

ALPHANUMERIC CONTROL 7/00

2430 HJ - HB 128

This section creates an exception to the general five year statute of limitations (AS 12.10.010) to allow prosecution for a sexual offense against a child to be commenced within one year after the child reaches the age of 16, or reports the crime to a law enforcement officer, whichever occurs first. The period of limitation cannot be extended by more than ten years, however.

This change is necessary because sexual offenses against young children (especially intrafamilial abuse) are frequently not discovered until the child reaches sufficient maturity to realize the wrongfulness of the conduct and to identify those adults to whom the conduct may safely be reported. A child of 12, 13 or 14 will often report for the first time sexual abuse which has been occurring since he or she was 4 or 5 years old. While the most recent assaults may be prosecuted, these offenses may be classified as less serious than the earlier ones, because of the child's older age. In those situations where the sexual abuse has been a continuing course of conduct which spans several years of a child's life the trier of fact should be entitled to reach and consider all aspects of the adult's conduct.

COMMENTARY AND SECTIONAL ANALYSIS  
FOR CSHB 117 (JUDICIARY)

Section 1. AS 11.41.420, Sexual Assault in the Second Degree.

This section does two things. It amends the current Sexual Assault in the Second Degree statute to define the crime as "sexual contact with another person without consent of that person." The amended language is consistent with that used in the Sexual Assault in the First Degree statute, which prohibits sexual penetration without consent. Under the current Sexual Assault in the Second Degree law the prosecutor must prove that the victim was "coerced" to submit to the sexual contact by the express or implied threat of imminent death, imminent physical injury, or imminent kidnapping. Technically, if a defendant physically forces a person to have sexual contact with him, rather than coercing the victim through the use of threats, the defendant has not committed Sexual Assault in the Second Degree. The amended language establishes that any sexual contact with a person without that person's consent is a class B felony.

The second change which this section makes is to raise the current class C felony offense of Sexual Assault in the Third Degree, penetration with a person who is suffering from a mental defect or is incapacitated, to Sexual Assault in the Second Degree, a class B felony (punishable by up to ten years in prison). The language describing the crime has not been altered.

Section 2. This section adds three new statutes to the Criminal Code, as described below.

AS 11.41.434, Sexual Abuse of a Minor In the First Degree.

This section creates a new classification of offense, Sexual Abuse of a Minor in the First Degree. The section prohibits a person 16 years of age or older from engaging in sexual penetration with a person who is under the age of 13. It also prohibits a person 18 years of age or older from engaging in sexual penetration with a person under 18 who is entrusted to the adult's care by authority of law or is his son or daughter, including illegitimate or adopted children and step-children.

Basically, this provision takes conduct which is currently labelled Sexual Assault in the First Degree (subsections (a)(3) and (a)(4) of present AS 11.41.410) and moves it to a new section entitled Sexual Abuse of a Minor in the First Degree. The conduct continues to be punishable as an unclassified felony, which carries a maximum sentence of up to 30 years

in prison and a presumptive term of eight years upon conviction for a first offense. Forcible sexual penetration of any person, including a child, would continue to be punishable as Sexual Assault in the First Degree, an unclassified felony.

AS 11.41.436, Sexual Abuse of a Minor in the Second Degree.

This section creates a new classification of crime, Sexual Abuse of a Minor in the Second Degree. It includes all three types of conduct now prohibited in the Sexual Abuse of a Minor statute (AS 11.41.440), but raises the classification of the crime from a C to a B felony level. In subsection (a)(1) the requirement that the defendant be at least four years older than the victim has been added. This language would exempt from prosecution those teenagers who have consensual sexual relations with other teens near their own age (a 17-year-old boy and his 15-year-old girlfriend, for example).

Paragraph 3 creates a new offense to address an omission in existing law. Under current law, sexual contact by a parent or guardian with his own child is a crime only if the child is under 13 (a class C felony) or under 16 (a class A misdemeanor). Fondling of a child's genitals or breasts by a parent is a serious violation of the trust and authority relationships within a family, and is often the precursor of a more serious assault. Existing law in this area is not sufficiently serious nor comprehensive. This provision extends the protection of the law to all children under age 18, and raises the classification of the conduct to a B felony level, punishable by up to ten years in prison.

AS 11.41.438, Sexual Abuse of a Minor in the Third Degree.

This section creates a new classification of offense entitled Sexual Abuse of a Minor in the Third Degree. Basically, this is the current Contributing to the Delinquency of a Minor statute (AS 11.51.130(a)(4)) raised from its present classification as an A misdemeanor to a class C felony level. Class C felonies are punishable by up to five years in prison.

The contributing statute now applies to defendants who are 19 years of age or older. The threshold age in this provision has been dropped to 16 to be consistent with the other sexual abuse provisions, but the requirement that there be at least a four year age difference between the defendant and the victim excludes consensual sexual contact between teenagers of approximately the same age.

Section 3. AS 11.41.440, Sexual Abuse of a Minor in the Fourth Degree.

This section creates a new provision to address a problem which has arisen under the present sexual assault laws. Virtually all of the statutes which deal with sexual offenses against children require that the actor be 16 years of age or older. Unfortunately, prosecutors and social workers have discovered numerous instances where an older child has sexually mistreated a much younger child, often while "babysitting" the younger child. This section prohibits all sexual contact or penetration between a child under 16 and another child who is three or more years younger, and makes such contact a class A misdemeanor.

The three year age difference requirement is included to ensure that a child who engages in sexual play with another child of approximately the same age may not be charged with a crime. Such behavior may, in some circumstances, be cause for parental concern, but it is not generally considered appropriate or useful to classify it as a crime. The purpose of making it a misdemeanor for a child to prey upon a much younger child is to establish the violation of a law which would allow intervention by the juvenile courts or social service workers. This intervention could be important; studies of adult sexual offenders indicate that many convicted offenders began to commit sexual assaults in their early teen years. Early identification and treatment of juvenile sexual offenders may ultimately decrease the number of adult offenders.

Section 4. AS 11.41.460, Indecent Exposure.

This section creates a new crime entitled Indecent Exposure, which is the intentional exposure of a person's genitals, buttock, anus or female breast to another person with reckless disregard for the offensive, insulting or frightening effect that the exposure that might have on the other person. Under current law this conduct is Disorderly Conduct, a class B misdemeanor offense with a maximum penalty of ten days in jail.

Some recent studies indicate that it is not uncommon for sex offenders to begin their assaultive behavior by exposing themselves to young children, and to gradually increase the seriousness of their conduct to sexual contact or penetration. Current law treats sexual exposure, especially to young children, much too leniently. This section raises the classification of Indecent Exposure to an A misdemeanor level (maximum sentence of one year) if the object of the exposure is a child under the age of 16. The offense remains a B misdemeanor (maximum sentence of 90 days in jail) if the witness to the exposure is an adult.

Section 5. AS 11.41.470, Definitions.

This section amends the definition of "without consent" to remove the requirement that the death or kidnapping with which the defendant threatens the victim be "imminent". Threats to inflict harm of this magnitude are inherently coercive, and the prosecution should not have to prove exactly when the defendant intended to cause the death or kidnapping. A threatened physical injury must still be "imminent" to fit within the definition.

Section 6. AS 12.10.020, Specific Time Limitation.

This section creates an exception to the general five year statute of limitations for prosecution for a crime (AS 12.10.010). If the five year limitation period has expired, this provision would allow prosecution for a sexual offense against a child to be commenced within one year after the child reaches the age of 16, or reports the crime to a law enforcement officer, whichever occurs first. In no case will the period of limitation be extended by more than five years, however.

This change is necessary because sexual offenses against young children (especially intrafamilial abuse) are frequently not discovered until the child reaches sufficient maturity to realize the wrongfulness of the conduct and to identify those adults to whom the conduct may safely be reported. A child of 12, 13 or 14 will often report for the first time sexual abuse which has been occurring since he or she was 4 or 5 years old. While the most recent assaults may be prosecuted, these offenses may be classified as less serious than the earlier ones, because of the child's older age. In those situations where the sexual abuse has been a continuing course of conduct which spans several years of a child's life the trier of fact should be entitled to reach and consider all aspects of the adult's conduct.

Section 7. AS 12.55.125(i), Sentences of Imprisonment for Felonies.

This section amends existing penalty provisions to conform to the change in the title of the offense described in new AS 11.41.434, Sexual Abuse of a Minor in the First Degree. Under current law this conduct is labelled Sexual Assault in the First Degree and is included in AS 11.41.410(a)(3) and (4).

Sections 8 and 9. AS 01.05.031(c), Use of Personal Pronouns.

In 1982 the legislature passed ch. 58, SLA 1982, which required the revisor of statutes to alter the language of statutes to avoid the use of personal pronouns denoting masculine or feminine gender. These changes are to be made both when new laws are enacted, and when the printed pamphlets of statutes are scheduled for reprinting. This directive, as it applies to the criminal code, is merely a matter of form, as all criminal laws, including those relating to sexual assault and sexual abuse of a minor, are "sex neutral." See AS 01.10.-050 and the Legislative Commentary to the Criminal Code.

In many criminal statutes, including some amended in this bill, the complete elimination of the use of personal pronouns cannot be accomplished without rewriting the statutes. This rewriting raises the potential for unintentional alteration of the meaning of a provision and a change in the way the law is interpreted by a court. There is a well established rule of statutory interpretation (called the "rule of lenity") which establishes that any ambiguity in a criminal statute must be construed against the state and in favor of the defendant. Criminal statutes are also subject to constitutional challenge of the statutory language is vague, or fails to give clear notice of what conduct is prohibited.

Because the elimination of personal pronouns accomplishes no substantive purpose (the code is already sex neutral), and may cause obscurity or ambiguity in the statutory language which could hamper the effective enforcement of the laws, sections 7 and 8 of the bill amend the law to allow the continued use of personal pronouns in Titles 11 and 12, the Criminal Law and Criminal Procedure Codes.

Section 10. AS 18.66.900(6), Definitions

This section amends the definition of "sexual assault" as used in the violent crimes compensation law to include the crime of Unlawful Exploitation of a Minor (making child pornography). It also deletes a reference to AS 11.51.-130(a)(4), which is repealed by this bill. The content of that statute has been included in the new AS 11.41.438.

Section 11. Repealed sections.

This section repeals those statutes whose content has been incorporated into the provisions discussed above.

An Act revising the laws relating to sexual abuse of a minor, sexual assault, and indecent exposure; and extending the time limitation for prosecution of sexual offenses; and amending AS 01.05.031 c and section 4 chapter 58 SLA 1982.

Change all age references to "three years"

STATE OF ALASKA  
THE LEGISLATURE

POUCH Y - STATE CAPITOL  
JUNEAU, ALASKA 99811  
907-465-3800

LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM

May 27, 1983

SUBJECT: Single subject rule  
(CSHB 117 (Judiciary))

TO: Representative Charlie Bussell  
Chairman, House Judiciary Committee

FROM: James H. Lear  
Legislative Counsel *JHL*

I have prepared the committee substitute to HB 117 as requested. In my opinion this committee substitute creates a probable violation of the single subject rule.

The single subject rule is contained in section 13, Article II, Constitution of the State of Alaska which provides:

SECTION 13. Every bill shall be confined to one subject unless it is an appropriation bill or one codifying, revising, or rearranging existing laws. Bills for appropriations shall be confined to appropriations. The subject of each bill shall be expressed in the title. The enacting clause shall be: "Be it enacted by the Legislature of the State of Alaska."

The primary aim of the rule has been stated by our court to be restraint of the log-rolling process in the legislature and describes log-rolling as deliberately inserting in one bill several dissimilar or incongruous subjects in order to secure the necessary support for passage of the measure. Suber v. Alaska State Bond Committee, 414 P.2d 546 (1966).

The test which broadly stated:

"Ultimately the decision in cases of this kind must be made on a basis of practicality and reasonableness. In determining whether a bill is confined to one subject we agree with the statement:

Representative Charlie Bussell

Page 2

May 27, 1983

'All that is necessary is that the act should embrace some one general subject; and by this is meant, merely, that all matters treated of should fall under some one general idea, be so connected with or related to each other, either logically or in popular understanding, as to be parts of, or germane to, one general subject.'

was adopted in Gellert v. State, 522 P.2d 1120 (Alaska 1974), and has been quoted in each subsequent case in point in Alaska with approval. It is therefore well settled that this broad language is the standard against which compliance with the single subject rule is to be tested.

I can see no relationship between sex crimes and the exception to sex-neutral pronouns in AS 11 and AS 12 which are logically or in popular understanding so connected or related to each other as to be part of one general subject.

This committee substitute also violates the provision in section 13 requiring the subject of each bill to be expressed in the title. The language in the committee substitute title merely cites the sections that pertain to sex-neutral pronouns. That alone is insufficient to state the subject under Alaska's constitutional guidelines.

Basically, these constitutional deficiencies would jeopardize prosecution of any crime set out in this bill because the enactment of the bill would be invalid.

JHL:ljb  
22/011

# Alaska State Legislature

## House of Representatives

Sam Pestinger

Finance Committee

Chairman

Sub-Committee on Education

WHILE IN SESSION

Touch V

State Capitol

Juneau, Alaska 99811

(907) 465-3706

OUT OF SESSION

716 W. 4th Ave., Suite 400

Anchorage, Alaska 99501

(907) 279-3531

S.R.A. Box 35M

Anchorage, Alaska 99507

(907) 344-7770



Official Business

### MEMORANDUM

May 26, 1983

TO: Rep. Charlie Bussell, Chairman  
House Judiciary Committee

FROM: Rep. Sam Pestinger *Sam*

RE: CSHE 117/ Jud  
(Relative To Criminal Law and Procedure)

I request that the committee reconsider raising from "three" to "four" years, the age difference between the offender and the victim, required before criminal liability can be imposed upon the offender.

Using "three" years in place of "four" is concurrent with existing statutes where age disparity is addressed.

During the last legislature, a three year age difference was adopted regarding new drug laws. (A.S. 11.71.010(a) and A.S. 11.71.030(a) ).

Current sexual assault statutes recognize this disparity in prosecution of a person over 16 who sexually assaults someone under 13 (A.S. 11.41.410(3) ).

The three year age difference strongly condemns the actions of an older person who takes unfair advantage of the immaturity and vulnerability of children while at the same time not injecting criminal law in an area where parental guidance and moral and religious training is the more appropriate response.

# COMMITTEE REPORT

47

## HOUSE

FURTHER: JUDICIARY  
FINANCE

1/26/83

Date: \_\_\_\_\_

Mr. Speaker:

The Committee on HESS has had HB 117

An Act relating to sexual abuse of a minor.

under consideration and reports it back as follows:

- do pass  do not pass
- do pass with attached amendments(s)
- replace with CS for HB 117 (Hess)  same title  
 new title
- and recommends \_\_\_\_\_
- AND attaches a "Letter of Intent"  ~~Yes~~ Fiscal Note Supp 35
- reports it back without recommendation  Zero Fiscal Note Attached
- referred to the \_\_\_\_\_ Committee

**MEMBERS SIGNING  
DO PASS**

Mr. Miller do pass

Balt do pass

Miss L. Hill

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**MEMBERS HAVING  
OTHER RECOMMENDATIONS:**

Alto Koprowski do pass when amended

Peter Jace do pass if amended

Muhlenberg do pass if amended

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_ CHAIRMAN

CO-

FISCAL NOTE

I. REQUEST

Bill/Resolution No. House Bill No. 117  
 Title "An Act relating to sexual abuse of a minor"  
 Requested by Representative Postinger Date Jan. 26, 1983

II. FISCAL DETAIL

Agency Affected Health & Social Services  
 Program Category Affected Offender Containment Reformation & Supervision  
 BRU, Program or Subprogram(s) Affected Adult Containment  
 (Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS ETC.						
<b>TOTAL</b>	2044.0	-0-	64.1	370.0		

FUNDING (Thousands of Dollars)

GENERAL FUND	2044.0	-0-	64.1	370.0	
FEDERAL FUNDS					
OTHER (Specify Fund Source)					

POSITIONS

FULL TIME					
PART TIME					
TEMPORARY					

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

This bill relates to the crime of sexual abuse of a minor in the first and second degrees.

IV. DATE February 4, 1983 PREPARED BY Roger C. Lange  
 AGENCY Division of Adult Corrections  
 PHONE 465-3376  
 Original: Legislative Finance  
 cc: Budget and Management  
 Prime Sponsor (First Legislator Named)

I. REQUEST  
 Bill/Resolution No.: CSHB 117 (Judiciary)  
 Title: "...laws relating to sexual abuse..."  
 Sponsor: House Judiciary (Orig.-Pestinger)  
 Requestor: House Finance Committee

II. FISCAL DETAIL  
 Agency Affected: Department of Law  
 Program Category Affected: Admin. Justice  
 BRU, Program or Subprogram(s) Affected: Prosecution

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
<b>OPERATING</b>		27.0	34.1	36.1	38.3	40.6
100 PERSONAL SERVICES		2.5	3.2	3.4	3.6	3.8
200 TRAVEL		4.0	4.3	4.6	4.9	5.2
300 CONTRACTUAL		2.8	1.0	1.1	1.2	1.3
400 COMMODITIES		1.5				
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC						
<b>TOTAL OPERATING</b>	-0-	37.8	42.5	45.2	48.0	50.9
<b>CAPITAL</b>						
<b>REVENUE</b>						

FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	37.8	42.5	45.2	48.0	50.9
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL-TIME						
PART-TIME	-0-	1	1	1	1	1
TEMPORARY						

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

Not specified by sponsor.

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared By: Richard I. Pegues, Director

Division: Administrative Services Division

Phone: 465-3672

Date: June 2, 1983

Approved by Commissioner: Norman C. Gorsuch, Attorney General

Department: Department of Law

Date: June 2, 1983

Distribution:

Original to Legislative Finance

Copy to Office of Management and Budget (for Legislature introduced bills)

Copy to Department (for Governor introduced bills)

Copy to Sponsor

Copy to Requestor (if different from Sponsor)

CSHB 117 (Judiciary)  
Fiscal Note  
Analysis

This bill is a comprehensive revision of current law regarding sexual assault and sexual abuse of a minor. Current laws dealing with sexual offenses against children appear in several different areas of the criminal code. Depending upon the age of the child victim, current law authorizes vastly different penalties for essentially similar conduct on the part of the adult offender; some conduct which is extremely harmful to children is not covered at all.

Sexual offenses against children include many types of conduct. This bill groups all of this conduct in one area of the code, and labels most of it "Sexual Abuse of a Minor." The conduct is divided into four degrees of seriousness, and penalties appropriate to the classification of the crime are attached.

In most instances the penalties which may be imposed upon conviction for conduct constituting sexual abuse of a minor are raised. These increases in the possible penalties for offenders are needed to protect children from sexual abuse, and to punish and isolate offenders, but will not have any appreciable effect upon the costs of prosecution. Fiscal impact will occur only in those limited areas where a new crime is created to prohibit conduct which is not included under current law. It is estimated that the additional coverage in these limited areas will require an increase in prosecution resources equivalent to .5 of an attorney position.

Fiscal Analysis - CSHB 117 (Judiciary)

The impact of CSHB 117 is expected to result in the addition of one-half the time of an Attorney IV on a statewide basis. Actual placement of cumulative positions and costs can only be determined after the Legislature has acted and we know what bills and fiscal notes have been approved. For purposes of the analysis, salary schedule A has been used.

The first year of the analysis is FY 84 and costs have been calculated on a 10 month basis to account for the time required to establish new positions and the time it takes to get a new program underway. The costs after FY 84 are on a 12 month basis and include a 6% annual inflation factor.

1st Year (10 months)

	<u>Atty IV (PPT)</u>	<u>Total</u>
Personal Services	27.0	27.0
Travel	2.5	2.5
Contractual	4.0	4.0
Commod. - ongoing	.8	.8
Commod. - single time	2.0	2.0
Equipment - single time	1.5	1.5
		<hr/>
		37.8

2nd Year (12 months + 6% annual inflation)

Personal Services	34.1	34.1
Travel	3.2	3.2
Contractual	4.3	4.3
Commodities	1.0	1.0
		<hr/>
		42.5

1.	POSITION TITLE Attorney IV				RANGE/STEP 24A	BARG. UNIT X	FORM 12 PAGE/LINE	COV.	APPRDV.	DISAPP.
2.	TYPE OF POSITION PPT	STAFF MONTHS 10	RP NUMBER	PCN NUMBER	BRU PRIORITY	LOCATION Anchorage	ELECTION DISTRICT 8	LEG.		
3.	CONTINUATION LEVEL				JUSTIFICATION					
4.	TYPE OF EXPENDITURE				AMOUNT					
	1		2		3					
	PERSONAL SERVICES									
5.	Salary	2,215 X 10 mos.	21,250							
6.	Benefits		3,278							
7.	Supplemental Benefits		1,303							
8.	Fixed Benefits		1,200							
9.	TOTAL PERSONAL SERVICES		01		27,031					
10.	Travel		02		2,500					
11.	Contractual		03		4,000					
12.	Commodities		04		2,800					
13.	Equipment		05		1,500					
14.	Other									
15.	TOTAL COST				37,831					
	RECEIPT CODE				FUNDING SOURCE					
16.					Federal Receipts 1002					
17.					G.F. Match 1003					
18.					General Funds 1004					
19.					I-A Receipts 1005					
20.					Program Receipts 1028					
21.					Other					
FOR B&M USE ONLY										
4A KEY NUMBER _____										

Enactment of the revisions to the current law regarding sexual assault and sexual abuse of a minor, contained in this bill, will require the services of an Attorney IV, on a part time basis. The additional workload occurs in a few limited areas where a new crime is created to prohibit conduct that is not included under current law. Because sexual assault and abuse offenses are difficult to try, a skilled litigator, at the full working level of Attorney IV, will be required.

**13** REQUEST FOR  
NEW POSITION

AGENCY DEPARTMENT OF LAW  
PROGRAM ADMINISTRATION OF JUSTICE  
BRU PROSECUTION  
COMPONENT THIRD JUDICIAL DISTRICT

**FY 84**

Page 1 of 1  
Revised Date \_\_\_\_\_

H B

124

OTTO, HART, E. HATAI 3/14 8 00 AM

TO: ALL LEGISLATORS

FROM: PAULA GIAUQUE  
PO BOX 1722  
PALMER 99645

WE WOULD LIKE TO HAVE YOUR SUPPORT ON HB 124. THERE ARE MANY FARMERS WHO WILL SURELY BE OUT OF BUSINESS WITHOUT SOME RELIEF UNDER THIS LEGISLATION. A WORKABLE A.R.L.F. WITH THE CAPABILITY OF ADJUSTING SOMEWHAT TO THE CURRENT CONDITIONS IS REALLY NEEDED AT THIS TIME.



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126

H B

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  
Temasco 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  
Page 6

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 105F 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 AIRMA MISSING LK 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 PLND/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 00020 000  
 3790 AL01 0206 00 SMO STALL PLAN/WX WX APPX CEIL USCL PILT 00020 03000 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 00701 00000 000  
 3755 AL01 206B MARITIME HELICO SMO CNTLD COLL GRND/WTR MISCL APPX CEIL BRKN PILT 00000 03000 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 00100 00100 000  
 374M AL01 207A COASTAL AVIATIO 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 00001 00200 000  
 23A AL01 0073 DIR CNTL LOOP SOFTSH ACFR NONX CLER PILT 00174 00200 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 00010 000  
 350X AL01 172A WESTERN YUKON P CNTLD COLL TERRAIN/UNSU ENLAND APPX LTRN OCST PILT 00011 01000 000

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

10630 AL01 DHAU ANCHORAGE AK TRGT-INIT CLIAS GRND/WTR MISJG ATCO VFR DAY ATF 00000 00120 000  
 411F AL01 0402\* 10 WAKE TURB AC/SPACE MISCL APPX NONX SCAT PILT 00000 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 00000 ALASKA EXPRESS 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	FAT
REG	PRDO	ACFT MODEL	OWN OPR MAKE	BRNY	FWYC	ACCIDENT TYPE	CAUSAL	CONTRF	TFLYS	FLYCS	SKCON	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.

3687	AL62	D440	KETCHIKAN	AK						ATCO					000
61E		DHC2*													000

1111	AL62	CESSNA	HIDDEN LAKES	AK		LEND-LVL OFF TOUCH	GEAR/UNME.	CARLS	ATCO	VFR	DAY	CON	06300	00230	000
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-OK 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-OK 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  
 0A 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 C119G3E-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  
 0A 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  
 38Z 18A APAX 060

OVERDUE AND FAST FUEL EXHAUSTION. RESCUE HAS STARTED.

3912 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.

4982 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 DAY 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 QUERTURNED.

8889 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.

3867 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

AS OF

AUG 12, 1991

PAGE 2

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-TXES	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 LDG.																	
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	TOTFR	INJ
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/ACPERF	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	01696	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	ACO1	240	JET ALASKA INC	12	WET	OVERSHOOT	WETRWY	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	MWSLY		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. A/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	PA2823J	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 MM/YY	OO PRDO	ACFT MAKE ACFT MODEL	CITY OWN OPR NAME	ST RWAY	VRST RWYC	PHASE OF FLIGHT ACCIDENT TYPE	CAUSAL CAUSAL	SUPPTF CONTRF	FLYF FLYS	FLTGP FLYCS	ETCON SKCON	CERT PROF	TMM TPM90	T90 TOTR	FAT INJ
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				WHL-DRY-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 LEVELLED 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

PAGE 5

DATE	DD	ACFT MAKE	CITY	ST	VRST	PRST	JP	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-FCD/PREC LD 2000SYF	FUELC	ATCO	VFR	NIT	CPF	00051	00161	000	
EVENT REMARKS																	
1 790630 AL01 206CESSNA BIG RED'S FLYIN NOSE UP OVR PREFLT/INSP ACAR NOWX CLER PILOT 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-FCD/PREC LD 72215KPW	CRACK	ATCO	VFR	DAY	CPF	00044	00179	000	
532H	AL01	F28C	ALYESKA AIR SER					FORCED LOG-DAMAGE	APAX	WIND	CLER	PILOT	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	402B	SOLDOTNA AIR					ENTD-COLL INST/FROC	WX	APAX	GETL	OGST	PILOT	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					WHEEL DOWN HIT	OLDEST	MAIL	NOWX	OGST	PILOT	00030	03315	000	
A AMPHIBIAN PLT FAILED TO RETRACT LNDG F ) LAND TAKEOFF. LANDED IN BAY WITH GEAR DOWN. FLIPPED OVER.																	
790713	AL01	CESSNA	TOGIAK	AK				LAND-ROLL FL OV/SKOT	MISJG	ATCO	VFR	DAY	COM	00200	00255	000	
2435F	AL01	180	ARMSTRONG AIR S	28	WET	DIR	ENTL-LOOP	3242BK	WETRWY	APAX	NOWX	SCAT	PILOT	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			UNKNOWN GRND/LTR	WXNBR	ATCO	VFR	NIT	ATF	00041	04775	000	
734YS	AL01	206CESSNA	ALASKA AIR SERV					MISSING ATC	MISGL	APAX	LTRH	OGST	PILOT	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	MISGL	ACAR	NOWX	OGST	PILOT	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/JTBAL	CARLS	ATCO	VFR	DAY	COM	00045	00177	000	
7853H	NW61	PA12	SILVER TIP LODG					NOSE UP OVR	TKOF/UELAY	MISGL	APAX	NOWX	SCAT	PILOT	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	PILOT	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	PILOT	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	PILOT	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	PILOT	00250	11120	000		
A AIRCRAFT CRASHED INTO HANGAR RIGHT AFTER TAKEOFF. WATER WAS FOUND IN FUEL STORAGE FACILITIES OF OPERATOR.																	

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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	ACAR	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	SNOBKN	APAX	WIND	CLER	PILT	00012	05300	000
A	LANDED TAIL DRAGGER IN STRONG CROSSWIND. AIRPLANE GROUND-LOOPED 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	SNOBKN	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	WXBRF	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 NUM	OO PROO	ACFT MAKE ACFT MODEL	CITY OWN OPR NAME	ST RWAY	VRST PHASE OF FLIGHT RWYC ACCIDENT TYPE	CAUSAL CAUSAL	SUPPTF CONTRF	TFLY TFLYS	FLTCP FLYCS	LTCOM SKCON	CERT P. JF	TMM TMM90	T90 TOTR	FAT INJ
800608	AL01	CESSNA	TALKEETNA	AK	LAND-ROLL FL	TERRAIN/UNSU	CALCR	ATCO	VFR	DAY	CPF	00200	00105	000
92CP	AL01	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	AL01	CESSNA	ILIANNA	AK	TKOF-FORCE LAND	7160SYIT	CRACK	ATCO	VFR	DAY	COM	00015	000	
4557F	AL01	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	AL01	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	AL01	CESSNA	SQUAW CREEK	AK	CRUISE-LB LVL OF	MISC/PILACT	CALCR	ATCO	VFR	DAY	COM	01500	00110	000
5083K	AL01	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	AL01	PIPER	EGIGIK	AK	CRUISE-FCD/PREC LD	7200SYEN	UNDET	ATCO	IFR	DAY	COM	00602	00251	000
24130	AL01	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	AL01	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	AL01	PIPER	FALSE PASS	AK	FOG APPR-VFR PTRN CIRC	FLY/SFD	MISJG	ACOM	IFR	DAY	ATP	00500	00125	001
5537Y	AL01	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	AL01	CESSNA	COLLINSVILLE	AK				ATCO						000
9855X	185							APAX						000
A														
800721	AL01	CESSNA	PILOT STATION	AK	LAND-LVT OFF TOUCH	OBJECT/AVOID	OTHER	ATCO	VFR	DAY	ATF	00350	00222	000
7320U	AL01	207		07	COLL-OTHER			VIS00S	APAX	NOWX	CLER	PILT	00220	04600
A	AIRCRAFT HIT EQUIPMENT ON RUNWAY DURING LANDING.													
800724	AL01	EVNAIR	BETHEL	AK	LAND-ROLL FL	BRAKE/GROCTL	MISTK	ATCO	VFR	DAY	CPF	00305	00530	000
4501C	AL01	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	AL01	CESSNA	DILLINGHAM	AK	TKOF-INIT CLIMB	EARLY/LIFTOF	MISJG	ATCO	VFR	DAY	CPF	00162	00185	000
7421K	AL01	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	AL01	CESSNA	KENAI	AK	LAND-ROLL FL	3220SYNG	CRACK	ATCO	VFR	DSK	COM	00153	00333	000
71961	AL01	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	AL01	DHAV	CORDOVA	AK	CRUISE-FCD/PREC LD	MGT/FLEL	INATT	ATCO	VFR	DAY	ATF	01300	00415	000
67676	AL01	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

800803	AL01	DHAV	TOGIK	AK		CLIMB-TO CRUISE	ENRT/TERRAIN	MISJG	ATCO	IFR	DAY	ATP	00300		002
6336F	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	TAKOFF/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 SVG	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
77430	AL01	PA32300	PENNSINUEA 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	TMH	T90	FAT		
NUM	PRD	ACFT MODEL	OWN	OPR	NAME	RWAY	RWYC	ACCIDENT	TYPE	CAUSAL	CONTRF	FLYS	FLYCS	SKCON	PROF	TM90	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/WX	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		
5445X		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	OO	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	ACCIDENT TYPE	CAUSAL	CONTRF	TFLYS	FLYCS	SKCON	PROF	TM90	TOT1R	INJ

EVENT REMARKS

810701	AL01	DOUG	PILOT POINT	AK											003
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1115T	DC3														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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A

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	BREVIK MISSION	AK	CRUISE-NORMAL	GRND/LTR	CARLS	ATCO	IFR	DAY	COM	00391	00141	000
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1485H	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	ATP	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	ATP	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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A

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>	FLY <sup>3</sup>	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	DNW	COM	00042	00067	000
72135	AL61	A185E	ALASKA AVIATIO					DRIFT	HIGHV6	PRGG	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		ACAR	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	NR61	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	ACAR	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		PRGG	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	PRGG	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
8129	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
8511B	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	DHC4	SEA AIRMOTIVE		04			UNDET COLL	PREFLT/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	DD	ACFT MAKE	CITY	ST	VRST	PHASE OF FLIGHT	CAUSAL	SUPPTE	FLY <sup>3</sup>	FLTGP	LTCGN	GERF	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	180X	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	WXBRF	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	00333	001
1864U	AL61	207	AIR-NORTH			GNTEG-GOLL	THROT/BODST	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			
8061V	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.																		
800209	AL61	CESSNA	ATKASUK	AK			TKOF-INIT CLIMB	3210SYSC	JAMHL	ATCO	VFR	NIT	ATF	00202	00037	000			
1738U	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	UNITAT 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	T90	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												000
84083		172														000

800802	AL61	HUGHES	KIVALINA	AK		CRUISE-FCO/PREC LD 7322GV		JAMML	ATCO	VFR	DAY	ATF	01188	00256	000
50SC	AL01	369	INTL AIR TRANSP			FORCED LOG DAMAG			PXGG	NOWX	SCAT		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	ATF	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	SNW COLL TREES	INIT/GOAR	MISCL	ACAR	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	NIT	CPF	00340	00059	002
59199	AL61	U206F	AUDI AIR		DIR	CNTLD COLL	CNTL/WX	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												001
173MM		680FL														
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		08379	001
A	ENCOUNTERED ICING, LOW CEILING & VISIBILITY. ICE ON WINDSHIELD. ELECTED TO LAND. STALLED. FLIPPED OVER ON IMPACT.														

810327	AL61	PIPER	GALENA	AK												000
66856		PA32														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		27	DRY DIR CNTL LOOP	3220SYNG	MISCL	APAX	NOWX	SCAT	PILT	00120	10000	000
A	LOST CONTROL, GROUND-LOOPED ON LANDING. TAIL WHEEL LOCK HAD BEEN REMOVED. RECOMMEND REINSTALLATION OF SAME.														

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

810721	AL61	HELIO	UNIAT	AK												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												000
326W			AURORA AIR SERV													000
A	ON LANDING RAN OFF RUNWAY.															

DATE	DO	ACFT MAKE	CITY	ST	VRST	PHASE OF FLIGHT	CAUSAL	SUPPTF	IFLY <sup>2</sup>	FLTCP	LTECN	CERT	TMH	T90	FAT
NNUM	PRDO	ACFT MODEL	OWN OPR NAME	RWAY	RWYC	ACCIDENT TYPE	CAUSAL	CONTRF	TFLYS	FLYCS	SYCON	PROF	TM90	TOTHR	INJ

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 SKYW				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 RKWELL	ITALIO RIV	AK			TROF-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	00180	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		TROF-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/LX	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	EQUIP/MGT	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	RMVC	ACCIDENT TYPE	CAUSAL	CONTRF	IFLYS	FLYCS	SKCON	PROF	TMN90	TOT49	INJ

EVENT REMARKS

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 CNTRL 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	TENSCO HELICOPT			UNNTD COLL	PROC/INST	MISCL	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	FLTCNTR/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.

AVIATION EXPERIENCE - ADMITTED INDIANERS - 1970 to 1980 (Good omitted)  
STATE OF ALASKA

1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
11/0	15/2	16/7	13/8	16/8	22/9	18/9	15/6	14/6	13/5	10/
713 732	4378 8111	1282 1498	4477 4843	4781 2811	2357 4126	4387 2789	5271 4646	6276 6487 5117	1438 1371 577	1403
41.5%	58.1%	62.5%	126.1%	162.3%	218.4%	202.3%	186.7%	276.5%	214.7%	177.8%
(1)	2	3	4	5	6	7	8	9	10	11
17	21	27	34	41	49	57	66	75	84	93
31	37	45	54	63	72	81	90	100	110	120
47	54	63	72	81	90	100	110	120	130	140
63	71	80	89	98	107	116	125	134	143	152
80	87	95	103	111	119	127	135	143	151	159
97	104	112	120	128	136	144	152	160	168	176
114	121	129	137	145	153	161	169	177	185	193
131	138	146	154	162	170	178	186	194	202	210
148	155	163	171	179	187	195	203	211	219	227
165	172	180	188	196	204	212	220	228	236	244
182	189	197	205	213	221	229	237	245	253	261
200	207	215	223	231	239	247	255	263	271	279
217	224	232	240	248	256	264	272	280	288	296
234	241	249	257	265	273	281	289	297	305	313
251	258	266	274	282	290	298	306	314	322	330
268	275	283	291	299	307	315	323	331	339	347
285	292	300	308	316	324	332	340	348	356	364
302	309	317	325	333	341	349	357	365	373	381
319	326	334	342	350	358	366	374	382	390	398
336	343	351	359	367	375	383	391	399	407	415
353	360	368	376	384	392	400	408	416	424	432
370	377	385	393	401	409	417	425	433	441	449
387	394	402	410	418	426	434	442	450	458	466
404	411	419	427	435	443	451	459	467	475	483
421	428	436	444	452	460	468	476	484	492	500
438	445	453	461	469	477	485	493	501	509	517
455	462	470	478	486	494	502	510	518	526	534
472	479	487	495	503	511	519	527	535	543	551
489	496	504	512	520	528	536	544	552	560	568
506	513	521	529	537	545	553	561	569	577	585
523	530	538	546	554	562	570	578	586	594	602
540	547	555	563	571	579	587	595	603	611	619
557	564	572	580	588	596	604	612	620	628	636
574	581	589	597	605	613	621	629	637	645	653
591	598	606	614	622	630	638	646	654	662	670
608	615	623	631	639	647	655	663	671	679	687
625	632	640	648	656	664	672	680	688	696	704
642	649	657	665	673	681	689	697	705	713	721
659	666	674	682	690	698	706	714	722	730	738
676	683	691	699	707	715	723	731	739	747	755
693	700	708	716	724	732	740	748	756	764	772
710	717	725	733	741	749	757	765	773	781	789
727	734	742	750	758	766	774	782	790	798	806
744	751	759	767	775	783	791	799	807	815	823
761	768	776	784	792	800	808	816	824	832	840
778	785	793	801	809	817	825	833	841	849	857
795	802	810	818	826	834	842	850	858	866	874
812	819	827	835	843	851	859	867	875	883	891
829	836	844	852	860	868	876	884	892	900	908
846	853	861	869	877	885	893	901	909	917	925
863	870	878	886	894	902	910	918	926	934	942
880	887	895	903	911	919	927	935	943	951	959
897	904	912	920	928	936	944	952	960	968	976
914	921	929	937	945	953	961	969	977	985	993
931	938	946	954	962	970	978	986	994	1002	1010
948	955	963	971	979	987	995	1003	1011	1019	1027
965	972	980	988	996	1004	1012	1020	1028	1036	1044
982	989	997	1005	1013	1021	1029	1037	1045	1053	1061
999	1006	1014	1022	1030	1038	1046	1054	1062	1070	1078
1016	1023	1031	1039	1047	1055	1063	1071	1079	1087	1095
1033	1040	1048	1056	1064	1072	1080	1088	1096	1104	1112
1050	1057	1065	1073	1081	1089	1097	1105	1113	1121	1129
1067	1074	1082	1090	1098	1106	1114	1122	1130	1138	1146
1084	1091	1099	1107	1115	1123	1131	1139	1147	1155	1163
1101	1108	1116	1124	1132	1140	1148	1156	1164	1172	1180
1118	1125	1133	1141	1149	1157	1165	1173	1181	1189	1197
1135	1142	1150	1158	1166	1174	1182	1190	1198	1206	1214
1152	1159	1167	1175	1183	1191	1199	1207	1215	1223	1231
1169	1176	1184	1192	1200	1208	1216	1224	1232	1240	1248
1186	1193	1201	1209	1217	1225	1233	1241	1249	1257	1265
1203	1210	1218	1226	1234	1242	1250	1258	1266	1274	1282
1220	1227	1235	1243	1251	1259	1267	1275	1283	1291	1299
1237	1244	1252	1260	1268	1276	1284	1292	1300	1308	1316
1254	1261	1269	1277	1285	1293	1301	1309	1317	1325	1333
1271	1278	1286	1294	1302	1310	1318	1326	1334	1342	1350
1288	1295	1303	1311	1319	1327	1335	1343	1351	1359	1367
1305	1312	1320	1328	1336	1344	1352	1360	1368	1376	1384
1322	1329	1337	1345	1353	1361	1369	1377	1385	1393	1401
1339	1346	1354	1362	1370	1378	1386	1394	1402	1410	1418
1356	1363	1371	1379	1387	1395	1403	1411	1419	1427	1435
1373	1380	1388	1396	1404	1412	1420	1428	1436	1444	1452
1390	1397	1405	1413	1421	1429	1437	1445	1453	1461	1469
1407	1414	1422	1430	1438	1446	1454	1462	1470	1478	1486
1424	1431	1439	1447	1455	1463	1471	1479	1487	1495	1503
1441	1448	1456	1464	1472	1480	1488	1496	1504	1512	1520
1458	1465	1473	1481	1489	1497	1505	1513	1521	1529	1537
1475	1482	1490	1498	1506	1514	1522	1530	1538	1546	1554
1492	1499	1507	1515	1523	1531	1539	1547	1555	1563	1571
1509	1516	1524	1532	1540	1548	1556	1564	1572	1580	1588
1526	1533	1541	1549	1557	1565	1573	1581	1589	1597	1605
1543	1550	1558	1566	1574	1582	1590	1598	1606	1614	1622
1560	1567	1575	1583	1591	1599	1607	1615	1623	1631	1639
1577	1584	1592	1600	1608	1616	1624	1632	1640	1648	1656
1594	1601	1609	1617	1625	1633	1641	1649	1657	1665	1673
1611	1618	1626	1634	1642	1650	1658	1666	1674	1682	1690
1628	1635	1643	1651	1659	1667	1675	1683	1691	1699	1707
1645	1652	1660	1668	1676	1684	1692	1700	1708	1716	1724
1662	1669	1677	1685	1693	1701	1709	1717	1725	1733	1741
1679	1686	1694	1702	1710	1718	1726	1734	1742	1750	1758
1696	1703	1711	1719	1727	1735	1743	1751	1759	1767	1775
1713	1720	1728	1736	1744	1752	1760	1768	1776	1784	1792
1730	1737	1745	1753	1761	1769	1777	1785	1793	1801	1809
1747	1754	1762	1770	1778	1786	1794	1802	1810	1818	1826
1764	1771	1779	1787	1795	1803	1811	1819	1827	1835	1843
1781	1788	1796	1804	1812	1820	1828	1836	1844	1852	1860
1798										



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 barbeque 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.

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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 703, 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.

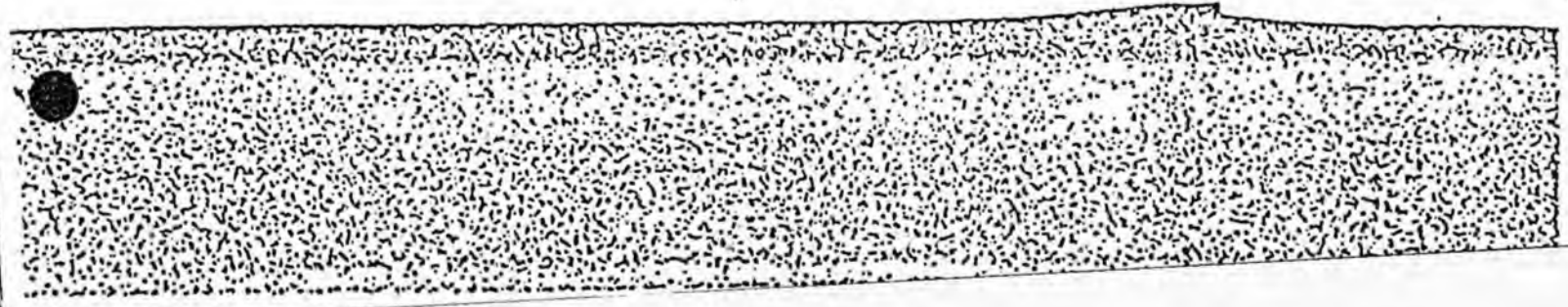
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**§ 21404. damages**

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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 § 108.

**§ 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.

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#### 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  
 Title: "...liability of aircraft owners..."  
 Sponsor: Repr. Hurlburt  
 Requestor: House Labor & Commerce

Agency Affected: Department of Law  
 Program Category Affected: General Govt.  
 BRU, Program of Subprogram(s) Affected:  
 Legal Services

EXPENDITURES/REVENUES: (Thousands of Dollars)

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

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

Distribution:

- Original to Legislative Finance
- Copy to Office of Management and Budget (for Legislature introduced bills)
- Copy to Department (for Governor introduced bills)
- Copy to Sponsor
- Copy to Requestor (if different from Sponsor)

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
- [ ] reports it back without recommendation [X] Zero Fiscal Note Attached
- [ ] referred to the \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

\_\_\_\_\_

*John Dingell*

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

MEMBERS HAVING  
OTHER RECOMMENDATIONS:

*Don Wadley* DO NOT PASS

*John J. Candlish* 10 R. 22

*Mike Rogerson* in rec.

*Rich Healy* (in rec.)

\_\_\_\_\_

\_\_\_\_\_

*Rich Healy*

\_\_\_\_\_

Vice-CHAIRMAN

H B

128

# From the D.A.'s Desk

## Sex offenders go to Jail

During December 1982, Superior Court Judge Charles R. Tunley held to his stated position that persons who commit sex crimes in his district will be sentenced to serve time in jail. As a result, nine men are greeting the new year from behind bars.

Gabriel J. Amuktoolik, 29 years, of Golovin was sentenced on December 13, 1982 to four years imprisonment for an attempted rape occurring in Golovin on August 22, 1982. Since it was his second felony he will not be eligible for parole. He was also sentenced to ten years for assaulting a second woman in Golovin with a knife by stabbing her while she slept.

Keith Anagick Sr., 50 years, of Unalakleet, was sentenced on December 16, 1982 to one year imprisonment with six months suspended, probation for two years for engaging in sexual contact with a young girl under sixteen years of age during 1979 and 1980. The incidents were discovered through the efforts of the Nome office of the Division of Family and Youth Services, and since the incidents had occurred within the past five years, criminal charges were filed.

William M. Otten, 24 years, of Stebbins, was sentenced to one year imprisonment with six months suspended, probation for two years for having sexual contact with a young girl under sixteen years of age in Stebbins during 1979. The judge found that Mr. Otten was one of the worst type offenders, since he had prior convictions involving assaults on children and women.

Jerome Trigg Jr., 44 years, of Nome, was sentenced on December 13, 1982 to eight-

teen months imprisonment with twelve months suspended, probation for the maximum possible period of five years. Mr. Trigg had been convicted of sexual assault in the third degree on a member of his family which had occurred on July 17, 1982.

Adam J. Raymond, 51 years, of Stebbins, was sentenced on December 16, 1982 to imprisonment for two years with one year suspended, probation for five years, for having committed an incestuous sexual assault on his daughter in Stebbins on July 9, 1982. Testimony at the sentencing revealed that Mr. Raymond had been engaging in sexual relations with his daughter for many years.

Donald Outwater, 43 years, of Nome, was sentenced on December 17, 1982 to four years imprisonment with two years suspended, probation for five years, for the offense of having sexual relations with his teenage daughter.

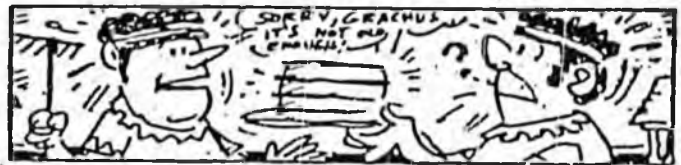
Melvin T. Apassingok, 26 years, of Gambell, was sentenced on December 21, 1982 to imprisonment for two years with one year suspended, probation for two years and a fine of \$1,000 for having sexual intercourse with a fifteen-year-old girl in Gambell during January,

1982. The girl was baby-sitting for a relative when Mr. Apassingok, who was the V.P. S.O. at the time, entered the house and had sexual intercourse with her.

Tommy Amaktoolik, 29 years, of Golovin had his probation revoked because of three incidents of drinking alcohol in violation of conditions of his probation, and was sentenced to serve six months in jail. Mr. Amaktoolik had earlier been convicted of incest and received a two year suspended sentence. Since he would not stop drinking and was dangerous when he drank, the court sentenced him to serve time in jail.

Kenneth W. Dewey Jr., 21 years, of Koyuk, was sentenced on December 22, 1982 to eight years imprisonment with three years suspended for a rape occurring in Nome on May 18, 1982. Mr. Dewey was convicted by a jury after trial in Nome during September.

One goal of sentencing is to deter other persons from committing similar crimes. Deterrence will take place as people come to realize that sex offenses will be reported, that reported sex offenses will be prosecuted, and that convicted sex offenders will go to jail.



Among the ancient Greeks it was considered good for the crops to plant a piece of year-old cake along with the seeds.

YYYYYYYYYYYYYYYYYYYY  
**I YES**

ATTACHMENT G

Alaska State Legislature



House of Representatives

REPRESENTATIVE  
RAMONA L. BARNES

MEMORANDUM

HOUSE MAJORITY LEADER  
MEMBER  
RULES COMMITTEE  
JUDICIARY COMMITTEE  
LEGISLATIVE COUNCIL  
POLICY COMMITTEE  
ALASKA REPRESENTATIVE  
STATES RIGHTS COORDINATING COUNCIL  
WESTERN LANDS TASK FORCE  
CITIZENS ADVISORY COMMISSION  
ON ALASKA LANDS

ANCHORAGE  
2230 PAXSON  
ANCHORAGE, ALASKA 99504  
(907) 337-7904  
POUCH V  
JUNEAU, ALASKA 99811  
(907) 485-3718



TO: REP. CHARLIE BUSSELL  
CHAIRMAN, HOUSE JUDICIARY COMMITTEE

AND

REP. MAE TISCHER, REP. MILO FRITZ  
CO-CHAIRPERSONS, HEALTH, EDUCATION  
AND SOCIAL SERVICES

*RLB*

FROM: REP. RAMONA L. BARNES  
HOUSE MAJORITY LEADER

DATE: March 18, 1983

The attached petitions bearing 383 signatures were forwarded to me by Society's League Against Molestation (SLAM). They advise that more are forthcoming.

They bring a message that we are hearing from all across the state ...that sexual abuse, particularly against children has completely gotten out of hand. I'm sure you agree that something must be done.

I would appreciate your comments on how we should proceed. It appears to me that the copy of the California statute previously provided the Judiciary Committee could readily be adopted. In that regard, the criminal records referred to (paragraph 3 of the petition text) would pertain to the records of sex crimes only.

Your consideration will be greatly appreciated.

RLB/rv

PETITION

WE, THE UNDERSIGNED ALASKAN VOTERS AND CITIZENS PETITION OUR LEGISLATORS TO ENACT LEGISLATION WHICH WOULD CHANGE SEXUAL ABUSE OF A MINOR FROM A CLASS C FELONY TO A CLASS B FELONY. AS A CLASS C FELONY, IT DOESN'T REQUIRE STIFF ENOUGH PENALTIES.

WE URGE THAT YOU TOUGHEN THE LAWS ON ENTICEMENT. THERE IS PRESENTLY NO LAW AGAINST SOLICITING A MINOR FOR SEXUAL FAVORS (AS LONG AS THERE IS NO BODY CONTACT), BE IT FOR PERSONAL OR COMMERCIAL INTENT. WE REQUEST THAT YOU PASS A STRONG LAW AGAINST THE SOLICITING OF MINORS FOR SEXUAL FAVORS BY ADULTS.

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WE URGENTLY PLEAD FOR PROMPT ACTION ON THESE PETITIONS BECAUSE CRIMES AGAINST OUR CHILDREN ARE OF EPIDEMIC PROPORTIONS AND CRIMINALS ARE GOING UNPUNISHED.

PRINT NAME	SIGNATURE	ADDRESS	DATE
Martin Carolyn	Carolyn Martin	4503 Spinnard Rd	2-16-83
Solomon Beverly	Beverly Solomon	APU 3500 University Dr	2/16/83
Mary M. Wilson	Mary M. Wilson	1422 "O"	2/16/83
SARAH B. LWESTKE	Sarah Westke	314 So. Flower St. #1A	9-16-83
Barbra Davis	Barbra Davis	5640 Matkeope	2-17-83
Ray Wal	Ray A. Wal	1929 Nerene St	2-17-83
Bill Gauthier	Bill Gauthier	3610 Gayot Dr	2-18-83
Paula B. Thompson	Paula B. Thompson	1923 Newton St.	2-18-83
Bonnie A. Hopkins	Bonnie A. Hopkins	3201 Madison Way	2-18-83
Michael G. Hopkins	Michael G. Hopkins	3201 Madison Way	2-18-83
Low E Stoll	Low E Stoll	5463 East 4th Ave #6	2-18-83
BROWN, CLARKE E.	Clarke E. Brown	4640 REKA DR. Anch.	2-18-83
Deish, Robin	Robin Deish	11th St. #1031	2/18/83
Charles L. Zwick	Charles L. Zwick	3149 F bus	2/18/83
Mary Stoll	Mary Stoll	3504 E 11th	2/18/83
Frances Hopkins	Frances Hopkins	331 W. 33rd Apt. 9	2/18/83
JACQUELINE MIDDLETON	J. Middleton	331 W. 33rd Apt. 9	2/18/83
F. WILLIAMS	F. Williams	SR 4 101-1	



PETITION

ACTION:

1. WE, THE UNDERSIGNED ALASKAN VOTERS AND CITIZENS PETITION OUR LEGISLATORS TO ENACT LEGISLATION WHICH WOULD CHANGE SEXUAL ABUSE OF A MINOR FROM A CLASS C FELONY TO A CLASS B FELONY. AS A CLASS C FELONY, IT DOESN'T REQUIRE STIFF ENOUGH PENALTIES.

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Marie Perrod	Marie Perrod	3121 June Dr.	2-17-83
Harbetta Chihuly	Harbetta Chihuly	153 Summer 11A	2-17-83
Catherine McQuinn	Catherine McQuinn	7400 Old Harbor	2-17-83
TOOD PALMATIER	R. Todd Palmatier	241 McCaskey	2-17-83
Isabelle Johnson	Isabelle Johnson	4610 Rika Dr 7A	2-17-83
Karen Lawson	Karen S. Lawson	4011 E 30th RT	2-17-83
Armine Halverson	Armine Halverson	4543 Lakeview #204	2-17-83
Laurie Lemay	Laurie Lemay	300 E. 46th #3	2-17-83
HOWARD K. NUNOOBWA	Howard Nunoo	P O Box 95 Nome, AK	2-17-83
Katherine Allen	Katherine Allen	P.O. Box 1056 Anchorage AK	2-17-83
Elmer W. Locker	Elmer W. Locker	P.O. Box 3792 Anchorage AK	2-17-83
E. Jean Smith	Ellen Jean Smith	3306 Thompson Ave	2-17-83
Gloria Ruttle	Moria Ruttle	401 Mumford #3	2-17-83
Maura Harkin	Maura Harkin	2820 Patricia Ln	2-17-83
KATHLEEN LEITZEB	Kathleen Leitzeb	SR10474A Fbx	2-17-83

PETITION

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PRINT NAME SIGNATURE ADDRESS DATE

Glen E. Josey Dr E Josey SRA Box 4055 J 502 14 Feb 83

Carla W. Carim Carla W. Carim Box 18 Citicoma Rd E.R. 99517 16 Feb 1983

Jane E. Howell Jane Howell PO Box 145 16 Feb 83

These 3 people do not wish to receive mail - d/f any type!

A.G. Liljaquist A.G. Liljaquist 337 1/2 E. 3rd Ave 16 Feb 83

Melvin Old Melvin A. Old 3514 E 19th Anch AK 16 Feb 87

Daniel D. English Daniel D. English PO Box 329 Cordova, AK 16 Feb 83

Toni L. Turner Toni L. Turner 21-676-D Apt 107 FAFA 16 FEB 83

Michael Bertrick Michael Bertrick 16 Feb 87

Rebecca Rupright REBECCA RUPRIGHT 4000 E-SIXTH AVE ANCHORAGE AK 99504 16 FEB 83

TERESA K. BROWN Teresa K. Brown 8633 TURF CT ANCH. AK 99504 16 Feb 83

HARRIET CASSIDY Harriet Cassidy 801 Airport Hts. # 173 16 Feb. 83

Christine M. BYRD Christine Byrd SRA 4162-A 16 Feb. 83

Linda C. Bruen Linda C. Bruen SRA 4164 Anch 99504 16 Feb 83

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PRINT NAME	SIGNATURE	ADDRESS	DATE
HEIDI MARSON	Heidi Marson	SR 1 Box 2458 Chugiak 99567	2/16/83
Sylvia Teeter	Sylvia Teeter	STAR RT #2805 Chugiak	2-16-83
JOHN MAIN	John M. Main	SRA 478 N Anchorage 99501	2-16-83
SHARON FERRARA	Sharon Ferrara	757 Strandberry	2-16-83
KAREN L. JOHNSON	Karen L. Johnson	Box 652 Palmer 99645	2-16-83
E. Carmine Bass	ELAINE BASS	702 N Park #12	2-16-83
FRED ALFORA	Fred Alfora	133 NORTH LAKE ST	2-16-83
ALAN WALKOR	ALAN WALKOR		2-16-83
Carol Alexander	Carol Alexander	325 Irwin Apt #10	2-16-83
Austin Alexander	Austin Alexander	325 Irwin Apt #10	2-16-83
Sharann A. Kellie	Sharann A. Kellie	504 N Hoyt #102 99504	2-16-83
Earlene Dixon	Earlene Dixon	PO Box 353 325 Jorgensen Valdez	2-16-83
Lawrence Dixon	Lawrence Dixon	Box 353 Valdez 99686	2-16-83
JESUS CHRIST	Jesus Christ	HEAVEN	2-16-83
Shelly C. Dushkin	Shelly C. Dushkin	Ken. Del. Wasilla AK	2-16-83

PETITION

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PRINT NAME	SIGNATURE	ADDRESS	DATE
F. WALLACE DUMKIN	F. Wallace Dumkin	2001 E 3 1/4	2-16-83
PATRICIA RISKI	Patricia Riski	801 Valley Pt	2-16-83
Robt. Bamba	Robert Bamba	5919 E 22nd	2-16-83
Gemma Slater	Gemma Slater	222 Mc Carney	2-16-83
MARGARET FRANZ	Margaret Franz	3444 E 18th	2-16-83
EUGENE JERRY	Eugene Jerry	Wash. State.	2-16-83
Astrionxe Wilson	Astrionxe Wilson	802 N. Lane #4	2-16-83
Cathryn A. Campbell	Cathryn A. Campbell	470 Salonda #2	2-16-83
Harold K. Abrah	Harold K. Abrah	Box 804 mid Ill.	AK 2/16/83
Kelley S. Fromlow	Kelley S. Fromlow	P.O. Box 934 Egolet River, Ak.	2/16/83
JEAN M LEADER	Jean M Leader	7123 Albaro Rd	2-16-83
HARRY E. HOERTER	Harry E Hoerter	801 Airport Hts #96 Ave. 99504	16 Feb 83
Colleen Wilson	Colleen Wilson	41220 Baxter	2/16/83
Winifred Whidden	Winifred Whidden	8001 E. 6th Ave	2-16-83
Jessica Warrior	Jessica Warrior	632 Northpine	2-16-83

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Gene Cecil	Gene Cecil	1110 W 6th	2/16/83
Jo Sheerwood	Jo Sheerwood	2802 Feterkin	2/16/83
Trina Abernathy	Trina Abernathy	20390-G Chemy Dr	2/16/83
SAMUEL E HAYES	Samuel E Hayes	801 AIRPORT HTS #221	2/16/83
Judith Bagley	Judith Bagley	4141 E. 66th AVE	2-16-83
E. Johengen	E. Johengen		2-16-83
LOIS GROUSE	Lois Grouse	415 Dst #1	2-16-83
Ella Ring	Ella Ring	Bx 3212	2-16-83
B. P. Mahle	B. P. Mahle	11 11	11 11
P. P. Blankenship	P. P. Blankenship	5901 E. 6th St 255	2-16-83
David W. Andrews	David W. Andrews	435- So. Bragaw	2-16-83
Evelyn L. Wilson	Evelyn L. Wilson	SARTI Bx 284 Chugiak	2-16-83
Dea Lynn Shade	Dea Lynn Shade	511 S. Bragaw #3	2/16/83
Christine Moore	Christine Moore	617 N. Bragaw #2	2-16-83
Russell Macdon	Russell Macdon	SR1 Box 2458	2-16-83

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Winter Steehan	[Signature]	317 N. KLEWIN	2/15/83
Michael Mitchell	[Signature]	266-A Chilikoof R	2/15/83
Ronnie Morrison	RONNIE MORRISON	1435 L ST	2-15-83
Charles Thomas	C.D. Thom	1415 OTTER ST	2-16-83
Frank G. Stewart	FRANK G. STEWART	3317 TARWATER ST	2-16-83
Diana D. Ronchetti	Diana Ronchetti	1835 So. BAYAN	2-16-83
Carol A. Smith	Carol A. Smith	9499 Brighton Sp 24	2/16/83
Alaska H. Shier	Alaska Shiers	4200 E 426 Sp. 131	2/16/83
John Hatzembiler	John Hatzembiler	3401 - W. 88th #17	2/16/83
Henry Wheeler	HENRY WHEELER	125 Heintelman Dr	2/16/83
Connie Labrum	Connie Labrum	3209 Richmond #4 ANCH. AK 99508	2/16/83
Donna Crane	Donna Crane	427 Little Eagle Pt DIOMEDE	2-16-83
E. Kujalowicz	E. Kujalowicz	427 Little Eagle Pt DIOMEDE	2-16-83
Steve [unclear]	[Signature]	2601. E 5th	2/17/83
Juan [unclear]	Juan [unclear]	619 N. BAYAN #4	2/16/83

PETITION

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PRINT NAME	SIGNATURE	ADDRESS	DATE
Velda Click	Velda Click	1340 S. Bragan	February 16, 83
Jennifer Evans	Jennifer Evans	4424 E. 8th	2-16-83
Isabel Clark	Isabel Clark	Just moved into Alaska	"
Ruth S. Dunlop	RUTH S. DUNLOP	"	"
April Hebert	April Hebert	426 W. Bragan	2/16/83
Patti J. Lamar	PATTI LAMAR	1504 Rosemary	2-14-83
Susan Heuer	Susan Heuer	300 Bunnell St	2-17-83
L. Cronin	Lail Cronin	3214 Montclair Ct	2-17-83
Cynthia D. Moff	Cynthia D. Moff	1320 Richardson Vist	2-17-83
Laura M. Gale	Laura M. Gale	516 Caribou St Eagle River	
THEA WILKINSON		1280 E 17th St #104	2/17-83
Tommy M. Whitree	Tommy M. Whitree	975 TURPIN A	17/2/83
JoAnn Wilson	JoAnn Wilson	3150 DAWNlight	2-17-83
GRACE CLAYTON	Grace Clayton	4670 Park Dr	2-17-83
MARIA FLANNERY	Maria Flannery	435 PINE S. Apt 2	2/17/83

PETITION

WE, THE UNDERSIGNED ALASKAN VOTERS AND CITIZENS PETITION OUR LEGISLATORS TO ENACT LEGISLATION WHICH WOULD CHANGE SEXUAL ABUSE OF A MINOR FROM A CLASS C FELONY TO A CLASS B FELONY. AS A CLASS C FELONY, IT DOESN'T REQUIRE STIFF ENOUGH PENALTIES.

WE URGE THAT YOU TOUGHEN THE LAWS ON ENTICEMENT. THERE IS PRESENTLY NO LAW AGAINST SOLICITING A MINOR FOR SEXUAL FAVORS (AS LONG AS THERE IS NO BODY CONTACT), BE IT FOR PERSONAL OR COMMERCIAL INTENT. WE REQUEST THAT YOU PASS A STRONG LAW AGAINST THE SOLICITING OF MINORS FOR SEXUAL FAVORS BY ADULTS.

WE ALSO ASK THAT YOU PASS A BILL THAT AN EMPLOYER UPON REQUEST BE PROVIDED WITH THE CRIMINAL RECORDS OF ANYONE APPLYING FOR A POSITION WHERE THEY WOULD HAVE SUPERVISION OVER MINORS.

WE PETITION THAT OUR JUDGES BE DISCIPLINED WHEN THEY HAND DOWN UNREASONABLY LIGHT OR SUSPENDED SENTENCES IN CRIMINAL CASES WITHOUT JUSTIFICATION. WE BELIEVE ALASKAN JUDGES DEVIATE TOO MUCH FROM THE ALASKA CRIMINAL CODE.

WE URGENTLY PLEAD FOR PROMPT ACTION ON THESE PETITIONS BECAUSE CRIMES AGAINST OUR CHILDREN ARE OF EPIDEMIC PROPORTIONS AND CRIMINALS ARE GOING UNPUNISHED.

PRINT NAME	SIGNATURE	ADDRESS	DATE
Renita Yahara	Renita Yahara	2510 Kilkenny C. Anch Ak	2-16-83
M. DAVIS	M. Davis	1450 State Anch	2-16-83
Eva Shugak	Eva Shugak	PO Box 479 SITKA	2-16-83
April Hutchinson	April Hutchinson	501 Airport Hqts	2-16-83
Curtis Hutchinson	Curtis Hutchinson	801 Airport HTS	2-16-83
Andrew Oliver	Palmer	Box 58-58	2/16/83
Margie Cook	Margie Cook	387 S. Bragow	2/16/83
Mary Jane Henriksen	MARY JANE HENRIKSEN	2938 PRINCETON WAY SONA	2/16/83
Ruthanna Marasigan	Ruthanna Marasigan	537 E. 24th	2-16-83
JOHN LEFOR	John Lefor	1846 COLUMBINE	2-16-83
LYNDA Locke	Lynnda Locke	825 N Bragow	2-16-83
Peggy Newby	Peggy Newby	General Del. <sup>Girdwood</sup> Alaska	2-16-83
Callen Lemberopolos	Callen Lemberopolos	137-W-23	2-16-83
Linda Gehri	LINDA GEHRI	1601 Meadra Sp 27 Anchorage	2-16-83
Christine Lemberopolos		137 West 23rd	2/16/83

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PRINT NAME	SIGNATURE	ADDRESS	DATE
ELIZABETH M. CAMERON	Elizabeth Cameron	801 Airport Hgts Dr, Sp <sup>4</sup>	2/16/83
Ruth Marian Smith	Ruth Marian Smith	801 Airport Hts #175	2-16-83
Rebecca C. Buege	Rebecca C. Buege	1234 Thunderbird Pl.	2-16-83
Jean E. Lamb	Jean E. Lamb	1831 Logan	2-16-83
Richard A. Baird	Richard Baird	4032 Roka D. Rd #111	2-16-83
Debra D. Matdel	Debra Matdel	701 Skleux Sp <sup>4</sup> H <sup>1</sup>	2-16-83
Ann H. TURNER	Ann H. Turner	720 Dogwood ANC. AK 99501	2-16-83
Linda Erickson	LINDA ERICKSON	522 Box 1422 Chugiak St.	2-16-83
Robert Aiken J.	Robert Aiken Jr.	Box 494 Barw. AK.	2-16-83
NANCY BARROS	Nancy Barros	3550 Orbit Cir.	2-16-83
Cynthia Gougeon	Cynthia Gougeon	8610 Turf Ct	2-16-83
Cheryl Brown	Cheryl Brown	801 Airport Heights 316	2-16-83
Jacqueline Schnittgarund	Jacqueline Schnittgarund	2611 W. 19 <sup>th</sup> Ave.	2-16-83
Robert E REED	Robert E Reed	4021 E 5 <sup>th</sup> Ave.	2-16-83