

ACCIDENT HISTORY

YEARS	FATAL MISHAPS & PILOT MAINTENANCE /					CONTRIBUTING FACTORS	% MAINT/MECH	REMARKS
	MISHAPS	FATALITIES	ERROR	MECHANICAL	UNKNOWN MEDICAL			
JUNE 2005 - APRIL 2001	11	6 & 9	8	3		1 mech, 1 pilot, 2 winds	27%	4 YEARS 2 MONTHS
MARCH 2001 - NOV 1997	0							3 YEARS 4 MONTHS
OCT 1997 - SEP 1993	3	1 & 5	2	1		1 pilot	33%	4 YEARS 1 MONTH
AUG 1993 - SEP 1991	0							1 YEAR 11 MONTHS
AUG 1991 - AUG 1987	8	3 & 3	4	2	1	1 pilot, 1 winds	25%	4 YEARS
JUL 1987 - NOV 1984	0							2 YEARS 8 MONTHS
OCT 1984 - SEP 1980	10	3 & 11	7	3			33%	4 YEARS 1 MONTH
AUG 1980 - SEP 1975	0							4 YEARS 11 MONTHS
AUG 1975 - APR 1971	6	1 & 3	3	3		2 pilot	50%	4 YEARS 4 MONTHS
MAR 1971 - SEP 1968	0							2 YEARS 6 MONTHS
AUG 1968 - last year of records	1			1			100%	1 YEAR
TOTAL	39	14 & 31	24	13	1	1 mech, 5 pilot, 3 winds	33%	
<p>We don't have a data base and don't have enough records to define our flight activity. Specifically, I have to make a big guess on how many hours we fly every year. So converting our accident history into a 100,000 hr rate is an exercise in making Jell-O. Having said that, using <i>very generous</i> activity numbers (5,000 hrs per year) our rate can be put into this perspective:</p> <ol style="list-style-type: none"> 1. Last year we had 3 accidents, if we flew 5,000 hours (which is very unlikely) our rate per 100,000 hrs would be 60. 2. In the last 4 years and 2 months we had 11 accidents, which would be a rate of around 44. 3. USAF and Navy fighter / attack rates are less than 2. 4. The general aviation rate is less than 7. 								

} only 3 accidents in 9 years & 4 months

WHAT KIND OF AIRPLANES

YEARS	LIAISON / OBSERVATION	PRIMARY TRAINERS	BASIC / ADVANCED TRAINERS	HIGH PER. / FIGHTERS	TWIN ENGINE	THREE AND FOUR ENGINE
JUNE 2005 - APRIL 2001		2	2	5	2	
OCT 1997 - SEP 1993			1	1	1	
AUG 1991 - AUG 1987		2	4	3	1	
OCT 1984 - SEP 1980		2	4	3	1	
AUG 1975 - APR 1971			1	4	1	
AUG 1968 - last year of records				1		
TOTAL		6	11	16	6	
Category's percentage of mishaps		15%	28%	42%	15%	
Category's percentage of Flying inventory (2006)		19%	17%	23%	19%	5%

PILOT QUALIFICATIONS AND AGE

YEARS	PIC DATA				TOTAL TIME					TIME IN TYPE					
	ATP	COMM	PRIV	CFI	<1k	1k - 5k	5k - 10 k	10k - 15 k	> 15k	<15	16 - 25	25 - 100	100 - 250	> 250	
JUNE 2005 - APRIL 2001 (1 no type time)	8	3			5	1	3	3		4	2	1	1	4	1
OCT 1997 -SEP 1993 (1 no data)	3				2		1	1		1			1	1	1
AUG 1991 - AUG 1987 (2 no data,1 no flt time, 1 no type time)	3	1	2		1	2				3		1	1		2
OCT 1984 - SEP 1980 (1 no data, 1 no flt time)	1	4	4		1	2	4	1		1	5	1	1	1	
AUG 1975 - APR 1971 (1 no type time)	3	3			2		1	2	2	1	1			3	1
AUG 1968 - last year of records		1			1			1						1	
TOTAL	18	12	6		12	5	9	8	2	10	8	3	4	10	5
	SIC DATA				TOTAL TIME				TIME IN TYPE						
	ATP	COMM	PRIV	CFI	1k - 5k	5k - 10 k	10k - 15 k	> 15k	<15	16 - 25	25 - 100	100 - 250	> 250		
JUNE 2005 - APRIL 2001 (1 no rating info)	1				1		1			2					
OCT 1997 -SEP 1993	1							1						1	
AUG 1991 - AUG 1987													1		
OCT 1984 - SEP 1980	1				1		1								
AUG 1975 - APR 1971															
AUG 1968 - last year of records															
TOTAL	3				2	1	2	1	2			1	1		
Note: only have info on 4 SICs															
	PIC AGE					SIC AGE (1 no age)									
	< 40	40 - 50	50 - 60	60 - 70	>70	<40	40 - 50	50 - 60	60 - 70						
JUNE 2005 - APRIL 2001 (6 no age)		1	1	2	1								1		
OCT 1997 -SEP 1993 (1 no age)	1	1			1					1					
AUG 1991 - AUG 1987 (2 no age)	1	1	3		1										
OCT 1984 - SEP 1980 (2 no age)	2	3	2	1				1							
AUG 1975 - APR 1971	2	2	2												
AUG 1968 - last year of records		1													
TOTAL	6	9	8	3	3			1	1	1					
The average CAF pilot age is 58.															

PHASE OF FLIGHT

YEARS	TAXI / BEFORE T.O.	TAXI / AFTER LNDG	TAKEOFF	CLIMB	CRUISE	MANEUVERING OFF AIRPORT	MANEUVERING AIRSHOW	DESCENT	APPROACH	LANDING
JUNE 2005 - APRIL 2001		2	4				1		3	1
OCT 1997 -SEP 1993		1		1				1		
AUG 1991 - AUG 1987	1		3				2			2
OCT 1984 - SEP 1980			2				3	2		3
AUG 1975 - APR 1971	1		1		1				2	1
AUG 1968 - last year of records									1	
Sub Total	2	3				3	5			
TOTAL	ALL TAXI	5	10	1	1	ALL MANEUVERING	8	1	6	7
%		13%	26%	2%	2%		21%	2%	15%	19%
<i>GA in the 2005 Nall report</i>		3.20%	18%	2.10%	12.90%		8.70%	2.90%	17.20%	31.70%

Phase of Flight

The phase of the flight or operation is the particular phase of flight in which the first occurrence or circumstance occurred:

Standing — From the time the first person boards the aircraft for the purpose of flight until the aircraft taxis under its own power. Also, from the time the aircraft comes to its final deplaning location until all persons deplane. Includes preflight, starting engine, parked-engine operating, parked-engine not operating, and idling rotors.

Taxi — From the time the aircraft first taxis under its own power until power is applied for takeoff. Also, when the aircraft completes its landing ground run until it parks at the spot of engine shutoff. Includes rotorcraft aerial taxi. Includes taxi to takeoff and taxi from landing.

Takeoff — From the time the power is applied for takeoff up to and including the first airborne power reduction, or until reaching VFR traffic pattern altitude, whichever occurs first. Includes ground run, initial climb, and rejected takeoff.

Climb — From the time of initial power reduction (or reaching VFR traffic pattern altitude) until the aircraft levels off at its cruise altitude. Also includes en route climbs.

Cruise — From the time of level off at cruise altitude to the beginning of the descent.

Descent — From the beginning of the descent from cruise altitude to the IAF, FAF, outer marker, or VFR pattern entry, whichever occurs first. Also includes en route descents, emergency descent, auto-rotation descent, and uncontrolled descent.

Approach — From the time the descent ends (IAF, FAF, outer marker, or VFR pattern entry) until the aircraft reaches the MAP (IMC) or the runway threshold (VMC). Includes missed approach (IMC) and go-around (VMC).

Landing — From either the MAP (IMC) or the runway threshold (VMC) through touchdown or after touchdown off an airport, until the aircraft completes its ground run. Includes rotorcraft run-on, power-on, and auto-rotation landings. Also includes aborted landing where touchdown has occurred and landing is rejected.

Maneuvering — Includes the following: aerobatics, low pass, buzzing, pull-up, aerial application maneuver, turn to reverse direction (box-canyon-type maneuver), or engine failure after takeoff and pilot tries to return to runway.

Other — Any phase that does not meet the criteria of any of the above. Examples are practice single-engine air work, basic air work, external load operations, etc.