

H B

126

A M E N D M E N T

OFFERED IN THE HOUSE:

By: Judiciary

To: \_\_\_\_\_ HOUSE BILL No. 126

SENATE BILL No. \_\_\_\_\_

PAGE: 1

LINE: 18

Insert at the end of line 18: This limitation does not apply to commercial operations where the Civil Aeronautics Board or the Alaska Transportation Commission has issued certification or authorization.

MEMO to Committee  
5/16/83  
From Staff Counsel  
HB 126--by Rep. Hurlburt

In the files are two House Research Agency reports, dated 1/28/82 and 2/10/82.

The first one contains copies of California statutes on the subject.

The sponsor suggests the following amendment: at end of line 18:

This limitation does not apply to commercial operations where the Civil Aeronautics Board or the Alaska Transportation Commission has issued certification or authorization.

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This would mean that a pilot, flying a private plane and not a commercial operation, would not be liable--except for intoxication or gross negligence--when an individual asks for a lift as a guest on the private plane on a non-commercially scheduled flight.

## HOUSE BILL 126

WHAT HOUSE BILL 126 WOULD DO WOULD BE TO DISALLOW THE RECOVERY OF DAMAGES TO A GUEST ABOARD AN AIRCRAFT RESULTING FROM AN ACCIDENT.

AS EVERYONE IS AWARE ALASKA HAS A HIGHER NUMBER OF PILOTS AND AIRCRAFT PER CAPITA THAN ANY STATE IN THE NATION. THE REASON FOR THIS IS BECAUSE OF THE VAST DISTANCE BETWEEN CONCENTRATIONS OF POPULATIONS AND MOST OF THEM ARE OFF OF THE ROAD SYSTEM, HENCE THE BEST WAY TO TRAVEL IS BY AIRCRAFT. ALSO AIRCRAFTS ARE POPULAR BECAUSE OF THEIR RECREATIONAL VALUE. IN A SITUATION AS WE HAVE IN ALASKA IT IS PRACTICAL THAT WE UTILIZE EVERY AVAILABLE SEAT. PILOTS IN GENERAL ARE OFTEN VERY HAPPY TO GIVE SOMEONE A RIDE IF THEY ARE BOTH GOING IN THE SAME DIRECTION AND THERE ARE SEATS AVAILABLE. THE PROBLEM IS THAT A PILOT TAKES THE RISKS OF BEING LIABLE FOR SUIT FOR STRICTLY DOING SOMEONE A FAVOR. THIS BILL IS INTENDED TO COVER THE PRIVATE AIRCRAFT OWNER, NOT THE COMMERCIAL OPERATOR.

THE RESULT OF THIS IS THAT PILOTS ARE OFTEN RELUCTANT TO GIVE RIDES BECAUSE OF THE LIABILITY AND A LOT OF SEAT MILES ARE LOST. HOPEFULLY THIS BILL WOULD REMEDY THIS.



ALASKA STATE LEGISLATURE  
HOUSE OF REPRESENTATIVES  
RESEARCH AGENCY

Pouch Y, State Capitol  
Juneau, Alaska 99811  
(907) 465-3991

February 10, 1982

MEMORANDUM

TO: Representative Terry Martin

FROM: David Teal  
Research Staff

RE: Aircraft Accident Statistics  
Research Request Number 82-21

As discussed with Mary Isaacs of your staff, some of the specific information you requested is not readily available. Following is a list of your specific requests with accompanying comments and the information which I am able to provide at this time. If you would like this agency to perform additional work, please call.

Air Taxi Accidents, Fatalities, and Injuries

Attachment A to this memorandum is a list of aviation accidents involving Alaskan air taxi operators. The list was obtained from the Federal Aviation Administration (FAA) and contains information on injuries and fatalities as well as other details of air taxi accidents. Eugene Morris, who provided the figures, says the FAA collects but does not compile records on injuries. The injury and fatality figures in attachment A have been compiled by hand, but the fatality count does not always agree with the fatality count compiled by the FAA. Also, some duplication was discovered on the list so it does not appear to be a reliable data source in its present form.

The fatality count on the list is 44 in 1978, 30 in 1979, 29 in 1980, and 19 in 1981. Judging from a comparison of these figures, which are generally less than the FAA fatality count presented in the following table, the injury count may be somewhat understated. Mr. Morris also warned that injury figures may be underreported because injuries are not required to be reported to the FAA. I have not attempted to adjust the count of injuries; I simply counted the number of injuries on attachment A and added the sums to the compiled information supplied by the FAA and presented in the following table.

Air Taxi Accidents in Alaska--1976 through 1981

<u>Year</u>	<u>Accidents</u>	<u>% of Total Accidents</u>	<u>Fatal Accidents</u>	<u>% of Fatal Accidents</u>	<u>Fatalities</u>	<u>% of Total Fatalities</u>	<u>Injuries</u>
1976	63	21	8	22	26	32	NA
1977	51	20	7	22	24	29	NA
1978	58	21	14	25	44	36	54
1979	64	28	12	36	34	52	27
1980	68	29	10	33	30	45	53
1981*	60	27	11	29	30	32	16
TOTAL	364	24	62	28	188	37	

\*Preliminary

Source: Federal Aviation Administration (FAA) 1/82

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The table shows that air taxi operators were involved in roughly one out of every four aviation accidents in Alaska during the past six years. Using fatal accidents as a guide, the data indicate that air taxi accidents tend to be more serious than other aviation accidents involving small aircraft. An average of three people died in each fatal air taxi crash while the average for other aviation was two deaths per fatal accident. Twenty-eight percent of fatal accidents from 1976 through 1981 involved air taxis.

Air Taxis Involved in Accidents

I assume you are interested only in operators that have had numerous accidents, not in a complete listing of all accidents. (Note, however, that attachment A lists all air taxi accidents from 1978 through 1981.) Operators that have had four or more accidents in four years include those listed below. The number of accidents may have little meaning when considered alone; accidents per hour flown would be a more relevant statistic. However, as noted in this memorandum, information on hours flown is not yet available.

Rush Air, Inc  
 Samuelson's Flying  
 Yute Air Alaska  
 Armstrong Air  
 Peninsula Airways

Aurora Air Service  
 Temsco Helicopters  
 Southeastern Skyways  
 Sea Airmotive  
 Western Yukon Air

Average Hours Flown by Air Taxis in Alaska

The Air Carriers Association estimated that air taxi pilots fly an average of 800 to 1000 hours per year, but could not provide information on the number of planes in operation. Hours flown by air taxis are reported to the Alaska Transportation Commission. The Commission is in the process of computerizing its records and will be unable to provide information for two months or more. Records for prior years have not been tabulated by the Commission.

Awards for Injuries and Deaths, Both Total and Per Incident and Premiums for Hull and Liability Insurance

A survey of insurance carriers would be required to separate:

- a) awards for hull damage from liability (injury and death) awards;
- b) awards for incidents involving air taxi operators from other awards for aviation accidents;
- c) premiums for hull insurance from premiums for liability coverage; and
- d) premiums collected for air taxi operations versus premiums for other types of aviation.

Although a survey might be difficult to complete within a time-frame acceptable to the Committee, this agency will attempt to gain further information if requested to do so. However, responses from insurance companies which were contacted in order to complete this memorandum were not encouraging. Russ Neville, from Brady and Associates (a major aviation insurance broker in Alaska), has done similar research in the past. He pointed out that there is no requirement to report a breakdown of awards or premiums and that insurance brokers are not risk bearers so have no interest in maintaining or providing a breakdown.

Mr. Neville estimated that his insurance company would require about three days of work to produce the information requested. Mr. Neville has also contacted London underwriters in his attempts to gain information, but was told to contact the local contract-holders. London would not provide a list of domestic contacts.

The Division of Insurance was able to provide some information on total awards granted for aviation accidents. This information is presented in the discussion below.

The following (full page) table reports total premiums collected and total losses paid by aviation insurance carriers operating in Alaska. As noted earlier, I was unable to separate premiums and awards related only to air taxis. The table includes premiums, losses, and accident statistics for all private aviation in Alaska from 1976 through 1980.

The table should be interpreted with caution. Because carriers are not required to report losses to the Division of Insurance, the loss figures in the table do not necessarily reflect all losses. There may also be some misleading information due to accident and payment of award for that accident occurring in different years.

Columns 1 and 2 show premium and loss data for admitted carriers--those who applied and subjected themselves to State regulation--and for non-admitted carriers such as Lloyds of London. Column 3 gives the loss ratio, which is defined as losses divided by premiums. The loss ratio shows that the higher premiums experienced in recent years are in response to increasing insurance losses by carriers.\*

Columns 4 through 9 indicate the amount of awards (for both hull damage liability) per incident. The number of accidents show large variations from year to year with no clear trend visible. The awards per incident show a steady upward trend. From 1976 to 1980, the average award per accident increased by 182 percent, average award per fatal accident increased by 169 percent, and average award per fatality increased by 175 percent. Average awards in 1980 were roughly double the average awards in 1979. The data in the following table indicate that the primary cause of higher losses is the increase in average award per incident, not a greater number of accidents.

#### Workers Compensation Death Benefits

Attachment C is the wording of State law relating to death benefits through Workers Compensation. Because of exclusions for age and disability of beneficiaries, there is no fixed limit on the total amount of death benefits that can be collected. According to the Department of Labor, the average death benefit is roughly \$104,000. Although there are complicating factors which are too technical for the purposes of

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\*Attachment B to this memorandum was provided by the Division of Insurance and shows that admitted carriers lost money (had a loss ratio greater than 1.00) insuring aviation from 1973 through 1978. Attachment B also shows all carriers selling aviation insurance from 1970 through 1980.

Aviation Accident Statistics--1976 through 1980  
State of Alaska

Year		Premiums (\$000)	Losses (\$000)	Loss Ratio	Accidents	Loss per Accident	Fatal Accidents	Loss per Fatal Accident	Fatalities	Loss per Fatality
1976	N	10,465	4,919	.47						
	A	1,379	2,789	2.02						
		11,844	7,708	.65	296	\$26,040	36	\$214,110	81	\$95,160
1977	N	10,928	5,064	.46						
	A	2,194	4,096	1.87						
		13,122	9,160	.70	252	\$36,350	32	\$286,250	83	\$110,360
1978	N	13,902	7,307	.53						
	A	2,676	6,429	2.40						
		16,578	13,736	.83	271	\$50,690	55	\$249,745	122	\$112,590
1979	N	12,842	8,563	.67						
	A	1,292	277	.21						
		14,134	8,840	.63	231	\$38,270	33	\$267,880	66	\$133,740
1980	N	16,704	15,633	.94						
	A	1,884	1,667	.88						
		18,588	17,300	.93	236	\$73,305	30	\$576,670	66	\$262,120

Note: N represents non-admitted insurance carriers.  
A represents admitted insurance carriers.

Source: House Research Agency 2/82

Representative Martin  
February 10, 1982  
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this memorandum, the maximum death benefit under normal conditions is \$375,544 paid over a period of ten years.

Because the benefits are paid over a period of time, the benefit amount should be discounted to the present period if a comparison with a lump sum settlement is desired. The table below gives the present value of the flow of Workers Compensation death benefits at various rates of interest.

At current market interest rates, the present value of the maximum death benefit is roughly \$200,000. Fewer than two percent of Alaskan workers earn enough to qualify for maximum benefits. The present value of the average death benefit (at a 12 percent interest rate) is about \$60,000.

Present Value of \$375,544 in Workers Compensation  
Death Benefits at Various Rates of Discount

<u>Interest Rate</u>	<u>Present Value</u>
3 %	\$332,922
6	296,924
9	266,360
12	240,278
15	217,902
18	198,609

Source: House Research Agency 2/82

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Additional data on hours flown has been requested but may take a few months to arrive. I hope the limited information presented here is useful. If you have questions on any of the material, please call.

Attachments

ENT REMARKS

0116 AL01 CESSNA RUSSIAN MISSION AK LAND-ROLL FW TERRAIN/SAIC CALLR ATCO VFR DAY COM 01000 00100 000  
 95H AL01 135F WESTERN YUKON P 17 SMO DIR CNTL LOOP RMY/ALIGN SNOBNC APPX LSNO OCST UNKN 00260 11000 000

STRUCK SNOW BERM ON EDGE OF SNOW-COVERED RUNWAY ON LANDING. POOR RUNWAY MAINTENANCE A FACTOR.

0123 AL01 BRUHMAN BUTCH HAZARD AK FOG UNKNOWN GRND/WTR WGE ACEN UNK DAY COM 00237 00100 000  
 460 AL01 021A PENINSULA AIRWAY MISSING LGT MX MAIL UNKN OCST PILT 00100 10000 000

LOST AT SEA. FOUND AIRCRAFT'S WING PONTOON. LOW CEILING AND ICING IN CLOUDS. CAUSE OF CRASH UNKNOWN.

0125 AL01 ENSTWY ANCHORAGE AK LAND-PWR ON VERT CNTL/IM/FR UNSIT ATCO VFR NIT CPF 00440 00120 000  
 674 AL01 F28C ALYESKA AIR SER CNTLD COLL PLAN/PCPERF PRECLD OTHR NONX OCST PILT 00040 02613 000

SMOKE DGR. ELECTED TO LAND. CRASHED COCKPIT CAUSED CONTROL INTERFERENCE. ROTORS HIT HILL. SOLVENT, OIL IN AIR DUCT

0126 AL01 CESSNA CLARK'S POINT AK FOG APPR-VFR PTRN CIRC FLY/SPB WXBRO ATCO IFR DAY COM 01000 00023 000  
 3790 AL01 0206 00 SMO STALL PLAN/WX MX APPX CEIL USCL PILT 00023 03035 000

WEATHER DETERIORATED RAPIDLY NEARING AIRPORT. STALLED, TURNING BASE DUE TO NEAR ZERO VISIBILITY.

10421 AL01 BELL HOMER AK HOVERING WHITE OUT WXBRO ATCO VFR DAY COM 00731 00050 000  
 3755 AL01 206B MARITIME HELICO SMO CNTLD COLL GRND/WTR MISCL APPX CEIL BRKN PILT 00050 03633 000

DRIFTED IN SMOGS ON MOUNTAIN-SIDE HOVERING IN WHITEOUT. PILOT FAILED TO MAINTAIN OUTSIDE REFERENCE IN HOVER.

10509 AL01 CESSNA MARSHALL AK WAPP-EG BRND VFR INIT/COAR MISTK OTCO VFR DAY CPF 00150 00150 000  
 374M AL01 207A COASTAL AVIATION SUERSHOOT DWDNRF APPX NONX CLER PILT 00110 01400 000

AIRCRAFT CRASHED WHEN PILOT ABORTED LANDING AND ATTEMPTED GO-AROUND. FACTOR WAS TURBULENCE.

10523 AL01 STEROS ALEXANDER LAKE AK LAND-ROLL FW BRAKE/GRDCTL MISJG ATCO VFR DAY ATF 00501 00200 000  
 23A AL01 0073 DIR CNTL LOOP SOFTSH ACFR NONX CLER PILT 00174 05200 000

DURING LANDING ROLL, AIRCRAFT WHEEL ROLLED ONTO SOFT SHOULDER. AIRCRAFT SWERVED AND NOSE WHEEL COLLAPSED.

10604 AL01 BEECH ANCHORAGE AK ATCO 000  
 46FA 100 ALASKA EXPRESS ACAR 000

CRASHED AFTER DEPARTURE.

10611 AL01 CESSNA NAFASKIAK AK FGG CRUISE-FCO/PREC LD CARBHT/DEIC MISJG ATCO IFR DAY CPF 00200 00316 000  
 350X AL01 172A WESTERN YUKON P CNTLD COLL TERRAIN/UNSU ENLAND APPX LTRN OCST PILT 00011 01023 000

ENGINE SHUT ON TAKEOFF. DITCHED IN RIVER. NO ENGINE DEFECTS. CONDITIONS GOOD FOR CARBURETOR ICING.

10630 AL01 DHAU ANCHORAGE AK TRGT-INIT CLIMB GRND/WTR MISJG ATCO VFR DAY ATF 00020 00120 000  
 411F AL01 0402\* 13 WAKE TURB AC/SPACE MISCL APPX NONX SCAT PILT 00020 00000 000

AIRCRAFT CRASHED DURING TAKEOFF WHEN IT GOT IN WAKE TURBULENCE FROM AIRPLANE THAT PREVIOUSLY TOOK OFF.

110701 AL01 CESSNA MOOSE PASS AK ATCO 000  
 00000 000000000 ACAR 000

AIRCRAFT APPEARS TO HAVE NOSED INTO GLACIER.

110702 AL01 CESSNA NIGHTMUTE AK LAND-ROLL FW BRAKE/GRDCTL MISJG ATCO VFR DAY ATF 00000 00010 000  
 00-00 AL01 000 EXECUTIVE CHFT 00 DIR CNTL DRAG DRIFT MISCL UPEN NONX SCAT PILT 00010 00000 000

REG	DO	ACFT MAKE	CITY	ST	WFST PHASE OF FLIGHT	CAUSAL	SUPPTF	TFLYP	FLTCP	LTCOM	CSRT	TAM	T99	FRT
REG	PRD	ACFT MODEL	OWN OPR MAKE	BRNY	FWYC	ACCIDENT TYPE	CAUSAL	CONTRF	TFLYS	FLYCS	SKCRK	PROF	TAK99	TOTR INJ
INT	REMARKS													
1218	AL61	CESSNA	BEERING	AK						ATCO				002
328		287								APAX				000
3115	AL61	D440	COALVILLE	AK						ATCO				002
59T		DHC2AK3												003

AIRCRAFT CRASHED WHILE ATTEMPTING SKI LANDING.

3588	AL62	D440	KLAWOCK	AK	FOG	CRUISE-LO LVL OF	ENFT/TERRAIN	CARLS	ACOM	VFR	DAY	CON	03024	00214	002
384	AL62	DHC2*	TYEE AIRLINES			CONTD COLL	FLAN-WX	WX	ACAR	FOG	SCAT	PILT	00214	03054	000
3619	AL62	D440	TAKU RIVER	AK		SEND GRD TAXI	FLAN-ACFERF	MISJG	ATCO	VFR	DAY	CON		00050	002
756	AL62	DHC2*	CHANNEL FLY INC			COLL-OTHER		MISCL	FERY	HOWX	CLER	UNKN	00030	00000	000

PILOT ALLOWED AIRCRAFT TO STRIKE TREE DURING ATTEMPT TO REMAIN IN VFR CONDITIONS BELOW CLOUDS.

3882	AL62	CESSNA	YUKUTAT	AK						ATCO					000
53Z		286CESSNA	GULF AIR TAXI							APAX					000

WIND GUST CAUGHT LEFT WING AND FLIPPED AIRCRAFT ON BACK.

3882	AL62	CESSNA	DRY BAY	AK	RAI	GRND GRD TAXI	WX/COND	MISJG	ATCO	VFR	DAY	CON	00245	00223	000
537	AL62	286CESSNA	GULF AIR TAXI	09		BLOWN OVER		WIND	FERY	WIND	CCST	PILT	03083	11446	000

SEVERE SURFACE WIND GUST STRUCK AND OVERTURNED AIRPLANE AS IT WAS TURNING FOR A BEACH TAKEOFF. FRONTAL PASSAGE.

3667	AL62	D440	KETCHIKAN	AK						ATCO					000
61E		DHC2*													000

1111	AL62	CESSNA	HIDDEN LAKES	AK		LEND-LVL OFF TOUCH	GEAR/WOME	CARLS	ATCO	VFR	DAY	CON	06300	00230	002
145	AL62	135	RON SALMON			WHL5 DWN WTR		MISCL	ACAR	HOWX	CCST	UNKN	00230	06360	000

FORGOT TO RETRACT GEAR ON AMPHIBIOUS FLOATS FOR WATER LANDING. AIRPLANE FLIPPED OVER IN WATER ON TOUCHDOWN.

1231	AL62	D440	SITKA	AK						ATCO					000
396		DHC2*								APAX					000

BEGAN RIGHT BANK ON TAKEOFF. UNABLE TO STOP BANK. HIT WATER, SANK.

125 AL61 CESSNA TELLER AK FOG CEUISE-ADPNAE PLAN-FAK WXREF ATCO IFR DAY COM 03300 060  
 38 195 EXECUTIVE CHART AK 061

AIRCRAFT WENT INTO STEEP LEFT TURN AND STALLED. CRASHED INTO MOUNTAIN.

319 AL61 CESSNA TELLER AK FOG CEUISE-ADPNAE PLAN-FAK WXREF ATCO IFR DAY COM 03300 060  
 183 AL61 287A RYAN AIR SERVICE STALL MISC/PILACT ICING AFAX LFZR OBSC PILT 08379 061

ENCOUNTERED ICING, LOW CEILING VISIBILITY. ICE ON WINDSHIELD. ELECTED TO LAND. STALLED, FLIPPED OVER ON IMPACT.

327 AL61 PIPER CALENA AK ATCO 064  
 56 .P832F APAX 060

CRASHED ON GO-AROUND.

3581 AL61 CESSNA HOME AK LAND-ROLL FW BRAKE/CRDCTL MISJG ATCO VFR DAY COM 00600 09129 060  
 166 AL61 183A FOSTER AVIATION 27 DRY DIR CNTL LOOP 3220SYNG MISCL AFAX NOWX SCAT PILT 09129 10000 060

LOST CONTROL. GROUND-LOOPED ON LANDING. TAIL WHEEL LOCK HAD BEEN REMOVED. RECOMMEND REINSTALLATION OF SAME.

3515 AL61 STEBOS SLATE CREEK AK LAND-ROLL FW 3220SYNG OWSTR ATCO VFR DAY ATF 00735 00189 060  
 1A AL61 SC73 GIFFORD AVIATIC 25 DRY NOSE-UP-OVR LVL/OFF ACAR NOWX SCAT PILT 00189 03131 062

BOUNCED LANDING ON ROUGH ROCKY STRIP. NOSE GEAR BROKE OFF. AIRPLANE NOSED OVER. FAILURE DUE TO OVERLOAD.

3628 AL61 TRCHLD BEETLES AK ATCO 060  
 32 C119GSE-AWKN ACAR 060

DEVELOPED ENGINE PROBLEM. PMO CRASH LANDED ON SAND BAR.

3721 AL61 HUGHES UNIFT AK ATCO 060  
 36F 355D 062

ON HOVER HELICOPTER STARTED MOVING FORWARD. REAR CYCLIC APPLIED, DID NOT RESPOND. ROTORS STRUCK GROUND.

3730 AL61 BEECH TODIN CREEK AK LAND-ROLL FW CARLE ATCO VFR DAY ATF 01652 08354 060  
 3A AL61 183 33 DIR CNTL LOOP PLTFAT AFAX NOWX SRKH OTHR 09357 07265 060

PILOT LOST DIRECTIONAL CONTROL DURING LANDING. LATER FOUND TAIL WHEEL WOULD NOT LOCK.

3881 AL61 BEECH MINTO AK ATCO 061  
 3E2 18A APAX 060

OVERDUE AND FAST FUEL EXHAUSTION. RESCUE HAS STARTED.

3812 AL61 AKWELL HEALY AK TKOF-INIT CLIMB QND/WTR UNFIT ATCO VFR DAY CPF 09058 00127 060  
 75E AL61 580S 14 COLL-TREES DWDRF FERY WIND SCAT PILT 09025 05560 061

PILOT ENCOUNTERED WIND SHEAR DURING TAKEOFF AND CRASHED INTO TREES OFF END OF RUNWAY.

3982 AL61 PIPER LITTLE DICKENS AK ATCO 060  
 340 P823 060

1187 AL61 RYWELL SMO-COMG4 AK ATCO 061  
 723 680E ACAR 060

VENT REMARKS  
 14787 AL01 CESSNA ANCHORAGE AK APPR-GO ARND VFR INIT/GO MISJG ATCO VFR DWN ATF 00015 00015 00  
 4936 AL01 177RG ALASKA AIR SERV 34 COLL-OTHER SUBJECT-VOID MISCL APAX NOWX PILT 00015 04500 00

AIRCRAFT WHEEL HIT LOG ON RUNWAY. AS PILOT MADE GO-AROUND, WHEEL WAS TORN OFF AND GEAR COLLAPSED DURING LANDING.

18738 AL01 CESSNA KENAI AK ATCO 00  
 388H 207 NORTHWIND AIR S AFAX 00

LOSS OF POWER DURING TAKEOFF. STALLED AND QUVERTURNED.

0809 AL01 PIPER WILD MAN LAKE AK ATCO 00  
 24P PA18 APAX 00

STATE OF ALASKA FISH SURVEY. LOST ENGINE. TRIED TO LAND.

2017 AL01 PIPER TOKSOOK BAY AK ATCO 00  
 341 PR34260 APAX 00

DURING ROLLOUT THE RIGHT LANDING GEAR BROKE OFF THE CASTING.

3021 AL01 DHAU CORDOVA AK LAND-LVL OFF TOUCH BRAKE/GRDCTL MISJG ATCO VFR DAY CPF 00650 00410 00  
 55Z AL01 DRC2# CHISUM FLYING S NOSE-UP-OVR DRIFT MISCL APAX LTRN PILT 00256 04171 00

DURING TAKEOFF WIND DRIFTED FLOAT PLANE INTO SANDBAR CAUSING IT TO FLIP INVERTED.

3901 AL01 CESSNA BIG RIVER AK TKOF-GRND ROLL TERRAIN/UNSU MISJG ATCO VFR DAY COM 00392 00407 00  
 331 AL01 206CESSNA INTL AIR TRANSP DIR CNTL LOOP MISCL APAX NOWX CLER PILT 00012 01005 00

LOST DIRECTIONAL CONTROL IN SOFT SAND IN ATTEMPT TO DEPART A SAND BAR. AIRPLANE GROUND-LOOPEO INTO TREES.

4901 AL01 CESSNA COLORADO STATIO AK TKOF-ABORTED 7622NF TIRED ATCO VFR DAY ATF 00250 00213 00  
 437 AL01 U206F RECCOINC COLL-TREES INIT/GOAR PXCG NOWX CLER PILT 00061 02434 00

AIRPLANE SLOWED ON TAKEOFF RUN, ABORTED LATE, RAN INTO TREES AT END OF RUNWAY. EXHAUST BLOCKED BY MUFFLER DRAFFLES.

5067 AL01 CESSNA ANCHORAGE AK TKOF-GRND ROLL TERRAIN/UNSU MISJG ATCO VFR DAY CPF 13000 00150 00  
 75 AL01 206CESSNA NOSE-UP-OVR HAZOBS APAX NOWX CLER PILT 00150 23000 00

AIRCRAFT FLOATS HIT SANDBAR AND FLIPPED INVERTED DURING TAKEOFF ON RIVER.

913 AL01 CESSNA DIKEMAN AK APPR-GO ARND VFR RNY/ALIGN UNSIT ATCO VFR DAY COM 00500 00232 00  
 50 AL01 206CESSNA HAROLD'S AIR SE COLL-TREES OBJECT/VOID VISOBS ACAR NOWX CLER PILT 00067 16000 00

LANDING BETWEEN TREES ON RIVER. BLINDED BY SUN OFF WATER. BEGAN GOAROUND, WING CAUGHT TREES. AIRCRAFT CARTWHEELED.

012 AL01 CESSNA AKIACHAK AK SMO TKOF-INIT CLIMB PLAN/RCFERF MISJG ATCO IFR DAY CPF 00101 00101 00  
 50 AL01 207 EXECUTIVE CHART 20 NOSE-UP-OVR ICESLS APAX LSNO OCST PILT 00101 01070 00

TRIED TAKEOFF ON SHORT POT-HOLED SLUSH-COVERED RUNWAY AT GROSS WEIGHT. UNABLE TO SUSTAIN FLIGHT. SETTLED, NOSED OVER

204 AL01 PIPER TUNTUTULIAK AK ATCO 00  
 20 PR02300 APAX 00

204 AL01 PIPER TUNTUTULIAK AK ATCO 00  
 20 PR02300 APAX 00

ON ATTEMPTED LANDING DESCENDED STRAIGHT DOWN AND HIT A BANK



ACCIDENT REPORT FOR ALASKA AIR TAXIS

DATE	DO	ACFT MAKE	CITY	ST	VRST	PHASE OF FLIGHT	CAUSAL	SUPPTF	TFL YR	FL TGP	LTCOM	CERT	TMM	T90	FAT	
NUM	PROD	ACFT MODEL	OWN OPR NAME	RMAY	RMVC	ACCIDENT TYPE	CAUSAL	CONTRF	TFLYS	FLYCS	SKCON	PROF	TMM 90	TOTHR	INJ	
780620	ALO1	CESSNA	GULKANA	AK		TKOF-INIT CLIMB	2820SYFD	CRACK	ATCO	VFR	DAY	COM	09999	0005	003	
70286	ALO1	A185E				COLL-TRES	TERRAIN/UNSU	APAX	NOWX				PILT	00065	13030	002
A FUEL PUMP DRIVE SHAFT FAILED AT UNDET TIME.																
780710	ALO1	CESSNA	ANCHORAGE	AK		TKOF-GRND ROLL	BRAKE/GRDCTL	UNSKL	ATCO	VFR	DAY	COM	00800	0025	000	
75680	ALO1	TU206A	ALASKA BUSH CA			NOSE-UP-OVR	OBJECT/AVOID	MISCL	APAX	NOWX			PILT	00025	01500	000
A FLOAT PLANE OPERATION AREA WITNESS STATED ACFT ATTEMPTING TKOF ANOV ANOTHER CO ACFT.																
780729	ALO1	EYNAIR	TOGIAK	AK		LAND-ROLL FW	RET/SEAR	CARLS	ATCO	VFR	DAY	COM			00032	003
75011	ALO1	4500300SERSZ	BOB HARRIS FLY			GEAR COLL		MISCL	APAX	NOWX			PILT	00032	01219	002
A																
780807	ALO1	CESSNA	PT. POSSESSION	AK		LAND-ROLL FW	TERRAIN/UNSU	MISJG	ATCO	VFR	DAY	COM	01975	00072	000	
96019	ALO1	180E	TOTEM AIRWAYS			COLL-OTHER	OBJECT/AVOID	MISCL	APAX	NOWX				00002	12510	003
A STRUCK ROOT OF DRIFTWOOD SNAG WHILE LANDING ON BEACH AT HIGH TIDE																
780811	ALO1	DHAV		AK		CRUISE-NORMAL	WY/VFR	RCKLS	ATCO	IFR	DAY	COM	00110	00206	000	
93190	ALO1	DHC6300				UNGLD COLL	GRND/LTR	WY	APAX	FRTA			PILT	00105	01235	003
A																
780909	ALO1	CESSNA		AK		TKOF-INIT CLIMB	FLY/SPD	CARLS	ATCO	VFR	DAY	COM	00250	00185	000	
50190	ALO1	TU206A				STALL	TAKEOFF/DU	MISCL	APAX	NOWX			PILT	00025	02400	000
A																
780913	ALO1	DHAV	WHITTIER	AK		UNKNOWN	GRND/LTR	UNK	ATCO	IFR	DAY	COM	00106	00206	006	
97791	ALO1	DHC2	ALASKA TRAVEL			UNDETERMINED		MISCL	APAX	FOG			PILT	00100	03158	000
A FLOAT EQUIPPED NO ANT FOR ELT																
780918	ALO1	CESSNA	MISSING AIRCRAF	AK		CRUISE-NORMAL	CNTL/WX	WXBRF	ATCO	IFR	DSK	CPF	00390	00330	003	
REC	ALO1	411	VIKING AIR SER			MISSING A/C	OTHER/MISC	ICING	APAX	FZTP			PILT	00085	02230	000
A INJURY INDEX AND DAMAGE PRESUMED.																
780930	ALO1	CESSNA		AK		TKOF-GRND ROLL	BRAKE/GRDCTL	LASUP	ATCO	VFR	DAY	COM	00017	00002	000	
3488Y	ALO1	180				DIR-CNTL LOOP	CNTL/INTER	MISCL	PXCG	NOWX			PILT	00002	02578	000
A																
781008	ALO1	BELL	KENAI	AK		TKOF-INIT CLIMB	6541SXTR	CRACK	ATCO	VFR	DAY	ATP	03990	00170	003	
2215W	ALO1	205AT	ERA HELICOPTER			UNGLD COLL			APAX	LTRN			PILT	00150	07350	004
A FLOAT EQUIPPED TAIL ROTOR PITCH CONTROL CHANGE CHAIN PAD 21.5 HOUINCE INSTALLATION.																
781011	ALO1	CESSNA	CHIGNIK LAKE	AK		LAND-ROLL FW	3210SYMG	CRACK	ATCO	VFR	DAY	ATF	00007	00119	000	
3963C	ALO1	402B	GIFFORD AVIARY			GEAR COLL			APAX	NOWX			PILT	00007	16153	000
A LEFT MAIN GEAR RETRACT ROD ATTACH LUG FAILED.																
781021	ALO1	CESSNA	ILTAMNA	AK		TKOF-INIT CLIMB	EOP/DEF	RCKLS	ATCO	VFR	DAY	CPF	00200	00150	000	
7365T	ALO1	A185E	TED GERKIN			DIR-CNTL DRAG	MISC/PILACT	MISCL	PXCG	NOWX			PILT	00150	01720	000
A DMGD WING & AILERON DRG PREVIOUS LOG.																
781030	ALO1	PIPER	LIME VILLAGE	AK		APPR-FINAL VFR	LAND/UNDER	MISJG	ATCO	VFR	DAY	COM	00100	00251	000	
4043R	ALO1	PA32300	HUD AIR SERVICE			UNDES-540T		MISCL	APAX	NOWX			PILT	00096	00750	000
A APCH TO RIVER GRAVEL BAR.																

DATE	DD	ACFT MAKE	CITY	ST	VRST	PHASE OF FLIGHT	CAUSAL	SUPPTF	TFLYF	FLTCP	LTCON	CERT	TMM	T90	FAT	
NNUM	PRDO	ACFT MODEL	OWN OPR NAME	RWAY	RWYC	ACCIDENT TYPE	CAUSAL	CONTRF	TFLYS	FLYCS	SKCON	PROF	TPP90	TOTHR	INJ	
EVENT REMARKS																
781030	ALO1	CESSNA	NAPASKIAK	AK		TKOF-ABORTED	TERRAIN/SNIC	MISJG	ATCO	IFR	DAY	CPF	00400	00170	000	
18AX	ALO1	207	BUSH AIR INC.			OVERSHOOT	PLAN/WX	PERF	ICESLS	APAX	NOWX	PILT	00180	01130	000	
A ACFT CAME TO REST IN DRAINAGE DITCH.																
781030	ALO1	CESSNA	PEDERSON POINT	AK		LAND-LVL OFF TOUCH	GRND/FLTCNTL	MISJG	ATCO	VFR	DAY	COM	00030	00392	000	
7654X	ALO1	180E	PENINSULA AIR			NOSE-UP-OVR	TERRAIN/UNSU	MISCL	PXGG	LTRN		PILT	00030	01656	000	
A RWY HAD BUMP IN CENTER WITH SOFT SPOTS.																
781103	ALO1	LEAR	UNALASKA	AK		LAND-ROLL FJ		OV/SHOOT	MISJG	ATCO	VFR	DAY	ATP	00609	00191	000
955JA	ALO1	240	JET ALASKA INC	12	WET	OVERSHOOT		WET/WY	ACAR	LTRN	OCST	PILT	00136	05874	000	
A LNDG LONG & FAST ON WET RWY WITH ICE PATCHES. UNABLE TO STOP. RAN OFF END. GUSTY CROSSWIND.																
781104	ALO1	MWLSLY		AK		STATIC-STARTUP	RET/GEAR	SUPFC	ATCO	VFR	NIT	CPF	01970	00087	000	
600JA	ALO1	BH125400X				GEAR COLL	32305YAC	MISCL	APAX	NOWX		PILT	00066	14795	000	
A																
781111	ALO1	GULSTM	AKUTAN BAY	AK		TKOF-LAND ROLL	BRAKE/GROCTL	CARLS	ATCO	VFR	DAY	COM	04350	00098	000	
95467	ALO1	JRF2	AIRPAC INC.			DIR-CNTL DRAG		MISCL	PXGG	NOWX		PILT	00090	09940	000	
A GUSTS TO 30 KNTS. W/C COLLIDED WITH SHIPS BUOY.																
781121	ALO1	PIPER	OLD HARBOR	AK		UNKNOWN	ENRT/TERRAIN	JXBRU	ATCO	UNK	OSK	CPF	00338	00123	001	
4284R	ALO1	PA32300	FLIRITE AIRLIN			CNTL COLL		WX	ACAR	TURB	OCST	PILT	00029	04838	000	
A INDICATES AIRPLANE OPERATED INTO ADVERSE WIND AND WEATHER IN MOUNTAIN PASS. STRUCK ROCK WALL IN LEVEL FLIGHT.																
781129	ALO1	PIPER		AK		TKOF-INIT CLIMB	CNTL/ATVFR	UNOPS	OTCO	VFR	NIT	COM	00008	00080	000	
3976X	ALO1	PA32300				UNINTD COLL	FLTCNTL/AIR	FIRE	APAX	FOG		PILT		01580	000	
A																
781208	ALO1	CESSNA	SHELDONS POINT	AK		TKOF-GRND ROLL	TERRAIN/SNIC	CARLS	ATCO	VFR	DAY	COM	00140	00140	000	
5187U	ALO1	TU206A	SAMUELSONS FLY			NOSE-UP-OVR		SNOBNK	APAX	NOWX		PILT	00140	00965	000	
A SIX INCH SNOW DEPTH ON ICE COVERED LAKE.																
781218	ALO1	CESSNA		AK		TKOF-ABORTED	7200SYEN	MOICE	ATCO	VFR	DAY	COM	00456	00071	000	
8944N	ALO1	180J				CNTL COLL			APAX	NOWX		PILT	00033	05020	000	
A																
781219	ALO1	CESSNA		AK		CRUISE-FCD/REC LD	7200SYEN	UNDET	ATCO	VFR	DAY	COM	00250	00158	000	
2214T	ALO1	1185E				CNTL COLL			APAX	NOWX		PILT	00158	02030	000	
A																
781219	ALO1	RKWEEL		AK		LAND-LVL OFF TOUCH	PLAN/WX	CARLS	ATCO	IFR	DAY	ATF	00217	00055	000	
7770T	ALO1	720RKWEEL				HARD-LAND	FLY/SPO	ICING	ACAR	HFZR		PILT	00012	03130	000	
A																
781222	ALO1	CESSNA		AK		UNKNOWN	UNDETER	SUPFC	ATCO	UNK	UNK	COM	00000	00030	002	
7605U	ALO1	207A				UNDETERMINED		UNDET	APAX	TORN		PILT	00000	00030	005	
A																
790119	ALO1	PIPER	NONDALTON	AK		FOG TKOF-GRND ROLL	OBJECT/AVOID	CALCR	ATCO	IFR	DAY	COM	00582	00110	000	
7934N	ALO1	PA28233	TALARIK CREEK	A	26	SND DIR-CNTL DRAG		SNOBNK	OTHR	NOWX	OBSC	PILT	00140	03617	000	
A PILOT ATTEMPTED TAKEOFF ON SNOW COVERED RUNWAY. LOST CONTROL AND COLLIDED WITH SNOW BANK.																

DATE	OO	ACFT MAKE	CITY	ST	VRST	PHASE OF FLIGHT	CAUSAL	SUPPTF	TFLYF	FLTGP	ETCON	CERT	TMM	T90	FAT
NMGR	PRDO	ACFT MODEL	OWN OPR NAME	RWAY	RWYC	ACCIDENT TYPE	CAUSAL	CONTRF	TFLYS	FLYCS	SKCON	PROF	TPM90	TOTR	INJ
EVENT REMARKS															
790222	AL01	CESSNA	KEWAI	AK		APPR-FORCE LAND	7200SYEN	UNDET	ATCO	VFR	DAY	COM	00500	00019	000
79530	AL01	185	DICKS FLYING SE	17		NOSE-UP-OVR	TERRAIN/UNSU	APAX	NOWX	CLER		PILT	00020	01550	000
A ENGINE STOPPED ON APPROACH TO AIRPORT. LANDED SHORT OF RUNWAY IN SNOW. FLIPPED OVER. CAUSE OF ENG FAILURE UNKNOWN.															
790322	AL01	CESSNA	NIGHTMUTE	AK	SNO	CRUISE-NORMAL	WX/VFR	CARLS	ATCO	IFR	DAY	COM	00288	00178	002
73307	AL01	206CESSNA	VILLAGE AVIATIO			CHYLD-COLL	WHITE-OUT	WX	FXCG	CEIL	OCST	PILT	00078	02378	005
A PILOT OPERATED VFR INTO AREA OF WHITEOUT CONDITION. ATTEMPTED A COURSE REVERSAL, FLEW INTO THE GROUND.															
790326	AL01	CESSNA	KODIAK	AK		LAND-ROLL FW	GEAR/VONE	CARLS	ATCO	VFR	DAY	COM	00121	00176	000
756NW	AL01	U206				WHL5-DWN-UTR		MISCL	FERY	NOWX		PILT	00072	01928	001
A PILOT LANDED ON WATER WITH WHEELS OF AMPHIBIOUS FLOATS IN THE DOWN POSITION, FLIPPED OVER.															
790328	AL01	CESSNA	BETHEL	AK		LAND-ROLL FL	3242BK	CRACK	ATCO	VFR	DAY	COM	02600		000
1095F	AL01	185		36	DRY	DIR-ENTL-LOOP				NOWX	OCST		00100	06060	000
A THE BRAKE DISC HAD FAILED AND BROKEN AWAY FROM THE WHEEL.															
790329	AL01	PIPER	KING COVE	AK	FOG	TKOF-FORCE LAND	PLAN/IX	CARLS	ATCO	IFR	DAY	CPF	00565	00110	000
4074R	AL01	PA32300	PENINSULA-AIRWA	21		GEAR-COLL		PRECLD	ACAR	FOG		PILT	00083	02798	000
A PILOT TRIED LANDING DURING LOWERING WEATHER CONDITIONS. ATTEMPT TO LAND ON SANDBAR WAS UNSUCCESSFUL, GEAR COLLAPSED															
790401	AL01	OVAV	BETHEL	AK		TKOF-INIT CLIMB	RWY/ALIGN	MISJG	ATCO	VFR	DAY	ATP	05285	00025	000
580PA	AL01	OHCA	SEA-AIRMOTIVE I	11	WET	COLL-OTHER	DRIFT	MISCL	ACAR	WIND	CLER	PILT	00081	15638	000
A PREMATURE LIFT OFF. DRIFTED OFF RUNWAY. HIT OIL DRUMS. CONTINUED TO OTHER AIRPORT. LANDED PINUS GEAR.															
790513	AL01	HELIO	EMMONAK	AK		LAND-ROLL FW	TERRAIN/UNSU	MISJG	ATCO	VFR	DAY	COM	00610	00230	000
846VK	AL01	300	NONE FLYING SER	03		COLL-OTHER		HAZONS	APAX	NOWX	CLER	PILT	00095	08030	000
A LANDING GEAR BROKE THROUGH SOFT SPOT ON DIRT RWY DURING LANDING ROLL. NOTAR ON AIRPORT RWY COND. FIELD NOT CLOSED															
790608	AL01	CESSNA	ANCHORAGE	AK		LAND-ROLL FW	BRAKE/GROCTL	UNSKL	ATCO	VFR	DAY	CPF	00011	00250	000
97516	AL01	180	SPERNAK-AIRWAYS	33	DRY	DIR-ENTL-LOOP		MISCL	FXCG	NOWX	SCAT	PILT		01752	000
A MADE WHEEL LNDG. ALLOWED ACFT TO GROUND-LOOP WHEN TAIL CAME DOWN. OVER CONTROLLED.															
790608	AL01	PIPER	OPHIR	AK		TKOF-INIT CLIMB	PLAN/ACPERF	CARLS	ATCO	VFR	DAY	ATP	00058	00138	000
6475J	AL01	PA28180	HUB-AIR-SERVICE	07	DRY	COLL-TREES	TAKOFF/DW	MISCL	APAX	NOWX	SCAT	PILT	00004	01736	001
A PILOT SAID THE WIND WAS CALM WHEN HE STARTED HIS TAKEOFF BUT STRONG TAILWIND CAME UP DURING TAKEOFF.															
790609	AL01	CESSNA	ST MARYS	AK	RAI	TKOF-GRND ROLL	BRAKE/GROCTL	OTHER	ACOM	VFR	DAY	COM	01000	00206	000
91399	AL01	180	WESTERN-YUKON-A	16	WET	DIR-ENTL-LOOP		MISCL	APAX	WIND	OCST	PILT	00060	10000	000
A PLANE ENCOUNTERED STRONG GUSTY CROSSWIND ON TAKEOFF ROLL. NOT LOST CONTROL. ACFT GROUND LOOPED.															
790611	AL01	CESSNA	PLATINUM	AK		CRUISE-FCO/PREC LD	72215XPV	CRACK	ACOM	VFR	DAY	CPF	00205	00215	003
6255H	AL01	207	BUSH-SUPPORT SV			FORCED-LOG-DAMAGE			MAIL	NOWX		PILT	00200	01125	000
A #3 ROD FAILED AT CRANKSHAFT ATTACH END. FOUND LOOSENESS OF TORQUE OF CRANKCASE HALVES.															
790615	AL01	CESSNA	NEW KOLIGANEK	AK	RAI	LAND-LVL OFF TOUCH LVL/OFF		UNSAT	ATCO	IFR	DAY	CPF	00034	00103	000
180HM	AL01	180J	SW-AIRWAYS, INC			HARD-LAND		DRIFT	FOG/IC	ARAX	CEIL	PILT	00034	02133	000
A LEVELED OFF TOO HIGH FOR LANDING, DRIFTED OFF RUNWAY. LANDED IN MUD AT EDGE OF RUNWAY. GEAR COLLAPSED.															
790726	AL01	CESSNA	EMMONAK	AK	RAI	LAND-ROLL FW	OV/S400T	CALCR	ATCO	VFR	DAY	COM	00097	00330	000
9129M	AL01	207	BIG-RED-FLYING			WET-OVERSHOT		WETRWY	ACAR	LTRN		PILT	00077	04077	000
A PILOT OVERTSHOT RUNWAY WHEN LANDING ON SHORT, WET STRIP. CLAIMS WHEELS FAILED, BUT NO EVIDENCE TO SUBSTANTIATE.															

ACCIDENT REPORT FOR ALASKA AIR TAXIS

AS OF

AUG 12 1981

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DATE	DD	ACFT MAKE	CITY	ST	VRST	HIST	OF FLIGHT	CAUSA	SUPPT	TFLY	FLTCP	LTCON	CERT	TMH	T90	FAT
NUM	PRD	ACFT MODEL	OWN OPR NAME	RWAY	RWYC	ACCIDENT	TYPE	CAUSAL	CONTRF	TFLYS	FLYCS	SKCON	PROF	TM90	TOTR	INH
790630	AL01	CESSNA	KOTLICK	AK		CRUISE-FCO/PREC	LD 2000SYF	FUELC	ATCO	VFR	NIT	CPF	00051	00161	000	
1991U	AL01	206CESSNA	BIG RED'S FLYIN			NOSE-UP-OVR	PREFLT/INSP	ACAR	NOWX	CLER	PILT	00045	01056	001		
A						ENGINE LOST POWER AND QUIT. LANDED ON ROUGH TUNDRA. FLIPPED OVER. FOUND WATER. RUST IN FUEL.										
790702	AL01	ENSTRM	PORTAGE	AK		CRUISE-FCO/PREC	LD 72215KPW	CRACK	ATCO	VFR	DAY	CPF	00044	00179	000	
532H	AL01	F28C	ALYESKA AIR SER			FORCED LOG-DAMAG		APAX	WIND	CLER	PILT	00042	01322	000		
A						ENGINE QUIT. AUTOROTATED TO LANDING ON SOFT TUNDRA. MAIN RSTORS SEVERED TAIL BOOM. CONNECTING ROD CAP FAILURE.										
790712	AL01	CESSNA	ANCHORAGE	AK	RAI	CLIMB-TO CRUISE	GRND/LTR	MISJG	ATCO	IFR	DAY	COM	01715	00144	007	
102TH	AL01	4028	SOLDOTNA AIR			ENTD-COLL	INST/FROC	WX	APAX	GETL	OGST	PILT	00022	07726	000	
A						DEPARTED ON IFR CLEARANCE. RADAR CONTACT. FLEW INTO RISING TERRAIN IN CLOUDS. FAILED TO FLY HEADINGS ISSUED BY ATC.										
790713	AL01	CESSNA	HALIBUT COVE	AK		LAND-ROLL FL	GEAR/WOME	CARLS	ACOM	VFR	OSK	ATP	00215	00013	000	
70279	AL01	185	COOK INLET AVIA			WHL-DWN-WTR		OL-OST	MAIL	NOWX	OGST	PILT	00030	03315	000	
A						AMPHIBIAN PLT FAILED TO RETRACT LNDG GEAR. LAND TAKEOFF. LANDED IN BAY. WITH GEAR DOWN. FLIPPED OVER.										
790713	AL01	CESSNA	TOGIAK	AK		LAND-ROLL FL	OV/SHOOT	MISJG	ATCO	VFR	DAY	COM	00200	00255	000	
2435F	AL01	180	ARMSTRONG AIR S	28	WET	DIR-ENTL-LOOP	3242BK	WETRWY	APAX	NOWX	SCAT	PILT	00081	03960	000	
A						MADE CROSSWIND WHEEL LNDG. PLT STATED HE LANDED LONG. BRAKE FAILED. GROUND-LOOPEO TO STOP ON RUNWAY.										
790805	AL01	CESSNA		AK	RAI	UNKNOW	GRND/LTR	WXNBR	ATCO	VFR	NIT	ATF	00041	00775	000	
734YS	AL01	206CESSNA	ALASKA AIR SERV			MISSING-ATC		MISGL	APAX	LTRH	OGST	PILT	00041	04775	000	
A						DEPARTED VFR ON DARK NIGHT WITH LOW CEILING & RAIN. BECAME MISSING. FOUND PILOT'S BODY FLOATING IN COOK INLET.										
790807	AL01	CESSNA	NIKISHKA	AK	RAI	TKOF-INIT CLIMB	PLAN/LTBAL	CARLS	ATCO	VFR	DAY	ATF	02000	00303	001	
5469H	AL01	207A				COLL-TREES	PLAN/ACPERF	MISGL	ACAR	NOWX	OGST	PILT	00303	04500	001	
A						OVERLOADED AIRPLANE LIFTED OFF LAST 3RD OF RUNWAY. FAILED TO CLIMB. HIT TREES. POSSIBLE THROTTLE CREEP. POWER LOSS.										
790809	AL01	PIPER	LONG LAKE	AK		TKOF-ABORTED	PLAN/LTBAL	CARLS	ATCO	VFR	DAY	COM	00045	00177	000	
7853H	NW61	PA12	SILVER TIP LOGG			NOSE-UP-OVR	TKOF/UELAY	MISGL	APAX	NOWX	SCAT	PILT	00045	01970	001	
A						PILOT ATTEMPTED TAKEOFF FROM LAKE. AIRCRAFT WAS OVERLOADED. PILOT ABORTED TAKEOFF. HIT SHORE AND FLIPPED OVER.										
790908	AL01	CESSNA	ANCHORAGE	AK		TKOF-INIT CLIMB	PLAN/ACPERF	CALCR	ATCO	VFR	DAY	COM	00716	00364	000	
756SN	AL01	206CESSNA	KETCHUM AIR SER			ENTD-COLL		DWDRF	ACAR	NOWX	SCAT	PILT	00171	03522	001	
A						PILOT ATTEMPTED TAKE OFF FROM SMALL LAKE. CRASHED ON DEPARTURE END. CLAIMED DOWNDRAFT AFTER LIFT OFF. 150 MILES NW ANC										
790918	AL01	BELL	YAKATAGA	AK		TKOF-VERTICAL	2800SYF	FUELC	ATCO	VFR	DAY	COM	00130	00000	000	
1321X	AL01	47G3B1				FORCED LOG-DAMAGE	PREFLT/INSP	FERY	NOWX	BRKN	UNKN	00100	15000	000		
A						ENGINE FAILED DURING TAKEOFF. WATER WAS DISCOVERED IN FUEL SYSTEM.										
790920	AL01	BLANCA	OLD HARBOR	AK		LAND-LVL OFF TOUCH	LVL/CHF	CARLS	ATCO	VFR	DAY	COM	00298	00090	000	
8493Z	AL01	80C8C	FLIRITE INC.			HARD-LAND		GLASSY	APAX	NOWX		PILT	00090	00890	000	
A						PILOT LANDED ON GLASSY WATER. AIRCRAFT SWERVED AND SETTLED ON ITS LEFT SIDE INTO THE WATER.										
790928	AL01	CESSNA	BETHEL	AK		TKOF-GRND ROLL	BRAKE/GRDCTL	CARLS	ATCO	VFR	DAY	COM	00563	00514	003	
4695E	AL01	185	EXECUTIVE CHART			DIR-ENTL DRAG		MISGL	APAX	NOWX	CLER	PILT	00514	01339	000	
A						PILOT DUG A FLOAT IN THE WATER WHILE TAXIING. WING TIP HIT WATER.										
791008	AL01	CESSNA	ANCHORAGE	AK	RAI	TKOF-INIT CLIMB	2800SYF	FUELC	ATCO	VFR	DAY	COM	00540	00250	004	
8424H	AL01	207	SPERNAK AIRWAYS	33	WET	COLL-BLOGS	OBJECT/AVOID	APAX	NOWX	BRKN	PILT	00250	11120	000		
A						AIRCRAFT CRASHED INTO HANGAR RIGHT AFTER TAKEOFF. WATER WAS FOUND IN FUEL STORAGE FACILITIES OF OPERATOR.										

DATE MM/YY	DO PROG	ACFT MAKE ACFT MODEL	CITY OWN OPR NAME	ST RWAY	VRST RWYC	PHASE ACCIDENT TYPE	OF FLIGHT	CAUSAL CAUSAL	SUPPT CONTRF	TFLY TFLYS	FLTGP FLYCS	LTCON SKCON	GERT PROF	TKM TKM90	T90 TOTHR	FAT INJ
791114	AL01	CESSNA	CANTWELL	AK		TKOF-ABORTED		PLAN/ACPERF	MISJG	ATCO	VFR	DAY	PPF	00167	00032	000
28605	AL01	185	GOLDEN NORTH AI	20	SNO	DIR CNTL LOOP		TERRAIN/SNIC	MISCL	AGAR	NOWX	OCST	PILT	00021	03019	000
A	SKI & WHEEL EQUIPPED AIRCRAFT VEERED OFF RUNWAY DURING ABORTED TAKEOFF ROLL. WHEELS CAUGHT IN RUTTED RUNWAY.															
791202	AL01	LEAR	DUTCH HARBOR	AK		TKOF-GRND ROLL		TERRAIN/SNIC	MISJG	ATCO	VFR	DAY	ATP	02300		000
300JA	AL01	24	JET-ALASKA	30	SNO	DIR CNTL LOOP		APT/FAG	ICESLS	APAX	NOWX	CLER	PILT		18236	000
A	SLOWED BY RUTTED, SLUSHY AREA ON TAKEOFF. VEERED INTO ROCKS ON EDGE OF RUNWAY. AIRPORT NOTIFIED CLOSED. MANAGER OKED.															
791206	AL01	CESSNA	AKIACHAK	AK		LAND-ROLL FL	324051BK	JAMPL	ATCO	VFR	DSK	COM	00100	00041	000	
70020	AL01	185	SAMUELSON FLY-S	28	ICE	DIR CNTL LOOP			APAX	NOWX	OCST	PILT	00041	02335	000	
A	NO BRAKE ON ONE WHEEL ON TAIL WHEEL TYPE LANDING, ON ROUGH ICY RUNWAY. ELECTED TO GROUND-LOOP TO STOP. HIT DITCH.															
800106	AL01	CESSNA	KASIGLUK	AK		LAND-ROLL FL		TERRAIN/SNIC	MISJG	ATCO	IFR	DAY	COM	00720	00351	000
9937C	AL01	172	NELSON ISLAND A		SNO	NOSE UP OVR		MISCL	APAX	NOWX	OCST	PILT	00190	03224	000	
A	NOSED OVER IN SNOWDRIFT, LANDING ON SNOW AND ICE-COVERED STRIP.															
800123	AL01	PIPER	CHIGNIK	AK		LAND-ROLL FL		TERRAIN/UNSU	UNSAT	ATCO	VFR	DAY	COM	00687	00075	000
29148	AL01	PA32300	ROY-SHITH-FLYIN	08	SNO	GEAR COLL		APT/CCND	ICESLS	APAX	NOWX	CLER	PILT	00067	09245	000
A	LEFT LANDING GEAR FAILED ON LANDING ROLL. ATTACH BOLTS SHEARED FROM OVERLOAD. LARGE CHUNKS OF FROZEN SNOW ON RUNWAY															
800122	AL01	OHAV	KENAI	AK		FOG APPR-FEVAL		INST/PROC	WXBRF	ACOM	IFR	HIT	ATF	01250	00022	000
332MA	AL01	OH C6100	ALASKA-AERO-INC	17	SNO	CNTLD COLL		GRND/LTR	WX	MAIL	HSNO	OBSC	PILT	00022	02105	000
A	NEGLECTED TO MONITOR ALTITUDE ON IFR APPROACH. LANDED ON SNOW-COVERED FROZEN LAKE 5 MILES FROM RUNWAY. STRUCK SHORE															
800213	AL01	CESSNA	MT. VILLAGE	AK		LAND-ROLL FL		BRAKE/GROCTL	UNSKL	ATCO	VFR	DAY	ATP	00037	00130	000
7395H	AL01	185	WESTERN YUKON A	35	ICP	DIR CNTL LOOP		PLAN/ACPERF	SNOBHK	APAX	WIND	CLER	PILT	00012	05300	000
A	LANDED TAIL DRAGGER IN STRONG CROSSWIND. AIRPLANE GROUND-LOOPEO INTO A SNOW BANK.															
800224	AL01	CESSNA	PLATINUM	AK		LAND-ROLL FL		TERRAIN/UNSU	WXBRF	ATCO	VFR	DAY	ATP	01400	00219	000
4311R	AL01	185	SEA-MOTIVE I	07	ICE	GEAR COLL		EQUIP/MGT	SNOBHK	APAX	WIND	CLER	PILT	00040	03211	000
A	WHEELS STRUCK ICE RIDGE ON RUNWAY SEVERING LEFT MAIN GEAR AND DAMAGING RIGHT MAIN. HAD SKIS RETRACTED.															
800306	AL01	CESSNA	SOUTH NAKNEK	AK		FOG LAND-ROLL FL		RWY/ALIGN	MISJG	ACOM	IFR	DAY	CPF	00271	00271	000
1722U	AL01	207	KODIAK AIR TAXI	30	WET	HARD LAND		WX/VFR	ICING	ACAR	FZTP	OCST	PILT	00271	02318	001
A	TRIED TO LAND IN LOW CEILING & VISIBILITY WITH WINDSHIELD ICE-COVERED. HIT RUNWAY ON ANGLE. BOUNCED. HIT BANK.															
800309	AL01	CESSNA	DILLINGHAM	AK		FOG CRUISE-NORMAL		WHITE OUT	WXNBR	ATCO	IFR	DAY	COM	01084		000
1297M	AL01	206CESSNA	YUTE AIR ALASKA			COLL TREES		WX/VFR	WX	ACAR	FOG	BRKN	PILT	00015	01034	001
A	ENCOUNTERED FOG & OR WHITEOUT. STRUCK TREES ATTEMPTING TO MAKE A 180 TURN TO RETURN TO VFR CONDITIONS.															
800326	AL01	GRUMAN	KARLUK	AK		SNO GRND FRM LAND		BRAKE/GROCTL	MISJG	ACOM	IFR		ATP	00485	00102	000
87U	AL01	021A	KODIAK AIR TAXI			DIR CNTL LOOP		CARBH/DEIC	MISCL	APAX	LSNO	OCST	PILT	00072	07940	000
A	ENGINES FAILED TO RESPOND EVENLY ON STEP TAXI AFTER LANDING. SWERVED ONTO BEACH. FUEL GRADE USED INVITES CARB ICE.															
800425	AL01	BLANCA	KODIAK	AK		SNO CRUISE-NORMAL		WHITE OUT	WXBRF	ATCO	IFR	DAY	COM	00028	00133	000
27750	AL01	8GCBC	FEIRETE INC			STALL		FLY/SFO	WX	APAX	CELL	OCST	PILT	00005	00531	000
A	FLEW INTO WHITEOUT CONDITIONS IN MOUNTAIN PASS. STALLED AIRPLANE INTO SNOW ATTEMPTING TO TURN BACK.															
800519	AL01	PIPER	NUNAVARCHUK	AK		TKOF-GRND ROLL		OBJECT/AVOID	MISJG	ATCO	VFR	DAY	COM	01202	00105	000
2077X	AL01	PA32300	ARMSTRONG AIR-S			GOLF OTHER		MISC/FILACT	MISCL	APAX	NOWX	BRKN	PILT	00061	03450	000
A	PILOT TRIED TAKEOFF. HIT PLANE ON RUNWAY. COULD HAVE BEEN OVER-LOADED.															

ACCIDENT REPORT FOR ALASKA AIR TAXIS

AS OF

AUG 12, 1981

PAGE 7

DATE	OO	ACFT MAKE	CITY	ST	VRST PHASE OF FLIGHT	CAUSAL	SUPPTF	IFLY	FLTCP	LTCOM	CERT	TMN	T90	FAT
NUM	PROO	ACFT MODEL	OWN OPR NAME	RWAY	RWYC ACCIDENT TYPE	CAUSAL	CONTRF	TFLYS	FLYCS	SKCON	P. JF	TM90	TOTR	INJ
800608	ALO1	CESSNA	TALKEETNA	AK	LAND-ROLL FL	TERRAIN/UNSU	CALCR	ATCO	VFR	DAY	CPF	00200	00105	000
92CP	ALO1	180	K2 AVIATION		NOSE-UP-OVR		ICESLS	APAX	NOWX	ELER	PILT	00100	01700	000
A	PILOT LANDED ON GLACIER AND ONE SKI DUG INTO SNOW, FLIPPING AIRCRAFT INVERTED.													
800617	ALO1	CESSNA	ILIANNA	AK	TKOF-FORCE LAND	7160SYIT	CRACK	ATCO	VFR	DAY	COM		00015	000
4557F	ALO1	185	AIR MARTEL		CNTD-COLL	EQUIP/SEIV		APAX	NOWX	BRNN	PILT		07420	001
A	ENGINE QUIT ON CLIMBOUT. CRASH-LANDED ON BANK OF LAKE. FOUND AIR VALVE SHAFT AIR BOX-BROKEN. IMPROPER MAINTENANCE.													
800701	ALO1	PIPER	TOGIAK	AK	FOG CRUISE-NORMAL	GRND/LTR	MISJG	ATCO	IFR	DAY	CPF	01085	00274	000
15775	GL18	PA32300	YUTE AIR ALASKA	24	COLL-TREES	DRIFT	UX	APAX	LTRN	OCST	TEAG	00266	03145	001
A	STARTED TURN-AROUND IN A VALLEY DUE TO WORSENING WEATHER. WIND DRIFTED AIRPLANE CLOSE TO RIDGE. STRUCK TREES.													
800702	ALO1	CESSNA	SQUAW CREEK	AK	CRUISE-LB LVL OF	MISC/PILACT	CALCR	ATCO	VFR	DAY	COM	01500	00110	000
5083K	ALO1	185			AIRFRAME IN FLT	3700SYNO	MISCL	PKCB	NOWX	ELER	PILT	00080	03135	000
A	PILOT ATTEMPTED TO FERRY AIRCRAFT AFTER TEMPORARY REPAIR. STRUCTURE FAILED IN TURBULENCE & AIRPLANE CRASHED.													
800707	ALO1	PIPER	EGIGIK	AK	CRUISE-FCD/PREC LD	7200SYEN	UNDET	ATCO	IFR	DAY	COM	00602	00251	000
24130	ALO1	PA32300	PENINSULA AIRWA		CNTD-COLL			APAX	LTRN	OCST	PILT	00251	02447	000
A	ENGINE QUIT. CRASH-LANDED ON ROLLING TUNDRA. ENGINE CHECKED OUT OF. CAUSE OF LANDING UNDETERMINED.													
800709	ALO1	BELL	FALKEETNA	AK	GRND AER TAXI	TERRAIN/UNSU	CALCR	ATCO	VFR	DAY	COM	01180	00015	000
733EH	SW08	206B	ERA HELICOPTERS		CNTD-COLL	GRND/LTR	MISGL	APAX	NOWX	OCST	PILT	00015	04836	002
A	LANDED ON IMPROVISED WILDERNESS PAD. TRIED TO LIFT-OFF TO MOVE LATERAL. SKID HOOKED ON TREE ROOT. COPTER ROLLED													
800711	ALO1	PIPER	FALSE PASS	AK	FOG APPR-VFR PTRN CIRC	FLY/SFD	MISJG	ACOM	IFR	DAY	ATP	00500	00125	001
5537Y	ALO1	PA23250	PENINSULA AIRWA	15	STALL		MISC/PILACT	MISGL	MAIL	CEL	OCST	PILT	00060	14000
A	PILOT EXECUTED RIGHT & LEFT VERTICAL BANKS AT 100 FEET ALTITUDE AFTER TAKEOFF. STALLED IN VERTICAL BANK.													
800719	ALO1	CESSNA	COLLINSVILLE	AK				ATCO						000
9855X	185							APAX						000
A														
800721	ALO1	CESSNA	PILOT STATION	AK	LAND-LVT OFF TOUCH	OBJECT/AVOID	OTHER	ATCO	VFR	DAY	ATF	00350	00222	000
7320U	ALO1	207		07	COLL-OTHER			VIS00S	APAX	NOWX	CLER	PILT	00220	04600
A	AIRCRAFT HIT EQUIPMENT ON RUNWAY DURING LANDING.													
800724	ALO1	EVNAIR	BETHEL	AK	LAND-ROLL FL	BRAKE/GROCTL	MISTK	ATCO	VFR	DAY	CPF	00305	00530	000
4501C	ALO1	4500300	YUTE AIR ALASKA	19	DIR CNTD LOOP			MISGL	APAX	WIND	CLER	PILT	00225	03233
A	PILOT LOST DIRECTIONAL CONTROL AND GROUND-LOOPED AIRCRAFT DURING LANDING.													
800725	ALO1	CESSNA	DILLINGHAM	AK	TKOF-INIT CLIMB	EARLY/LIFTOF	MISJG	ATCO	VFR	DAY	CPF	00162	00185	000
7421K	ALO1	180	ARMSTRONG AIR	04	CNTD-COLL	FLTONTL/AIR	MISCL	APAX	NOWX	CLER	PILT	00007	15700	000
A	MADE EARLY LIFT OFF FROM FOUGH STRIP UNABLE TO CLIMB, SETTLED ONTO ROUGH TUNDRA OFF END RUNWAY. WRONG FLAP SETTING													
800728	ALO1	CESSNA	KENAI	AK	LAND-ROLL FL	3220SYNG	CRACK	ATCO	VFR	DSK	COM	00153	00333	000
71961	ALO1	206CESSNA	SOUTH-CENTRAL-A	33	NOSE-UP-OVR	LVL/OFF		ACAR	NOWX	SCAT	RILI	00045	02872	001
A	LANDED NOSE WHEEL FIRST. BOUNCED, LOST NOSE WHEEL ASSEMBLY, NOSED OVER. FAILURE DUE TO FATIGUE CRACK AND OVERLOAD.													
800730	ALO1	DHAV	CORDOVA	AK	CRUISE-FCD/PREC LD	MGT/FLEL	INATT	ATCO	VFR	DAY	ATF	01300	00415	000
67676	ALO1	DMC2	CHITINA AIR SER		FORGED-LDG-DAMAG	2842NGOU		PLT-FAT	APAX	NOWX	OCST	PILT	00300	05570
A	RAN FUEL TANK DRY. DITCHED IN RIVER. FACTORS DESIGN AMBIGUITY OF FUEL SELECTORS & GAGES. PILOT FATIGUE.													

DATE	DD	ACFT MAKE	CITY	ST	VRST	PHASE OF FLIGHT	CAUSAL	SUPPLY	TFLY	FLTCP	LTGON	CERT	TM	T90	FAT
NNUM	PROD	ACFT MODEL	OWN OPR NAME	RVAY	RVYC	ACCIDENT TYPE	CAUSAL	CONTRF	TFLYS	FLYCS	SKCON	PROF	TM90	TOTR	INJ

EVENT REMARKS															
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800803	AL01	DHAV	TOGIK	AK		CLIMB-TO CRUISE	ENRT/TERRAIN	MISJG	ATCO	IFR	DAY	ATP	00300		002
4336F	AL01	DHC3	YUTE AIR ALASKA			ENRTD COLL	WX/VFR	FIRE	APAX	GEIL		PILT		03400	002
A ENCOUNTERED GROUND FOG. STRUCK HILL IN CLIMBING TURN TO REVERSE COURSE. AIRPLANE BURNED.															

800806	AL01	AEROSP	GULKANA	AK		TKOF-ABORTED	RD	RPM	MISJG	ATCO	VFR	DAY	COM	01509	00166	000
62406	AL01	SA341G	INTC AIR TRANSP			HARD LAND			PRECLO	APAX	NOWX	SCAT	PILT	00166	05727	001
A BELIEVED UNABLE TO CLEAR TREES AFTER LIFTOFF ON CLIMB. ABORTED. MADE HARD LANDING.																

800814	AL01	CESSNA	EEK	AK						ATCO					000
70148		185													000
A															

800814	AL01	PIPER	EKUX	AK	FOG	TKOF-GRND ROLL	TKOF/DELAY	CARLS	ATCO	VFR	DAY	COM	00119	00350	000
8089W	AL01	PA32300	ARMSTRONG AIR 5	01	WET	NOSE-UP-OVR		WEIRWY	ARAX	WIND		PILT	00117	04629	000
A PILOT TRIED TO ABORT TAKEOFF TOO LATE AND RAN OFF END OF RUNWAY INTO SJAMP.															

800816	AL01	PIPER	EKUX	AK						ATCO					000
8089W		PA28													000
A															

800821	AL01	GRUMAN	KARLUK	AK		GRND GRD TAXI	GRND/WTR	MISJG	ACON	VFR	DAY	ATP		00150	000
3282	AL01	021A	KODIAK WESTERN			ENRTD COLL	PLAN/WTRAL	MISCL	ACAR	NOWX	CLER	PILT	00128	02602	000
A HULL OF AMPHIBIAN STRUCK BOTTOM DURING WATER TAXI. AIRPLANE WAS LOADED OVER GROSS WEIGHT.															

800826	AL01	DHAV	KUKALEK LAKE	AK		TKOF-GRND ROLL	GRND/WTR	MISJG	ATCO	VFR	DAY	COM		000	
9294Z	AL01	DHC2	KATMAI AIR INC			ENRTD COLL	USE/EQUIP	MISCL	ARAX	NOWX	OCST	PILT		03500	000
A FORGOT TO LOWER FLAPS FOR RIVER TAKEOFF. STRUCK RIVER BANK AT BEND IN RIVER.															

800906	AL01	CESSNA	MONDALTON	AK		TKOF-INIT CLIMB	TAKENOFF/DW	MISJG	ATCO	VFR	DAY	COM	00500	00130	000
756CA	AL01	U206				COLL TREES	PLAN/ACPERF	MISCL	ARAX	WIND	OCST	PILT	00110	03720	000
A PILOT CLAIMS WIND SHIFT AFTER BEGINNING TAKEOFF WHICH CAUSED AIRCRAFT TO CRASH INTO TREES.															

800915	AL01	CESSNA	KARLUK	AK		TKOF-GRND ROLL	PLAN/ACPERF	CARLS	ATCO	VFR	DAY	COM	02000	00250	000
75570	AL01	207A	KODIAK AIR SVC	04		NOSE-UP-OVR	UNAUTH/ACT	MISCL	PXCG	LIRM	OCST	PILT	00250	02000	002
A TRIED TO TAKEOFF ON CLOSED RUNWAY TOO SHORT FOR AIRPLANE PERFORMANCE. LIFTED BRIEFLY AT END RUNWAY. FLIPPED OVER															

800928	AL01	CESSNA	NIXISKI	AK		TKOF-INIT CLIMB	EQUIP/MGT	MISJG	ATCO	VFR	DAY	CPF	01203	00133	000
8249H	AL01	207A	WINWARD PASSAG	33		COLL TREES	PLAN/WTRAL	DMNDRF	PXCG	NOWX	BRKN	PILT	00183	02311	002
A OVER GROSS WEIGHT ON TAKEOFF WITH FULL FLAPS. FAILED TO CLIMB. STRUCK TREES. POSSIBLE DOWNDRAFT. GUSTY WIND.															

800929	AL01	CESSNA	LEVELOCK	AK		TKOF-INIT CLIMB	PLAN/FUELOT	CARLS	ATCO	VFR	DAY	COM	00900	00130	000
1623U	AL01	207	KODIAK WESTERN	25		FORCED-LDG-DAMAG		ENLAND	ARAX	NOWX	CLER	PILT	00110	02246	001
A ENGINE QUIT JUST AFTER TAKEOFF. PILOT ATTEMPTED LANDING OFF END OF RUNWAY. NO FUEL IN SELECTED TANK.															

801011	AL01	CESSNA	PILOT POINT	AK		TKOF-INIT CLIMB	EARLY/LIFTOF	MISJG	ATCO	VFR	DAY	COM	01000		000
7950H	AL01	206CESSNA	ARMSTRONG AIR			NOSE-UP-OVR	PLAN/ACPERF	MISCL	ARAX	NOWX	BRKN	UNKN		25030	000
A AIRPLANE SETTLED BACK TO WATER IN TAKEOFF ATTEMPT. STRUCK BANK OF LAKE & FLIPPED OVER.															

801212	AL01	PIPER	COLD BAY	AL	FOG	CRUISE-NORMAL	ENRT/LX	UHOPS	ATCO	IFR	NIT	COM	00850	00218	004
27430	AL01	PA32300	PENNSULVA AIR			UNRTD COLL	EXPER LEVEL	ICING	ARAX	NSNO	BRKN	PILT	00210	03257	000
A LOST CONTROL IN HEAVY SNOW SQUALL ON NIGHT MEDIVAC FLIGHT. LACKED 6 MONTH INSTRUMENT CHECK.															

DATE	OR	ACFT MAKE	CITY	ST	VRST	PHASE	FLIGHT	CAUSAL	SUPTRF	FLY?	FLYSP	LTCON	CERT	TMM	T90	FAT		
NUM	PRD	ACFT MODEL	OWN	OPR	NAME	RWAY	RWYC	ACCIDENT	TYPE	CAUSAL	CONTRF	FLYS	FLYCS	SKCON	PROF	TMM90	TOTHR	INJ
801218	AL01	CESSNA	KASIGLUK	AK		LAND-ROLL	FL	DRIFT	MISTK	ATCO	VFR	DAY	COM	01102	00153	000		
25552	AL01	185	BUSH AIR, INC.			DIR	CNTL	DRAG	MISCL	APAX	NOWX	CLER	PILT	00042	08010	000		
A	PILOT ALLOWED AIRCRAFT TO DRIFT TO ONE SIDE OF ICE STRIP DURING LANDING, WHICH CAUSED WING TO DIG IN BERM OF RUNWAY																	
801218	AL01	CESSNA	PILOT STATION	AK		STATIC-IDLE	ENG	WALK/PROP	CARLS	OTCO	VFR	DAY	CPF	03500	00235	003		
7318U	AL01	207	WESTERN YUKON			SNU	PROP/RT	PERS	FLT/SUPERV	MISCL	APAX	WIND	CLER	PILT	00150	13030	001	
A	PILOT LEFT AIRPLANE WITH IDLING ENGINE. PASSENGER DEPLANED AND WALKED INTO PROP. HAD BEEN JARNED NOT TO EXIT.																	
810116	AL01	CESSNA	RUSSIAN MISSION	AK		LAND-ROLL	FL	TERRAIN/SNIC	CLCR	ATCO	VFR	DAY	COM	01000	00180	000		
7395H	AL01	185F	WESTERN YUKON	A	17	SNU	DIR	CNTL	LOOP	RWY/ALIGN	SNOBNK	APAX	LSNO	OCST	UNK	00060	11000	000
A	STRUCK SNOW BERM ON EDGE OF SNOW-COVERED RUNWAY ON LANDING. POOR RUNWAY MAINTENANCE A FACTOR.																	
810123	AL01	GRUMAN	DUTCH HARBOR	AK		FOG	UNKNOWN	GRND/WTR	UNK	ACOM	UNK	DAY	COM	00237	00136	002		
95468	AL01	G21A	PENINSULA AIRWA			MISSING	ATC		WX	NATL	UNK	OCST	PILT	00106	16068	000		
A	LOST AT SEA. FOUND AIRCRAFT'S WING PONTOON. LOW CEILING AND ICING IN CLOUDS. CAUSE OF CRASH UNKNOWN.																	
810125	AL01	ENSTRM	ANCHORAGE	AK		LAND-RWR	ON	VERT	CNTL/INTFR	UNSAT	ATCO	VFR	NIT	CPF	00440	00120	000	
51674	AL01	F28C	ALYESKA AIR SER			CNTD	COLL		PLAN/ACPERF	PREGLO	OTHR	NOWX	OCST	PILT	00040	02613	000	
A	SMOKE ODOR. ELECTED TO LAND. CRAMPED COCKPIT CAUSED CONTROL INTERFERENCE. ROTORS HIT HILL. SOLVENT, OIL IN AIR DUCT																	
810126	AL01	CESSNA	CLARK'S POINT	AK		FOG	APPR-VFR	PTRN	CIRC	FLY/SFD	WXBRU	ATCO	IFR	DAY	COM	01000	00023	000
82790	AL01	U206				SNU	STALL		PLAN/LX	WX	APAX	CEIL	OCSC	PILT	00023	03035	000	
A	WEATHER DETERIORATED RAPIDLY NEARING AIRPORT. STALLED, TURNING BASE DUE TO NEAR ZERO VISIBILITY.																	
810207	AL01	CESSNA	KODIAK	AK						ATCO						002		
5475X		206CESSNA								ACAR						000		
A	PILOT AND PASSENGER FOUND IN KARLUK AK. AIRCRAFT NOT LOCATED.																	
810423	AL01	BELL	HOMER	AK		HOVERING		WHITE	OUT	WXBRF	ATCO	VFR	DAY	COM	00731	00056	000	
1075G	AL01	206B	MARITIME HELICO			SNU	CNTD	COLL		GRND/WTR	MISCL	APAX	CEIL	BRKK	PILT	00056	03633	001
A	DRIFTED IN ROCKS ON MOUNTAIN-SIDE HOVERING IN WHITEOUT. PILOT FAILED TO MAINTAIN OUTSIDE REFERENCE IN HOVER.																	
810515	AL01	STBROS	SLATE CREEK	AK						ATCO						000		
700A		SC73	GIFFORD AVIATIO							ACAR						002		
A	NOSE WHEEL COLLAPSED ON LANDING. AIRCRAFT NOSED OVER AND TORN WING OFF.																	
810604	AL01	BEECH	ANVICK	AK						ATCO						001		
146P4		185	ALASKA EXPRESS							ACAR						000		
A	CRASHED AFTER DEPARTURE.																	
810611	AL01	CESSNA	NAPASKIAK	AK						ATCO						000		
7958X		172								APAX						000		
A	CRASHED IN THE RIVER.																	
810630	AL01	DHAV	ANCHORAGE	AK						ATCO						000		
4411F		DHC2								APAX						001		
A	APPEARED TO HIT THE WAKE OF ANOTHER SEAPLANE.																	
810701	AL01	CESSNA	MOOSE PASS	AK						ATCO						005		
72258		206CESSNA								ACAR						000		
A	AIRCRAFT APPEARS TO HAVE NOSED INTO GLACIER.																	

DATE	DO	ACFT MAKE	CITY	ST	VRST PHASE	FLIGHT	CAUSA	SUPPTE	TFLY	FLYCR	LYCON	CERT	TM	T90	FAT
NNUM	PROO	ACFT MODEL	OWN OPR NAME	RWAY	RWYC	ACCIJENT TYPE	CAUSAL	CONTRF	TFLYS	FLYCS	SKCON	PROF	TM90	TOT1R	INJ

EVENT REMARKS

810701	AL01	DOUG	PILOT POINT	AK											003
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1115T	DCJ														000
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A HAULING FISH. LOST POWER TO ONE ENGINE OVER TOLN. CRASHED ON A MUD FLAT.

810729	AL01		ANCHORAGE	AK											000
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50134															000
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A UNABLE TO EXTEND NOSE GEAR. SLID TO STOP ON MAIN GEAR AND NOSE OF AIRCRAFT.

810730	AL01	CESSNA	HOM	AK											000
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6388H	207		NORTHWIND AIR S												000
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A LOSS OF POWER DURING TAKEOFF. STALLED AND OVERTURNED.

810804	AL01	BELL	HOMER	AK											000
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90178	208B														000
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A PILOT HEARD NOISE AND LOST POWER FORCING HIM TO LAND IN WATER.

810807	AL01			AK											000
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31618															006
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810810	AL01	PIPER	WILD MAN LAKE	AK											001
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9664P	PA18														001
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A STATE OF ALASKA FISH SURVEY. LOST ENGINE, TRIED TO LAND.

780117	AL61	OHAV	BARROW	AK	CRUISE-NORMAL	GRND/LTR	MISJG	ATCO	IFR	USK	ATP	00500	00150	000
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1454T	AL01	DHC2MK3	SEA AIRMOTIVE		ENTLD-COLL		WX	ACAR	FOG		PILT	00015	03106	000
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A COMPANY FLT PLAN.

780124	AL61	CESSNA	POINT SPENCER	AK	CRUISE-LD LVL OF	GRND/LTR	MISJG	ATCO	IFR	DAY	CPF	00000	00000	000
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29179	AL61	U206C	NOME-FLYING-SE		ENTLD-COLL	WX/VFR	MISCL	EXCG	HSNO		PILT	00000	03500	000
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A WX BRIEF BY COMPANY.

780124	AL61	CESSNA	BREVIQ MISSION	AK	CRUISE-NORMAL	GRND/LTR	CARLS	ATCO	IFR	DAY	COM	00391	00141	000
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1485K	AL61	U206E	TELLER-AIR-SVC		ENTLD-COLL		MISCL	APAX	OTHR		PILT	00040	02211	007
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A A/C COLLIDED WITH FROZEN SNOW COVERED BAY. WX BRIEF FROM OPERATOR HOME.

780630	AL61	CESSNA	OMALIK	AK	CRUISE-FCO/PREC LD	WX/VFR	CALCR	ATCO	IFR	DAY	ATF	00473	00315	001
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1789U	AL61	207A	AURORA-AIR-SER		ENTLD-COLL	GRND/WTR	WX	ACAR	LTRK		PILT	00297	06528	000
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A PIREP STATED CLOUDS OBSCD WINDY CREEK DRAINAGE AREA.

780707	AL61	CESSNA	UNALAKLEET	AK	LAND-ROLL FW	32405YBK	INSTL	ATCO	VFR	DAY	COM	00101	00200	000
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1855H	AL61	A185F	SEWARD-PENNINS		DIR-CNTL-LOOP			ACAR	WIND		PILT	00101	00447	000
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A BRAKE SYM NIPPLE FITTING OVER TORQUED CAUSING LOSS OF HYD PRESSED BRAKES IN FLT.

780711	AL61	CESSNA	KOTZEBUE	AK	TKOF-GRND ROLL	TERRAIN/UNSU	CARLS	ATCO	VFR	DAY	ATF	00392	00230	000
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5885T	AL61	A185E	MAXSON-AUT-IO		VOSE-UP-OVR	PLAN/ACPRF	MISCL	APAX	NOUX		PILT	00030	19332	001
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780718	AL61	HUGHES	WISEMAN	AK	CRUISE-FCO/PREC LD	65205YTA	CRACK	ATCO	VFR	DAY	ATP	01200	00230	000
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8689F	AL61	369HE	TEMSCO-HELICOPT		AIRFRAME-IN-FLT			APAX	FRIA		PILT	00200	03320	000
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A 15FT CABLE WITH HOOK AT FREE END ATTACHED TO BOTTOM OF FUSELAGE-C REACH T/R. T/R NOT RECOVERED.

ACCIDENT REPORT FOR ALASKA AIR TAXIS

AS OF

AUG 12, 1981

PAGE 11

DATE	DO	ACFT MAKE	CITY	ST	VRST	PHASE	3 <sup>rd</sup>	FLIGHT	CAUSA	SUPPT	FLY <sup>2</sup>	FLTCF	LTCON	CERT	TM4	T90	FAT
NNUM	PRDO	ACFT MODEL	OWN OPR NAME	RWAY	RWYC	ACCIDENT	TYPE	CAUSAL	CONTRF	TFLYS	FLYCS	SKCON	PROF	TM90	TOT49	INJ	
780719	AL61	CESSNA	BIG DELTA	AK				RWY/ALIGA	MISJG	ATCO	VFR	DWN	COM	00042	00067	000	
72135	AL61	A185E	ALASKA AVIATIO			GEAR COLL		DRIFT	HIGHVG	PRCG	NOWX		PILT	00042-02537	000		

780722	AL61	DHAV	KOTZEBUE	AK		CRUISE-FCD/PREC LD	7200SYEN	UNDET	ATCO	IFR	DAY	COM	00510	00200	000
28691	AL61	DHC3	MAXSON AVIATIO			UNDET COLL		ENRT/TERRAIN	AGAR	CEIL		PILT	00200-02641	000	

780722	AL61	HILLER	LIVENGOOD	AK		HOVERING		GRND/FLTCHTL	UNSKL	ATCO	VFR	DAY	COM	00036	00100	000
97620	AL61	UH1E	ROCKY MOUNTAIN			COLL TREES		MISCL	APAX	NOWX		PILT	00035-02037	003		

A LOSS OF CYCLIC CONTROL FOR UNDETERMINED REASON. COLLIDED WITH TREERING UNCONTROLLED R/H TURNS.

780722	AL61	DHAV	ANAKTUVUK PASS	AK		APPR-VFR PTRN	CIRC FLY/SPD	INATT	ATCO	VFR	DAY	ATP	00044	00250	000
99712	NO61	DHC2MK1	FRONTIER FLTYN			STALL		MISCL	APAX	NOWX		PILT	00030-20030	000	

A FLOAT EQUIPPED

780730	AL61	CESSNA	BETTLES	AK		CRUISE-NORMAL		WX/VFR	RCKLS	ATCO	IFR	DAY	COM	00080	00115	001
1041V	AL61	TU206A	BAKER AVIATION			UNDET COLL		ENRT/TERRAIN	FIRE	AGAR	CEIL		PILT	00000-02671	000	

A VACUM PUMP REPORTED TO BE INOPERATIVE.

781013	AL61	DHAV	BARROW	AK		LAND-LVL OFF TOUCH	3012RTAF	JANML	ATCO	IFR	DAY	ATP	00891	00116	001
0048B	AL61	DHC6	ARCTIC GUIDE			UNDET COLL	2710SYAL		PRCG	NOWX		PILT	00116-04301	003	

A IMPROPERLY INSTALLED DE-ICE BOOTS ON HORIZONTAL STABILIZER.

781020	AL61	CESSNA	ATKASUK	AK		TKOF-ABORTED		EARLY/LIFTOF	MISJG	ATCO	IFR	DAY	COM	00292	00335	000
73010	AL61	207A	CAPE SHYTHE AIR			UNDET COLL		PLAN/AGPERF	MISCL	APAX	NOWX		PILT	00275-01635	000	

A RUNWAY HAS 5 UPSLOPE COVERED WITH 6 TO 8 INCHES OF SNOW.

781108	AL61	CESSNA	TELLER AK	AK		TKOF-GRND ROLL		PROC/INST	SUPFC	ATCO	VFR	DAY	COM	00000	00000	000
3489Y	AL61	A185F	TELLER AIR SER			DIR-ENTL LOOP			SHIFT	PRCG	NOWX		PILT	00000-00000	000	

A PLT STATED FREIGHT AGAINST PETALS.

781110	AL61	BEECH	UNALAKLEET	AK		CRUISE-FCD/PREC LD	72215XPU	CRACK	ATCO	VFR	DAY	COM	00462	00052	000
7512V	AL61	A36	GALENA AIR SER			ENGINE HALF		TERRAIN/UNSU		APAX	NOWX		PILT	00046-01950	000

790121	AL61	PIPER	GALENA	AK		CRUISE-FCD/PREC LD	7320SYFC	JANML	ATCO	VFR	DAY	COM	00353	00150	000
8329	AL61	PA18	GALENA AIR SER			COLL TREES		TERRAIN/UNSU		APAX	NOWX	OCST	PILT	00050-02137	000

A MIXTURE CONTROL WIRE BROKE. SPRING LOADED CONTROL WENT TO IDLE CUTOFF. ENGINE STOPPED. HIT TREES LANDING IN DEEP SNOW

790128	AL61	DHAV	ANAKTUVUK PASS	AK	SNO	CRUISE-NORMAL		ENRT/TERRAIN	CARLS	ATCO	IFR	DAY	COM	05000	00186	000
8517B	AL61	DHC6200	CAPE SHYTHE AIR			COLL OTHER			WX	ACAR	HSNO		PILT	00150-14650	000	

A AIRCRAFT FLOWN INTO WHITE OUT CONDITIONS AT LOW ALTITUDE. STRUCK MOUNTAIN TRYING TO CLIMB TO SAFE ALTITUDE.

790128	AL61	CESSNA	POINT HOPE	AK		TKOF-GRND ROLL		OTHER/MISC	CARLS	ATCO	VFR	NIT	COM	00375	00250	000
21369	AL61	195	CAPE SHYTHE AIR		19	DIR-ENTL LOOP		RWY/ALIGY	SNOBNK	APAX	WIND		PILT	00047-02330	000	

A PILOT ATTEMPTED TO TAKEOFF DIAGONALLY ACROSS RUNWAY DUE TO CROSSWIND. HIT SNOW DRIFT. LOST DIRECTIONAL CONTROL.

790525	AL61	DHAV	BULLEN POINT	AK		TKOF-INIT CLIMB		PLAN/WTBAL	CARLS	1352	IFR	DSK	ATP	02630	00250	003
581P	AL61	DHC3	SEA AIRMOTIVE		04	DRY UNDET COLL		PREFE-T/INSP	SHIFT	ACAR	CEIL	OCST	PILT	00103-14000	000	

A AIRCRAFT CRASHED ON TAKEOFF. SUSPECT LOAD SHIFT OR IMPROPER LOADING. LOADMASTER HAD NO TRAINING.

DATE	DB	ACFT MAKE	CITY	ST	VRST	PHASE OF FLIGHT	CAUSAL	SUPPTE	FLY <sup>3</sup>	FLTGP	LTCGN	GERT	TRM	TPO	FAT
NNUM	PRDO	ACFT MODEL	OWN OPR NAME	RVAY	RVYC	ACCIDENT TYPE	CAUSAL	CONTRF	FLYS	FLYCS	SKCON	PROF	TN90	TOTAR	INJ
790608	AL61	HILLER	LIBERTY	AK		SFL-AUTO ROT	FLTCATL/AIR	MISJG	ATCO	VFR	DAY	COM	00085	00085	000
98TH	AL61	UH120	TEMSCO HELICOPT			UNMTCO COLL	BRNDY/LTR	BWDRF	ACAR	NOWX	SCAT	PILT	00085	05350	001
A	HELICOPTER WITH SL DNG LOAD OF LOGS HIT DOWNDRAFT. LOGS HIT GROUND. ACFT HIT GROUND AFTER COMING TO END OF CABLE.														
790627	AL61	DOUG	BETTLES	AK	RAI	LAND-ROLL FW	TAKOFF/DW	MISJG	ATCO	VFR	DAY	ATP	00558	00233	003
59314	AL61	DC3	FRONTIER FLY SE	01	WET	DIR-GNTE-LOOP	OV/SIDOT	JETRWY	ACAR	FOG	OCST	PILT	00233	12408	000
A	LANDED FAST AND DOWNING HALF WAY DOWN RWY. UNABLE TO STOP WITH HEAVY BRAKING. GROUND LOOPED TO STOP.														
790701	AL61	DHAV	TRAIL CREEK	AK		LAND-ROLL FW	OV/SHCOT	CALCR	ATCO	VFR	DAY	COM	01000	00285	000
91575	AL61	DHC3	MAXSON AVIATION		WET	OVERSHOOT		WETRWY	ACAR	NOWX	OCST	PILT	00285	03500	000
A	LANDED LONG AND FAST ON A WET SAND BAR AND SLID OFF ENG INTO A DITCH. COLLAPSED LANDING GEAR.														
790810	AL61	CESSNA	BORNITE	AK		TKOF-FORCE LAND	2800SYF	FUELC	ATCO	VFR	DAY	COM	01000	00235	000
914AV	AL61	1820	AURORA AIR SERV	36		NOSE-UP-OVR	PREFLY/INSP	APAX	NOWX	OCST	PILT	00012	10520	000	
A	ENGINE QUIT ON TAKEOFF. LANDED OFF END OF RUNWAY. HIT TREE. STOPPED INVERTED. WATER IN FUEL.														
790816	AL61	CESSNA	SHELDONS POINT	AK	RAI	LAND-ROLL FW	TERRAIN/UNSU	MISJG	ATCO	VFR	DAY	COM	00404	00210	000
70048	AL61	185	GALENA AIR SER.	23		NOSE-UP-OVR	APT/COND	MISCL	APAX	LTRN	OCST	PILT	00030	02580	000
A	LANDED ON UNOPENED AIRPORT RUNWAY. TIRE HIT SOFT SPOT. AIRCRAFT FLIPPED OVER.														
790908	AL61	CESSNA	NANUSHUK RIVER	AK	FOG	CRUISE-FCD/PREC LD	72215XPW	CRACK	ATCO	VFR	DAY	CPF	00115	00435	000
175NU	AL61	207	JEN AIR FLY SER			NOSE-UP-OVR	TERRAIN/UNSU	APAX	FOG	OCST	PILT	00030	01775	000	
A	ENGINE QUIT WHILE LOOKING FOR MOOSE AT LOW ALTITUDE. LANDED SOFT TUNDRA. FLIPPED OVER. FOUND BROKEN CRANKSHAFT.														
790908	AL61	CESSNA	UMIAT	AK	FOG	CRUISE-FCD/PREC LD	TERRAIN/UNSU	UNSAT	ATCO	VFR	DAY	CPF	00115	00405	000
1759U	AL61	207	JEN AIR FLY SER			NOSE-UP-OVR	72215XPW	ENLAND	PXCG	NOWX	OCST	PILT	00030	01795	000
A	ENGINE FAILURE EN ROUTE. LANDED ON SOFT TUNDRA. AIRPLANE FLIPPED OVER. FOUND BROKEN CRANKSHAFT.														
790908	AL61	CESSNA	NANUSHUK	AK	FOG	CRUISE-FCD/PREC LD	72215XPW	CRACK	ATCO	VFR	DAY	CPF	00115	00435	000
175NU	AL61	207	JEN AIR FLY SER			NOSE-UP-OVR	TERRAIN/UNSU	APAX	FOG	OCST	PILT	00030	01775	000	
A	ENGINE QUIT WHILE LOOKING FOR MOOSE AT LOW ALTITUDE. LANDED SOFT TUNDRA. FLIPPED OVER. FOUND BROKEN CRANKSHAFT.														
791011	AL61	CESSNA	GALENA	AK		LAND-POLL FW	BRAKE/GROCTL	UNSKL	ATCO	VFR	DAY	COM	00004	00058	000
81855	AL61	180K	HAROLD'S AIR SE	25	DRY	DIR-GNTE-DRAG		MISCL	APAX	NOWX	SCAT	PILT	00004	01090	000
A	PILOT LOST CONTROL DURING LANDING ROLLOUT.														
791019	AL61	DHAV	KOYUK	AK	SNO	TKOF-ABORTED	TKOF/DELAY	WXDRF	ATCO	VFR	DAY	COM			000
48148	AL61	DHC3		20	WET	GOLL-OTHER	TERRAIN/SNIC	ICESLS	ACAR	HSVO	OCST	PILT			000
A	PILOT ATTEMPTED TAKEOFF DURING HEAVY SNOW. ABORTED TAKEOFF TOO LATE AND WENT OFF END OF RUNWAY.														
791025	AL61	BEECH	KOTZEBUE	AK		TKOF-ABORTED	OP/TEPP	UNSAT	ATCO	VFR	DAY	COM	00040		000
477GM	AL61	E185	AURORA AIR SERV	08		GOLL-OTHER		ENLAND	ACAR	NOWX	CLER	PILT	00020		000
A	PILOT LOST POWER ON ONE ENGINE. CRASHED DURING ABORTED TAKEOFF.														
791025	AL61	CESSNA	VENETIE	AK	SNO	UNAUTH LOW LEVEL	ENRT/TERRAIN	MISJG	ACOM	IFR	DAY	ATP	00400	00383	001
1864U	AL61	207	AIR-NORTH			GNTEG-GOLL	THROT/BOSST	FOGICE	PXCG	FZTP	OCST	PILT	00005	02571	003
A	FLYING LOW DUE TO WEATHER. WINDSHIELD ICED. SAW HILL COMING UP. OPENED THROTTLE ABRUPTLY. ENGINE DIED. HIT TREES.														
791025	AL61	CESSNA	VENETIE	AK	HAZ	CRUISE-FCD/PREC LD	MGT/FUEL	INATT	ACOM	IFR	DAY	ATP	00400	00383	001
1684U	AL61	207	AIR-NORTH			GOLL-TREES	ENRT/TERRAIN	FOGICE	PXCG	LFZR	OCST	PILT		02573	004
A	ICED-OVER WINDSHIELD. LOW ALTITUDE. LOW CEILING. OPENED THROTTLE TO CLEAR HILL. ENGINE QUIT. FUEL SELECT EMPTY CELL														

DATE	DO	ACFT	MAKE	CITY	ST	VRST	PHASE OF FLIGHT	CAUSAL	SUPPTF	TFLY	FLTCP	LTCON	CERT	TMM	T90	FAT				
NNUM	PRDO	ACFT	MODEL	OWN	OPR	NAME	RWAY	RWYC	ACCIDENT	TYPE	CAUSAL	CONTRF	TFLYS	FLYCS	SKCON	PROF	TMM90	TOT1R	INJ	
EVENT REMARKS																				
791120	AL61	BELL	GOLD KING	AK			TKOF-GRND ROLL	RWY/ALGR	MISJG	OTCO	VFR	DAY	COM	00500	00300	000				
208JP	AL61	206B	XURORA AIR SERV	OV			SNO NOSE-UP-OVR		SNOBNK	APAX	NOWX	OCST	PILT	00015	02700	000				
A	RAN OFF EDGE OF SNOW-PACKED RUNWAY ON TAKEOFF. WHEEL HIT SNOWBANK. AIRPLANE NOSED OVER.																			
791203	AL61	DHAY	NOKE	AK			SNO CLIMB-TO CRUISE	ENRT/TERRAIN	MISJG	ACOM	IFR	NIT	ATP	00731	00034	001				
806IV	AL01	DHC6	EVERGREEN HELIC				CNTLD COLL	PLAN/WX	WX	MAIL	FOS	OCST	PILT	00034	03453	000				
A	AIRPLANE DEPARTED IN DARKNESS ON A SPECIAL VFR INTO IFR COYDITONS. STRUCK SIDE OF MOUNTAIN DURING CLIMB.																			
800114	AL61	CESSNA	SHUNGNAK	AK			APPR-FINAL VFR	GRND/LTR	UNK	ATCO	VFR	DAY	COM	04000	00010	007				
1690Z	AL61	185Z	ALDER AIR SERV	OV			CNTLD COLL		MISCL	APAX	NOWX	CLER	PILT	00010	06050	002				
A	AIRCRAFT CRASHED SHORT OF RUNWAY ON APPROACH END. LANDING INTO SUNSET COULD HAVE BEEN A FACTOR.																			
800203	AL61	CESSNA	ATKASUK	AK			TKOF-INIT CLIMB	3210SYSC	JAMHL	ATCO	VFR	NIT	ATF	00202	00037	000				
173BU	AL61	207	JEN AIR	22			CNTLD COLL	GRND/LTR		MAIL	TURB	CLER	PILT	00003	02315	005				
A	PILOT FLEW INTO GROUND AFTER TAKEOFF. INVESTIGATION REVEALED STATIC SYSTEM MALFUNCTION.																			
800218	AL61	PILATS	BARROW	AK	HAZ		TKOF-INIT CLIMB	FLY/SPD	MISTK	ATCO	VFR	DAY	COM	00023	00100	003				
3403R	AL61	PC681H2	UMIAT ENTERPRIS				STALL	GRND/LTR	FIRE	APAX	NOWX	CLER	PILT	00023	02034	000				
A	AIRCRAFT STALLED & CRASHED RIGHT AFTER TAKEOFF. UNABLE TO DETERMINE WEIGHT & BALLANCE DUE TO FIRE.																			
800412	AL61	CESSNA	WALES	AK	HAZ		LAND-ROLL FW	FUEL/LOW	CARLS	ATCO	VFR	DAY	COM	00710	00311	000				
4895C	AL61	185F	FOSTER AVIATION	17			FORCED LOG-DAMAGE		ENLAND	APAX	NOWX	CLER	PILT	00253	03430	000				
A	AIRCRAFT RAN OUT OF FUEL AND CRASHED DURING EMERGENCY LANDING.																			
800423	AL61	CESSNA	STEBBINS VILLAG	AK	HAZ		TKOF-ABORTED	TKOF/DELAY	MISJG	ATCO	VFR	DAY	ATP	00129	00318	000				
7396U	AL61	207	FOSTER AVIATION				DIR CNTL DRAG	GRND/LTR	ICESLS	APAX	NOWX	SCAT	PILT	00129	07725	000				
A	PILOT ATTEMPTED TO ABORT TAKEOFF ON SNOW AND ICE RUNWAY. ONE WHEEL DUG IN AND CAUSED CRASH.																			
800423	AL61	CESSNA	STEBBENS	AK	HAZ		TKOF-ABORTED	TKOF/DELAY	MISJG	ATCO	VFR	DAY	ATP	00129	00318	000				
7396U	AL61	207	FOSTER AVIATION				DIR CNTL DRAG	GRND/LTR	ICESLS	APAX	NOWX	SCAT	PILT	00129	07725	000				
A	PILOT ATTEMPTED TO ABORT TAKEOFF ON SNOW AND ICE RUNWAY. ONE WHEEL DUG IN AND CAUSED CRASH.																			
800618	AL61	CESSNA	ALDER CREEK	AK			TKOF-INIT CLIMB	PLAN/ACPERF	MISJG	ACOM	VFR	DAY	ATP	01005	00280	000				
1833J	AL61	207	AIR-NORTH	26			COLL-TREES	TERRAIN/UNSU	MISCL	MAIL	NOWX	BRKN	PILT	00210	02608	002				
A	TRIED TO TAKE OFF ON SOFT UPHILL STRIP. BECAME AIRBORNE. ABORTED. SUSPECT POWER LOSS. RAN INTO TREES. ENGINE O.K.																			
800624	AL61	PIPER	SY MICHAELS	AK	RAI		LAND-ROLL FW	3210SYNG	CRACK	ATCO	VFR	DAY	COM	00092	00233	000				
56886	AL61	PA34200	BERING AIR				WET BEAR COLL	TERRAIN/UNSU		APAX	LTRN	OCST	PILT	00046	04073	000				
A	LEFT MAIN GEAR BROKE OFF WHILE LANDING ON A RUTTED, MUDDY, GRAVEL STIP. FACTORS: CROSSWIND, WATER HOLES IN RUNWAY.																			
800708	AL61	PIPER	FAIRBANKS	AK						ATCO						000				
108NS		PA32R300														000				
A																				
800712	AL61	CESSNA	GOLOVIN	AK			FOG UNKNOWN	ENRT/TERRAIN	WXDRF	ATCO	IFR	DAY	ATP	00107	00341	008				
90238	AL61	402CESSNA	RYAN AIR-SERVIC				CNTLD COLL	PLAN/WX	WX	APAX	CEIL	OCST	PILT	00009	06105	000				
A	EVIDENCE INDICATES AIRPLANE STRUCK SIDE OF HILL ON CAPE NEAR SHORE OF BAY AREA, AT CRUISE SPEED. LOW CLOUDS, FOG.																			
800723	AL61	BELL	DEADHORSE	AK			LAND-LVL OFF TOUCH	FUEL/LOW	CARLS	ATCO	VFR	DAY	COM	00129	00129	000				
390EH	AL01	206D	ERA HELICOPTER				FORCED LOG-DAMAGE		ENLAND	HELJ	NOWX	CLER	PILT	00129	01899	000				
A	PILOT CONTINUED FLIGHT UNTIL FUEL EXHAUSTION. HELICOPTER DAMAGED DURING FORCED LANDING.																			

DATE	DO	ACFT MAKE	CITY	ST	VRST	PHASE OF FLIGHT	CAUSAL	SUPPTF	TFLYP	FLTCP	LTCON	CERT	TMM	190	FAT			
NUM	PRDO	ACFT MODEL	OWN	OPR	NAME	RWAY	RWYC	ACCIDENT TYPE	CAUSAL	CONTRF	TFLYS	FLYCS	SKCON	PROF	TMM	90	TOTHR	INJ
800730	AL61	CESSNA	GALENA	AK						ATCO								000
84083		172																000

800802	AL61	HUGHES	KIVALINA	AK		CRUISE-FCO/PREC LD 7322GV		JAMML	ATCO	VFR	DAY	ATP	01188	00256	000			
50SC	AL01	369	INTL AIR TRANSP			FORCED LOG DAMAG			PXGG	NOWX	SCAT	PILT	00218	04978	000			
A	N 2 RPM WENT INTO OVERSPEED, THROTTLE BACK. MADE HARD AUTOROTATE LANDING. FOUND FUEL GOVERNOR MALFUNCTION.																	

800912	AL61	CESSNA	FAIRBANKS	AK		TKOF-FORCE LAND	2800SYF	FUELC	OTCO	VFR	DAY	ATP	00108	00255	000			
1657U	AL61	207	AURORA AIR SERV	DIR	DRY	NOSE UP-OVR	PREFLT/INSP		APAX	NOWX	CLER	PILT	00108	06155	001			
A	ENGINE QUIT ON INITIAL CLIMB AFTER TAKEOFF. LANDED OFF RUNWAY. NOSED OVER. FOUND WATER IN FUEL.																	

801011	AL61	CESSNA	FORT YUKON	AK		APPR-GO ARND VFR	00JECT/AVOID	MISJG	ATCO	VFR	DAY	COM	01103	00361	000			
3486C	AL61	170B	ARTIC CIRCLE	DIR	DRY	NOSE UP-OVR	INIT/GOAR	MISCL	APAX	NOWX	SCAT	PILT	00120	03182	000			
A	DRAGGED GRAVEL BAR LANDING STRIP TO CHECK SNOW COVER. DELAYED GO-AROUND. HAD TO LAND IN WILLOWS TO AVOID TREES.																	

801019	AL61	CESSNA	DEADHORSE	AK		FOG APPR-FINAL	GRND/JTR	WXBRF	ATCO	IFR	YIT	CPF	00340	00059	002			
59199	AL61	U206F	AUDI AIR	DIR	DRY	NOSE UP-OVR	CNTL/JX	WX	APAX	LFZR	DBSC	PILT	00340	00639	000			
A	CRASHED DURING SPECIAL VFR APPROACH TO AIRPORT IN FREEZING RAIN. INDICATES PILOT LOST CONTROL OF AIRPLANE.																	

801124	AL61	CESSNA	FT YUKON	AK		FOG APPR-FINAL VFR	CARBHT/DEIC	CARLS	ATCO	VFR	DAY	COM	00114	00013	000			
75LE	AL61	185				STALL	FLY/SPD	ENLAND	APAX	NOWX	CLER	PILT	00013	02582	000			
A	ENGINE QUIT ON FINAL APPROACH FOR LANDING. NO ENGINE PROBLEM COULD BE FOUND. FOG & ICING CONDITIONS EXISTED.																	

801230	AL61	RKVELL	GAMBELL	AK						ACOM								001
173MM		680FL								APAX								
A																		

810319	AL61	CESSNA	TELLER	AK		FOG CRUISE-NORMAL	PLAN/LX	WXBRF	ATCO	IFR	DAY	COM	03000		000			
73503	AL61	207A	RYAN AIR-SERVIC			STALL	MISC/PILACT	ICING	APAX	LFZR	DBSC	PILT			00379	001		
A	ENCOUNTERED ICING, LOW CEILING & VISIBILITY. ICE ON WINDSHIELD. ELECTED TO LAND. STALLED. FLIPPED OVER ON IMPACT.																	

810327	AL61	PIPER	GALENA	AK						ATCO								000
66856		PA32								APAX								000
A	CRASHED ON GO-AROUND.																	

810501	AL61	CESSNA	NOME	AK		LAND-ROLL FL	BRAKE/GROCTL	MISJG	ATCO	VFR	DAY	COM	00400	00120	000			
70008	AL61	185A	FOSTER AVIATION	DIR	DRY	NOSE UP-OVR	3220SYNG	MISCL	APAX	NOWX	SCAT	PILT	00120	10000	000			
A	LOST CONTROL, GROUND-LOOPEO ON LANDING. TAIL WHEEL LOCK HAD BEEN REMOVED. RECOMMEND REINSTALLATION OF SAME.																	

810628	AL61	FRCHLD	DEETLES	AK						ATCO								000
8682		C1-19G3EHAWKN								ACAR								000
A	DEVELOPED ENGINE PROBLEM AND CRASH LANDED ON SAND BAR.																	

810721	AL61	HELIO	UMIAT	AK						ATCO								000
8366F		500																002
A	ON HOVER HELICOPTER STARTED MOVING FORWARD. REAR CYCLIC APPLIED, DID NOT RESPOND. ROTORS STRUCK GROUND.																	

810730	AL61		TOBIN CREEK	AK						ATCO								000
326W			AURORA AIR-SERV															000
A	ON LANDING RAN OFF RUNWAY.																	

DATE NNUM	DO PRDO	ACFT MAKE ACFT MODEL	CITY OWN OPR NAME	ST RWAY	VRST RWYC	PHASE OF FLIGHT ACCIDENT TYPE	CAUSAL CAUSAL	SUPPTF CONTRF	TFLY <sup>2</sup> TFLYS	FLTCP FLYCS	LTECN SYCON	CERT PROF	THM THY90	T90 TOTR	FAT INJ
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EVENT REMARKS															
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780703	AL62	DHAV	PELICAN	AK		CRUISE-NORMAL	ENRT/TERRAIN	MISJG	ATCO	IFR	DAY	CPF	00125	00225	000
8690	AL62	DHC2KK1	SOUTHEAST SKIV			STALL	FLY/SPD	WX	APAX	FOC		PILT	00025	05150	003
A	FLOAT EQUIPPED. ENTERED NARROW CHANNEL AT 100FT AGL.														

780729	AL62	HUGHES	KETCHIKAN	AK		CRUISE-FCO/PREC LD	6520SYTA	OTHER	ATCO	VFR	DAY	COM	01000	00135	000
8318F	AL62	389HE	TEMSCO HELICOPT			HARD-LAND	ROTOR/RPM		APAX	NOWX		PILT	00195	03022	001
A	T/R BLADE PROTECTIVE TAPE CAME OFF IN FLT. PILOT COULD NOT IDENTIFY PROBLEM.														

780825	AL62	GRUMAN	LABOUCHER BAY	AK		UNKNOWN	GRND/LTR	UNK	ATCO	IFR	DAY	COM	00684	00269	012
1045	AL62	G21A	WEBBER AIRLINE			UNCTED COLL	PLAN/WTBAL	WX	PXCG	FRTA		PILT	00092	05727	000
A	ACFT DMG & INJURY INDEX PRESUMED. FOUR BODIES RECOVERED.														

780909	AL62	HILLER		AK		APPR-FINAL VFR	6510SYMN	CRACK	ATCO	VFR	UNK	COM	01003	00336	003
5388V	AL62	UH12C				AIRFRAME IN FLT			APAX	FRTA		PILT	00054	05392	000
A															

780915	AL62	RKWEEL	ITALIO RIV	AK		TKOF-GRND ROLL	PLAN/ACPERF	CARLS	ATCO	VFR	DAY	CPF	00325	00115	020
2658B	NW61	560				ENTD COLL		MISCL	ACAR	NOWX		PILT	00110	02500	001
A	A/C RAN OFF END OF SAND BAR INTO RIVER. APPROX 1900LBS FISH REMOVER INVESTIGATION STARTED.														

781019	AL62	HILLER		AK		CLIMB-TO CRUISE	2820SYFD	FUELC	ATCO	VFR	DAY	COM	00124	00160	000
64867	AL62	UH12C				HARD-LAND	2200SYAF		ACAR	NOWX		PILT	00101	02253	000
A															

781121	AL62	DHAV	CRAB BAY	AK		LAND-ROLL FW	GEAR/NCNE	CARLS	ATCO	VFR	DAY	COM	00800	00250	000
3382	AL62	DHC3	CHANNEL FLYING			WHS-DWN-WTR		MISCL	ACAR	NOWX		PILT	00150	10800	000
A	AMPHIBIOUS.														

781125	AL62	DHAV		AK		CRUISE-NORMAL	ENRT/TERRAIN	CARLS	ATCO	IFR	DAY	COM	00990	00274	005
3790G	AL62	DHC2				ENTD COLL	WX/VFR	WX	PXCG	FRTA		PILT	00274	02362	000
A															

790123	AL62	DHAV	KETCHIKAN	AK		APPR-GO ARND VFR	OBJECT/AVOID UNOPS	ATCO	VFR	DAY	COM	00014	00014	000	
68086	AL62	DHC2	TYEE AIRLINES I			COLL-TREES	FLT/SUPERV	FIRE	TRNG	NOWX	CLER	PILT	00014	00825	002
A	ATCO TRAINING FLIGHT. INSTRUCTOR HAD PILOT MAKE A STEEP TURN ON GO AROUND. STRUCK TREE.														

790916	AL62	BELL	SITKA	AK	F05	TKOF-VERTICAL	OBJECT/AVOID MISJG	ATCO	IFR	DAY	COM	00582	00132	003	
16877	AL62	206BELL	EAGLE AIR INC.			NOSE-UP-OVR	TERRAIN/UNSU-HAZOBS	WELT	FOG	OCST	UNKW	00133	03928	000	
A	PILOT ATTEMPTED TAKEOFF FROM UNSUITABLE TERRAIN. SKID CAUGHT TREE ROOT & TIPPED OVER, CAUSING SUBSTANTIAL DAMAGE.														

791003	AL62	CESSNA	JUNEAU	AK	RAI	UNKNOWN	CNTL/WX	WXBRF	ATCO	IFR	DAY	PPF	00020	00340	003
1726U	AL62	207	SE SKYWAYS INC			SPIN	FLY/SPD	WX	PXCG	HVRN	OCST	PILT	00020	02623	000
A	PLANE WAS SEEN SPINNING OUT OF CLOUDS TOO LOW TO THE GROUND TO RECOVER. TOXICOLOGY ALCOHOL TEST POSITIVE.														

791204	AL62	CESSNA	WRANGELL	AK		APPR-FINAL VFR	3230SYAC	JAMML	ATCO	VFR	DAY	COM	02300	00317	003
84627	AL62	189	WRANGELL AIR			ENTD COLL			APAX	NOWX	OCST	PILT	00317	06730	000
A	LANDED AMPHIBIOUS FLOATPLANE IN WATER WHEN UNABLE TO LOWER GEAR. LEFT GEAR NOT FULL UP. DUS WING IN WATER ON LNDG.														

800115	AL62	HUGHES	PETERSBURG	AK	SNO	CRUISE-FCO/PREC LD	WX/VFR	RCKLS	ATCO	IFR	DAY	COM	00644	00076	000
8652F	AL62	389D	TEMSCO HELICOPT			OTHER	EQUIPMG	ICING	APAX	HSNO	OCST	PILT	00076	05130	001
A	FLYING IN HEAVY SNOW. AIR INTAKE BLOCKED BY ICE. SNOW. ENGINE QUIT. DITCHED IN OCEAN. NO RESTART OR DEPLOY FLOATS.														

DATE	OO	ACFT MAKE	CITY	ST	VRST	PHASE OF FLIGHT	CAUSAL	SUPPTF	IFLY	FLTGP	LTCOH	CERT	TMN	T90	FAT
NNUM	PROO	ACFT MODEL	OWN OPR NAME	RWAY	RWYC	ACCIDENT TYPE	CAUSAL	CONTRF	IFLYS	FLYCS	SKCON	PROF	TMN90	TOT49	INJ

800209	AL62	CESSNA	KETCHIKAN	AK		GRND FRM LAND	BRAKE/GRUCTL	CARLS	ATCO	VFR	DAY	COM	00550	00300	000
25652	AL62	185	STIKINE AIR SER			DIR ENTL DRAG	MISC/PILACT	MISGL	APAX	NOWX	CLER	PILT		02100	000
A	PILOT WAS WATER TAXIING ON STEP AND LOST CONTROL DRAGGING WING TIP.														

800711	AL62	CESSNA	RODMAN PASS	AK	FOG	CRUISE-NORMAL	ENRT/TERRAIN	MISJG	ATCO	IFR	DAY	COM	02100		000
89606	AL62	185	MOUNTAIN AVIATI			COLL TREES	WX/VFR	WX	APAX	FOG	BRKN	PILT		06030	003
A	FLEW INTO AREA OF DENSE FOG IN MOUNTAIN PASS. STRUCK TREES IN ATTEMPT TO TURN BACK. WEATHER BRIEF VFR														

800720	AL62	GRUMAN	JUNEAU	AK	FOG	LAND-LVL OFF TOUCH	LVL/OFF	MISJG	ATCO	IFR	DAY	CPF	00081	00280	000
97502	AL62	G21A	SOUTHEAST SKYWA	03		HARD LAND	PLAN/LX	WX	APAX	LTRN	OCST	PILT	00081	01490	000
A	ENCOUNTERED FOG-P... AFTER VFR DEPARTURE. MADE HARD WATER LANDING, BEACHED AMPHIBIAN. IMPACT BENT WINGS & HULL.														

800812	AL62	HUGHES	SITKA	AK		APPR-FINAL VFR	GRND/WTR	MISJG	ATCO	VFR	DAY	COM	01500	00157	000
90528	AL62	309HS	RAVEN COPTERS			HARD LAND	PLAN/WTR	DNDRF	APAX	NOWX	CLER	PILT	00157	00530	009
A	HARD LANDING FROM UNCHECKED HIGH SINK RATE ON APPROACH. POSSIBLE DOWNDRAFT OR SETTLING WITH POWER. OVER GROSS.														

800826	AL62	HUGHES	WRANGELL	AK		STATIC-IDLE ROTOR	MISC/PILACT	INATT	ATCO	VFR	DAY	COM	00157	00157	000
92071	AL62	369	TEMSCO HELICOPT			UNNTD COLL	PROC/INST	MISGL	APAX	NOWX	SCAT	UNKA	00157	01317	000
A	PASSENGERS OFF-LOADED WITH ROTORS TURNING. PILOT SECURED CONTROLS. GOT CUT, HELICOPTER FELL OFF HELIPAD.														

801006	AL62	CESSNA	KETCHIKAN	AK	RAI	TKOF-INIT CLIMB	GRND/WTR	WXNBR	ATCO	VFR	DAY	COM	09020	00330	001
21749	AL62	A185F	REVILLA FLYING			COLL TREES	FLTCNTL/AIR	DNDRF	APAX	LTRN	OCST	PILT	00300	10030	002
A	MADE DOWNWIND TURN OVER SHORE FROM WATER TAKEOFF. HIT DOWNDRAFT IN NEAR VERTICALBANK. HIT TREES. MISJUDGEMENT.														

810508	AL62	DHAV	KETCHIKAN	AK					ATCO						000
64380		DHC20	TYEE AIRLINES						APAX						001
A	ENCOUNTERED PATCHY FOG AND LOW STRATUS. LEFT WING HIT TREE.														

810619	AL62	CESSNA		AK					ATCO						000
75826		207	SOUTHEAST SKYWA						APAX						000
A	ENCOUNTERED DOWN DRAFT, NO ROOM TO TURN.														

810802	AL62	CESSNA	YUKUTAT	AK					ATCO						000
80632		206CESSNA	GULF AIR TAXI						APAX						
A	WIND GUST CAUGHT LEFT WING AND FLIPPED AIRCRAFT ON BACK.														





nently and totally disabled. The death benefits payable to a widow or widower are not subject to reduction under (f) of this section after the widow or widower has attained the age of 52 years.

(h) In the event a deceased worker is survived by children of a former marriage not living with the surviving widow or widower, then those children shall receive the amount being paid under a decree of child support; the difference between this amount and the maximum benefit payable under this section shall be distributed pro rata to the remainder of those entitled.

(i) In the event the total amount of all benefits computed under (a)(2) of this section exceeds the maximum benefit provided in AS 23.30.175, the maximum benefit under AS 20.30.175 shall be prorated among entitled survivors. (§ 8 ch 193 SLA 1959; am § 1 ch 9 SLA 1962; am § 3 ch 99 SLA 1966; am § 1 ch 12 SLA 1968; am § 34 ch 32 SLA 1971; am § 1 ch 56 SLA 1974; am §§ 88, 89 ch 127 SLA 1974; am §§ 7—12 ch 83 SLA 1975; am §§ 5—8 ch 75 SLA 1977)

**Cross references.** — For construction, of 1975 version of AS 23.30.175, see note to AS 23.30.175.

**Effect of amendments.** — The 1977 amendment rewrote paragraphs (2) and (3) of subsection (a), substituted "accordance with § 155 of this chapter" for "the same manner" and "provided in AS 23.30.175" for "temporary total disability

compensation" in subsection (b), deleted "same" preceding "weekly maximum limitation" in subsection (b), rewrote subsection (e), and added subsections (f) through (i).

**Legislative history reports.** — For report on ch. 83, SLA 1975 (CSSB 146 am H), see 1975 Senate Journal, p. 1175.

NOTES TO DECISIONS

This section lays out the basic structure for death benefits. *Wien Air Alaska v. Arant*, Sup. Ct. Op. No. 1796 (File Nos. 3620, 3717), 592 P.2d 352 (1979).

Subsection (a) indicates the percentage of the deceased employee's wages which specified claimants receive. *Wien Air Alaska v. Arant*, Sup. Ct. Op. No. 1796 (File Nos. 3620, 3717), 592 P.2d 352 (1979).

Subsection (b) tells how to calculate the maximum limitation on death benefits. *Wien Air Alaska v. Arant*, Sup. Ct. Op. No. 1796 (File Nos. 3620, 3717), 592 P.2d 352 (1979).

AS 23.30.175 contains the maximum limitation on death benefits because of two things: its own language ("the weekly rate of compensation for disability or death") and by the cross-reference from subsection (b) of this section. *Wien Air Alaska v. Arant*, Sup. Ct. Op. No. 1796 (File Nos. 3620, 3717), 592 P.2d 352 (1979).

**Determination of maximum limitation.** — AS 23.30.175 determines the

maximum limitation on death and disability payments by reference to increasing percentages of the state's average weekly wage. *Wien Air Alaska v. Arant*, Sup. Ct. Op. No. 1796 (File Nos. 3620, 3717), 592 P.2d 352 (1979).

**Explanation for explicit language of section.** — The explicit language of this section may be explained in part by the general policy of avoiding speculation in damage awards where causation is uncertain. *In re Estate of Pushruk*, Sup. Ct. Op. No. 1398 (File No. 2974), 562 P.2d 329 (1977).

Dependency is determined according to facts and circumstances existing at the time of death. *In re Estate of Pushruk*, Sup. Ct. Op. No. 1398 (File No. 2974), 562 P.2d 329 (1977).

The terms "married" and "widow" are defined by AS 23.30.265(15) and (21). *Burgess Constr. Co. v. Lindley*, Sup. Ct. Op. No. 853 (File No. 1705), 504 P.2d 1023 (1972).

**Benefits granted to divorced wife.** — See *Burgess Constr. Co. v. Lindley*, Sup.

(3) if the widow or widower remarries, she or he is entitled to be paid in one sum an amount equal to the compensation to which the widow or widower would otherwise be entitled in the two years commencing on the date of remarriage as full and final settlement of all sums due the widow or widower;

(4) if there is no widow or widower or child or children, then for the support of father, mother, grandchildren, brothers and sisters, if dependent upon the deceased at the time of injury, 35 per cent of the average weekly wage of the deceased to such beneficiaries, share and share alike, not to exceed \$20,000 in the aggregate.

(b) In computing death benefits, the average weekly wage of the deceased shall be computed under AS 23.30.220 and shall be paid in accordance with AS 23.30.155 and subject to the weekly maximum limitation in the aggregate as provided in AS 23.30.175, but the total weekly compensation may not be less than \$45 for a widow or widower nor less than \$15 weekly to a child or \$30 for children.

(c) All questions of dependency shall be determined as of the time of the injury, or death.

(d) Compensation under AS 23.30.005 — 23.30.270 to aliens not residents (or about to become nonresidents) of the United States or Canada is the same in amount as provided for residents, except that dependents in a foreign country are limited to widow or widower and child or children, or if there is no widow or widower and child or children, to surviving father or mother whom the employee has supported, either wholly or in part, for a period of one year before the date of injury. The board, at its option, or upon the application of the insurance carrier, may commute all future installments of compensation to be paid to an alien dependent who is not a resident of the United States or Canada by paying or causing to be paid to him one-half of the commuted amount of the future installments of compensation as determined by the board.

(e) Death benefits payable to a widow or widower in accordance with (a) of this section shall abate as that person ceases to be entitled and does not inure to persons subject to continued entitlement. In the event a child ceases to be entitled, that child's share shall inure to the benefit of the surviving spouse subject to adjustment as provided in (f) of this section.

(f) Except as provided in (g) of this section, the death benefit payable to a widow or widower shall

(1) five years following date of death of the deceased worker be reduced to  $66\frac{2}{3}$  per cent of the benefit being then paid;

(2) eight years following date of death of the deceased worker be reduced to 50 per cent of the benefit being then paid;

(3) terminate 10 years following death of the deceased worker.

(g) The provisions of (f) of this section do not apply to a widow or widower who at the time of death of the deceased worker is perma-

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## § 23.30.215 LABOR AND WORKERS' COMPENSATION § 23.30.215

determinant of earning capacity. *Hewing v. Alaska Workmen's Comp. Bd.*, Sup. Ct. Op. No. 916 (File No. 1625), 512 P.2d 896 (1973).

**Lack of motivation.** — The fact that one who is physically disabled from manual labor and is unqualified in other types of work is not motivated to seek work, is not the equivalent of a physically competent person being unemployed due to lack of motivation. For lack of motivation to be significant, there must be a showing that work is available within the employee's capabilities. *Hewing v. Peter Kiewit & Sons*, Sup. Ct. Op. No. 1758 (File No. 3511), 586 P.2d 182 (1978).

The wording of subsection (a) is substantially identical with that of 33 U.S.C. § 908(h) of the Federal Longshoremen's and Harbor Workers' Compensation Act. *Hewing v. Alaska Workmen's Comp. Bd.*, Sup. Ct. Op. No. 916 (File No. 1625), 512 P.2d 896 (1973).

"Other factors" under 33 U.S.C. § 908(b). — Courts have applied 33 U.S.C. § 908(h) to require compensation boards to consider the employee's age, education, industrial history, trainability, and availability of suitable work in the community as being "other factors" affecting earning capacity. *Hewing v. Alaska Workmen's Comp. Bd.*, Sup. Ct. Op. No. 916 (File No. 1625), 512 P.2d 896 (1973).

When consideration of "other factors" ensures fair determination. — Consideration of "other factors" will

ensure a fair determination of wage-earning capacity in those circumstances where the employee has no post-injury earnings or when the board determines that post-injury earnings do not accurately represent earning capacity. *Hewing v. Alaska Workmen's Comp. Bd.*, Sup. Ct. Op. No. 916 (File No. 1625), 512 P.2d 896 (1973).

The Workmen's [now Workers'] Compensation Board erred in not considering factors including the fact that the post-injury income was from sales of junk and barbecue rather than from employment, the lack of breakdown between gross and net income, the difference in wage levels between the two time periods, and the state employment counselor's testimony as to lack of any suitable employment for claimant because of his work-related disabilities. *Hewing v. Peter Kiewit & Sons*, Sup. Ct. Op. No. 1758 (File No. 3511), 586 P.2d 182 (1978).

The board should have supported its ultimate finding of decrease in wage-earning capacity with subsidiary findings relating to the other factors and circumstances referred to in subsection (a), where claimant had no post-injury earnings and since the board implicitly rejected his total lack of earnings as fairly representing earning capacity. *Hewing v. Alaska Workmen's Comp. Bd.*, Sup. Ct. Op. No. 916 (File No. 1625), 512 P.2d 896 (1973).

**Sec. 23.30.215. Compensation for death.** (a) If the injury causes death, the compensation is known as a death benefit and is payable in the following amounts to or for the benefit of the following persons:

- (1) reasonable and necessary funeral expenses not exceeding \$1,000;
- (2) if there is a widow or widower or a child or children of the deceased, the following percentages of the average weekly wages of the deceased:
  - (A)  $66\frac{2}{3}$  per cent for the widow or widower with no children;
  - (B)  $33\frac{1}{3}$  per cent for the widow or widower with one child and  $33\frac{1}{3}$  per cent for the child;
  - (C) 20 per cent for the widow or widower with two or more children and  $46\frac{2}{3}$  per cent divided equally among the children;
  - (D) [deleted]
  - (E)  $66\frac{2}{3}$  per cent for an only child when there is no widow or widower;
  - (F) [deleted]
  - (G)  $66\frac{2}{3}$  per cent, divided equally, if there are two or more children and no widow or widower;



ALASKA STATE LEGISLATURE  
HOUSE OF REPRESENTATIVES  
RESEARCH AGENCY

Juneau, State Capitol  
Juneau, Alaska 99811  
(907) 465-3991

January 28, 1982

MEMORANDUM

TO: Representative Jack Fuller

FROM: David Teal *DT*  
Research Staff

RE: Aircraft Liability Insurance  
Research Request Number 81-195

Legal Services forwarded a request by your office to identify and evaluate options that would address a problem experienced by "Bush" air transport operators. The problem specified was financial hardship caused by high aircraft liability insurance rates.

Although aircraft operators in other states may make similar claims about insurance, Linn Asper (Legal Services) and Don Koch (Division of Insurance) are not aware of recent specific action taken by any State to reduce aircraft liability insurance rates.

The primary factors producing high aircraft liability insurance rates in Alaska are 1) high awards by the court system (roughly \$450,000 per fatality) and 2) high aircraft accident rate (approximately five times the rate experienced in the rest of the country).

The options below are those identified by this agency as potential means of alleviating the problem of high insurance rates. The list is not exhaustive and does not evaluate all aspects of each option. Additional options will be forwarded to your office if such options come to the attention of agency staff.

HB634 would limit the amount of damages that could be awarded in legal action against a registered air carrier in Alaska. The bill appears to offer an effective means of reducing premiums via reduced awards. However, Linn Asper, Legislative Counsel, stated that the bill may violate the equal protection clause of the U.S. Constitution, in that there may be no justifiable reason to treat air carrier plaintiffs differently from all other plaintiffs. There are at least four options which might solve potential constitutional conflicts while retaining the desired effect of reducing premiums by reducing awards for damages.

- Place a limit on awards for all causes of wrongful death. This may remove objections based on equal protection, but would have effects outside the aviation industry. Due to decreased awards, aircraft liability insurance premiums would be likely to decline if this option were adopted.
- Model a statute after AS 9.65.135 (attachment A), which limits liability of ski area operators. Assumption of risk is an established principle of tort law. One could argue that when voluntarily participating in activities with recognized high inherent risk, the individual should assume a portion of the risk (or purchase personal insurance to cover that risk).

Accident statistics clearly indicate that Alaska has roughly five times the aircraft accident rate experienced in the contiguous states. In acknowledgment of the high risk of flying in Alaska, the law could require that passengers relinquish rights to claim damages above a statutory limit.

In Linn Asper's opinion, if accident statistics are acceptable to the Supreme Court as "reasonable, not arbitrary" justification for separate treatment of a group of potential plaintiffs, the equal protection clause may not be violated.

A ceiling on awards for aircraft accidents might succeed in lowering premiums by allowing air carriers to decrease insurance coverage, but a ruling that the ceiling is unconstitutional could cause severe financial hardship to air carriers that might be responsible for damages awarded in excess of the ceiling.

- Model a statute after California law (attachment B), which places limits on liability of aircraft owners, but leaves an option for plaintiffs to claim damages above the established limits. Damages above the limits could be imposed for the sake of example or punishment. The California limits are dated 1953.
- Provide a fair and equitable exchange for the injured parties' right to sue. Constitutionally tested exchanges include no-fault auto insurance and workers' compensation. In both cases, the right to sue was exchanged for a "no proof required" payment of damages.

A schedule of payments for injury or death will not necessarily reduce premiums. Although huge awards may be eliminated, proof of liability would no longer be required so that the number of awards and total amount of damages awarded may increase. This could put upward pressure on premiums. On the other hand, elimi-

nation of huge awards might decrease the average award and therefore tend to stabilize rates and draw more insurance carriers into the market. Increased competition among the insurance carriers may result in rate decreases.

A requirement that all aircraft carry minimum insurance coverage would expand the premium base and might reduce rates for air carriers, but such action may have the effect of reducing the number of pilots flying for pleasure. A relatively high proportion of private aircraft in Alaska are presently uninsured and some pilots may discontinue flying if insurance coverage were mandatory. Based on experience with mandatory automobile insurance, this option would be likely to incur high enforcement costs.

Reciprocal exchanges (groups which exchange contracts of insurance in order to spread risk) or other cooperative, mutual, or group insurance plans might reduce premiums somewhat via reductions in administrative costs and/or industry profits. These options are available under current law and would not require State involvement.

Other options require participation by the State. SB277 would establish a quasi-public corporation to provide aircraft insurance in the state. The bill received support from the aviation industry but the insurance industry strongly objected to the bill. Some criticism of the concepts in SB277 could be avoided if direct State participation were eliminated. That is, the State could stay out of the business of selling insurance to individual operators and instead act only through insurance companies. The State could act as reinsurer by establishing an "Excess Award Fund" which would reimburse insurance companies for individual claim payments in excess of some arbitrary amount. An alternative form of such a Fund might reimburse insurance carriers based on the ratio of total premium income to total losses over some arbitrary period of time.

State participation might bring the danger of inflated claims for damages due to knowledge of the existence of a deep pocket to provide funds. State participation in insurance awards also raises questions concerning potential sources for this type of financial backing. If aircraft owner/operators provide the funds--directly or through premiums--the fund may offer no great advantage. If the financial resources were provided by State revenues, premiums could be expected to decrease, but the State would then be subsidizing air transportation through the insurance industry.

Some argue that the only sure way of reducing insurance costs is to reduce the accident rate. Various safety programs have been proposed. Two steps that have been proposed are conducting pilot safety training and increasing the number of navigational aids.

Representative Fuller  
January 28, 1982  
Page 4

If you desire to explore more fully any of the options discussed in this memorandum, please do not hesitate to contact us.

Attachments

parties temporarily without funds, subsection (b) of this section suggests that it is contemplated that such services typically are to be performed by a private agency. *Granato v. Occhipinti*, Sup. Ct. Op. No. 1962 (File No. 3756), 602 P.2d 442 (1979).

Performance of "other services" cannot be compelled. — There is no implied grant of power in subsection (a) or (c) of this section to compel the performance of "other services" by a state agency not wishing to perform them. *Granato v. Occhipinti*, Sup. Ct. Op. No. 1962 (File No. 3756), 602 P.2d 442 (1979).

The vague directive of this section that

in a private custody dispute the court may order that "services be provided for the protection of the child" does not empower a court to command the aid of the department of health and social services in a private custody dispute. *Granato v. Occhipinti*, Sup. Ct. Op. No. 1962 (File No. 3756), 602 P.2d 442 (1979).

Distinctions between AS 47.10.020 and this section. — See *Granato v. Occhipinti*, Sup. Ct. Op. No. 1962 (File No. 3756), 602 P.2d 442 (1979).

Quoted in *Chavre v. Chavre*, Sup. Ct. Op. No. 1891 (File No. 3349), 599 P.2d 81 (1979).

**Sec. 09.65.135. Limitations on claims arising from skiing.** (a) A skier may not recover from a ski area operator for injury resulting from an inherent risk of skiing unless the injury occurred when the ski area operator was not providing the information required by (b) of this section.

(b) A ski area operator shall post trail signs at prominent locations within a ski area which shall include a list of the inherent risks of skiing and the limitation on liability of the ski area operator provided by this section.

(c) In this section

(1) "inherent risks of skiing" means the dangers or conditions which are an integral part of the sport of skiing, including, but not limited to,

(A) changing weather conditions;

(B) variations or steepness in terrain;

(C) snow or ice conditions;

(D) surface or subsurface conditions such as bare spots, forest growth, and rocks;

(E) collisions with lift towers, other structures, and their components unless the skier is on the lift;

(F) collisions with other skiers; and

(G) a skier's failure to ski within the limits of his own ability;

(2) "injury" means a personal injury or property damage or loss;

(3) "skier" means a person in a ski area engaged in the sport of skiing, sliding downhill on snow or ice on skis, a toboggan, a sled, a tube, a ski-bob, or other device for recreation in snow;

(4) "ski area" means all ski slopes, trails and other places under the control of a ski area operator and administered as a single enterprise in the state;

(5) "ski area operator" means the operator of a ski area. (§ 2 ch 80 SLA 1980)

ATTACHMENT B

- § 21004. Exercise of powers granted to division by this part as matters of public necessity
- § 21005. Right of State to regulate airport hazards by zoning not limited
- § 21006. Operation or landing of helicopters in populated areas not restricted
- § 21006.5. "Department"
- § 21007. "Division": "California Aeronautics Commission"
- § 21008. "Director"
- § 21008.5. "Board"
- § 21009. "Person"
- § 21010. "Political subdivision"
- § 21011. "Aeronautics"
- § 21012. "Aircraft"
- § 21013. "Airport"
- § 21014. "Air navigation facility"
- § 21015. "Operation of aircraft": "Operate aircraft"
- § 21015.5. "Parachute jump"
- § 21016. "Airman"
- § 21017. "Airport hazard"
- § 21018. "Airway"
- § 21019. Violation of part other than § 21407.5: Punishment

§ 21001. Citation of part

This part may be cited as the "State Aeronautics Act."

Legislative History:

- 1. Added by Stats 1953 ch 151 § 1 p 927. 4312, deleting "Commission" after "Aeronautics."  
Based on Stats 1947 ch 1379 § 27 p 2941.
- 2. Amended by Stats 1961 ch 2071 § 2 p

Collateral References:

- Cal Jur 2d Aviation § 2.
- McKinsey's Cal Dig Aeronautics § 1.
- 8 Am Jur 2d Aviation § 17.

Attorney General's Opinions:

33 Ops Atty Gen 106 (it is not legal duty of California aeronautics commission to determine whether some airport permittees must purchase runway clear zones in order to secure benefits under federal rule or law).

Law Review Articles:

Enforcement of safety regulations by Civil Aeronautics Authority. 25 CLR 280.

§ 21002. Purpose of part

The purpose of this part is to further and protect the public interest in aeronautics and aeronautical progress by the following means:

- (a) Encouraging the development of private flying and the general use of air transportation.
- (b) Fostering and promoting safety in aeronautics.

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- (c) Effecting uniformity of the laws and regulations relating to aeronautics consistent with federal aeronautics laws and regulations.
- (d) Granting to a state agency such powers and imposing upon it such duties that the State may properly perform its functions relative to aeronautics and effectively exercise its jurisdiction over persons and property, assist in the development of a state-wide system of airports, encourage the flow of private capital into aviation facilities, and cooperate with and assist political subdivisions and others engaged in aeronautics in the development and encouragement of aeronautics.
- (e) Establishing only those regulations which are essential and clearly within the scope of the authority granted by the Legislature, in order that persons may engage in every phase of aeronautics with the least possible restriction consistent with the safety and the rights of others.
- (f) Providing for cooperation with the federal authorities in the development of a national system of civil aviation and for coordination of the aeronautical activities of those authorities and the authorities of this State.

**Legislative History:**

Added by Stats 1953 ch 151 § 1 p 927. Based on Stats 1947 ch 1379 § 2 subd (a) p 2929.

**Cross References:**

Encouragement of aeronautics: § 21241.  
 Co-operation with federal agencies: §§ 21249, 21250.  
 Assistance to political subdivisions: §§ 21601-21603.  
 Airport district: §§ 22001 et seq.  
 Authority of supervisors concerning airports: Gov C §§ 26020 et seq.

Powers and duties of cities and counties concerning airports: Gov C §§ 50470 et seq.  
 Airport Approaches Zoning Law: Gov C §§ 50485 et seq.  
 Aircraft facilities of San Francisco harbor: H & N C §§ 1940 et seq.

**Collateral References:**

Cal Jur 2d Aviation §§ 2, 13, 17.  
 McKinney's Cal Dig Aeronautics § 1.  
 8 Am Jur 2d Aviation § 17.

Responsibility of the landowner to the airplane overhead. 8 Hast LJ 230.  
 Proposed uniform state aeronautical code. 8 LA B. B 92.

**Law Review Articles:**

Sovereignty of airspace. 36 CLR 41.  
 Public control and regulation of aviation. 2 SCLR 430.  
 Law governing acts done in course of flight. 2 SCLR 483, 36 CLR 41.

**Annotations:**

Aeroplanes and aeronautics. 69 ALR 316, 83 ALR 333, 99 ALR 173.

FIR

municipal airport in action by them against commercial airlines operating jet aircraft in and out of airport where, though plaintiffs alleged that defendants' flight operations constituted nuisance, aircraft involved were operated with federal airworthiness certificates in federally certificated, scheduled passenger service, in conformity with federal safety regulations, in manner not creating imminent danger, and in furtherance of public interest in safe, regular air transportation of goods and passengers. *Loma Portal Civic Club v American Airlines, Inc.* (1964) 61 C2d 582, 39 Cal Rptr 703, 394 P2d 548.

extensive pattern of federal regulation in such field, especially in view of express declaration in Federal Aviation Act that nothing therein contained shall in any way abridge or alter remedies now existing at common law or by statute and that the provisions of act are in addition to such remedies. *Loma Portal Civic Club v American Airlines, Inc.* (1964) 61 C2d 582, 39 Cal Rptr 708, 394 P2d 548.

A temporary invasion of air space by aircraft over the land of another is privileged so long as it does not unreasonably interfere with persons or property on the land. *Pacific Gas & Elec. Co. v Peterson* (1969) 270 CA2d 434, 75 Cal Rptr 673.

State action in field of commercial aircraft flight operations has not been precluded by

**§ 21404. Liability for death of passengers**

Subject to Section 21406, the liability of the owner or pilot of an aircraft carrying passengers for injury or death to the passengers is determined by the rules of law applicable to torts on the land or waters of this state, arising out of similar relationships. Every owner of an aircraft is liable and responsible for death or injury to person or property resulting from a negligent or wrongful act or omission in the operation of the aircraft, in the business of the owner or otherwise, by any person using or operating the same with the permission, express or implied, of the owner.

**Legislative History:**

- 1. Added by Stats 1953 ch 151 § 1 p 934. Based on Stats 1947 ch 1379 § 2 subd (f) p 2929.
- 2. Amended by Stats 1968 ch 1458 § 1 p 2890, adding the last sentence to the section.

**Collateral References:**

- Cal Jur 2d Aviation §§ 59, 63.
- McKinney's Cal Dig Aeronautics § 3.
- 8 Am Jur 2d Aviation §§ 64 et seq.

**Law Review Articles:**

- The liability of the aviator to third persons. 2 SCLR 405.
- Res ipsa loquitur in aviation law. 18 SCLR 15.

**Attorney General's Opinions:**

- 12 Ops Atty Gen 28 (questions respecting liability of owner or pilot for injury or death of passenger discussed).

**Annotations:**

- Negligence in connection with aircraft and aviation. 69 ALR 316, 83 ALR 333, 99 ALR 173.

- Tort liability of one granting or loaning aeroplane to another. 4 ALR2d 1306.
- Res ipsa loquitur in aviation accidents. 6 ALR2d 528.
- Death or injury to occupant of aeroplane from collision or near collision with another aircraft. 12 ALR2d 677.
- Limitation of liability for personal injury by air carrier. 13 ALR2d 337.
- Defenses of fellow servant and assumption of risk in actions involving injury or death of member of aeroplane crew. 13 ALR2d 1137.
- Liability of operator of flight training school for injury or death of trainee. 17 ALR2d 557.
- Pre-flight inspection and maintenance of aircraft. 30 ALR2d 1172.

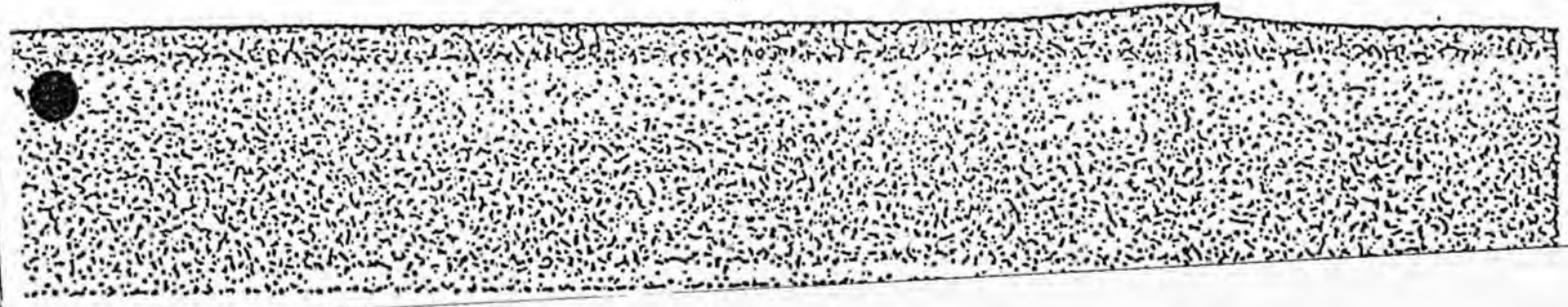
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**§ 21404. damages**

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Notes of Decisions

In action for death of one of two pilots in airplane crash, burden is on plaintiff to prove that decedent was not guest riding in plane without giving compensation for such ride or while engaged in joint enterprise with airman flying it, where it is not claimed that death resulted from intoxication or wilful misconduct of airman. *Whittemore v Lockheed Aircraft Corp.* (1944) 65 CA2d 737, 151 P2d 670.

Where president of construction company took prospective customer and his wife on flight in company owned plane over two ranches in which customer was interested and which would require construction work, and then crashed in attempting to land at third ranch where parties planned to do some hunting, evidence sustained finding that pilot was acting within scope of his employment by construction company at time of accident, it being common knowledge that businessmen often entertain customers and prospective customers for business reasons. *Halbert v Berlinger* (1954) 127 CA2d 6, 273 P2d 274.

In action for personal injuries in wrongful death arising when plane crashed in attempting landing at ranch, jury finding that pilot's negligence was proximate cause of accident was sustained by evidence that wind conditions were turbulent, that pilot was unable to locate ranch at first and then, on

seeing landing strip, attempted sharp turn toward it, but plane did not have enough speed when turn was attempted, and that pilot should have circled strip before attempting a landing. *Halbert v Berlinger* (1954) 127 CA2d 6, 273 P2d 274.

Properly handled by competent pilot, airplane is not inherently dangerous instrument within rule imposing absolute liability on bailors in connection with ultrahazardous activities. *Boyd v White* (1954) 128 CA2d 641, 276 P2d 92.

Possibility that one who chartered plane was going to commit suicide would not give pilot such information as to put him on notice that one chartering plane would take it and attempt to fly it. *Fresno Air Service v Wood* (1965) 232 CA2d 801, 43 Cal Rptr 276.

At no time has either federal law or FAA Regulations invested the Federal Aviation Agency or its administrator with any authority to "deny" the owner of private property the right to perform construction work on his property, and to do so would be an outright violation of the concluding clause of U. S. Const., 5th Amend. *Rader v Apple Valley Bldg. & Dev. Co.* (1968) 261 CA2d 308, 68 Cal Rptr 108.

§ 21404.1. Same: Limitation of liability: Exemplary or punitive damages

(a) The liability of an owner, bailee of an owner, or personal representative of a decedent imposed by Section 21404 and not arising through the relationship of principal and agent or master and servant is limited to the amount of fifteen thousand dollars (\$15,000) for the death of or injury to one person in any one accident and, subject to the limit as to one person, is limited to the amount of thirty thousand dollars (\$30,000) for the death of or injury to more than one person in any one accident and is limited to the amount of five thousand dollars (\$5,000) for damage to property of others in any one accident.

(b) An owner, bailee of an owner, or personal representative of a decedent is not liable under this section for damages imposed for the sake of example and by way of punishing the operator of the aircraft. Nothing in this subdivision makes an owner, bailee of an owner, or personal representative immune from lia-

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liability for damages imposed for the sake of example and by way of punishing him for his own wrongful conduct.

Punitive damages

**Legislative History:**

Added by Stats 1968 ch 1458 § 2 p 2891.

**Collateral References:**

Cal Jur 2d Aviation §§ 59, 63.  
McKinney's Cal Dig Aeronautics § 3.  
8 Am Jur 2d Aviation § 105.

**§ 21405. Liability for collision of aircraft**

Subject to Section 21406, the liability of the owner of one aircraft to the owner of another aircraft, or to operators or passengers on either aircraft, for damage caused by collision on land or in the air, is determined by the rules of law applicable to torts on land.

**Legislative History:**

Added by Stats 1953 ch 151 § 1 p 934. Based on Stats 1947 ch 1379 § 2 subd (g) p 2929.

**Collateral References:**

Cal Jur 2d Aviation §§ 59, 65.  
McKinney's Cal Dig Aeronautics § 3(6).  
8 Am Jur 2d Aviation §§ 88 et seq., 98.

**Law Review Articles:**

The liability of the aviator to third persons. 2 SCLR 405.  
Res ipsa loquitur in aviation law. 18 SCLR 15.  
Liability for damages to ground victims resulting from flight of aircraft. 2 UCLA LR 598.  
Strict liability for aircraft crashes and forced landings on ground victims outside of established landing areas. 5 Hast LJ 1.

**Annotations:**

Negligence in connection with aircraft and aviation. 69 ALR 316, 83 ALR 353, 99 ALR 173.  
Tort liability of one granting or loading aeroplane to another. 4 ALR2d 1306.  
Res ipsa loquitur in aviation accidents. 6 ALR2d 528.  
Death or injury to occupant of aeroplane from collision with another aircraft. 12 ALR2d 677.  
Pre-flight inspection and maintenance of aircraft. 30 ALR2d 1172.

**Notes of Decisions**

In consolidated actions for damages for death, resulting from collision of two airplanes which were under control of defendants and in which deceased persons had been riding as passengers, where no explanation of cause of collision was furnished by plaintiffs' evidence, which clearly left it doubtful as to whether ultimate cause of collision was neg-

ligence of defendants, it was proper to instruct jury as to doctrine of res ipsa loquitur. Parker v Granger (James), Inc. (1935) 4 C2d 668, 52 P2d 226, cert den 298 US 644, 80 L Ed 1375, 56 S Ct 958.

In action for damages for destruction of airplane rented to defendant, where there was

evidence that at time of accident pilot took off straight into wind and then made two turns so that wind was at his back and plane lost altitude rapidly, and expert testified that he made pilot errors in choosing short runway under conditions then present and in pulling ship off ground before it had flying speed, and plaintiff's president testified that if pilot had difficulty in climbing he should have landed in field straight ahead and that he discussed with pilot characteristics of plane and airport, there was substantial evidence precluding court from withdrawing issue of negligence from jury. *United Air Services,*

*Ltd. v Sampson* (1938) 30 CA2d 135, 86 P2d 366.

Assuming that competent flying instructor knew his student to be incompetent, such fact is not enough to render owner, who rented airplane to instructor, knowing it was to be flown by student, liable for damages caused by airplane while flown by student, under rule that bailor who entrusts vehicle to person he knows to be incompetent is liable for bailee's negligent acts. *Boyd v White* (1954) 128 CA2d 641, 276 P2d 92.

### § 21406. Liability for personal injuries to or death of "guest" in aircraft

A guest riding in or upon any aircraft without giving compensation, or any other person, does not have any right of action for civil damages against the airman flying the aircraft or against any other person otherwise legally liable for the conduct of the airman, on account of personal injury to, or the death of, the guest during such ride, unless the plaintiff in the action establishes that the injury or death proximately resulted from the intoxication or wilful misconduct of the airman.

*helps  
general  
aviation*

#### Legislative History:

Added by Stats 1953 ch 151 § 1 p 934.  
Based on:

(a) Stats 1947 ch 1379 § 15, as added by  
Stats 1949 ch 653 § 1 p 1157.

(b) Stats 1929 ch 850 § 1E3, as added by  
Stats 1933 ch 438 § 1 p 1135.

#### Collateral References:

Cal Jur 7d Aviation §§ 62, 75.  
McKinney's Cal Dig Aeronautics § 3(5).  
8 Am Jur 2d Aviation §§ 81-84.

#### Law Review Articles:

Jurisdiction and venue in aviation accident cases. 36 CLR 41.  
Tort liability of air carriers to air passengers. 39 CLR 531.  
Liability for ground damaged from crashes or forced landings of aircraft. 43 CLR 309.  
Interpretation of California "guest statute" applicable to airplane accidents. 16 SCLR 358.

#### Attorney General's Opinions:

12 Ops Atty Gen 28 (questions respecting liability of owner or pilot for injury or death of passenger discussed).

#### Words and Phrases:

"Airplanes": Cal Words, Phrases and Maxims.

#### Annotations:

Liability for injury to guest in aeroplane. 12 ALR2d 656.  
Liability of operator of flight training school for injury or death of trainee as that of owner or operator to guest or passenger. 17 ALR2d 557.

I. REQUEST Page 1 of 2 II. FISCAL DETAIL  
 Bill/Resolution No.: HB 126 Agency Affected: Department of Law  
 Title: "...liability of aircraft owners..." Program Category Affected: General Govt.  
 Sponsor: Repr. Hurlburt BRU, Program of Subprogram(s) Affected:  
 Requestor: House Labor & Commerce Legal Services

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
<b>OPERATING</b>						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC						
<b>TOTAL OPERATING</b>	-0-	-0-	-0-	-0-	-0-	-0-
<b>CAPITAL</b>						
<b>REVENUE</b>						

FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	-0-	-0-	-0-	-0-	-0-
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL-TIME	-0-	-0-	-0-	-0-	-0-	-0-
PART-TIME						
TEMPORARY						

III. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

N/A

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared By: Richard I. Peques Director Phone: 465-3672  
 Division: Administrative Services Division Date: April 13, 1983  
 Approved by Commissioner: Richard I. Peques / for Date: April 13, 1983  
 Department: Department of Law

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HR 126 Page 2 of 2  
Fiscal Note  
Analysis

The liability of aircraft owners or operators for personal injury or death to guest passengers and the limitation thereof, is a matter between private parties. Such matters, unless they involve social concerns for which the state has provided some form of statutory protection, generally do not involve the Department of Law. Consequently, no fiscal impact will occur to the department's operations.

# COMMITTEE REPORT

4/14

## HOUSE

FURTHER: JUDICIARY

1/26/83

Date: 4-7-83

Mr. Speaker:

The Committee on LABOR & COMMERCE has had HB 126

An Act limiting the liability of aircraft owners or operators for personal injury or death to guest passengers. //

under consideration and reports it back as follows:

- do pass [ ] do not pass
- [ ] do pass with attached amendments(s)
- [ ] replace with CS for \_\_\_\_\_ [ ] same title [ ] new title
- and recommends \_\_\_\_\_
- [ ] AND attaches a "Letter of Intent" [ ] New Fiscal Note [X] Zero Fiscal Note Attached
- [ ] reports it back without recommendation
- [ ] referred to the \_\_\_\_\_ Committee

**MEMBERS SIGNING  
DO PASS**

\_\_\_\_\_

*John Dingell*

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**MEMBERS HAVING  
OTHER RECOMMENDATIONS:**

*Don Wadley* DO NOT PASS

*John J. Candlish* 10 R. 22

*Mike Rogerson* in rec.

*Rich Helby* (in rec.)

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*Rich Helby*

\_\_\_\_\_  
Vice-CHAIRMAN