340U | 051679 | SHOW LOW, AZ | CESSNA | 207 | NONE | SHOW LOW TRANS |
| 3 1412 | N4715R | 071779 | CUT OFF, LA | BELL | 206B | FATAL | HOSKING HELICO |
| 3 1733 | N5740V | 072579 | CLEVELAND, OH | BEECH | 95-C55 | NONE | PDO EXECUTIVE |
| 3 1737 | N593H | 072679 | NBRIDGEPORT, CA | ENSTROM | F-28C | NONE | ENTERPRISE HEL |
| 3 1741 | N580PA | 040179 | NBETHEL, AK | DEHAVND CAN | DHC-4A | NONE | SEA AIRMOTIVE |
| 3 1743 | N744JC | 012479 | YOUNGSTOWN, OH | LEAR JET | 24D | NONE | CORPORATE AIR |
| 3 1779 | N7345M | 061879 | TALLAHASSEE, FL | CESSNA | 210M | NONE | STALLION AIR |
| 3 1785 | N6286B | 080479 | PISTOL CREEK, ID | CESSNA | T210M | FATAL | BOISE AIR SERV |
| 3 1807 | N16779 | 042879 | NCAMERON, LA | BELL | 206L | MINOR | PETROLEUM HELI |
| 3 1809 | N16710 | 061279 | NVENICE, LA | BELL | 206B | MINOR | PETROLEUM HELI |
| 3 1812 | N3494V | 082279 | MANDEVILLE, LA | CESSNA | 180 | NONE | SOUTHERN SEAPL |
| 3 1837 | N5873N | 070679 | NLEAVENWORTH, WA | AERO CMDR | 114 | FATAL | SKYCRAFT, INC. |
| 3 1863 | N135W | 012579 | PITTSBURGH, PA | BEECH | H18 | NONE | INTERNATIONAL |
| 3 1951 | N7695Q | 011979 | MIAMISBURG, OH | CESSNA | 310Q | MINOR | FLITEWAYS, INC. |

LISTING OF ON-DEMAND AIR TAXI ACCIDENTS

U.S. GENERAL AVIATION
1979
(IN FILE ORDER SEQUENCE)
(NAME OF OPERATOR DISPLAYED AT RIGHT)

| FILE NUMBER | AIRCRAFT REGIST. | DATE | LOCATION | AIRCRAFT MAKE | MODEL | INJURY INDEX | |
|----------------|---------------------|--------|--------------------|------------------|-------|-----------------|----------------|
| 3 1956 | N80204 | 031579 | LOUISVILLE,KY | BEECH | D-18S | NONE | CARDINAL AVIAT |
| 3 2037 | N1812D | 052579 | CHARLESTON,WV | BEECH | D-18 | FATAL | WYMAN PILOT SE |
| 3 2044 | N8067H | 092079 | NKAILUA-KONA,HI | BEECH | C-45H | NONE | PANORAMA AIR |
| 3 2099 | N49673 | 092579 | NMORGAN CITY,LA | BELL | 212 | NONE | HOUSTON HELICO |
| 3 2100 | N14852 | 060379 | NMORGAN CITY,LA | BELL | 206B | SERIOUS | PETROLEUM HELI |
| 3 2107 | N9751G | 060879 | ANCHORAGE,AK | CESSNA | 180 | NONE | SPERNAK AIRWAY |
| 3 2109 | N4074 | 032979 | KING COVE,AK | PIPER | PA-32 | NONE | PENINSULA AIRW |
| 3 2110 | N846VK | 051379 | EMMONGUK,AK | ROCKWELL IN | 500 | NONE | NOME FLYING SE |
| 3 2111 | N851TB | 012879 | NANAKTUVUK PASS,AK | DEHAVILLAND | DHC-6 | NONE | CAPE SMYTHE AI |
| 3 2112 | N8324 | 012179 | GALENA,AK | PIPER | PA-18 | NONE | GALENA AIR SER |
| 3 2113 | N7853H | 080979 | NGULKANA,AK | PIPER | PA-12 | MINOR | SILVER TIP AIR |
| 3 2114 | N5384A | 030279 | GALESBURG,IL | CESSNA | 310B | FATAL | AGEE FLYING SE |
| 3 2118 | N8364Q | 081579 | NILIAMNA,AK | CESSNA | U206F | MINOR | ILIASKA LODGE |
| 3 2119 | N70279 | 071379 | HALIBUT COVE,AK | CESSNA | A185F | NONE | COOK INLET AVI |
| 3 2120 | N86932 | 092079 | OLD HARBOR,AK | BELLANCA | 8GCBC | NONE | FLIRITE,INC. |
| 3 2122 | N180MM | 061579 | KOLIGANEK,AK | CESSNA | 180J | NONE | SOUTHWEST AIRW |
| 3 2123 | N4695E | 092879 | NBETHEK,AK | CESSNA | 185 | NONE | EXECUTIVE CHAR |
| 3 2141 | N8138F | 081479 | DALLAS,TX | CESSNA | 402 | NONE | COKER AIRFREIG |
| 3 2148 | N5419M | 071979 | NANTUCKET,MA | CESSNA | 402 | NONE | HYANNIS AVIATI |
| 3 2155 | N62664 | 080579 | NEWPORT,RI | PIPER | PA-23 | NONE | NEW HAVEN AIRW |
| 3 2165 | N5035Y | 070879 | FLUSHING,NY | PIPER | PA-23 | NONE | NEW ENGLAND AI |

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U.S. GENERAL AVIATION
1979
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|----------------|---------------------|--------|--------------------|------------------|--------|-----------------|----------------|
| 3 2166 | N5767Y | 100479 | JAMAICA,NY | PIPER | PA-23 | NONE | BERKSHIRE AVIA |
| 3 2197 | N6309C | 041279 | NCARRIZOZO,NM | PIPER | PA-32 | FATAL | SW AIR RANGERS |
| 3 2221 | N2715K | 080179 | NGREENVILLE,ME | CESSNA | 180 | MINOR | FOLSOMS AIR SE |
| 3 2324 | N70048 | 081679 | SHELDONS POINT,AK | CESSNA | 185 | NONE | GALENA AIR SVC |
| 3 2368 | N48148 | 071279 | NARCTIC VILLAGE,AK | DEHAVILLAND | DHC-3 | NONE | BUD WOOD'S |
| 3 2489 | N438A | 050979 | NBURTON,OH | BEECH | E18S | FATAL | WYMAN PILOT SV |
| 3 2536 | N8410F | 090779 | NTUSCALOOSA,AL | CESSNA | 401 | NONE | MILLER WILLS |
| 3 2552 | N7111J | 081879 | HOUSTON,TX | BELL | 206B | NONE | EXEC JET INC |
| 3 2616 | N73963 | 081779 | NRICO,CO | BELL | 47G3B1 | FATAL | AERIAL SPOTTER |
| 3 2620 | N90049 | 042679 | NSABINE PASS,TX | AEROSPATILE | SA365C | SERIOUS | OFFSHORE HELIC |
| 3 2622 | N58193 | 100579 | HOUSTON,TX | HUGHES | 369D | SERIOUS | SNOW GOOSE AVN |
| 3 2656 | N3288X | 062879 | SUMMERVILLE,WV | CESSNA | 310L | NONE | RALEIGH FLY SE |
| 3 2673 | N6GJ | 082979 | OTHELLO,WA | LEAR JET | 23 | NONE | GOLDEN JET AIR |
| 3 2683 | N93010 | 100879 | WESTHAMPTON,NY | CESSNA | 185 | SERIOUS | JERSEY CITY SE |
| 3 2730 | N62818 | 102379 | NCOLD SPRINGS,MN | PIPER | PA-23 | NONE | WEST CENTRAL A |
| 3 2774 | N29152 | 071879 | NCHINLE,AZ | CESSNA | 206 | NONE | GALLUP FLT SER |
| 3 2775 | N8533F | 080379 | GRAND CANYON,AZ | BELL | 206B | MINOR | GRAND CYN HELO |
| 3 2798 | N1DY | 071879 | CHAMBLEE,GA | CESSNA | 310C | NONE | COMMERCIAL AUN |
| 3 2835 | N4111P | 101779 | SAN FRANCISCO,CA | AERO COMDR | 500 | NONE | YOSEMITE AIR |
| 3 2839 | N3836C | 051779 | NTREASURE CAY,BAHM | AERO COMDR | 500 | NONE | PALM BEACH AVI |
| 3 2845 | N571H | 112679 | NSTANLEY,ID | HILLER ACFT | UH-12E | NONE | IDAHO HELICOPT |

LISTING OF ON-DEMAND AIR TAXI ACCIDENTS

U.S. GENERAL AVIATION
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|----------------|---------------------|--------|---------------------|------------------|--------|-----------------|----------------|
| 3 2848 | N1590S | 100579 | PRINCEVILLE, HI | BEECH | 65-80 | NONE | EXECUTIVE AIR |
| 3 2852 | N2660S | 111479 | CANTWELL, AK | CESSNA | 185 | NONE | GOLDEN NORTH A |
| 3 2854 | N1095F | 032879 | BETHAL, AK | CESSNA | 185 | NONE | STANLEY HERMAN |
| 3 2865 | N22434 | 112379 | GALESBURG, IL | CESSNA | T210L | MINOR | PEORIA AVIATIO |
| 3 2866 | N33TN | 011179 | TEMPLETON, MA | PIPER | PA-31 | FATAL | NASH AND TAMPO |
| 3 2876 | N90575 | 070179 | TRAIL CREEK, AK | DEHAVILLAND | DHC-3 | NONE | MAXSON AVIATIO |
| 3 2877 | N2435F | 071379 | TOGIAC, AK | CESSNA | 180 | NONE | ARMSTRONG AIR |
| 3 2886 | N84627 | 120679 | WRANGELL, AK | CESSNA | 185 | NONE | WRANGELL AIR |
| 3 2920 | N88450 | 092479 | TUNNEL MEADOWS, CA | CESSNA | 185 | NONE | EASTERN SIERRA |
| 3 2944 | N476AL | 112979 | NINTRACSTL CITY, LA | SIKORSKY | S-76A | NONE | AIR LOGISTICS |
| 3 2966 | N281M | 062979 | SLATINGTON, PA | BEECH | C45H | MINOR | SHANE AVIATION |
| 3 2996 | N1316G | 111279 | SALEM, OR | CESSNA | T310R | FATAL | MCKENZIE FLYIN |
| 3 3019 | N62727 | 102979 | HARLAN, KY | PIPER | PA-23 | MINOR | EXECUTIVE AIR |
| 3 3024 | N3594B | 122679 | NINTRACSTL CY, LA | AEROSPATLE | AS-350 | SERIOUS | PETROLEUM HEL |
| 3 3088 | N23BC | 110579 | TAU, AMER SAMOA | DEHAVILLAND | DHC-6 | SERIOUS | SOUTH PACIFIC |
| 3 3103 | N646B | 092879 | SUMTER, SC | BEECH | D18S | NONE | EXPRESS AIRWAY |
| 3 3107 | N59627 | 041279 | NCAMERON, LA | BELL | 206B | MINOR | HOUSTON HELICO |
| 3 3108 | N1850R | 121579 | NVENICE, LA | CESSNA | A185F | FATAL | PAN AIR CORPOR |
| 3 3122 | N8299F | 072679 | ST. LOUIS, MO | CESSNA | 401 | NONE | DICKMAN AVIATI |
| 3 3132 | N8623F | 091979 | JACKSONVILLE, FL | HUGHES | 369HS | FATAL | JACKSONVILLE H |
| 3 3140 | N3815C | 100479 | MISSING AIRCRAFT | AERO COMDR | 500 | FATAL | IRON BIRD |

LISTING OF ON-DEMAND AIR TAXI ACCIDENTS

U.S. GENERAL AVIATION
1979
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|----------------|---------------------|--------|-------------------|------------------|--------|-----------------|----------------|
| ----- | ----- | ---- | ----- | ---- | ----- | ----- | |
| 3 3146 | N1320G | 102279 | NBLOOMINGTON,IN | CESSNA | 310 | FATAL | RHOADGS AVIATI |
| 3 3158 | N77B | 072279 | TAMPA,FL | DOUGLAS | DC3-C | NONE | FLORIDA AIRLIN |
| 3 3189 | N59314 | 062779 | BETTLES,AK | DOUGLAS | DC3C | NONE | FRONTIER FLYIN |
| 3 3190 | N1991U | 063079 | NKOTLIK,AK | CESSNA | U206F | MINOR | B.P.ENTERPRISE |
| 3 3209 | N2594K | 121879 | HARVEY,LA | CESSNA | 180K | FATAL | HARVEY CANAL A |
| 3 3232 | N847U | 030979 | NCLINTONVILLE,WI | BEECH | G18S | NONE | BRENNAN AIR FR |
| 3 3297 | N733LC | 080379 | NPORT ANGELES,WA | CESSNA | 172N | SERIOUS | SEATTLE PACIFI |
| 3 3308 | N732EH | 112179 | MOUNTAIN VIEW,MD | CESSNA | 210 | FATAL | SCHOTT AVIATIO |
| 3 3364 | N402TH | 071279 | NANCHORAGE,AK | CESSNA | 402B | FATAL | SOLDOTNA AIR S |
| 3 3365 | N914AV | 081079 | BORNITE,AK | CESSNA | 182 | NONE | AURORA AIR SER |
| 3 3443 | N421FH | 091979 | CHAMPLAIN,VA | HILLER | FH1100 | SERIOUS | D AND G AIR SE |
| 3 3465 | N734YS | 080579 | NIVAN SLOUGH,AK | CESSNA | 206 | FATAL | ALASKA AERO SE |
| 3 3485 | N206JP | 112079 | GOLD KING CRK,AK | CESSNA | 206 | NONE | AURORA AIR SVC |
| 3 3486 | N756SN | 090879 | MOOSE CREEK LK,AK | CESSNA | 206G | MINOR | KETCHUM AIR SE |
| 3 3524 | N16859 | 051679 | GOBERADOR,NM | BELL | 206B | NONE | PETROLEUM HELI |
| 3 3529 | N27715 | 082379 | BLUFFTON,OH | PIPER | PA-31 | FATAL | PLUMLEY AIR SE |
| 3 3539 | N4097R | 120579 | NHARRAH,OK | PIPER | PA-32 | SERIOUS | CSI,INC |
| 3 3616 | N1759U | 090879 | NUMIAT,AK | CESSNA | 207 | NONE | JENAIR FLYING |
| 3 3617 | N6424H | 100879 | ANCHORAGE,AK | CESSNA | 207A | FATAL | SPERNAK AIRWAY |
| 3 3621 | N405CA | 110779 | NSTAMFORD,CT | PIPER | PA-31 | NONE | CORPORATE AIR |
| 3 3621 | N54857 | 110779 | NSTAMFORD,CT | PIPER | PA-23 | NONE | CORPORATE AIR |

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|----------------|---------------------|--------|------------------|------------------|--------|-----------------|----------------|
| 3 3624 | N90825 | 120779 | NBAXTER,IA | AEROSPATLE | 319B | NONE | ROCKY MOUNTAIN |
| 3 3656 | N1726U | 100379 | NJUNEAU,AK | CESSNA | 207 | FATAL | SOUTHEAST SKYW |
| 3 3670 | N4697K | 101879 | TYLER,TX | CESSNA | 182 | NONE | COKER AVIATION |
| 3 3692 | N868AF | 083079 | MIDDLETOWN,PA | BEECH | 58 | FATAL | KEYSTONE AVIAT |
| 3 3703 | N7511L | 121179 | NLEE'S SUMMIT,MO | PIPER | PA-31 | NONE | MIDWEST PIPER |
| 3 3705 | N16877 | 091679 | NSITKA,AK | BELL | 206 | NONE | EAGLE AIR,INC |
| 3 3758 | N2160E | 050479 | KERNVILLE,CA | PIPER | PA-44 | NONE | GALLAGHER AVN |
| 3 3763 | N82706 | 090779 | NGULKANA,AK | PIPER | PA-18 | FATAL | BRANDT'S AIR |
| 3 3875 | N9090F | 090279 | NALAKANUK,AK | HUGHES | 500C | SERIOUS | INTL AIR TRANS |
| 3 3890 | N48148 | 101979 | KOYUK, AK | DEHAVND CAN | DHC-3 | NONE | BERING AIR,INC |
| 3 3892 | N70020 | 120679 | AKIACHAK,AK | CESSNA | 185 | NONE | SAMUELSON FLYI |
| 3 3894 | N61855 | 101179 | GALENA,AK | CESSNA | 180K | NONE | HAROLDS AIR SE |
| 3 3912 | N16810 | 062479 | GOBERNADOR,NM | BELL | 206B | NONE | PETROLEUM HELI |
| 3 3913 | N105AC | 080979 | FLUSHING,NY | BEECH | D55 | FATAL | SOUTHERN JERSE |
| 3 3926 | N581PA | 052579 | BULLEN POINT,AK | DEHAVND CAN | DHC-4A | FATAL | SEA AIRMOTIVE |
| 3 3944 | N29257 | 120679 | YOUNGSTOWN,OH | PIPER | PA-34 | NONE | SKYLINE AVN SR |
| 3 3952 | N477GM | 102579 | KOTZEBUE,AK | BEECH | E18S | NONE | AURORA AIR SER |
| 3 3953 | N532H | 070279 | NPORTAGE,AK | ENSTROM | F-28C | NONE | ALYESKA AIR SE |
| 3 3954 | N6469H | 080779 | NIKISHKI,AK | CESSNA | 207A | FATAL | BUTLER AVIATIO |
| 3 3956 | N2220W | 092079 | NDEMING,NM | BELL | 47G | FATAL | YELLOW BIRD,IN |
| 3 3958 | N69618 | 082979 | BLUE RIDGE,IN | CESSNA | 310 | FATAL | CALTAB INTEGRI |

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|-------------------------|------------------------------|--------------|--------------------|--------------------------|----------------|--------------------------|----------------|
| 3 3963 | N3500M | 100679 | OLD WESTBURY,NY | BELL | 206B | FATAL | ISLAND HELICOP |
| 3 3981 | N99663 | 103079 | BETTLES,AK | DOUGLAS | DC-3 | FATAL | FRONTIER FLYIN |
| 3 3988 | N2080W | 082879 | EAST QUOGUE,NY | PIPER | PA-34 | SERIOUS | SNDNCE AIR CHR |
| 3 3995 | N8301Q | 091179 | NGRAND JUNCTION,CO | CESSNA | 206 | MINOR | DINALAND AVIAT |
| 3 4010 | N555AJ | 111979 | CASTLE ROCK,CO | CESSNA | 500 | FATAL | NATL JET IND. |
| 3 4015 | N300JA | 120279 | DUTCH HARBOR,AK | LEAR JET | 24 | SERIOUS | ERA HELICOPTER |

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594
BRIEFS OF ON-DEMAND AIR TAXI ACCIDENTS

U.S. GENERAL AVIATION

1979

(IN STATE AND DATE ORDER)

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-----------------------|--|---|--|------------------------------|--|
| 3-2536 | 9/7/79 TIME - 0951 | NR.TUSCALOOSA,AL | CESSNA 401 N8410F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 32, 1852 TOTAL HOURS, 5 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT JACKSON,MS | INTENDED DESTINATION TUSCALOOSA,AL | | | |
| | | TYPE OF ACCIDENT FIRE OR EXPLOSION | IN FLIGHT | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - EXHAUST SYSTEM MANIFOLDS MISCELLANEOUS ACTS,CONDITIONS - LEAK/LEAKAGE MISCELLANEOUS ACTS,CONDITIONS - FIRE IN ENGINE REMARKS- CHARTER FLT. | | | | | | |
| 3-0392 | 1/4/79 TIME - 1000 | ATMAUTLUAK,AK | CESSNA U206 N2183F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 26, 990 TOTAL HOURS, 165 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - ATMAULUK DEPARTURE POINT BETHEL,AK | INTENDED DESTINATION BETHEL,AK | LAST ENROUTE STOP ATMAUTLUAK,AK | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | |
| PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION AIRFRAME - LANDING GEAR MAIN GEAR-SHOCK ABSORBING ASSY,STRUTS,ATTACHMENTS,ETC. MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------------------|---|------------------------|------------------------------|--|
| 3-0556 | 1/19/79 TIME - 1120 | NONDALTON, AK | PIPER PA-28 N7934N DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 40, 3546 TOTAL HOURS, 582 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - NONDALTON DEPARTURE POINT NONDALTON, AK INTENDED DESTINATION ILIAMNA, AK TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH SNOWBANK PHASE OF OPERATION TAKEOFF RUN TAKEOFF ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY | | | | | | |
| 3-0869 | 1/19/79 TIME - 1628 | NR. CAPE ROMANZOF, AK | CESSNA U206 N4970C DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 20, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| DEPARTURE POINT BETHEL, AK INTENDED DESTINATION BETHEL, AK LAST ENROUTE STOP CHEVAK, AK TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATION IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - BECAME LOST/DISORIENTED PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE WEATHER - FOG PERSONNEL - MISCELLANEOUS-PERSONNEL OTHER WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW TYPE OF WEATHER CONDITIONS IFR CEILING AT ACCIDENT SITE 0 PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TEMPERATURE-F 25 TYPE OF FLIGHT PLAN VFR REMARKS- OPERATOR DID NOT VERIFY FLT EXPERIENCE BEFORE HIRING PILOT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|----------------|--|------------------------|---|--|
| 3-2112 | 1/21/79 | GALENA, AK | PIPER PA-18 N8324 | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 29, 2283 TOTAL HOURS, 353 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT LAST CHANCE, AK | | | DAMAGE-SUBSTANTIAL INTENDED DESTINATION GALENA, AK | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES | | | | | | |
| PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM CARBURETOR MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- CARB MIXTURE CONTROL WIRE BROKEN, MIXTURE WENT TO IDLE CUTOFF POSITION. | | | | | | |
| 3-0107 | 1/28/79 | POINT HOPE, AK | CESSNA 185 N21369 | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 25, 2300 TOTAL HOURS, 375 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - POINT HOPE DEPARTURE POINT POINT HOPE, AK | | | DAMAGE-SUBSTANTIAL INTENDED DESTINATION BARROW, AK | | PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE | |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 350 TYPE OF WEATHER CONDITIONS VFR | | | CEILING AT ACCIDENT SITE 1200 PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND LEFT QUARTERING HEAD WIND 293-337 DEGREES WIND VELOCITY-KNOTS 20 TYPE OF FLIGHT PLAN VFR | | | |
| REMARKS- GUSTS TO 25 KNOTS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---|---|--|------------------------------|--|
| 3-2111 | 1/28/79 | NR.ANAKTUVUK PASS,AK | DEHAVILLAND DHC-6 N851TR | CR- 0 0 2 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 50, 14650 TOTAL HOURS, 5000 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT BARROW,AK | INTENDED DESTINATION ANAKTUVUK PASS,AK | LAST ENROUTE STOP UMIAT,AK | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT OTHER | | |
| PROBABLE CAUSE(S) - PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) COPILOT - BECAME LOST/DISORIENTED MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE MISCELLANEOUS ACTS,CONDITIONS - WHITEOUT REMARKS- COLLIDED WITH MOUNTAIN PEAK.CLIMBING OUT OF WHITEOUT CONDS.CREW FLEW 12 OUT OF LAST 24HRS. | | | | | | |
| 3-1027 | 2/22/79 | KENAI,AK | CESSNA 185 N1453Q | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 20, 1550 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - KENAI DEPARTURE POINT KENAI,AK | INTENDED DESTINATION RETURN | LAST ENROUTE STOP ANCHORAGE,AK | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | | PHASE OF OPERATION LANDING FINAL APPROACH LANDING ROLL | | |
| PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS TERRAIN - SNOW-COVERED 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 |
|--------|--|----------------------|--------------------------------|---------------------|-------------------|---------------------------|
| 3-1152 | 3/22/79 | NR.NIGHTMUTE,AK | CESSNA U206 | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 52, 2378 |
| | TIME - 1113 | | N733CT | PX- 2 1 3 | AIR TAXI-PASSG | TOTAL HOURS, 288 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | LAST ENROUTE STOP | | |
| | BETHEL AK | TOOKSOOK,AK | | TANUNAK,AK | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | |
| | COLLISION WITH GROUND/WATER | CONTROLLED | | IN FLIGHT | NORMAL CRUISE | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | FACTOR(S) | | | | | |
| | PILOT IN COMMAND - BECAME LOST/DISORIENTED | | | | | |
| | PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - SNOW | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - WHITEOUT | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | CEILING AT ACCIDENT SITE | | | |
| | OVERCAST | | 800 | | | |
| | VISIBILITY AT ACCIDENT SITE | | PRECIPITATION AT ACCIDENT SITE | | | |
| | ZERO | | SNOW SHOWERS | | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | TYPE OF WEATHER CONDITIONS | | | |
| | BLOWING SNOW | | IFR | | | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | VFR | | | | | |
| | REMARKS- PLT NOT QUALIFIED FOR TYPE OF FLYING,FAA HAD SUSPENDED HIS CERTIFICATE. | | | | | |
| 3-0554 | 3/26/79 | NR.LARSEN BAY,AK | CESSNA U206 | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 27, 1429 |
| | TIME - 1140 | | N756NW | PX- 0 0 0 | AIR TAXI-PASSG | TOTAL HOURS, 122 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | INSTRUMENT RATED. |
| | NAME OF AIRPORT - PARKS CANNERY | | | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | LARSEN BAY,AK | LARSEN BAY,AK | | | | |
| | TYPE OF ACCIDENT | | PHASE OF OPERATION | | | |
| | NOSE OVER/DOWN | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - FAILED TO RETRACT LANDING GEAR | | | | | |
| | FACTOR(S) | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | |
| | REMARKS- ACFT SANK-PRESUMED DESTROYED.FLOAT EQUIPPED. | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|--------------|--|------------------------|------------------------------|--|
| 3-2854 | 3/28/79 | BETHAL,AK | CESSNA 185 N1095F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 35, 6000 TOTAL HOURS, 2600 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BETHEL DEPARTURE POINT PILOT POINT,AK TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-2109 | 3/29/79 | KING COVE,AK | PIPER PA-32 N4074 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 33, 2788 TOTAL HOURS, 664 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - KING COVE DEPARTURE POINT COLD BAY,AK TYPE OF ACCIDENT COLLIDED WITH DITCHES PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER | | | | | | |
| SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 150 TYPE OF WEATHER CONDITIONS IFR | | | | | | |
| CEILING AT ACCIDENT SITE 300 PRECIPITATION AT ACCIDENT SITE RAIN TEMPERATURE-F 40 WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------|--|------------------------|------------------------------|--|
| 3-1741 | 4/1/79 TIME - 1200 | NR.BETHEL,AK | DEHAVND CAN DHC-4A N580PA DAMAGE-SUBSTANTIAL | CR- 0 0 3 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | AIRLINE TRANSPORT, AGE 54, 15638 TOTAL HOURS, 5285 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - WHITE BEAR DEPARTURE POINT INTENDED DESTINATION WHITE BEAR,AK BETHEL,AK TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN COLLIDED WITH OBJECT TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - FAILED TO ABORT TAKEOFF PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL DEFICIENCY, COMPANY MAINTAINED EQPMT, SERVICES, REGULATION PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) COPILOT - LACK OF FAMILIARITY WITH AIRCRAFT PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE FLIGHT TRAINING-PROCEDURES WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - CREW COORDINATION-POOR AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT SHOULDERS 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 RELATIVE BEARING OF WIND NONE LEFT CROSS WIND 248-292 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 60 20 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR VFR REMARKS- COLL W 55GAL DRUMS. WIND GUSTING TO 25KTS. | | | | | | |
| 3-2110 | 5/13/79 TIME - 1011 | EMMONGUK,AK | ROCKWELL IN 500 N846VK DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 34, 8000 TOTAL HOURS, 610 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - EMMONAK DEPARTURE POINT INTENDED DESTINATION NOME,AK EMMONGUK,AK TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS POORLY MAINTAINED RUNWAY SURFACE AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT RUNWAY MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- AIRPORT IS UNATTENDED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------------|--|------------------------|------------------------------|---|
| 3-3926 | 5/25/79 TIME - 2040 | BULLEN POINT,AK | DEHAVND CAN DHC-4A N581PA DAMAGE-DESTROYED | CR- 3 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | AIRLINE TRANSPORT, AGE 53, 14738 TOTAL HOURS, 2630 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BULLEN POINT DEPARTURE POINT INTENDED DESTINATION BULLEN POINT,AK DEADHORSE,AK TYPE OF ACCIDENT PHASE OF OPERATION STALL TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. MISCELLANEOUS ACTS,CONDITIONS - CARGO SHIFTED FACTOR(S) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE GROUND TRAINING-PROCEDURES FIRE AFTER IMPACT REMARKS- ACFT CONFIGD FOR STOL DEP.CRASHED 1400FT FM START PT.STOL OPN NOT APPROVED.NEW LOADMASTER. | | | | | | |
| 3-0769 | 6/8/79 TIME - 1430 | NR.LIBERTY,AK | SOLOY 12EJ3 N96TH DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL.INSTR., AGE 35, 5360 TOTAL HOURS, 85 IN TYPE, NOT INSTRU- MENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION 40 MILE CAMP,AK FIELD SITE TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES LANDING LEVEL OFF/TOUCHDOWN COLLISION WITH GROUND/WATER UNCONTROLLED LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE MISCELLANEOUS ACTS,CONDITIONS - LOAD NOT JETTISONED PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - SUDDEN WINDSHIFT 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 WIND DIRECTION-DEGREES NONE 360 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 15 VFR TYPE OF FLIGHT PLAN OTHER REMARKS- WINDS GUSTING TO 20KNOTS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|---|------------------------|------------------------------|--|
| 3-2107 | 6/8/79 TIME - 1500 | ANCHORAGE, AK | CESSNA 180 N9751G DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL. INSTR., AGE 28, 1752 TOTAL HOURS, 11 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MERRILL FIELD DEPARTURE POINT INTENDED DESTINATION TYONEK, AK ANCHORAGE, AK TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-2122 | 6/15/79 TIME - 2030 | KOLIGANEK, AK | CESSNA 180J N180MM DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 7 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 32, 2133 TOTAL HOURS, 34 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - KOLIGANEK DEPARTURE POINT INTENDED DESTINATION PORTAGE CREEK, AK KOLIGANEK, AK TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH GEAR COLLAPSED LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - WINDSHIELD, DIRTY, FOGGY, ETC.-RESTRICTED VISION AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT SHOULDERS WEATHER - RAIN WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED 600 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND UNKNOWN/NOT REPORTED LEFT QUARTERING HEAD WIND 293-337 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 180 15 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR VFR REMARKS- A/C RAN OFF SIDE OF RWY. STEEP INCLINE TO APPROACH END AND SHOULDER OF RWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|----------------------------------|--|-----------------------------|------------------------------|---|
| 3-1151 | 6/26/79 | EMMONAK, AK | CESSNA U206 N9129M DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 38, 192 TOTAL HOURS, 97 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - EMMONAK | | | | |
| | | DEPARTURE POINT KOTLIK, AK | INTENDED DESTINATION EMMONAK, AK | | | |
| | | TYPE OF ACCIDENT OVERSHOOT | | | PHASE OF OPERATION | |
| | | COLLISION WITH GROUND/WATER | CONTROLLED | LANDING LEVEL OFF/TOUCHDOWN | | |
| | | | | LANDING GO-AROUND | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | |
| FACTOR(S) | | | | | | |
| AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY | | | | | | |
| AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS POORLY MAINTAINED RUNWAY SURFACE | | | | | | |
| AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT RUNWAY | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY | | | | | | |
| REMARKS- GUSTS TO 12 KNOTS. RUNWAY NOTAMED CLOSED. | | | | | | |
| 3-3189 | 6/27/79 | BETTLES, AK | DOUGLAS DC3C N59314 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | AIRLINE TRANSPORT, AGE 49, 12408 TOTAL HOURS, 658 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - BETTLES | | | | |
| | | DEPARTURE POINT FAIRBANKS, AK | INTENDED DESTINATION BETTLES, AK | | | |
| | | TYPE OF ACCIDENT OVERSHOOT | | | PHASE OF OPERATION | |
| | | GROUND-WATER LOOP-SWERVE | | | LANDING LEVEL OFF/TOUCHDOWN | |
| | | | | | LANDING ROLL | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | |
| PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | |
| FACTOR(S) | | | | | | |
| PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|---|---|------------------------|------------------------------|---|
| 3-3190 | 6/30/79 | NR.KOTLIK,AK | CESSNA U206F N1991U DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL.INSTR., AGE 27, 1059 TOTAL HOURS, 51 IN TYPE, NOT INSTRU- MENT RATED. |
| | | DEPARTURE POINT KOTLIK,AK | INTENDED DESTINATION EMMONAK,AK | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPERLY SERVICED AIRCRAFT (GROUND CREW) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - WATER IN FUEL | | | | | | |
| FACTOR(S) | | | | | | |
| TERRAIN - ROUGH/UNEVEN | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- FLOAT EQUIPPED ACFT NOSED OVR DRG FORCED LNDG ON TUNDRA. | | | | | | |
| 3-2876 | 7/1/79 | TRAIL CREEK,AK | DEHAVILLAND DHC-3 N90575 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE UNK/NR, 3500 TOTAL HOURS, 1000 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT KOTZEBUE,AK | INTENDED DESTINATION TRAIL CREEK,AK | | | |
| | | TYPE OF ACCIDENT OVERSHOOT GEAR COLLAPSED | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | |
| PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---|---|------------------------|------------------------------|---|
| 3-3953 | 7/2/79 | NR.PORTAGE,AK | ENSTROM F-28C N532H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 20, 1322 TOTAL HOURS, 44 IN TYPE, NOT INSTRU- MENT RATED. |
| | | DEPARTURE POINT ANCHORAGE,AK | INTENDED DESTINATION PORTAGE,AK | | | |
| | | 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 - ENGINE STRUCTURE MASTER AND CONNECTING RODS MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| FACTOR(S) TERRAIN - WET,SOFT GROUND PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NO 2 CONNECTING ROD CAP & BOLT FAILED.ROTOR BLADE HIT TAIL DRG FORCED LNDG ON TUNDRA.CO FLT PLN. | | | | | | |
| 3-2368 | 7/12/79 | NR.ARTIC VILLAGE,AK | DEHAVILLAND DHC-3 N48148 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 28, 2700 TOTAL HOURS, 254 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT ARTIC VILLAGE,AK | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT GEAR COLLAPSED | PHASE OF OPERATION LANDING ROLL | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | |
| FACTOR(S) TERRAIN - SANDY MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- GEAR COLLAPSED DRG LNDG ON SAND BAR.CO FLT PLAN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|--|---|------------------------------|--|
| 3-3364 | 7/12/79 TIME - 0932 | NR. ANCHORAGE, AK | CESSNA 402B N402TH DAMAGE-DESTROYED INTENDED DESTINATION KENAI, AK | CR- 1 0 0 PX- 6 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 26, 7726 TOTAL HOURS, 1715 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT ANCHORAGE, AK | | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - FLIGHT AND NAVIGATION INSTRUMENTS FLUXGATE COMPASS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | |
| FACTOR(S) PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC. EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - CHAFED PERSONNEL - AIRWAYS FACILITIES PERSONNEL OTHER PERSONNEL - TRAFFIC CONTROL PERSONNEL FAILURE TO PROPERLY IDENTIFY AIRCRAFT ON RADAR WEATHER - LOW CEILING WEATHER - RAIN WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OBSCURATION | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| | | VISIBILITY AT ACCIDENT SITE ZERO | PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN IFR | | | | |
| REMARKS- ACFT OBSVD W IFR ARVL TRANS CODE AFT DEPT. FLUX DECTR WIRES CHAFED. GD CTLR CNT COM DRCTY W DEPT CTL | | | | | | |
| 3-2119 | 7/13/79 TIME - 1040 | HALIBUT COVE, AK | CESSNA A185F N70279 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | AIRLINE TRANSPORT, AGE 35, 3315 TOTAL HOURS, 215 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT HOMER, AK | INTENDED DESTINATION HALIBUT COVE, AK | | | |
| | | TYPE OF ACCIDENT WHEELS-DOWN LANDING IN WATER | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO RETRACT LANDING GEAR | | | | | | |
| FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|----------------------------------|--|---|------------------------------|---|
| 3-2877 | 7/13/79 TIME - 1900 | TOGIAK,AK | CESSNA 180 N2435F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 37, 3960 TOTAL HOURS, 200 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - TOGIAK CANNERY | | | | |
| | | DEPARTURE POINT DILLINGHAM,AK | | INTENDED DESTINATION TOGIAK,AK | | |
| | | TYPE OF ACCIDENT OVERSHOOT | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | |
| | | GROUND-WATER LOOP-SWERVE | | LANDING ROLL | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | |
| PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE | | | | | | |
| REMARKS- AIRSTRIIP IS PRIVATE - UNATTENDED. | | | | | | |
| 3-3465 | 8/5/79 TIME - UNK/NR | NR.IVAN SLOUGH,AK | CESSNA 206 N734YS DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | COMMERCIAL AIR TAXI-PASSG | ATP,FLIGHT INSTR., AGE 36, 4750 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| | | NAME OF AIRPORT - IVAN SLOUGH | | | | |
| | | DEPARTURE POINT ANCHORAGE,AK. | | LAST ENROUTE STOP IVAN SLOUGH | | |
| | | TYPE OF ACCIDENT UNDETERMINED | | PHASE OF OPERATION UNKNOWN/NOT REPORTED | | |
| PROBABLE CAUSE(S) | | | | | | |
| MISCELLANEOUS - UNDETERMINED | | | | | | |
| FACTOR(S) | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT | | | | | | |
| PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| EMERGENCY CIRCUMSTANCES - UNKNOWN/NOT REPORTED | | | | | | |
| UNKNOWN/NOT REPORTED | | | | | | |
| SKY CONDITION | | | | | | |
| OVERCAST | | | | | | |
| VISIBILITY AT ACCIDENT SITE | | | | | | |
| UNKNOWN/NOT REPORTED | | | | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | | | |
| UNKNOWN/NOT REPORTED | | | | | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| NONE | | | | | | |
| REMARKS- ACFT DMG,PAX INJ PRESUMED.ACFT HAD HISTORY OF TOTAL ELECT FAILURES.UN BATTERY START. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|---|------------------------|------------------------------|--|
| 3-3954 | 8/7/79 TIME - 1110 | NIKISHKI, AK | CESSNA 207A N6469H DAMAGE-SUBSTANTIAL | CR- 1 1 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | ATP, FLIGHT INSTR., AGE 45, 9500 TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BUTLER AVIATION DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP NIKISHKI, AK RETURN KODIAK, AK TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLIDED WITH TREES TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT RUNWAY MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE REMARKS- MOMENTARY PWR REDUCTION. UPHILL Rwy W DIP IN CTR. 340LBS OVER MAX TKOF WT. TURNED, COL W DEAD SNAG TR. | | | | | | |
| 3-2113 | 8/9/79 TIME - 0900 | NR. GULKANA, AK | PIPER PA-12 N7853H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 23, 1470 TOTAL HOURS, 45 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - LONG LAKE DEPARTURE POINT INTENDED DESTINATION LONG LAKE, AK BLUE LAKE, AK TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN TAKEOFF ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING REMARKS- FLOAT EQPD. | | | | | | |
| 3-3365 | 8/10/79 TIME - 1835 | BORNITE, AK | CESSNA 182 N914AV DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 36, 10500 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BORNITE DEPARTURE POINT INTENDED DESTINATION BORNITE, AK FAIRBANKS, AK TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLIDED WITH TREES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL 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 |
|---|------------------------|-------------------|--|------------------------|------------------------------|--|
| 3-2118 | 8/15/79 TIME - 1200 | NR.ILIAMNA,AK | CESSNA U206F N83640 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 45, 1780 TOTAL HOURS, 200 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP ILIAMNA,AK RETURN GIBRALTER RIVER,AK TYPE OF ACCIDENT PHASE OF OPERATION. GROUND-WATER LOOP-SWERVE TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - SUDDEN WINDSHIFT TERRAIN - ROUGH WATER MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 3000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES NONE 90 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 30 VFR TYPE OF FLIGHT PLAN NONE REMARKS- FLOAT EQUIPPED.WIND GUSTS TO 30K WITH OCCAS GUSTS 90 DEGREE FROM PREVAILING WIND -RT CROSSWIND. | | | | | | |
| 3-2324 | 8/16/79 TIME - 1630 | SHELDONS POINT,AK | CESSNA 185 N70048 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 29, 2580 TOTAL HOURS, 404 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SHELDONS POINT DEPARTURE POINT INTENDED DESTINATION ST.MICHEALS,AK. SHELDONS POINT,AK TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PERSONNEL - AIRPORT SUPERVISORY PERSONNEL FAILURE TO NOTIFY OF UNSAFE COND/AND OR FAILURE TO MARK OBSTRUCTION AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES OTHER AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT RUNWAY REMARKS- NEW RWY UNUSABLE DUE SOFT SPOTS.PLT NOT AWARE ARPT STILL CLOSED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|---|--|-------------------------------|------------------------------|--|
| 3-3875 | 9/2/79 TIME - 1025 | NR.ALAKANUK,AK | HUGHES 500C N9090F DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 2 0 | COMMERCIAL AIR TAXI-PASSG | ATP, FLIGHT INSTR., AGE 28, 5410 TOTAL HOURS, 900 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT ALAKANUK,AK | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING | PHASE OF OPERATION IN FLIGHT HOVERING LANDING POWER-OFF AUTOROTATIVE LANDING | | | |
| PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - FUEL SYSTEM PUMP, FUEL MISCELLANEOUS ACTS, CONDITIONS - EXCESSIVE-WEAR/PLAY COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL PUMP DRIVE SHAFT SPLINES WORN. AD 78-14-08 NCW. ENG PWR LOST DRG HOVER AT APRX 50FT AGL. | | | | | | |
| 3-3763 | 9/7/79 TIME - UNK/NR | NR.GULKANA,AK | PIPER PA-18 NR2706 DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 1 0 0 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 57, 22300 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| | | DEPARTURE POINT GULKANA,AK | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT STALL SPIN | PHASE OF OPERATION IN FLIGHT OTHER | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- TRANSPORTING HUNTERS. FLOAT EQPD. CRASHED NEAR SHORE OF SMALL LAKE. FLT PHASE UNK. | | | | | | |
| 3-3616 | 9/8/79 TIME - 1030 | NR.UMIAT,AK | CESSNA 207 N1759U DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL. INSTR., AGE 26, 1795 TOTAL HOURS, 115 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT BARROW,AK. | INTENDED DESTINATION RETURN | LAST ENROUTE STOP UMIAT,AK | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL | | | |
| PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE CRANKSHAFT MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- CRANKSHAFT FAILED AT NO 2 JOURNAL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|---|---|------------------------------|--|
| 3-3486 | 9/8/79 TIME - 1540 | MOOSE CREEK LK, AK | CESSNA 206G N756SN DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 54, 3522 TOTAL HOURS, 716 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT ANCHORAGE, AK | INTENDED DESTINATION ANCHORAGE, AK. | LAST ENROUTE STOP MOOSE CREEK LK, AK | | |
| | | TYPE OF ACCIDENT NOSE OVER/DOWN | | PHASE OF OPERATION TAKEOFF ABORTED | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF | | | | | | |
| FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER - HIGH DENSITY ALTITUDE TERRAIN - ROUGH/UNEVEN | | | | | | |
| WEATHER BRIEFING - SELF-HELP, PILOT CHECKED WEATHER DATA WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION SCATTERED | | CEILING AT ACCIDENT SITE UNLIMITED | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | TEMPERATURE-F 70 | | |
| | | WIND VELOCITY-KNOTS 8 | | TYPE OF WEATHER CONDITIONS VFR | | |
| | | TYPE OF FLIGHT PLAN OTHER | | | | |
| REMARKS- PLT STATED-WND VARIABLE 8-10KTS. INSUF WATER FOR FLOAT PLANE TO LND DRG ABORT. CO FLT PLN.D/A 3413FT | | | | | | |
| 3-3705 | 9/16/79 TIME - 1722 | NR. SITKA, AK | BELL 206 N16877 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 29, 3428 TOTAL HOURS, 582 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT SITKA, AK | INTENDED DESTINATION RETURN | LAST ENROUTE STOP RUBY BLUFF BAY, AK | | |
| | | TYPE OF ACCIDENT ROLL OVER | | PHASE OF OPERATION TAKEOFF VERTICAL | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| FACTOR(S) TERRAIN - HIDDEN OBSTRUCTIONS | | | | | | |
| REMARKS- L SKID CAUGHT ON ROOT DRG TKOF & HEL ROLLED OVR. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------|--|------------------------|------------------------------|--|
| 3-2120 | 9/20/79 TIME - 1201 | OLD HARBOR, AK | BELLANCA 8GCBC N86932 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 38, 890 TOTAL HOURS, 82 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - OLD HARBOR DEPARTURE POINT INTENDED DESTINATION KODIAK, AK OLD HARBOR, AK TYPE OF ACCIDENT OVERSHOOT HARD LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS GLASSY WATER REMARKS-FLOAT EQUIPPED. | | | | | | |
| 3-2123 | 9/28/79 TIME - 1500 | NR. BETHEK, AK | CESSNA 185 N4695E DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 32, 1389 TOTAL HOURS, 564 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - HANGAR LAKE DEPARTURE POINT INTENDED DESTINATION BETHEK, AK RETURN TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- FLOAT EQUIPPED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--|---|--|------------------------------|--|
| 3-3656 | 10/3/79 | NR. JUNEAU, AK | CESSNA 207 N1726U DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL. INSTR., AGE 22, 2623 TOTAL HOURS, 21 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT JUNEAU, AK | INTENDED DESTINATION RETURN | LAST ENROUTE STOP HOONAH, AK. | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - PHYSICAL IMPAIRMENT | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS | | | | | | |
| WEATHER - SQUALL LINE | | | | | | |
| WEATHER - OTHER | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 650 | | | |
| | | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | TEMPERATURE-F 49 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN VFR | | | |
| | | FIRE AFTER IMPACT | | | | |
| REMARKS- MERGING CLOUD LAYERS FORECASTED. BLOOD ALCOHOL LEVEL 108MG%. | | | | | | |
| 3-3617 | 10/8/79 | ANCHORAGE, AK | CESSNA 207A N6424H DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 44, 11120 TOTAL HOURS, 540 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - MERRILL FIELD | | | | |
| | | DEPARTURE POINT ANCHORAGE, AK | INTENDED DESTINATION ANCHORAGE, AK | LAST ENROUTE STOP TYONEK VILLAGE, AK. | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH BUILDING(S) | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING OTHER | | |
| PROBABLE CAUSE(S) | | | | | | |
| PERSONNEL - MAINTENANCE, SERVICING, INSPECTION OTHER | | | | | | |
| PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPERLY SERVICED AIRCRAFT (GROUND CREW) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL | | | | | | |
| PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- FOUND WTR IN STORAGE TNK, LEAK IN FILL PIPE. LINEBOY SVCD ACFT WHILE STORAGE TNK BEING FILLED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|------------|---|------------------------|------------------------------|--|
| 3-3894 | 10/11/79 TIME - 1815 | GALENA, AK | CESSNA 180K N61855 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 29, 1090 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - GALENA DEPARTURE POINT RUBY, AK TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- COMPANY FLT PLAN | | | | | | |
| 3-3890 | 10/19/79 TIME - 1600 | KOYUK, AK | DEHAVND CAN DHC-3 N48148 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 27, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| NAME OF AIRPORT - KOYUK DEPARTURE POINT NOME, AK TYPE OF ACCIDENT COLLIDED WITH OBJECT PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE FACTOR(S) WEATHER - SNOW MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF WEATHER CONDITIONS VFR REMARKS- SNOW ON WINGS, TAIL SURFACES. RAN OFF RWY ONTO TUNDRA. | | | | | | |
| LAST ENROUTE STOP KOYUK, AK PHASE OF OPERATION TAKEOFF ABORTED CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE SNOW RELATIVE BEARING OF WIND LIGHT AND VARIABLE TYPE OF FLIGHT PLAN VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|--------------|--|------------------------|------------------------------|--|
| 3-3952 | 10/25/79 TIME - 1000 | KOTZEBUE, AK | BEECH E18S N477GM DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 29, UNK/NR TOTAL HOURS, 40 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - RALPH WIEN MEML DEPARTURE POINT INTENDED DESTINATION KOTZEBUE, AK SELAWIK, AK TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WHEELS-UP LAST ENROUTE STOP UNKNOWN/NOT REPORTED PHASE OF OPERATION TAKEOFF INITIAL CLIMB. LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LNDD GEAR UP ON FRZN LAKE TO PREVENT GEAR BRKG THRU ICE. INSUF ENG WARM-UP. FROST ON WINGS. | | | | | | |
| 3-3981 | 10/30/79 TIME - 1030 | BETTLES, AK | DOUGLAS DC-3 N99663 DAMAGE-SUBSTANTIAL | CR- 2 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | ATP, FLIGHT INSTR., AGE 37, 7000 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BETTLES DEPARTURE POINT INTENDED DESTINATION FAIRBANKS, AK AMBLER, AK TYPE OF ACCIDENT COLLIDED WITH PARKED AIRCRAFT LAST ENROUTE STOP BETTLES, AK PHASE OF OPERATION LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER - SNOW WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW TEMPERATURE-F 28 TYPE OF WEATHER CONDITIONS BELOW MINIMUMS REMARKS- HIT 3 PARKED ACFT 50FT RIGHT OF RWY, ALL SUBSTANTIAL DMG. NO ALTERNATE FILED. LOC/DME APCH. | | | | | | |
| CEILING AT ACCIDENT SITE 500 PRECIPITATION AT ACCIDENT SITE SNOW RELATIVE BEARING OF WIND CALM WIND VELOCITY-KNOTS CALM TYPE OF FLIGHT PLAN IFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-------------------|--|------------------------|------------------------------|---|
| 3-2852 | 11/14/79 TIME - 0900 | CANTWELL, AK | CESSNA 185 N2660S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL. INSTR., AGE 36, 3019 TOTAL HOURS, 167 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GOLDEN NORTH DEPARTURE POINT INTENDED DESTINATION CANTWELL, AK RETURN TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH DIRT BANK PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS POORLY MAINTAINED RUNWAY SURFACE REMARKS- RWY 2095FT LONG COVERED W 1 1/2FT PACKED SNOW MARRED BY RUTS. | | | | | | |
| 3-3485 | 11/20/79 TIME - 1445 | GOLD KING CRK, AK | CESSNA 206 N206JP DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 29, 2700 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GOLD KING CREEK DEPARTURE POINT INTENDED DESTINATION FAIRBANKS, AK RETURN TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH SNOWBANK PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT RUNWAY WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 36 WIND VELOCITY-KNOTS 8 TYPE OF FLIGHT PLAN NONE REMARKS- R MAIN GEAR DUG INTO LOOSE SNOW DURING T/O RUN. 8 INCHES LOOSE PACKED SNOW. | | | | | | |
| CEILING AT ACCIDENT SITE 5000 PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES 180 TYPE OF WEATHER CONDITIONS VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------------|--|------------------------|------------------------------|--|
| 3-4015 | 12/2/79 TIME - 1621 | DUTCH HARBOR, AK | LEAR JET 24 N300JA DAMAGE-DESTROYED | CR- 0 2 0 PX- 0 1 3 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 56, 15756 TOTAL HOURS, 5000 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - DUTCH HARBOR DEPARTURE POINT INTENDED DESTINATION DUTCH HARBOR, AK ANCHORAGE, AK TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN COLLIDED WITH OBJECT TAKEOFF ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF FACTOR(S): PERSONNEL - AIRPORT SUPERVISORY PERSONNEL IMPROPER/INADEQUATE SNOW REMOVAL AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS POORLY MAINTAINED RUNWAY SURFACE AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT RUNWAY FIRE AFTER IMPACT REMARKS- COLLIDED W ROCKS BORDERING R SIDE OF RWY. | | | | | | |
| 3-2886 | 12/6/79 TIME - 1545 | WRANGELL, AK | CESSNA 185 N84627 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 48, 6700 TOTAL HOURS, 2300 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - WRANGELL SEAPLANE DEPARTURE POINT INTENDED DESTINATION BRADFIELD CANAL WRANGELL, AK TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-DOWN LANDING IN WATER LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC. MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED REMARKS- AMPHIBIOUS/FLOAT EQUIPPED. L MAIN GEAR, PISTON ROD UNSCREWED FROM UPPER SHOCK STRUT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|------------------------|---|--|------------------------|---|--|
| 3-3892 | 12/6/79 TIME - 1625 | AKIACHAK, AK | CESSNA 185 N70020 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 22, 2375 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - AKIACHAK DEPARTURE POINT AKIACHAK, AK TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | INTENDED DESTINATION LOCAL | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | |
| | | PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND | | | | |
| | | FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE | | | | |
| | | REMARKS- ABORTED GO-AROUND. | | | | |
| 3-1363 | 5/16/79 TIME - 1647 | SHOW LOW, AZ | CESSNA 207 N7340U DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 45, 4005 TOTAL HOURS, 240 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SHOW LOW DEPARTURE POINT TUCSON, AZ TYPE OF ACCIDENT COLLIDED WITH DIRT BANK | INTENDED DESTINATION SHOW LOW, AZ | | PHASE OF OPERATION LANDING GO-AROUND | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS | | | | |
| | | FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | |
| | | SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 50 WIND VELOCITY-KNOTS 20 TYPE OF FLIGHT PLAN NONE | | | CEILING AT ACCIDENT SITE 2500 PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND LEFT QUARTERING HEAD WIND 293-337 DEGREES WIND DIRECTION-DEGREES 180 TYPE OF WEATHER CONDITIONS VFR | |
| | | REMARKS- DIRT BANKS ON LEFT SIDE OF RUNWAY | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|-----------------|---|------------------------|------------------------------|--|
| 3-2774 | 7/18/79 | NR.CHINLE,AZ | CESSNA 206 N29152 | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 41, 1750 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT KAYENTA,AZ | | | DAMAGE-SUBSTANTIAL INTENDED DESTINATION GALLUP,NM | | | |
| TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| SKY CONDITION BROKEN | | | CEILING AT ACCIDENT SITE 500 | | | |
| VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | | | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | TYPE OF WEATHER CONDITIONS IFR | | | |
| TYPE OF FLIGHT PLAN VFR | | | | | | |
| 3-2775 | 8/3/79 | GRAND CANYON,AZ | BELL 206B N8533F | CR- 0 0 1 PX- 0 0 4 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 27, 2136 TOTAL HOURS, 1229 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT TUSAYAN,AZ | | | INTENDED DESTINATION 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) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - FUEL SYSTEM PUMP,FUEL MISCELLANEOUS ACTS,CONDITIONS - EXCESSIVE-WEAR/PLAY | | | | | | |
| FACTOR(S) TERRAIN - ROUGH/UNEVEN WEATHER - UNFAVORABLE WIND CONDITIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SKY CONDITION CLEAR | | | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | TEMPERATURE-F 78 | | | |
| WIND DIRECTION-DEGREES 270 | | | WIND VELOCITY-KNOTS 5 | | | |
| TYPE OF WEATHER CONDITIONS VFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- ENG DRIVEN FUEL PUMP DRSHFT SPLINES & PUMP SPLINES WORN,SUNDSTRAND 024918-104,S/N PE 3232. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|---|------------------------|------------------------------|--|
| 3-0058 | 1/4/79 TIME - 1738 | SACRAMENTO,CA | BEECH G18S N104KC DAMAGE-DESTROYED | CR- 2 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | ATP,FLIGHT INSTR., AGE 47, 17000 TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SACRAMENTO EXEC DEPARTURE POINT INTENDED DESTINATION SACRAMENTO,CA SAN FRANCISCO,CA TYPE OF ACCIDENT PHASE OF OPERATION STALL TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ABORT TAKEOFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FIRE AFTER IMPACT | | | | | | |
| 3-3758 | 5/4/79 TIME - 1625 | KERNVILLE,CA | PIPER PA-44 N2160E DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | ATP,FLIGHT INSTR., AGE 35, 5422 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - KERN VALLEY DEPARTURE POINT INTENDED DESTINATION BURBANK,CA KERNVILLE,CA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT LOW PASS COLLIDED WITH DIRT BANK LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - LANDED IN CONSTRUCTION AREA COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LOW APCH TO RWY COVERED WITH WATER.UN GO-AROUND DUE TERRAIN.LNDD ON RWY UNDER CONST. | | | | | | |
| 3-1052 | 6/22/79 TIME - 0850 | BURBANK,CA | PIPER PA-32 N4106R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 33, 2100 TOTAL HOURS, 181 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BURBANK DEPARTURE POINT INTENDED DESTINATION HAWTHORNE,CA BURBANK,CA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH COLLIDED WITH FENCE,FENCEPOSTS LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - IGNITION SYSTEM MAGNETOS MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- BROKEN FLYWEIGHT WENT INTO DRIVING GEAR OF CRANKSHAFT DISABLING THE ENGINE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|------------------|----------------------|---------------------|--------------------------------|---------------------------|
| 3-1737 | 7/26/79 | NR.BRIDGEPORT,CA | ENSTROM F-28C | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 44, 4445 |
| | TIME - 0700 | | N593H | PX- 0 0 1 | AIR TAXI-PASSG | TOTAL HOURS, 351 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | BRIDGEPORT,CA | | LOCAL | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | HARD LANDING | | | | LANDING POWER-ON LANDING | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE | | | | | |
| | PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - HIGH DENSITY ALTITUDE | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | |
| | SUSPECTED MECHANICAL DISCREPANCY | | | | | |
| | 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 | | | | 50 | |
| | WIND VELOCITY-KNOTS | | | | TYPE OF WEATHER CONDITIONS | |
| | CALM | | | | VFR | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | NONE | | | | | |
| | REMARKS- DENSITY ALT APPROX 8100 FT. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-------------------|--|------------------------|------------------------------|--|
| 3-2920 | 9/24/79 TIME - 1205 | TUNNEL MEADOWS,CA | CESSNA 185 N8845Q DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 36, 1870 TOTAL HOURS, 270 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - TUNNEL AIR CAMP DEPARTURE POINT INTENDED DESTINATION TUNNEL MEADOWS,CA LONE PINE,CA TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - SUDDEN WINDSHIFT WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 58 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 270 15 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR VFR REMARKS- WIND SHIFTED FROM WEST TO EAST DURING TAKEOFF ROLL. PEAK GUSTS TO 25 KTS.D/A APRX 11,400FT. | | | | | | |
| 3-2835 | 10/17/79 TIME - 1710 | SAN FRANCISCO,CA | AERO COMDR 500 N4111P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | AIRLINE TRANSPORT, AGE 36, 2566 TOTAL HOURS, 11 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SAN FRANCISCO INT DEPARTURE POINT INTENDED DESTINATION MONTEREY,CA SAN FRANCISCO,CA TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE ON GROUND TAXI FROM LANDING COLLIDED WITH BUILDING(S) TAXI FROM LANDING PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) AIRFRAME - LANDING GEAR NOSEWHEEL STEERING SYSTEMS - HYDRAULIC SYSTEM SEALS MISCELLANEOUS ACTS,CONDITIONS - LEAK/LEAKAGE MISCELLANEOUS ACTS,CONDITIONS - HYDRAULIC FAILURE REMARKS- BOTH HYDR PUMP SEAL DRAINS LEAKING 7 DAYS AFTER BOTH REPAIRED.LOST BRAKES & STEERING HIT HANGAR. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|-----------|--|------------------------|------------------------------|--|
| 3-0089 | 1/11/79 | CRAIG, CO | CESSNA 421A N200CH DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 31, 5420 TOTAL HOURS, 30 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CRAIG MOFFAT MUNI DEPARTURE POINT INTENDED DESTINATION GRAND JUNCTION, CO CRAIG, CO TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH SNOWBANK LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY PERSONNEL - AIRPORT SUPERVISORY PERSONNEL IMPROPER/INADEQUATE SNOW REMOVAL MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-1003 | 2/1/79 | CRAIG, CO | SWEARINGEN SA26T N1198S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 32, 4070 TOTAL HOURS, 450 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - CRAIG MOFFATT DEPARTURE POINT INTENDED DESTINATION DENVER, CO HAYDEN, CO TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH SNOWBANK LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS POORLY MAINTAINED RUNWAY SURFACE AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY MISCELLANEOUS ACTS, CONDITIONS - WHITEOUT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|--|---|------------------------------|---|
| 3-1276 | 3/29/79 TIME - 2000 | CASTLE ROCK, CO | CESSNA TU206 N7249N DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL. INSTR., AGE 25, 610 TOTAL HOURS, 20 IN TYPE, NOT INSTRU- MENT RATED. |
| | | DEPARTURE POINT COLORADO SPRINGS, CO | INTENDED DESTINATION DENVER, CO. | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH AUTOMOBILE | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | |
| FACTOR(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - FUEL SYSTEM OTHER POWERPLANT - IGNITION SYSTEM MAGNETOS POWERPLANT - COOLING SYSTEM OTHER MISCELLANEOUS ACTS, CONDITIONS - EXCESSIVE PRESSURE TERRAIN - OTHER | | | | | | |
| PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- ASBESTOS SHIELD ON FUEL LINE BURNED. MAGS INCORRECTLY TIMED. WING HIT CAR LDG ON MEDIAN STRIP OF HWY | | | | | | |
| 3-2616 | 8/17/79 TIME - 1105 | NR. RICO, CO | BELL 47G3B1 N73963 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 33, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT RICO, CO | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE TAIL ROTOR COLLIDED WITH TREES | | PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE IN FLIGHT UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM TAIL ROTOR DRIVE SHAFT ASSEMBLY ROTORCRAFT - ROTOR ASSEMBLIES BEARINGS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| REMARKS- INBOARD ROLLER BEARING FAILED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|----------|--|--|--|------------------------------|---|
| 3-3995 | 9/11/79 | NR.GRAND JUNCTION.CO | CESSNA 206 N8301Q DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 5 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 31, 650 TOTAL HOURS, 182 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT GRAND JUNCTION.CO | INTENDED DESTINATION LOCAL | PHASE OF OPERATION LANDING GO-AROUND | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | | | |
| PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER | | | | | | |
| FACTOR(S) AIRFRAME - FUSELAGE DOORS, DOOR FRAMES | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- UN RETRACT FLAPS.DOORS COULD BE SPRUNG JUST ENOUGH TO ACTIVATE DOOR MICROSWITCH. | | | | | | |
| 3-4010 | 11/19/79 | CASTLE ROCK.CO | CESSNA 500 N555AJ DAMAGE-DESTROYED | CR- 1 1 0 PX- 1 0 0 | COMMERCIAL AIR TAXI-CARGO | AIRLINE TRANSPORT, AGE 29, 1751 TOTAL HOURS, 61 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT ALBUQUERQUE.NM | INTENDED DESTINATION CASTLE ROCK.CO | PHASE OF OPERATION LANDING INITIAL APPROACH | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING | | | | | | |
| WEATHER - SNOW | | | | | | |
| WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OBSCURATION | CEILING AT ACCIDENT SITE 500 | | | |
| | | VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS | PRECIPITATION AT ACCIDENT SITE SNOW | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW | TEMPERATURE-F 34 | | | |
| | | WIND DIRECTION-DEGREES 30 | WIND VELOCITY-KNOTS 6 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN IFR | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- PLT UPGRADED TO L SEAT 6DAYS PRIOR.CO-PLT CERTIFIED 2DAYS PRIOR. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------------|---|-------------------------------------|------------------------------|--|
| 3-0414 | 3/9/79 TIME - 2000 | DANIELSON, CT | PIPER PA-32 N3096T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 26, 638 TOTAL HOURS, 13 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - DANIELSON DEPARTURE POINT DANIELSON, CT INTENDED DESTINATION FARMINGDALE, NY TYPE OF ACCIDENT OVERSHOOT PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH OBJECT LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS/CONDITIONS - RAN OFF END OF RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER REMARKS- ROLLED DWN EMBANKMENT. ELT REMOVED FOR REPAIR PER FAR 91.52, E, 10. | | | | | | |
| 3-3621 | 11/7/79 TIME - 2245 | NR. STAMFORD, CT | PIPER PA-23 N54857 DAMAGE-MINOR | CR- 0 0 1 PX- 0 0 0 OT- 0 0 1 | COMMERCIAL AIR TAXI-CARGO | AIRLINE TRANSPORT, AGE 28, 5000 TOTAL HOURS, 250 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT HARTFORD, CT INTENDED DESTINATION QUEENS, NY TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT PHASE OF OPERATION IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV.-SMALL US GEN. AV. CONTROLLING AGENCY - NO CONTROL RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - YES CONVERGENCE ANGLE-DEGREES - 0 HORIZONTAL COLLISION ANGLE-DEGREES - 180 VERTICAL COLLISION ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - NO ANTI-COLLISION LIGHTS - OPERATING REMARKS- PLT WAS UNAWARE THAT PLT OF OTHER ACFT, PA-31, WAS CLOSING IN FORMATION FM REAR. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|--|--|---------------------------------------|------------------------------|---|
| 3-3621 | 11/7/79 | NR. STAMFORD, CT | PIPER PA-31 N405CA DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 OT- 0 0 1 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 27, 2606 TOTAL HOURS, 923 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT HARTFORD, CT | INTENDED DESTINATION NEWARK, NJ | | | |
| | | TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE | | | | | | |
| SPECIAL DATA | | | | | | |
| SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV. - SMALL US GEN. AV. | | | | | | |
| CONTROLLING AGENCY - NO CONTROL | | | RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT | | | |
| TRAFFIC ADVISORY ISSUED - NONE | | | CONTROL ZONE/AREA - YES | | | |
| CONVERGENCE ANGLE-DEGREES - 0 | | | HORIZONTAL COLLISION ANGLE-DEGREES - 0 | | | |
| VERTICAL COLLISION ANGLE-DEGREES - 0 | | | EVASIVE ACTION TAKEN - NO | | | |
| ANTI-COLLISION LIGHTS - OPERATING | | | | | | |
| REMARKS- PLT BLINDED BY STROBE LITE, DRG FORMATION CLOSURE W ANOTHER CO ACFT, PA-23, WO COM OR PRE-BRIEFING. | | | | | | |
| 3-1779 | 6/18/79 | TALLAHASSEE, FL | CESSNA 210M N7345M DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 OT- 0 0 1 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 35, 2479 TOTAL HOURS, 205 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - TALLAHASSEE MUNI | INTENDED DESTINATION ATLANTA, GA | | | |
| | | DEPARTURE POINT TALLAHASSEE, FL | | PHASE OF OPERATION TAXI TO TAKEOFF | | |
| | | TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH ON GROUND | | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT | | | | | | |
| 3-3158 | 7/22/79 | TAMPA, FL | DOUGLAS DC3-C N77B DAMAGE-SUBSTANTIAL | CR- 0 0 3 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 48, 8140 TOTAL HOURS, 2503 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - TAMPA INTL | INTENDED DESTINATION TAMPA, FL | | | |
| | | DEPARTURE POINT ST. PETERSBURG, FL | | PHASE OF OPERATION LANDING ROLL | | |
| | | TYPE OF ACCIDENT GEAR COLLAPSED GROUND-WATER LOOP-SWERVE | LANDING ROLL | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| AIRFRAME - LANDING GEAR MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC. | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE | | | | | | |
| REMARKS- BOTH ARMS OF R MLG REAR STRUT, P/N 211632-1, FAILED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|------------------|--|------------------------|------------------------------|--|
| 3-3132 | 9/19/79 | JACKSONVILLE, FL | HUGHES 369HS N8623F DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 50, 8043 TOTAL HOURS, 215 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BERLIN HELIPORT DEPARTURE POINT INTENDED DESTINATION ST AUGUSTINE, FL JACKSONVILLE, FL TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | | | |
| 3-2798 | 7/18/79 | CHAMBLEE, GA | CESSNA 310C N1DY DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 23, 2510 TOTAL HOURS, 27 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PEACHTREE DEKALB DEPARTURE POINT INTENDED DESTINATION BRISTOL, TN CHAMBLEE, GA TYPE OF ACCIDENT WHEELS-UP PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE REMARKS- LANDING GEAR ACTUATOR BOX FAILED INTERNALLY. | | | | | | |
| 3-0658 | 3/28/79 | NR. HONOLULU, HI | ENSTROM F-28C N623H DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 34, 554 TOTAL HOURS, 28 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ILIKAI HELI PAD DEPARTURE POINT INTENDED DESTINATION HONOLULU, HI LOCAL TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATION IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS REMARKS- LOW SLOW FLT FOR PHOTO MISSION. ACFT SETTLED WITH POWER INTO OCEAN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------------|--|------------------------|------------------------------|---|
| 3-2044 | 9/20/79 TIME - 1222 | NR.KAILUA-KONA,HI | BEECH C-45H N8067H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 9 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 46, 3494 TOTAL HOURS, 69 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - KE-AHOLE DEPARTURE POINT HONOLULU,HI INTENDED DESTINATION KAILUA-KONA,HI TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE PHASE OF OPERATION LANDING ROLL GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-2848 | 10/5/79 TIME - 1815 | PRINCEVILLE,HI | BEECH 65-80 N1590S DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 8 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 31, 1225 TOTAL HOURS, 254 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PRINCEVILLE DEPARTURE POINT HONOLULU,HI INTENDED DESTINATION PRINCEVILLE,HI TYPE OF ACCIDENT COLLIDED WITH FENCE,FENCEPOSTS PHASE OF OPERATION LANDING ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE INSPECTION OF AIRCRAFT (MAINTENANCE PERSONNEL) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS,CONDITIONS - EXCESSIVE-WEAR/PLAY REMARKS- L BRAKE FAILED DRG LNDG ROLL.L OUTBD BRAKE LINING PUCKS COMPLETELY WORN. | | | | | | |
| 3-0368 | 3/26/79 TIME - 1415 | MALTA,ID | CESSNA T210C N30914 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 5 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 31, 886 TOTAL HOURS, 59 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MALTA DEPARTURE POINT MALTA ID INTENDED DESTINATION TWIN FALLS ID TYPE OF ACCIDENT COLLIDED WITH FENCE,FENCEPOSTS PHASE OF OPERATION TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) PILOT IN COMMAND - PREMATURE LIFT-OFF REMARKS- UPHILL GRADIENT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|------------------|---|------------------------|------------------------------|---|
| 3-1785 | 8/4/79 TIME - 0930 | PISTOL CREEK, ID | CESSNA T210M N6286B DAMAGE-DESTROYED | CR- 1 0 0 PX- 5 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 39, 1878 TOTAL HOURS, 95 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - INDIAN CREEK USFS DEPARTURE POINT INTENDED DESTINATION BOISE, ID INDIAN CREEK, ID TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FLEW INTO BLIND CANYON FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS FIRE AFTER IMPACT | | | | | | |
| 3-2845 | 11/26/79 TIME - 1515 | NR. STANLEY, ID | HILLER ACFT UH-12E N571H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL. INSTR., AGE 30, 7026 TOTAL HOURS, 483 IN TYPE, NOT INSTRU- MENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION STANLEY, ID LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB HARD LANDING LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - FUEL SYSTEM FUEL CONTROL MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- B NUT FITTINGS LOOSE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|---|--|---|------------------------------|--|
| 3-2114 | 3/2/79 TIME - 1014 | GALESBURG, IL | CESSNA 310B N5384A DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL. INSTR., AGE 65, 9018 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| | | DEPARTURE POINT LEBANON, TN | INTENDED DESTINATION GALESBURG, IL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION LANDING MISSED APPROACH | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE 400 | | |
| | | VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | WIND DIRECTION-DEGREES 150 | | |
| | | WIND VELOCITY-KNOTS 16 | | TYPE OF WEATHER CONDITIONS IFR | | |
| | | TYPE OF FLIGHT PLAN IFR | | | | |
| 3-2865 | 11/23/79 TIME - 1820 | GALESBURG, IL | CESSNA T210L N22434 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 41, 2184 TOTAL HOURS, 1220 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - GALESBURG | | | | |
| | | DEPARTURE POINT LEBANON, OH | INTENDED DESTINATION GALESBURG, IL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION | | PHASE OF OPERATION LANDING FINAL APPROACH | | |
| | | NOSE OVER/DOWN | | LANDING LEVEL OFF/TOUCHDOWN | | |
| 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 MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- FUEL QUANTITY IND 10 GAL HIGH. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--|--|------------------------|--|--|
| 3-3958 | 8/29/79 TIME - 1307 | BLUE RIDGE, IN | CESSNA 310 N69618 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 50, 2400 TOTAL HOURS, 1600 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT CINCINNATI, OH | INTENDED DESTINATION INDIANAPOLIS, IN | | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | | | | |
| | PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | | |
| | FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | | | | | |
| | REMARKS- HIGH SPEED STEEP ANGLE DESCENT FROM 8000FT. PLT BLOOD ALCOHOL LEVEL 98MG%. | | | | | |
| 3-3146 | 10/22/79 TIME - 1940 | NR. BLOOMINGTON, IN | CESSNA 310 N1320G DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 27, 4679 TOTAL HOURS, 345 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT CENTRALIA, IL | INTENDED DESTINATION COLUMBUS, IN | | | PHASE OF OPERATION IN FLIGHT DESCENDING | |
| | TYPE OF ACCIDENT TURBULENCE | | | | IN FLIGHT UNCONTROLLED DESCENT | |
| | COLLISION WITH GROUND/WATER | UNCONTROLLED | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED FLIGHT INTO KNOWN AREAS OF SEVERE TURBULENCE WEATHER - TORNADO | | | | | |
| | FACTOR(S) WEATHER - THUNDERSTORM ACTIVITY WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | SKY CONDITION BROKEN | | | | CEILING AT ACCIDENT SITE 4000 | |
| | VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | | | | PRECIPITATION AT ACCIDENT SITE RAIN | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | | TEMPERATURE-F 61 | |
| | WIND DIRECTION-DEGREES 270 | | | | WIND VELOCITY-KNOTS 15 | |
| | TYPE OF WEATHER CONDITIONS IFR | | | | TYPE OF FLIGHT PLAN IFR | |
| | REMARKS- WRECKAGE NR TORNADO WATCH AREA. FUNNEL-SHAPE CLOUD RPTD NR SITE 1945. RECOVERY DATE 10/23/79. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--------------|---|------------------------|------------------------------|--|
| 3-0313 | 2/22/79 | WATERLOO,IA | PIPER PA-23 N14261 DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 60, 1209 TOTAL HOURS, 68 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - WATERLOO MUNI DEPARTURE POINT INTENDED DESTINATION CLEVELAND,OH WATERLOO,IA 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 - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 100 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 36 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 140 15 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR | | | | | | |
| 3-3624 | 12/7/79 | NR.BAXTER,IA | AEROSPATLE 319B N90825 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 29, 4083 TOTAL HOURS, 366 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION BAXTER,IA DES MOINES,IA TYPE OF ACCIDENT PHASE OF OPERATION MISCELLANEOUS IN FLIGHT HOVERING HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT SUSPECTED MECHANICAL DISCREPANCY AIRFRAME BUFFET REMARKS- PLT RPRTD-CYCLIC CONTROL HARDOVER DRG STABILIZED HOVER AT 5FT.ROTOR BLADE HIT TAIL BOOM DRG LNDG. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---|----------------------|---------------------|--|---------------------------|
| 3-0587 | 3/22/79 | LIBERAL,KS | CESSNA 172 | CR- 0 1 0 | COMMERCIAL | COMMERCIAL, FL.INSTR., |
| | TIME - 0735 | | N2029E | PX- 0 2 0 | AIR TAXI-PASSG | AGE 24, 1428 TOTAL HOURS, |
| | | | DAMAGE-DESTROYED | OT- 0 0 1 | | 341 IN TYPE, INSTRUMENT |
| | | | | | | RATED. |
| | | NAME OF AIRPORT - LIBERAL MUNI | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | LIBERAL,KS | GARDEN CITY,KS | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | COLLISION WITH AIRCRAFT BOTH IN FLIGHT | | | 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 | | | | |
| | | SPECIAL DATA | | | | |
| | | SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. | | | | |
| | | CONTROLLING AGENCY - NO CONTROL | | | RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT | |
| | | TRAFFIC ADVISORY ISSUED - NONE | | | CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT | |
| | | CONTROL ZONE/AREA - NO | | | HORIZONTAL COLLISION ANGLE-DEGREES - 90 | |
| | | EVASIVE ACTION TAKEN - NO | | | ANTI-COLLISION LIGHTS - OPERATING | |
| 3-1956 | 3/15/79 | LOUISVILLE,KY | BEECH D-18S | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 48, 16000 |
| | TIME - 1215 | | N80204 | PX- 0 0 0 | AIR TAXI-CARGO | TOTAL HOURS, 200 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - STANDIFORD | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | LOUISVILLE,KY | EVANSVILLE,IN | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | GEAR RETRACTED | | | TAKEOFF RUN | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - RETRACTED GEAR PREMATURELY | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-------------------|---|------------------------|------------------------------|---|
| 3-3019 | 10/29/79 TIME - 1315 | HARLAN,KY | PIPER PA-23 N62727 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 34, 1995 TOTAL HOURS, 252 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - TUCKER-GUTHRIE DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP CHARLESTON,WV HARLAN,KY ROANOKE,VA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING TRAFFIC PATTERN-CIRCLING OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM RAM AIR ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS,CONDITIONS - OBSTRUCTED PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS TERRAIN - WET,SOFT GROUND MISCELLANEOUS ACTS,CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT REMARKS- ALT AIR DOOR LOOSE IN AIRBOX.T/D FAST,FLAPS UP,ON WET GRASS ADJ TO RHW.DROPPED OVR CLIFF WEST END. | | | | | | |
| 3-0180 | 1/22/79 TIME - 1300 | CAMERON,LA | CESSNA 180 N3420Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 35, 3237 TOTAL HOURS, 223 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION HOUMA,LA CAMERON,LA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS REMARKS- FLOAT EQUIPPED | | | | | | |
| 3-0282 | 2/28/79 TIME - 1310 | NR.MORGAN CITY,LA | CESSNA 180J N9939N DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 28, 2586 TOTAL HOURS, 1010 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION MORGAN CITY,LA NEW IBERIA,LA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT TAXI TO TAKEOFF PROBABLE CAUSE(S) TERRAIN - HIDDEN OBSTRUCTIONS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- LEFT FLOAT STRUCK SUBMERGED LOG,ACFT SWERVED,HIT TREES ON BANK,INVERTED AND SANK. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|---|------------------------|------------------------------|---|
| 3-3107 | 4/12/79 TIME - 0735 | NR.CAMERON,LA | BELL 206B N59627 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | ATP, FLIGHT INSTR., AGE 36, 2654 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT GRAN CHENIER,LA | INTENDED DESTINATION CAMERON,LA | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER UNCONTROLLED | PHASE OF OPERATION LANDING FINAL APPROACH LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- PWR LOSS DRG APCH TO PLATFORM. UN TO STOP DESCENT. | | | | | | |
| 3-0829 | 4/25/79 TIME - 0730 | HARVEY,LA | CESSNA 180J N42322 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 19, 800 TOTAL HOURS, 180 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT GRAND ISLE,LA | INTENDED DESTINATION HARVEY,LA | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING | | | | | | |
| 3-1807 | 4/28/79 TIME - 0928 | NR.CAMERON,LA | BELL 206L N16779 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 38, 3332 TOTAL HOURS, 1366 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT INTERCOASTAL CITY,LA | INTENDED DESTINATION HIGH ISLAND 309 | | | |
| | | 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 - COMPRESSOR ASSEMBLY BLADE, COMPRESSOR ROTOR POWERPLANT - MISCELLANEOUS FOREIGN OBJECT DAMAGE MISCELLANEOUS ACTS, CONDITIONS - INTERFERENCE WITH FLIGHT CONTROLS 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- FOREIGN OBJECT UNDETERMINED, PLT UNABLE TO USE FULL COLLECTIVE DUE TO INTERFERENCE BY SURVIVE POUCH | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---|---|------------------------|---|--|
| 3-0884 | 5/17/79 | SORRENTO, LA | BELL 206B N203AL DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 35, 4626 TOTAL HOURS, 2662 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT NEW ORLEANS, LA | INTENDED DESTINATION ST FRANCISVILLE, LA | | | |
| | | TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE HARD LANDING | TAIL ROTOR | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING | |
| PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM TAIL ROTOR DRIVE SHAFT ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM MISCELLANEOUS ACTS, CONDITIONS - OVERHEATED MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- DRIVESHAFT ASSEMBLY, PART 206040-100-13, FAILED DUE TO LOSS OF GREASE FROM FORWARD BOOT. | | | | | | |
| 3-0883 | 5/24/79 | NR. MORGAN CITY, LA | CESSNA 185F N4663E DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL. INSTR., AGE 29, 1798 TOTAL HOURS, 83 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT MORGAN CITY, LA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH WIRES/POLES | | | PHASE OF OPERATION TAKEOFF RUN TAKEOFF RUN | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER FIRE AFTER IMPACT REMARKS- PILINGS | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--|---|-------------------------------------|---|--|
| 3-2100 | 6/3/79 TIME - 0635 | NR.MORGAN CITY,LA | BELL 206B N14852 DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 2 1 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 39, 3050 TOTAL HOURS, 970 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT MORGAN CITY,LA | INTENDED DESTINATION LOCAL | | | PHASE OF OPERATION LANDING POWER-ON LANDING LANDING POWER-ON LANDING | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH OBJECT | | | | | |
| | PROBABLE CAUSE(S) POWERPLANT - TURBINE ASSEMBLY BLADE, TURBINE WHEEL MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- COLLIDED WITH OFFSHORE LANDING PLATFORM | | | | | |
| 3-1809 | 6/12/79 TIME - 0615 | NR.VENICE,LA | BELL 206B N16710 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 48, 3725 TOTAL HOURS, 925 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - PHI HELIPORT DEPARTURE POINT VENICE,LA | INTENDED DESTINATION SP 62 OFFSHORE PLATF | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING POWER-OFF AUTOROTATIVE LANDING | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING | | | | | |
| | 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 REMARKS- SKIDS POPOUT FLOATS AND ENGINE OPERATED SATISFACTORILY AFTER ACCIDENT. | | | | | |
| 3-1412 | 7/17/79 TIME - 1230 | CUT OFF,LA | BELL 206B N4715R DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 OT- 1 2 4 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 25, 3300 TOTAL HOURS, 710 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT CUT OFF,LA | INTENDED DESTINATION LOCAL | | | PHASE OF OPERATION IN FLIGHT HOVERING | |
| | TYPE OF ACCIDENT 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 |
|---|------------------------|---------------------|--|------------------------|------------------------------|---|
| 3-1812 | 8/22/79 TIME - 1500 | MANDEVILLE, LA | CESSNA 180 N3494V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL. INSTR., AGE 23, 1560 TOTAL HOURS, 125 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SEA PLANE BASE DEPARTURE POINT INTENDED DESTINATION INDUSTRIAL CANAL, LA MANDEVILLE, LA TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH ELECTRONIC TOWERS PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | | | |
| 3-2099 | 9/25/79 TIME - 0930 | NR. MORGAN CITY, LA | BELL 212 N49673 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 31, 3838 TOTAL HOURS, 186 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PMI 6 SHIP SQAL DEPARTURE POINT INTENDED DESTINATION MORGAN CITY, LA LOCAL TYPE OF ACCIDENT COLLIDED WITH OBJECT PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE WIND VELOCITY-KNOTS 20 TYPE OF FLIGHT PLAN NONE REMARKS- COLLIDED WITH LANDING PLATFORM DURING REVERSE HOVER. WIND GUSTING TO 25KTS. | | | | | | |
| CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 360 TYPE OF WEATHER CONDITIONS VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|----------|---|--|------------------------|---|--|
| 3-2944 | 11/29/79 | NR. INTRACSTL CITY, LA | SIKORSKY S-76A N476AL DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 35, 6580 TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT PATTERSON, LA | INTENDED DESTINATION SABINE, TX | | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| | | PROBABLE CAUSE(S) AIRFRAME - FUSELAGE OTHER MISCELLANEOUS - FOREIGN OBJECT DAMAGE | | | | |
| | | FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | |
| | | REMARKS- LEFT COWL ASSEMBLY, ENG AIR INLET, PN 76302-67001-055, COLLIDED W ROTOR BLADES & RGT HRZNTL STAB. | | | | |
| 3-3108 | 12/15/79 | NR. VENICE, LA | CESSNA A185F N1850R DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 37, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| | | DEPARTURE POINT VENICE, LA | INTENDED DESTINATION NEW ORLEANS, LA | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH ELECTRONIC TOWERS | | | PHASE OF OPERATION IN FLIGHT LOW PASS | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | |
| | | FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING WEATHER - LOW CEILING WEATHER - FOG TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | |
| | | SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE 200 | |
| | | VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS | | | PRECIPITATION AT ACCIDENT SITE NONE | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TEMPERATURE-F 56 | |
| | | WIND DIRECTION-DEGREES 40 | | | WIND VELOCITY-KNOTS 7 | |
| | | TYPE OF WEATHER CONDITIONS IFR | | | TYPE OF FLIGHT PLAN NONE | |
| | | FIRE AFTER IMPACT | | | | |
| | | REMARKS- FLOAT EQUIPPED ACFT COLLIDED W GUY WIRE OF 270FT TWR. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|----------------------|---|------------------------|------------------------------|---|
| 3-3209 | 12/18/79 TIME - 1425 | HARVEY, LA | CESSNA 180K N2594K DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | ATP, FLIGHT INSTR., AGE 52, 18000 TOTAL HOURS, 7000 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - HARVEY CANAL DEPARTURE POINT INTENDED DESTINATION HARVEY, LA LOST LAKE, LA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- FLOAT EQUIPPED ACFT COLLIDED W TUG BOAT DRG TKOF FM CANAL. 331LBS OVR MAX GROSS WT. CO FLT PLAN. | | | | | | |
| 3-3024 | 12/26/79 TIME - 1140 | NR. INTRACSTL CY, LA | AEROSPATLE AS-350 N3594B DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 36, 4974 TOTAL HOURS, 102 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - VERMILION 329 DEPARTURE POINT INTENDED DESTINATION INTRACSTL CY, LA HOUMA, LA TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED TAKEOFF VERTICAL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- PLT STATED-DID NOT RESET PARTIALLY RETARDED PWR LEVER PRIOR TO TKOF. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|------------------------|--|--|--|------------------------------|---|
| 3-2221 | 8/1/79 TIME - 1100 | NR.GREENVILLE,ME | CESSNA 180 N2715K DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 25, 1789 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - NORTH EAST CARRY DEPARTURE POINT GREENVILLE,ME TYPE OF ACCIDENT HARD LANDING NOSE OVER/DOWN | INTENDED DESTINATION RETURN | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING OTHER | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG TERRAIN - GLASSY WATER MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - OTHER WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT ADVERSE/UNFAVORABLE WEATHER | | | | |
| | | SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND VELOCITY-KNOTS CALM TYPE OF FLIGHT PLAN NONE | | CEILING AT ACCIDENT SITE 500 PRECIPITATION AT ACCIDENT SITE RAIN RELATIVE BEARING OF WIND CALM TYPE OF WEATHER CONDITIONS VFR | | |
| | | REMARKS- FLOAT EQUIPPED.LNDD 20NM N OF GREENVILLE IN LAKE.WX FRM FOLSOM'S CHIEF PLT. | | | | |
| 3-2866 | 1/11/79 TIME - 1110 | TEMPLETON,MA | PIPER PA-31 N33TN DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 OT- 2 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 55, 12225 TOTAL HOURS, 870 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - GARDNER MUNI DEPARTURE POINT CONCORD,MA TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT | INTENDED DESTINATION WHITE PLAINS, NY | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT | | | | |
| | | SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL CONTROL ZONE/AREA - NO ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN | | TRAFFIC ADVISORY ISSUED - NONE EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------------|---|------------------------|------------------------------|--|
| 3-2148 | 7/19/79 TIME - 0118 | NANTUCKET,MA | CESSNA 402 N5419M DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 49, 2624 TOTAL HOURS, 156 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - NANTUCKET DEPARTURE POINT INTENDED DESTINATION BOSTON,MA NANTUCKET,MA TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE WEATHER - LOW CEILING WEATHER - FOG SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES FOG 190 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 5 IFR TYPE OF FLIGHT PLAN IFR REMARKS- PIC ON DUTY OVER 15HRS,FLEW 8.2HRS IN IFR CONDITIONS. | | | | | | |
| 3-0127 | 1/5/79 TIME - 0030 | NR.MUSKEGON HGTS,MI | PIPER PA-23 N5120Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 35, 3580 TOTAL HOURS, 753 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MUSKEGON COUNTY DEPARTURE POINT INTENDED DESTINATION MUSKEGON HGTS,MI ROCKFORD, IL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT REMARKS- PLT STATED SWITCHED FM EMPTY INBOARDS TO OUTBOARD MAINS JUST BFR TKOF. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|----------|----------------------|---|--|------------------------------|--|
| 3-0251 | 2/21/79 | OAK ISLAND, MN | CESSNA 185 N9003H DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 51, 8770 TOTAL HOURS, 700 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - LAKE OF THE WOODS DEPARTURE POINT INTENDED DESTINATION BAUDETEN, MN OAK ISLAND, MN TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE TEMPERATURE-F 20 WIND VELOCITY-KNOTS 20 TYPE OF FLIGHT PLAN VFR REMARKS- OFF AIRPORT OPERATION. | | | | | | |
| | | | | PHASE OF OPERATION LANDING ROLL CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES 45 TYPE OF WEATHER CONDITIONS VFR | | |
| 3-2730 | 10/23/79 | NR. COLD SPRINGS, MN | PIPER PA-23 N62818 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL. INSTR., AGE 35, 7440 TOTAL HOURS, 2148 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION MINNEAPOLIS, MN FERGUS FALLS, MN TYPE OF ACCIDENT BIRD STRIKE PROBABLE CAUSE(S) MISCELLANEOUS - BIRD COLLISION | | | | | | |
| | | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|------------------|--|-------------------------------------|------------------------------|--|
| 3-1010 | 2/26/79 | NR.GREENVILLE,MS | BEECH 58 N2055K DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 OT- 1 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 37, 7166 TOTAL HOURS, 3066 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GREENVILLE MUNI DEPARTURE POINT INTENDED DESTINATION GREENVILLE,MS CHARLOTTE,NC TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT 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 SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - TOWER RADAR CTL/SURVEILLANCE - UNKNOWN/NOT REPORTED TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT CONTROL ZONE/AREA - YES EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED | | | | | | |
| 3-0061 | 1/24/79 | HIGGINSVILLE,MO | PIPER PA-32R N9621K DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 58, 933 TOTAL HOURS, 33 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - HIGGINSVILLE DEPARTURE POINT INTENDED DESTINATION KANSAS CITY,MO HIGGINSVILLE,MO TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | | |
| 3-3122 | 7/26/79 | ST.LOUIS,MO | CESSNA 401 N8299F DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 2 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL.INSTR., AGE 51, 11400 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - LAMBERT FIELD DEPARTURE POINT INTENDED DESTINATION ST.LOUIS,MO BELTON,MO TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE IN FLIGHT TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION AIRFRAME - WINGS RIBS,STRINGER,CAP STRIPS MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE REMARKS- WING RIB, P/N 0822175-65 FRACTURED.TWO SL'S,ME-71-2 & ME-76-2,NOT COMPLIED WITH. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|----------|--|--|--------------------------------|------------------------------|--|
| 3-3308 | 11/21/79 | MOUNTAIN VIEW, MO | CESSNA 210 N732EH DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL. INSTR., AGE 54, 6734 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - MILLS MEMORIAL | | | | |
| | | DEPARTURE POINT INTENDED DESTINATION | | | | |
| | | QUINCY, ILL WILLOW SPRING, MO | | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | COLLISION WITH GROUND/WATER UNCONTROLLED | | IN FLIGHT UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | | CEILING AT ACCIDENT SITE | | |
| OBSCURATION | | | | 700 | | |
| VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | | |
| 1 MILE OR LESS | | | | NONE | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | | |
| FOG | | | | 64 | | |
| 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 |
|--|----------|---|--|------------------------|------------------------------|---|
| 3-3703 | 12/11/79 | NR.LEE'S SUMMIT,MO | PIPER PA-31 N7511L DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | COMMERCIAL AIR TAXI-PASSG | ATP,FLIGHT INSTR., AGE 34, 2200 TOTAL HOURS, 55 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT WICHITA,KS | INTENDED DESTINATION LEE'S SUMMIT,MO | | | |
| | | TYPE OF ACCIDENT TURBULENCE AIRFRAME FAILURE IN FLIGHT | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PERSONNEL - WEATHER PERSONNEL INCORRECT WEATHER FORECAST | | | | | | |
| WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS | | | | | | |
| WEATHER - DOWNDRAFT,UPDRAFTS | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | |
| PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| FACTOR(S) | | | | | | |
| AIRFRAME - WINGS SKIN AND ATTACHMENTS | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - WEATHER CONSIDERABLY WORSE THAN FORECAST | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 1700 | | | |
| | | VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | TEMPERATURE-F 34 | | | |
| | | WIND DIRECTION-DEGREES 335 | WIND VELOCITY-KNOTS 15 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN IFR | | | |
| REMARKS- WINGS DMGD DRG RECOVERY FRM TURBC UPSET.LNDD OK.TURBC NOT FORECASTED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---|--|--|---|---|
| 3-0369 | 3/27/79 | NR. BOULDER, NV | CESSNA 207 N1551U DAMAGE-NONE | CR- 0 0 1 PX- 0 1 5 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL. INSTR., AGE 28, 1286 TOTAL HOURS, 344 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT LAS VEGAS, NV | INTENDED DESTINATION GRAND CANYON, AZ | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| | | TYPE OF ACCIDENT TURBULENCE | | | | |
| | | PROBABLE CAUSE(S) WEATHER - DOWNDRAFT, UPDRAFTS PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT NOT FASTENED WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | |
| | | SKY CONDITION BROKEN | | CEILING AT ACCIDENT SITE 5000 | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | TEMPERATURE-F 62 | | |
| | | WIND DIRECTION-DEGREES 140 | | WIND VELOCITY-KNOTS 20 | | |
| | | TYPE OF WEATHER CONDITIONS VFR | | TYPE OF FLIGHT PLAN VFR | | |
| REMARKS- A PSGR RCV COMPRESSION OF L-1 VERTEBRA. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|---|--|---|------------------------------|---|
| 3-2197 | 4/12/79 | NR.CARRIZOZO,NM | PIPER PA-32 N6309C DAMAGE-DESTROYED | CR- 2 0 0 PX- 1 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 33, 1923 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| | | DEPARTURE POINT CARRIZOZO,NM | INTENDED DESTINATION ALBUQUERQUE,NM. | | | |
| | | 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 | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - SNOW WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 9000 | | | |
| | | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | PRECIPITATION AT ACCIDENT SITE SNOW, SNOW SHOWERS | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW | WIND DIRECTION-DEGREES 270 | | | |
| | | WIND VELOCITY-KNOTS 35 | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN OTHER | | | | |
| REMARKS- HIT MOUNTAIN.IFR FLT PLAN NOT ACTIVATED.RECOVERY DATE 4/13/79.MTNS OBS BY CLOUDS & BLOWING SNOW. | | | | | | |
| 3-1137 | 4/27/79 | CHAMA,NM | CESSNA 182RG N2834C DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 24, 1084 TOTAL HOURS, 27 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - CHAMA CATTLE CO | | | | |
| | | DEPARTURE POINT CHAMA,NM | INTENDED DESTINATION CLOVIS,NM | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO ABORT TAKEOFF | | | | | | |
| FACTOR(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|-------------------------------|---|------------------------|---|---|
| 3-3524 | 5/16/79 TIME - 0945 | GOBERADOR,NM | BELL 206B N16859 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 35, 7997 TOTAL HOURS, 4835 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT GOBERADOR,NM | INTENDED DESTINATION LOCAL | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING POWER-OFF AUTOROTATIVE LANDING | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING | | | | | |
| | PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM LINES AND FITTINGS MISCELLANEOUS ACTS,CONDITIONS - LOOSE,PART/FITTING | | | | | |
| | FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | |
| | REMARKS- B-NUT ON HOSE ASSY,PN 70-010V000V142 LOOSE.MAIN ROTOR RPM DROPPED WHILE CLRG OBSTN.CO FLT PLN. | | | | | |
| 3-3912 | 6/24/79 TIME - 1602 | GOBERNADOR,NM | BELL 206B N16810 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 43, 5890 TOTAL HOURS, 3867 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT GOBERNADOR,NM | INTENDED DESTINATION LOCAL | | | PHASE OF OPERATION IN FLIGHT DESCENDING LANDING LEVEL OFF/TOUCHDOWN | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION ROLL OVER | | | | | |
| | PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | |
| | FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | |
| | SKY CONDITION SCATTERED | | | | CEILING AT ACCIDENT SITE UNLIMITED | |
| | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | | | PRECIPITATION AT ACCIDENT SITE NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | | TEMPERATURE-F 68 | |
| | WIND DIRECTION-DEGREES 270 | | | | WIND VELOCITY-KNOTS 5 | |
| | TYPE OF WEATHER CONDITIONS VFR | | | | TYPE OF FLIGHT PLAN VFR FLIGHT FOLLOWING SERVICE | |
| | REMARKS- D/A APPROX 9000FT. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|---|---|-------------------------------------|---|--|
| 3-3956 | 9/20/79 TIME - 1215 | NR.DEMING,NM | BELL 47G N2220W DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 2 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 29, 1400 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT DEMING,NM | INTENDED DESTINATION LAS CRUCES,NM | | | PHASE OF OPERATION IN FLIGHT LOW PASS | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION | | | | | |
| | FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | |
| | FIRE AFTER IMPACT | | | | | |
| | REMARKS- ACFT DSNDD & HIT GND AFTER PLT PULLED UP TO AVOID PWR LINES APRX 75FT AGL. | | | | | |
| 3-0280 | 1/26/79 TIME - 0037 | LIMA,NY | PIPER PA-31 N9004Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | ATP,FLIGHT INSTR., AGE 30, 6060 TOTAL HOURS, 1015 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT ELMIRA,NY | INTENDED DESTINATION ROCHESTER,NY | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | | | | LANDING LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSE(S) POWERPLANT - PROPELLER AND ACCESSORIES BLADES MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION | | | | | |
| | FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - FAILURE OF TWO OR MORE ENGINES TERRAIN - SNOW-COVERED | | | | | |
| | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | |
| | REMARKS- RT PROP BLADE TIP FAILED. HARTZELL HCE-24R-2CT,SN CJ598.RT FUEL TANKS HAD FUEL,SEL ON OUTBOARD TK. | | | | | |
| 3-2165 | 7/8/79 TIME - 2015 | FLUSHING,NY | PIPER PA-23 N5035Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 OT- 0 0 1 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 21, 2100 TOTAL HOURS, 103 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - FLUSHING | | | | LAST ENROUTE STOP FLUSHING,NY | |
| | DEPARTURE POINT BLOCK ISLAND,RI | INTENDED DESTINATION BLOCK ISLAND,RI | | | PHASE OF OPERATION STATIC IDLING ENGINE(S) | |
| | TYPE OF ACCIDENT COLLISION WITH AIRCRAFT | BOTH ON GROUND | | | | |
| | PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|---|------------------------|------------------------------|--|
| 3-3913 | 8/9/79 TIME - 1643 | FLUSHING,NY | BEECH D55 N105AC DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 25, 4280 TOTAL HOURS, 31 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - LAGUARDIA DEPARTURE POINT INTENDED DESTINATION FLUSHING,NY ATLANTIC CITY,NJ TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION FACTOR(S) TERRAIN - ROUGH/UNEVEN FIRE AFTER IMPACT REMARKS- FUEL SELECTOR VLVS PSND TO AUX TANKS.FLT MAN RSTRD USE OF AUX TANKS TO LVL FLT. LNDD 600FT FM RWY. | | | | | | |
| 3-3988 | 8/28/79 TIME - 1958 | EAST QUOGUE,NY | PIPER PA-34 N2080W DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | ATP,FLIGHT INSTR., AGE 33, 3544 TOTAL HOURS, 310 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SUFFOLK COUNTY DEPARTURE POINT INTENDED DESTINATION FARMINGDALE,NY EAST QUOGUE,NY TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES FOG 210 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS. 10 IFR TYPE OF FLIGHT PLAN IFR REMARKS- ILS RWY 24 APCH.HIT TREES APRX 2MI NE OF ARPT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|--|------------------------|------------------------------|--|
| 3-2166 | 10/4/79 TIME - 1650 | JAMAICA,NY | PIPER PA-23 N5767Y DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 23, 1575 TOTAL HOURS, 215 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - JFK INTERNATIONAL | | | | | | |
| DEPARTURE POINT BARRINGTON,MA | | | INTENDED DESTINATION JAMAICA,NY | | | |
| TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-3963 | 10/6/79 TIME - 1610 | OLD WESTBURY,NY | BELL 206B N3500M DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 32, 4788 TOTAL HOURS, 460 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT EAST HAMPTON,NY | | | INTENDED DESTINATION NEW YORK CITY,NY | | | |
| TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) ROTORCRAFT - FLIGHT CONTROL SYSTEMS CYCLIC PITCH CONTROL SYSTEM | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- THE LOWER CLEVIS ADJUSTMENT BARREL OF THE PITCH CHANGE ROD WAS NOT RECOVERED. | | | | | | |
| 3-2683 | 10/8/79 TIME - 1100 | WESTHAMPTON,NY | CESSNA 185 N93010 DAMAGE-NONE | CR- 0 0 1 PX- 0 1 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 59, 15000 TOTAL HOURS, 6003 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT WESTHAMPTON,NY | | | INTENDED DESTINATION NEW YORK CITY,NY | | | |
| TYPE OF ACCIDENT PROPELLER/ROTOR ACCIDENT TO PERSON | | | PHASE OF OPERATION STATIC IDLING ENGINE(S) | | | |
| PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER | | | | | | |
| REMARKS- A/C FLOAT EQUIPPED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|------------------|--|--|------------------------------|--|
| 3-0298 | 1/19/79 | NR.WILLOUGHBY,OH | CESSNA 310 N5848M DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 29, 1587 TOTAL HOURS, 264 IN TYPE, INSTRUMENT RATED. |
| | TIME - 1100 | | INTENDED DESTINATION FLINT,MI | | | |
| | DEPARTURE POINT BOSTON,MA | | | | | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WHEELS-UP | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN | | |
| | PROBABLE CAUSE(S) 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 MISCELLANEOUS ACTS,CONDITIONS - ICE INDUCTION PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ALTERNATE AIR NOT USED. | | | | | |
| 3-1951 | 1/19/79 | MIAMISBURG,OH | CESSNA 3100 N7695Q DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 32, 3534 TOTAL HOURS, 210 IN TYPE, INSTRUMENT RATED. |
| | TIME - 2025 | | INTENDED DESTINATION MIAMISBURG,OH | | | |
| | NAME OF AIRPORT - DAYTON GENERAL S. | | | | | |
| | DEPARTURE POINT LONDON,KY | | | | | |
| | TYPE OF ACCIDENT COLLIDED WITH BUILDING(S) | | | PHASE OF OPERATION LANDING FINAL APPROACH | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALY CORRECT | | | | | |
| | SKY CONDITION OBSCURATION | | | CEILING AT ACCIDENT SITE 200 | | |
| | VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS | | | PRECIPITATION AT ACCIDENT SITE FREEZING DRIZZLE | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TEMPERATURE-F 28 | | |
| | TYPE OF WEATHER CONDITIONS IFR | | | TYPE OF FLIGHT PLAN IFR | | |
| | FIRE AFTER IMPACT | | | | | |
| | REMARKS- PLT NEVER RPTD CANCELLING IFR AFT 4MILE FIX.NEAREST WX STATION RPTD VIS BELOW MINS.COLLIDED W. SILO | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|--|------------------------|------------------------------|--|
| 3-1743 | 1/24/79 TIME - 1330 | YOUNGSTOWN,OH | LEAR JET 24D N744JC DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | AIRLINE TRANSPORT, AGE 31, 6295 TOTAL HOURS, 613 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - YOUNGSTOWN MUNI DEPARTURE POINT INTENDED DESTINATION MEMPHIS,TN YOUNGSTOWN,OH TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR MAIN GEAR-SHOCK ABSORBING ASSY,STRUTS,ATTACHMENTS,ETC. MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE REMARKS- R MAIN GEAR UPPER STRUT(CYL FORGING)FRACTURED AT FWD & REAR TRUNNION AREAS.PLT RPRT SMOOTH LNDG. | | | | | | |
| 3-0516 | 2/21/79 TIME - 0728 | PLAIN CITY,OH | BEECH TC-45J N9231 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | AIRLINE TRANSPORT, AGE 38, 9752 TOTAL HOURS, 96 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION DAYTON,OH WASHINGTON,DC TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT MISCELLANEOUS ACTS,CONDITIONS - ELECTRICAL FAILURE TERRAIN - SNOW-COVERED WEATHER - LOW CEILING WEATHER - FOG MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SUSPECTED MECHANICAL DISCREPANCY SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED 150 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FOG IFR TYPE OF FLIGHT PLAN IFR REMARKS- IMC ENCOUNTERED.GENERATORS FOUND IN OFF POSITION | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|-------------------|---|------------------------|------------------------------|---|
| 3-0492 | 4/10/79 | NORTH JACKSON, OH | BEECH E18S N617M DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 35, 1369 TOTAL HOURS, 106 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - YOUNGSTOWN EXEC DEPARTURE POINT INTENDED DESTINATION FLINT, MI NORTH JACKSON, OH TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN COLLISION WITH GROUND/WATER CONTROLLED LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING REMARKS- ACFT PORPOISED. | | | | | | |
| 3-0653 | 4/19/79 | NORTH JACKSON, OH | BEECH TC-45J N338A DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL. INSTR., AGE 37, 8119 TOTAL HOURS, 4 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - YOUNGSTOWN EXEC DEPARTURE POINT INTENDED DESTINATION COLDWATER, MI NORTH JACKSON, OH TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION SYSTEMS - FLIGHT CONTROL SYSTEMS RUDDER AND RUDDER TAB CONTROL SYSTEM MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - CORRODED/CORROSION MISCELLANEOUS ACTS, CONDITIONS - FRAYED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- R RUDDER CABLE SEPARATED, ENDS FRAYED, RUSTY. STRUCK DITCH OFF R SIDE OF RNWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|--|------------------------|------------------------------|---|
| 3-2489 | 5/9/79 TIME - 0005 | NR.BURTON,OH | BEECH E18S N438A DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | ATP,FLIGHT INSTR., AGE 31, 8600 TOTAL HOURS, 5000 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT YOUNGSTOWN,OH | INTENDED DESTINATION PONTIAC,MI | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | PHASE OF OPERATION IN FLIGHT BUZZING | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE PILOT IN COMMAND - EXERCISED POOR JUDGMENT MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING | | | | | | |
| FACTOR(S) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE SUPERVISION OF FLIGHT CREW FIRE AFTER IMPACT | | | | | | |
| REMARKS- 3 ACFT FORMATION FLIGHT AT NIGHT OVER HOUSE OF LEADER'S MOTHER. | | | | | | |
| 3-1733 | 7/25/79 TIME - 2330 | CLEVELAND,OH | BEECH 95-C55 N5740V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | ATP,FLIGHT INSTR., AGE 25, 2595 TOTAL HOURS, 30 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - BURKE LAKEFRONT | INTENDED DESTINATION CLEVELAND,OH | | | |
| | | DEPARTURE POINT DETROIT,MI | PHASE OF OPERATION TAXI FROM LANDING | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH PARKED AIRCRAFT | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - TAXIED/PARKED WITHOUT PROPER ASSISTANCE PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT | | | | | | |
| FACTOR(S) WEATHER - RAIN AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RAMP/TAXIWAY WEATHER BRIEFING - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION UNKNOWN/NOT REPORTED | CEILING AT ACCIDENT SITE 3000 | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE | WIND DIRECTION-DEGREES 230 | | | |
| | | WIND VELOCITY-KNOTS 10 | TYPE OF WEATHER CONDITIONS VFR | | | |
| | | TYPE OF FLIGHT PLAN IFR | | | | |
| REMARKS- PIPER PA-28,N3978T,RCVD SUBSTANTIAL DMG,DIDN'T SEE OTHER ACFT ON WET,UNLIT RAMP W WET WINDSHIELD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------|---|------------------------|------------------------------|---|
| 3-3529 | 8/23/79 TIME - 0038 | BLUFFTON, OH | PIPER PA-31 N27715 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | ATP, FLIGHT INSTR., AGE 36, 3555 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BLUFFTON DEPARTURE POINT INTENDED DESTINATION YPSILANTI, MI BLUFFTON, OH TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 0 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE ZERO NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG LIGHT AND VARIABLE TEMPERATURE-F TYPE OF WEATHER CONDITIONS 67 BELOW MINIMUMS TYPE OF FLIGHT PLAN NONE FIRE AFTER IMPACT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|---|------------------------|------------------------------|--|
| 3-3944 | 12/6/79 TIME - 1820 | YOUNGSTOWN,OH | PIPER PA-34 N29257 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL.INSTR., AGE 25, 2545 TOTAL HOURS, 180 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - YOUNGSTOWN MUNI DEPARTURE POINT INTENDED DESTINATION YOUNGSTOWN,OH FLINT,MI TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN GEAR COLLAPSED TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY WEATHER - SNOW MISCELLANEOUS ACTS,CONDITIONS - WINDSHIELD,DIRTY,FOGGY,ETC.-RESTRICTED VISION AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND BLOWING SNOW LEFT QUARTERING HEAD WIND 293-337 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 34 260 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 6 IFR TYPE OF FLIGHT PLAN IFR REMARKS- LOST VISUAL CONTACT W RWY DRG TKOF,NGT,HVY SNWFL.WNDSHLD PRPLY CVRD W SNW.ENCTRD SOFT GND OFF RWY. | | | | | | |
| 3-0152 | 1/4/79 TIME - 1533 | TULSA,OK | CESSNA 421B N200WL DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 5 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 38, 6373 TOTAL HOURS, 94 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - TULSA INTL DEPARTURE POINT INTENDED DESTINATION BROKEN BOW,OK TULSA,OK TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA MISCELLANEOUS ACTS,CONDITIONS - ICE-WINDSHIELD | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|--|---|------------------------------|---|
| 3-3539 | 12/5/79 TIME - 1720 | NR.HARRAH,OK | PIPER PA-32 N4097R DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 1 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 32, 5658 TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT OKLAHOMA CITY,OK | INTENDED DESTINATION TAHLEQUAH,OK | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES | | PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING FINAL APPROACH | | |
| PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - IGNITION SYSTEM MAGNETOS MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE POWERPLANT - ENGINE STRUCTURE OTHER MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- L MAG COUPLING PIN FAILED,PAWL CONTACTED MAG CASE,GEARS IN MAG DRIVE TRAIN FAILED.AD 78-09-07 NCW. | | | | | | |
| 3-0139 | 1/20/79 TIME - 0138 | DENDELTON,OR | AERO COMDR 680E N6872S DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 40, 1777 TOTAL HOURS, 679 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - PENDECTON DEPARTURE POINT PORTLAND,OR | INTENDED DESTINATION BOISE,ID | LAST ENROUTE STOP DENDELTON,OR | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | PHASE OF OPERATION LANDING INITIAL APPROACH | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND MISCELLANEOUS ACTS,CONDITIONS - INSTRUMENTS-MISREAD OR FAILED TO READ | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION BROKEN | CEILING AT ACCIDENT SITE 300 | | | |
| | | VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE FREEZING DRIZZLE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TEMPERATURE-F 26 | | | |
| | | WIND DIRECTION-DEGREES 270 | WIND VELOCITY-KNOTS 3 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN IFR | | | |
| REMARKS- ACFT DESCENDED BLW MDA,TWR CLOSED.WINTER WHEAT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|---------------|--|------------------------|------------------------------|---|
| 3-2996 | 11/12/79 TIME - 2029 | SALEM,OR | CESSNA T310R N1316G DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 53, 6736 TOTAL HOURS, 16 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MCNARY FIELD DEPARTURE POINT INTENDED DESTINATION JOHN DAY,OR SALEM,OR 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 - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 37 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 240 4 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR REMARKS- ACFT 1200FT HI AT LOM,COMMENCED RAPID DESCENT. | | | | | | |
| 3-1863 | 1/25/79 TIME - 0807 | PITTSBURGH,PA | BEECH H18 N135W DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL.INSTR., AGE 27, 3008 TOTAL HOURS, 66 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GREATER PITTSBURG DEPARTURE POINT INTENDED DESTINATION PITTSBURGH,PA CHICAGO,IL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. FACTOR(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - IGNITION SYSTEM MAGNETOS MISCELLANEOUS ACTS,CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT MISCELLANEOUS ACTS,CONDITIONS - UNAPPROVED MODIFICATION AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW WINDROWS MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- ACFT 263LBS OVER G/W.MAG BREAKER PTS .002 + .003IN,SPEC STATE .008IN.T W SECURED DOWN.2 AD'S NCW. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------|---|------------------------|------------------------------|---|
| 3-0964 | 1/31/79 TIME - 1026 | READING, PA | BEECH C45 N346V DAMAGE-SUBSTANTIAL | CR- 0 1 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | ATP, FLIGHT INSTR., AGE 30, 3003 TOTAL HOURS, 40 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - READING MUNI DEPARTURE POINT INTENDED DESTINATION NEWBURGH, NY JAMAICA, NY TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY AIRFRAME - LANDING GEAR EMERGENCY/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED FACTOR(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND REMARKS- UN EXTEND GR FOR UNDETERMINED REASON. EMERG GR EXTENSION CHAIN OFF SPROCKET. | | | | | | |
| 3-0663 | 2/23/79 TIME - 2340 | LATROBE, PA | BEECH E18S N342T DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL. INSTR., AGE 44, 2700 TOTAL HOURS, 510 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - LATROBE DEPARTURE POINT INTENDED DESTINATION CHARLESTON, WV LATROBE, PA TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN COLLIDED WITH SNOWBANK LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW WINDROWS REMARKS- PILOT ADDED PWR TO ABORT LANDING. ASYMMETRICAL PWR. WIND GUSTING 25 KTS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------------|---|------------------------|------------------------------|---|
| 3-1013 | 5/11/79 TIME - 2010 | BEAVER FALLS, PA | BEECH 18S N3787B DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL AIR TAXI-CARGO | ATP, FLIGHT INSTR., AGE 54, 6885 TOTAL HOURS, 250 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BEAVER COUNTY DEPARTURE POINT INTENDED DESTINATION GAINSVILLE, GA BUFFALO, NY TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED 5000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE LEFT CROSS WIND 248-292 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 180 15 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR IFR REMARKS- DIRECT CROSSWIND GUSTS OF 20 KTS. VERTICAL STABILIZERS, RUDDERS DAMAGED, TAIL WHEEL TORN OFF. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--|---|------------------------|--|--|
| 3-2966 | 6/29/79 TIME - 0613 | SLATINGTON, PA | BEECH C45H N281M DAMAGE-DESTROYED | CR- 0 0 2 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL. INSTR., AGE 37, 6042 TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT CHARLESTON, WV | INTENDED DESTINATION ALLENTOWN, PA | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | | PHASE OF OPERATION LANDING INITIAL APPROACH | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE 400 | |
| | | VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | | | PRECIPITATION AT ACCIDENT SITE NONE | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TEMPERATURE-F 58 | |
| | | WIND VELOCITY-KNOTS CALM | | | TYPE OF WEATHER CONDITIONS IFR | |
| | | TYPE OF FLIGHT PLAN IFR | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- APCH TO ALLENTOWN-BETHLEHEM EASTON ARPT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|---|------------------------|------------------------------|--|
| 3-3692 | 8/30/79 TIME - 0600 | MIDDLETOWN,PA | BEECH 58 N868AF DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | ATP, FLIGHT INSTR., AGE 47, 13000 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - HARRISBURG INTL DEPARTURE POINT INTENDED DESTINATION PHILADELPHIA,PA MIDDLETOWN,PA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 72 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS CALM IFR TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- STRUCK TREES ON A HILL 1.8 MILES FM RWY THRESHOLD. NOSE BAGGAGE DOOR FOUND IN UNLOCKED POSITION. | | | | | | |
| 3-2155 | 8/5/79 TIME - 1400 | NEWPORT,RI | PIPER PA-23 N62664 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | COMMERCIAL AIR TAXI-PASSG | ATP, FLIGHT INSTR., AGE 23, 1691 TOTAL HOURS, 46 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - NEWPORT STATE DEPARTURE POINT INTENDED DESTINATION NEWPORT,RI BRIDGEPORT,CT TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF RUN GEAR COLLAPSED TAKEOFF ABORTED PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF FACTOR(S) POWERPLANT - IGNITION SYSTEM SPARK PLUG MISCELLANEOUS ACTS, CONDITIONS - CARBON DEPOSITS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. REMARKS- #4 CYL TOP PLUG INSULATOR CRACKED & BROKEN OFF. LEAD BUILD UP IN SOME PLUGS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------|---|------------------------|------------------------------|--|
| 3-3103 | 9/28/79 TIME - 1131 | SUMTER, SC | BEECH D18S N646B DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 55, 4690 TOTAL HOURS, 1567 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SHAW AFB DEPARTURE POINT INTENDED DESTINATION: SUMTER, SC COLUMBIA, SC TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB GEAR COLLAPSED TAKEOFF ABORTED PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT FIRE AFTER IMPACT REMARKS- PLT ABORTED TKEOFF AFTER LIFTOFF FOL MOMENTARY POWER INTERRUPTION ON ONE ENG. | | | | | | |
| 3-0339 | 1/15/79 TIME - 1912 | PARIS, TN | PIPER PA-32 N4815S DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 1 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL. INSTR., AGE 25, 6800 TOTAL HOURS, 3000 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION MAYSVILLE, KY PARIS, TN TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT DESCENDING COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION PILOT IN COMMAND - MISMANAGEMENT OF FUEL 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 |
|---|------------------------|----------------|---|------------------------|------------------------------|--|
| 3-1047 | 5/4/79 TIME - 1130 | SEVIERVILLE,TN | CESSNA 421 N123SM DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 32, 1995 TOTAL HOURS, 420 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SEVIER-GATLINBURG DEPARTURE POINT INTENDED DESTINATION KNOXVILLE,TN SEVIERVILLE,TN TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- AIRCRAFT STRUCK OPEN DRAINAGE DITCH AFTER LEAVING RUNWAY. | | | | | | |
| 3-0439 | 1/19/79 TIME - 0015 | AMARILLO,TX | PIPER PA-24 N6999P DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 30, 1520 TOTAL HOURS, 48 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - TRADEWIND DEPARTURE POINT INTENDED DESTINATION CLOVIS,NM AMARILLO,TX TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH FENCE,FENCEPOSTS LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---|---|------------------------|------------------------------|--|
| 3-0534 | 2/23/79 | NR.CLAUDE,TX | PIPER PA-31 N61517 DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 1 0 | COMMERCIAL AIR TAXI-CARGO | AIRLINE TRANSPORT, AGE 41, 7119 TOTAL HOURS, 7 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT HOUMA,LA | INTENDED DESTINATION AMARILLO,TX | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH FENCE,FENCEPOSTS | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL | | | |
| 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 - HIDDEN 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 REMARKS- PLT FAILED TO CHECK QUANTITY OF FUEL IN TANKS PRIOR TO TAKEOFF. | | | | | | |
| 3-0168 | 3/11/79 | EL PASO,TX | CESSNA 320D N3322Q DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 64, 20850 TOTAL HOURS, 1230 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - EL PASO INTL DEPARTURE POINT EL PASO,TX | INTENDED DESTINATION SILVER CITY NM | | | |
| | | TYPE OF ACCIDENT FIRE OR EXPLOSION IN FLIGHT | PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE | | | |
| PROBABLE CAUSE(S) POWERPLANT - EXHAUST SYSTEM MANIFOLDS MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - FIRE IN ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. REMARKS- MANIFOLD HEADER PN 0850712-34 FAILED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---------------------|------------------------------|------------------------|------------------------------|---|
| 3-2620 | 4/26/79 | NR. SABINE PASS, TX | AEROSPATILE SA365C N90049 | CR- 0 0 1 PX- 0 1 7 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 33, 4304 TOTAL HOURS, 58 IN TYPE, NOT INSTRUMENT RATED. |
| DAMAGE-SUBSTANTIAL NAME OF AIRPORT - JEFFERSON COUNTY DEPARTURE POINT INTENDED DESTINATION SABINE PASS, TX GULF OF MEXICO TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE TAIL ROTOR HARD LANDING PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-ON LANDING PROBABLE CAUSE(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL POOR/INADEQUATE DESIGN ROTORCRAFT - ROTOR ASSEMBLIES OTHER MISCELLANEOUS ACTS, CONDITIONS - VIBRATION, EXCESSIVE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT PILOT IN COMMAND - MISJUDGED ALTITUDE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT DIRECTIONAL CONTROL PROBLEM SUSPECTED OR KNOWN AIRCRAFT DAMAGE REMARKS- FENESTRON GEARBOX SUPPORT RING FAILED. EMERG PROC FOR LOSS OF YAW CNTL ON SKID EQPD ACFT NOT PRVDD. | | | | | | |
| 3-0794 | 6/4/79 | DEKALB, TX | BEECH A36 N969SD | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 27, 1734 TOTAL HOURS, 134 IN TYPE, INSTRUMENT RATED. |
| DAMAGE-SUBSTANTIAL NAME OF AIRPORT - THREE SIDES DEPARTURE POINT INTENDED DESTINATION DEKALB, TX LOCAL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE STALL MUSH PHASE OF OPERATION TAKEOFF RUN TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY TERRAIN - ROUGH/UNEVEN | | | | | | |
| 3-2141 | 8/14/79 | DALLAS, TX | CESSNA 402 N8138F | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 20, 2340 TOTAL HOURS, 74 IN TYPE, INSTRUMENT RATED. |
| DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DALLAS LOVE DEPARTURE POINT INTENDED DESTINATION DALLAS, TX LOCAL TYPE OF ACCIDENT GEAR RETRACTED PHASE OF OPERATION TAXI TO TAKEOFF PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-------------|---|------------------------|------------------------------|---|
| 3-2552 | 8/18/79 TIME - 1630 | HOUSTON, TX | BELL 206B N7111J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL. INSTR., AGE 31, 2228 TOTAL HOURS, 745 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION HOUSTON, TX GALVESTON, TX TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES TAXI AERIAL TAXI TO TAKEOFF PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- TAIL ROTOR STRUCK WIRE DRG HOVER TAXI UNDER WIRE. | | | | | | |
| 3-2622 | 10/5/79 TIME - 1643 | HOUSTON, TX | HUGHES 369D N58193 DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 0 1 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 33, 1203 TOTAL HOURS, 486 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION HOUSTON, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE ROLL OVER 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 PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| 3-3670 | 10/18/79 TIME - 1945 | TYLER, TX | CESSNA 182 N4697K DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 20, 1522 TOTAL HOURS, 981 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION TYLER, TX DALLAS, TX TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH TREES LANDING ROLL PROBABLE CAUSE(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL POOR/INADEQUATE DESIGN POWERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLY TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- EXH VALVE ROCKER ARM SHAFT BOSSES SEPARATED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---------------------|--|------------------------|---|--|
| 3-3443 | 9/19/79 | CHAMPLAIN, VA | HILLER FH1100 N421FH | CR- 0 0 1 PX- 0 1 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 38, 1500 TOTAL HOURS, 700 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT CLINTON, MD | | | DAMAGE-SUBSTANTIAL INTENDED DESTINATION RICHMOND, VA | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- DURING AUTOROTATION PLT SAW POWERLINE & ATTEMPTED TO GLIDE OVER IT. | | | | | | |
| 3-1837 | 7/6/79 | NR. LEAVENWORTH, WA | AERO COMDR 114 N5873N | CR- 2 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 31, 2700 TOTAL HOURS, 1550 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT WENATCHEE, WA | | | INTENDED DESTINATION SEATTLE, WA | | PHASE OF OPERATION IN FLIGHT OTHER | |
| TYPE OF ACCIDENT STALL | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS TERRAIN - SNOW-COVERED MISSING AIRCRAFT - LATER RECOVERED FIRE AFTER IMPACT REMARKS- LOST CTL DURING TURNAROUND NEAR MTN. RECOVERY DATE 7/9/79. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|---|--|------------------------------|--|
| 3-3297 | 8/3/79 TIME - 0940 | NR.PORT ANGELES,WA | CESSNA 172N N733LC DAMAGE-DESTROYED | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | ATP,FLIGHT INSTR., AGE 33, 3096 TOTAL HOURS, 277 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT PORT ANGELES,WA | INTENDED DESTINATION SEATTLE,WA | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| | | PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | |
| | | FACTOR(S) WEATHER - FOG | | | | |
| | | SKY CONDITION UNKNOWN/NOT REPORTED | | 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 UNKNOWN/NOT REPORTED | | TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- COLLIDED W MOUNTAIN AT OR NR LVL FLT.DEP & DESTN ARPTS VFR.FOG RPRTD IN AREA OF ACDNT. | | | | | | |
| 3-2673 | 8/29/79 TIME - 1108 | OTHELLO,WA | LEAR JET 23 N6GJ DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | ATP,FLIGHT INSTR., AGE 28, 4503 TOTAL HOURS, 873 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - TAGGARES DEPARTURE POINT MONTEREY,CA | INTENDED DESTINATION OTHELLO,WA | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH OBJECT | | PHASE OF OPERATION LANDING ROLL | | |
| | | PROBABLE CAUSE(S) DUAL STUDENT - MISJUDGED CLEARANCE PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. MISCELLANEOUS ACTS,CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA | | | | |
| REMARKS- LND TO LEFT OF RWY,DMGD NOSE GR TRUNNION DURING RET TO RWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|---|------------------------|------------------------------|--|
| 3-0342 | 1/26/79 TIME - 1815 | BECKLEY,WV | CESSNA 310Q N76710 DAMAGE-SUBSTANTIAL | CR- 0 0 2 PX- 0 2 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 48, 10270 TOTAL HOURS, 57 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - RALEIGH COUNTY DEPARTURE POINT INTENDED DESTINATION CHESTERFIELD,VA BECKLEY,WV TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE REMARKS- RATED PLT IN RIGHT SEAT. | | | | | | |
| 3-2037 | 5/25/79 TIME - 2317 | CHARLESTON,WV | BEECH D-18 N1812D DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 61, 7928 TOTAL HOURS, 1800 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - KANAWHA DEPARTURE POINT INTENDED DESTINATION CHARLOTTE,NC YOUNGSTOWN,OH TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLISION WITH GROUND/WATER UNCONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) POWERPLANT - LUBRICATING SYSTEM LINES,HOSES,FITTING MISCELLANEOUS ACTS,CONDITIONS - LEAK/LEAKAGE MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE WEATHER - LOW CFILING PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 800 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 4 MILES OR LESS DRIZZLE, RAIN SHOWERS OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 43 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 270 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR FIRE AFTER IMPACT REMARKS- PILOT DEPARTED ON LAST LEG OF FLIGHT DESPITE OBSERVING LARGE OIL LEAK.PLT ON DUTY SINCE 0730. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|---------|--------------------|---|------------------------|------------------------------|---|
| 3-2656 | 6/28/79 | SUMMERVILLE,WV | CESSNA 310L N3288X DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 37, 6410 TOTAL HOURS, 2150 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - SUMMERVILLE DEPARTURE POINT HUNTINGTON,WV INTENDED DESTINATION SUMMERVILLE,WV TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS,CONDITIONS - OVERHEATED MISCELLANEOUS ACTS,CONDITIONS - WARPED FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- L BRAKE DISC LINING FRACTURED. | | | | | | |
| 3-3232 | 3/9/79 | NR.CLINTONVILLE,WI | BEECH G18S N847U DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | STUDENT, AGE 37, 2000 TOTAL HOURS, INSTRUMENT RATED. |
| DEPARTURE POINT MILWAUKEE,WI INTENDED DESTINATION CLINTONVILLE,WI TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION FACTOR(S) AIRFRAME - FUSELAGE DOORS,DOOR FRAMES SYSTEMS - ELECTRICAL SYSTEM SWITCHES MISCELLANEOUS ACTS,CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT REMARKS- AFT CARGO DOOR OPENED.DOOR-OPEN WARNING LITE SWITCH INOP. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---|--|--|------------------------------|--|
| 3-0659 | 3/27/79 | NR.LANDER.WY | PIPER PA-34 N2257M DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 33, 3400 TOTAL HOURS, 550 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT CASPER,WY | INTENDED DESTINATION AFTON,WY | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING WEATHER - SNOW WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS WEATHER - DOWNDRAFT,UPDRAFTS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| | | SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | |
| | | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | PRECIPITATION AT ACCIDENT SITE SNOW, SNOW SHOWERS | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW | | TYPE OF WEATHER CONDITIONS IFR | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- FA-MTNS OBSCURED BY CLOUDS.HIT MTN 12800FT MSL.RECOVERY DATE 3/29/79. | | | | | | |
| 3-3140 | 10/4/79 | MISSING AIRCRAFT | AERO COMDR 500 N3815C DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 36, 623 TOTAL HOURS, 102 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT ANDROS ISLAND,BAHAMA | INTENDED DESTINATION WEST PALM BEACH,FL | | | |
| | | TYPE OF ACCIDENT MISSING AIRCRAFT,NOT RECOVERED | | PHASE OF OPERATION UNKNOWN/NOT REPORTED | | |
| PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| | | SKY CONDITION UNKNOWN/NOT REPORTED | | 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 UNKNOWN/NOT REPORTED | | TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- INJURY INDEX & ACFT DMG PRESUMED.ACFT IN AREA RPTD HEAVY TSTM ACTIVITY OVER OCEAN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------------------|--|-------------------------|------------------------------|--|
| 3-0447 | 2/25/79 TIME - 2355 | PONCE, PR | AEROSTAR 600A N8077J DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 36, 3585 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MERCEDITA DEPARTURE POINT SAN JUAN, P.R. TYPE OF ACCIDENT MISCELLANEOUS INTENDED DESTINATION PONCE, PR PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES RUNWAY LIGHTING | | | | | | |
| 3-3088 | 11/5/79 TIME - 1703 | TAU, AMER SAMOA | DEHAVILLAND DHC-6 N238C DAMAGE-DESTROYED | CR- 0 0 2 PX- 0 1 15 | COMMERCIAL AIR TAXI-PASSG | ATP, FLIGHT INSTR., AGE 40, 6979 TOTAL HOURS, 1073 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - TAU DEPARTURE POINT PAGO PAGO, AMER SAMOA TYPE OF ACCIDENT HARD LANDING COLLIDED WITH TREES INTENDED DESTINATION TAU, AMER SAMOA PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) COPILOT - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. REMARKS- COPILOT DID NOT CALL OUT LOW AIRSPEED ON FINAL. | | | | | | |
| 3-2839 | 5/17/79 TIME - 1715 | NR. TREASURE CAY, BAHM | AERO COMDR 500 N3836C DAMAGE-DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 34, 3770 TOTAL HOURS, 1077 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT TREASURE CAY, BAHAMAS TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION DITCHING INTENDED DESTINATION ANDROS TOWN, BAHAMAS PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN 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) 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- HIT TREES NEAR RWY AFTR ENG FAILURE, UN MAINTAIN ALTITUDE, DITCHED IN INTL WATERS. | | | | | | |

NTSB Briefs of Accidents in-
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81-11 Carriers and On-demand
c.1 Air Taxi Operations
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