
Piper Pa 31 350 Flight Manual

Aircraft Accident Report

AERO TRADER & CHOPPER SHOPPER, OCTOBER 2002

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North Wind Aviation Ltd., Piper Navajo PA31-350 C-FZSD, Cartwright, Newfoundland and Labrador, 60 NM W, 26 May 2010

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31-350 Navajo Chieftain,
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Into Terrain, Near
Christchurch Aerodrome,
6 June 2003 Aircraft
Accident Brief Big Island
Air Flight 58, Piper
PA-31-350, N411WL, Near
Volcano, Hawaii,
September 25, 1999 On
September 25, 1999,
about 1726 Hawaiian
standard time, Big Island
Air flight 58, a Piper
PA-31-350 (Chieftain),
N411WL, crashed on the
northeast slope of the
Mauna Loa volcano near
Volcano, Hawaii. The pilot
and all nine passengers
on board were killed, and
the airplane was
destroyed by impact
forces and a postimpact

fire. The sightseeing tour
flight was operating under
14 Code of Federal
Regulations (CFR) Part
135 as an on-demand air
taxi operation. A visual
flight rules (VFR) flight
plan was filed, and visual
meteorological conditions
(VMC) existed at the
Keahole-Kona
International Airport
(KOA), Kona, Hawaii, from
which the airplane
departed about 1622. The
investigation determined
that instrument
meteorological conditions
(IMC) prevailed in the
vicinity of the accident
site. Controlled Flight Into
Terrain, Deh Cho Air Ltd.,
Piper PA-31-350 Navajo
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Liard, Northwest
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2001 Aircraft Accident
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1998 Failure to Maintain
Adequate Terrain

Clearance After Initiating a Descent Over Mountains, Piper PA-31-350, N257NW, Novato, Calif., March 5, 1998" On March 5, 1998, about 1905 hours Pacific standard time, Airpac Flight 263, a Piper PA-31-350, N275NW, collided with trees and terrain near Novato, California. The aircraft was destroyed and the airline transport rated pilot, the sole occupant, received fatal injuries. The aircraft was being operated by Airpac Airlines, Inc., as a positioning flight under 14 CFR Part 91 when the accident occurred. The aircraft departed Santa Rosa, California, at 1848. Marginal visual meteorological conditions prevailed at the departure airport and no flight plan was filed. The airplane was part of a flight of two company aircraft that departed the Sonoma County airport en route to the Oakland Metropolitan International airport."-- Narrative. National Transportation Safety Board Decisions Enforcement Decisions in Aviation and Marine Cases Aircraft Accident Report Safety of the Air Tour Industry in the United States Spatial Disorientation in Aviation

"On March 5, 1998, about 1905 hours Pacific standard time, Airpac Flight 263, a Piper PA-31-350, N275NW, collided with trees and terrain near Novato, California. The aircraft was destroyed and the airline transport rated pilot, the sole occupant, received fatal injuries. The aircraft was being operated by Airpac Airlines, Inc., as a positioning flight under 14 CFR Part 91 when the accident occurred. The aircraft departed Santa Rosa, California, at 1848. Marginal visual meteorological conditions prevailed at the departure airport and no flight plan was filed. The airplane was part of a flight of two company aircraft that departed the Sonoma County airport en route to the Oakland Metropolitan International airport."-- Narrative. *AERO TRADER & CHOPPER SHOPPER, OCTOBER 2002* AIAA No Room for Error is the culmination of years of research into the causes and consequences of light aircraft crashes in South Africa. Safety of the Air Tour Industry in the United States Causey Enterprises, LLC On August 6, 1997, about

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PA-31-350 (Chieftain), N411WL, crashed on the northeast slope of the Mauna Loa volcano near Volcano, Hawaii. The pilot and all nine passengers on board were killed, and the airplane was destroyed by impact forces and a postimpact fire. The sightseeing tour flight was operating under 14 Code of Federal Regulations (CFR) Part 135 as an on-demand air taxi operation. A visual flight rules (VFR) flight plan was filed, and visual meteorological conditions (VMC) existed at the Keahole-Kona International Airport (KOA), Kona, Hawaii, from which the airplane

departed about 1622. The investigation determined that instrument meteorological conditions (IMC) prevailed in the vicinity of the accident site.

General Aviation Inspection Aids Aviation Occurrence Report
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