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VF- (Aeronautics)
Accidents

NATIONAL TRANSPORTATION SAFETY BOARD
DEPARTMENT OF TRANSPORTATION
WASHINGTON D.C. 20591

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U.S. CIVIL AVIATION

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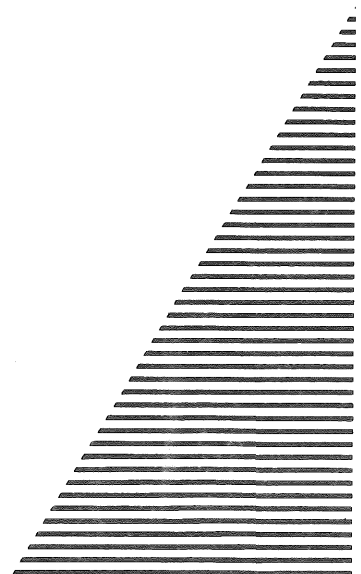
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Issue 10



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FOREWORD

The National Transportation Safety Board, in accordance with the provisions of Section 5 (b) (1) of the Department of Transportation Act of October 15, 1966, has determined the probable causes of the accidents reported herein.

The publication, containing reports of U. S. Civil aircraft accidents, in brief format, is issued monthly and includes those accidents analyzed and processed during the preceding month.

The reports are reproduced directly from the coded record on magnetic tape by electronic data processing equipment. Due to spacing limitations a number of abbreviations are used. For the benefit of those readers not familiar with these abbreviations an interpretation of their meaning is included along with explanatory notes on the following pages.

The cause factor, accident types, operational phases, and kinds of flying, contained in this report have been tabulated for your convenience.

Collisions between aircraft are treated as one accident. A complete analysis and coding is done on each aircraft involved in collisions. This produces two aircraft accident records, one for each aircraft involved in the collision. Consequently, when compiling information on accidents involving collisions between aircraft, the number of accident records will exceed the number of accidents. The injury and cause/related factor tables show the number of accidents. All other analytic tables show both records and accidents.

The Briefs of accidents contain the essential items of information which fulfill the requirements of the majority of persons using these reports. However, for those having a need for more detailed information, the original factual reports on each accident are on file in the Washington Office of the National Transportation Safety Board. Upon request, these reports will be reproduced commercially at an average cost of 15¢ per page for printed matter and 75¢ per page for photographs, plus postage. (Minimum Charge \$1.00).

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EXPLANATORY NOTES

Type of Accident:

The type of accident relates to the circumstances involved in the accident. Briefly, it indicates what happened.

Phase of Operation:

The phase of operation relates to the particular segment of the flight or operation during which the circumstances of the accident occur. In other words, where in the flight the circumstances took place.

First and Second Type of Accident:

Two separate types may be coded in any one accident. The selection of first and second type is made in relation to the sequence of occurrence.

In those occurrences wherein more than two types or circumstances are involved, the selection of types is made considering the circumstances which may be of the greatest value from the standpoint of safety study. In such cases the two types selected are coded as first and second according to sequence of occurrence.

A secondary type is not normally used when the occurrence is the inevitable result of a prior occurrence resulting in the loss of control. Generally this pertains to collisions with ground or objects.

First and Second Phase of Operation:

The phase of operation is directly related to the type of accident. When more than one type is coded for an accident, each type will have a corresponding phase. In other words, the first phase of operation will be that phase of flight in which the first type or circumstance occurred. In the event that the first and second type both occur in one operational phase, the same phase is coded twice.

Cause and Related Factors:

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

LIST OF ABBREVIATIONS USED IN BRIEFS

ABBREVIATIONS

MEANING

| | |
|------------------|--|
| AERIAL ADVERTISE | AERIAL ADVERTISING |
| AERIAL APPLIC | AERIAL APPLICATION |
| AIR SHOW/RACING | AIR SHOW/AIR RACING |
| AIR TAXI - CARGO | AIR TAXI- CARGO OPERATIONS |
| AIR TAXI - PASSG | AIR TAXI - PASSENGER OPERATIONS |
| ASSOC FIRE CTL | ASSOCIATED FIRE CONTROL ACTIVITIES |
| CARGO NS-D | NONSCHEDULED/CHARTER REVENUE CARGO - DOMESTIC |
| CARGO NS-I | NONSCHEDULED/CHARTER REVENUE CARGO - INTERNATIONAL |
| CARGO S-D | SCHEDULED DOMESTIC CARGO SERVICE |
| CARGO S-I | SCHEDULED INTERNATIONAL CARGO SERVICE |
| CONSTRUCTION | CONSTRUCTION WORK |
| CORP/EXEC | CORPORATE/EXECUTIVE |
| CR- | CREW |
| CTR CARGO - D | CONTRACT CHARTER - CARGO - DOMESTIC |
| CTR CARGO - I | CONTRACT CHARTER - CARGO - INTERNATIONAL |
| CTR PASSG - D | CONTRACT CHARTER - PASSENGER - DOMESTIC |
| CTR PASSG - I | CONTRACT CHARTER - PASSENGER - INTERNATIONAL |
| MAPPING/PHOTO | AERIAL MAPPING PHOTOGRAPHY |
| MIL/CTR CARGO | MILITARY CONTRACT - CARGO |
| MIL/CTR CARGO D | MILITARY CONTRACT - CARGO - DOMESTIC |
| MIL/CTR CARGO I | MILITARY CONTRACT - CARGO - INTERNATIONAL |
| MIL/CTR PASSG | MILITARY CONTRACT - PASSENGER |
| MIL/CTR PASSG D | MILITARY CONTRACT - PASSENGER - DOMESTIC |
| MIL/CTR PASSG I | MILITARY CONTRACT - PASSENGER - INTERNATIONAL |
| NS CTR CARGO | NONSCHEDULED/CHARTER REVENUE CARGO - INTRA-STATE CARRIER |
| NS CTR PASSG | NONSCHEDULED/CHARTER REVENUE PASSENGER-INTRA-STATE CARRIER |
| OT- | OTHER AIRCRAFT AND GROUND |
| OTHER PUBLIC | ALL OTHER PUBLIC FLYING |
| PARAJUMP | PARACHUTE JUMP |
| PASSG NS-D | NONSCHEDULED/CHARTER REVENUE PASSENGER - DOMESTIC |
| PASSG NS-I | NONSCHEDULED/CHARTER REVENUE PASSENGER - INTERNATIONAL |
| PASSG S-D | SCHEDULED DOMESTIC PASSENGER SERVICE |
| PASSG S-I | SCHEDULED INTERNATIONAL PASSENGER SERVICE |
| PX- | PASSENGER |
| SCHED CARGO SRV | SCHEDULED CARGO SERVICE |
| SCHED PASSG SRV | SCHEDULED PASSENGER SERVICE |
| TIME | LOCAL STANDARD TIME OF ACCIDENT |
| WBP | WEATHER BUREAU PERSONNEL |
| FSP | FLIGHT SERVICE PERSONNEL |

U. S.

GENERAL AVIATION

SECTION

ANALYTIC TABLE

TYPE OF AIRCRAFT AND CONDITIONS OF LIGHT

CONDITIONS OF LIGHT

| <u>TYPE OF AIRCRAFT</u> | <u>CONDITIONS OF LIGHT</u> | | | | | | RECORDS | ACCIDENTS |
|-------------------------|----------------------------|----------|-----------------|--------------|----------------|------------------------|---------|-----------|
| | DAWN | DAYLIGHT | DUSK / TWILIGHT | NIGHT / DARK | NIGHT / BRIGHT | UNKNOWN / NOT REPORTED | | |
| FIXED-WING | 2 | 556 | 51 | 94 | 3 | 1 | 707 | 701 |
| ROTORCRAFT | | 18 | 1 | 2 | | | 21 | 21 |
| GLIDER | | 2 | | | | | 2 | 2 |
| BALLOON | | | | | | | | |
| BLIMP | | | | | | | | |
| DIRIGIBLE | | | | | | | | |
| ROCKET | | | | | | | | |
| CONVERTIPLANE | | | | | | | | |
| GYROPLANE | | 1 | | | | | 1 | 1 |
| OTHER | | | | | | | | |
| RECORDS | 2 | 577 | 52 | 96 | 3 | 1 | 731 | |
| ACCIDENTS | 2 | 573 | 50 | 96 | 3 | 1 | | 725 |

ANALYTIC TABLE

KIND OF FLYING BY PILOT CERTIFICATE

| KIND OF FLYING | PILOT CERTIFICATE | | | | | | | | | | RECORDS | ACCIDENTS |
|-------------------------------|-------------------|---------|------------|-----|--------------------|-----------------------|-----------------|-------|------|------------------------|---------|-----------|
| | STUDENT | PRIVATE | COMMERCIAL | ATR | PRIVATE/ FL INSTR. | COMMERCIAL/ FL INSTR. | ATR / FL INSTR. | OTHER | NONE | UNKNOWN / NOT REPORTED | | |
| INSTRUCTIONAL | | | | | | | | | | | | |
| DUAL | | | 4 | 1 | 29 | 3 | | | | | 37 | 37 |
| SOLO | 37 | | | | | | | | | | 37 | 37 |
| CHECK | | | | | | | | | | | | |
| TRAINING | 81 | 3 | | | | | | 1 | | | 85 | 84 |
| NONCOMMERCIAL | | | | | | | | | | | | |
| PLEASURE | 16 | 234 | 51 | 5 | 16 | 1 | | 5 | 1 | | 329 | 328 |
| PRACTICE | | 8 | 1 | | 2 | | | | | | 11 | 11 |
| BUSINESS | 4 | 52 | 32 | 1 | 13 | 3 | | | | | 105 | 105 |
| CORPORATE/EXECUTIVE | | | 6 | 3 | 4 | 2 | | | | | 15 | 15 |
| AERIAL SURVEY | | | | | 1 | | | | | | 1 | 1 |
| COMPANY FLIGHT | | | | | | | | | | | | |
| OTHER | | | | | | | | | | | | |
| COMMERCIAL | | | | | | | | | | | | |
| AERIAL APPLICATION | | | 3 | | 1 | | | | | | 4 | 4 |
| ASSOCIATED CROP CONTROL ACTIV | | | 13 | | 5 | | | | | | 18 | 18 |
| FIRE CONTROL | | | | | | | | | | | | |
| ASSOCIATED FIRE CONTROL ACTIV | | | 1 | | 1 | | | | | | 2 | 2 |
| AERIAL MAPPING/PHOTOGRAPHY | | | | 1 | | | | | | | 1 | 1 |
| AERIAL ADVERTISING | | | | | 1 | | | | | | 1 | 1 |
| POWER AND PIPELINE PATROL | | | 1 | | | | | | | | 1 | 1 |
| FISH SPOTTING | | | | | | | | | | | | |
| AIR TAXI-PASSENGER OPERATIONS | | | 13 | 4 | 15 | 4 | | | | | 36 | 36 |
| AIR TAXI-CARGO OPERATIONS | | | 1 | 1 | 2 | 1 | | | | | 5 | 5 |
| CONSTRUCTION WORK | | | | | | | | | | | | |
| SCHEDULED PASSENGER SERVICE | | | | | | | | | | | | |
| SCHEDULED CARGO SERVICE | | | | | | | | | | | | |
| NONSCHEDULED/CHARTER REVENUE | | | | | | | | | | | | |
| NONSCHEDULED/CHARTER REVENUE | | | | | | | | | | | | |
| MILITARY CONTRACT-PASSENGER | | | | | | | | | | | | |
| MILITARY CONTRACT-CARGO | | | | | | | | | | | | |
| CONTRACT/CHARTER-CARGO-DOMEST | | | | | | | | | | | | |
| CONTRACT/CHARTER-PASSENGER-DO | | | 3 | | 2 | | | | | | 5 | 5 |
| CONTRACT/CHARTER-CARGO-INTERN | | | | | | | | | | | | |
| CONTRACT/CHARTER-PASSENGER-IN | | | | | | | | | | | | |
| OTHER | | | | | 1 | | | | | | 1 | 1 |
| UNK/NR | | | | | | | | | | | | |

ANALYTIC TABLE

KIND OF FLYING BY PILOT CERTIFICATE

| <u>KIND OF FLYING</u> | <u>PILOT CERTIFICATE</u> | | | | | | | | | RECORDS | ACCIDENTS |
|------------------------------|--------------------------|---------|------------|-----|----------------------|-------------------------|------------------|-------|------|---------|-----------|
| | STUDENT | PRIVATE | COMMERCIAL | ATR | PRIVATE / FL. INSTR. | COMMERCIAL / FL. INSTR. | ATR / FL. INSTR. | OTHER | NONE | | |
| <u>MISCELLANEOUS</u> | | | | | | | | | | | |
| EXPERIMENTATION | | | | | | | | | | | |
| TEST | | | 2 | | | 1 | | | | 3 | 3 |
| DEMONSTRATION | | 1 | 3 | | 4 | | | | | 8 | 8 |
| FERRY | 1 | 1 | 8 | | 1 | 1 | | | | 12 | 12 |
| SEARCH AND RESCUE | | | | | | | | | | | |
| AIR SHOW/AIR RACING | | | | | | | | | | | |
| PARACHUTE JUMP | | 1 | 1 | | | | | | | 2 | 2 |
| PARACHUTE JUMP IN CONNECTION | | | | | | | | | | | |
| TOWING GLIDERS | | | | | | | | | | | |
| SEEDING CLOUDS | | | | | | | | | | | |
| HUNTING | | 5 | 3 | | | | | | | 8 | 8 |
| POLICE PATROL | | | | | | | | | | | |
| ALL OTHER PUBLIC FLYING | | | | | 1 | | | | | 1 | 1 |
| OTHER | | | | | 1 | | | | | 1 | 1 |
| UNK/NR | | 1 | | | | | | | 1 | 2 | 2 |
| RECORDS | 139 | 306 | 146 | 16 | 100 | 16 | 6 | 2 | | 731 | |
| ACCIDENTS | 138 | 304 | 146 | 16 | 100 | 16 | 6 | 2 | | | 725 |

ANALYTIC TABLE

KIND OF FLYING BY INJURY INDEX

| KIND OF FLYING | INJURY INDEX | | | | RECORDS | ACCIDENTS |
|-------------------------------|--------------|---------|-------|------|---------|-----------|
| | FATAL | SERIOUS | MINOR | NONE | | |
| <u>INSTRUCTIONAL</u> | | | | | | |
| DUAL | 4 | 4 | 6 | 23 | 37 | 37 |
| SOLO | | | 3 | 34 | 37 | 37 |
| CHECK | | | | | | |
| TRAINING | 3 | 1 | 7 | 74 | 85 | 84 |
| <u>NONCOMMERCIAL</u> | | | | | | |
| PLEASURE | 46 | 7 | 56 | 220 | 329 | 328 |
| PRACTICE | 1 | | 1 | 9 | 11 | 11 |
| BUSINESS | 13 | 4 | 10 | 78 | 105 | 105 |
| CORPORATE/EXECUTIVE | 3 | | 2 | 10 | 15 | 15 |
| AERIAL SURVEY | | 1 | | | 1 | 1 |
| COMPANY FLIGHT | | | | | | |
| OTHER | | | | | | |
| <u>COMMERCIAL</u> | | | | | | |
| AERIAL APPLICATION | 2 | 2 | | | 4 | 4 |
| ASSOCIATED CROP CONTROL ACTIV | 2 | | 4 | 12 | 18 | 18 |
| FIRE CONTROL | | | | | | |
| ASSOCIATED FIRE CONTROL ACTIV | | | | 2 | 2 | 2 |
| AERIAL MAPPING/PHOTOGRAPHY | | | | 1 | 1 | 1 |
| AERIAL ADVERTISING | | 1 | | | 1 | 1 |
| POWER AND PIPELINE PATROL | | | | 1 | 1 | 1 |
| FISH SPOTTING | | | | | | |
| AIR TAXI-PASSENGER OPERATIONS | 5 | 4 | 5 | 22 | 36 | 36 |
| AIR TAXI-CARGO OPERATIONS | | | | 5 | 5 | 5 |
| CONSTRUCTION WORK | | | | | | |
| SCHEDULED PASSENGER SERVICE | | | | | | |
| SCHEDULED CARGO SERVICE | | | | | | |
| NONSCHEDULED/CHARTER REVENUE | | | | | | |
| NONSCHEDULED/CHARTER REVENUE | | | | | | |
| MILITARY CONTRACT-PASSENGER | | | | | | |
| MILITARY CONTRACT-CARGO | | | | | | |
| CONTRACT/CHARTER-CARGO-DOMEST | | | | | | |
| CONTRACT/CHARTER-PASSENGER-DO | 2 | 1 | | 2 | 5 | 5 |
| CONTRACT/CHARTER-CARGO-INTERN | | | | | | |
| CONTRACT/CHARTER-PASSENGER-IN | | | | | | |
| OTHER | | | 1 | | 1 | 1 |
| UNK/NR | | | | | | |

ANALYTIC TABLE

KIND OF FLYING BY INJURY INDEX

INJURY INDEX

KIND OF FLYING

FATAL
SERIOUS
MINOR
NONE

RECORDS ACCIDENTS

| | | | | | | |
|------------------------------|----|----|----|-----|-----|-----|
| <u>MISCELLANEOUS</u> | | | | | | |
| EXPERIMENTATION | | | | | | |
| TEST | 2 | | | 1 | 3 | 3 |
| DEMONSTRATION | | 1 | | 7 | 8 | 8 |
| FERRY | 1 | 1 | | 10 | 12 | 12 |
| SEARCH AND RESCUE | | | | | | |
| AIR SHOW/AIR RACING | | | | | | |
| PARACHUTE JUMP | | 1 | | 1 | 2 | 2 |
| PARACHUTE JUMP IN CONNECTION | | | | | | |
| TOWING GLIDERS | | | | | | |
| SEEDING CLOUDS | | | | | | |
| HUNTING | 1 | 1 | 1 | 5 | 8 | 8 |
| POLICE PATROL | | | | | | |
| ALL OTHER PUBLIC FLYING | | | | 1 | 1 | 1 |
| OTHER | | | | 1 | 1 | 1 |
| UNK/NR | | | | 2 | 2 | 2 |
| RECORDS | 82 | 29 | 99 | 521 | 731 | |
| ACCIDENTS | 78 | 29 | 99 | 519 | | 725 |

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY INJURY INDEX

| FIRST TYPE OF ACCIDENT | INJURY INDEX | | | | RECORDS | ACCIDENTS |
|------------------------------------|--------------|---------|-------|------|---------|-----------|
| | FATAL | SERIOUS | MINOR | NONE | | |
| GROUND-WATER LOOP-SWERVE | | 4 | 82 | | 86 | 86 |
| DRAGGED WINGTIP, POD, OR FLOA | | | | | | |
| WHEELS-UP LANDING | | | 57 | | 57 | 57 |
| WHEELS-DOWN LANDING IN WATER | | | | | | |
| GEAR COLLAPSED | | 1 | 27 | | 28 | 28 |
| GEAR RETRACTED | | | 19 | | 19 | 19 |
| HARD LANDING | 1 | 3 | 56 | | 60 | 60 |
| NOSE OVER/DOWN | | 3 | 16 | | 19 | 19 |
| ROLL OVER | | | | | | |
| OVERSHOOT | 3 | 4 | 30 | | 37 | 37 |
| UNDERSHOOT | | 2 | 7 | 20 | 29 | 29 |
| <u>COLLISION BETWEEN AIRCRAFT</u> | | | | | | |
| BOTH IN FLIGHT | 6 | | 4 | | 10 | 5 |
| ONE AIRBORNE | | | | | | |
| BOTH ON GROUND | 2 | | | | 2 | 1 |
| <u>COLLISION WITH GROUND/WATER</u> | | | | | | |
| CONTROLLED | 8 | 3 | 5 | 6 | 22 | 22 |
| UNCONTROLLED | 12 | | 3 | 1 | 16 | 16 |
| <u>COLLIDED WITH</u> | | | | | | |
| WIRES/POLES | 5 | 2 | 10 | | 17 | 17 |
| TREES | 6 | 2 | 5 | 7 | 20 | 20 |
| RESIDENCE/S | | | | | | |
| BUILDING/S | | | 1 | | 1 | 1 |
| FENCE, FENCEPOSTS | 1 | 2 | 6 | | 9 | 9 |
| ELECTRONIC TOWERS | 1 | | | | 1 | 1 |
| RUNWAY OR APPROACH LIGHTS | | | 1 | | 1 | 1 |
| AIRPORT HAZARD | | | 4 | | 4 | 4 |
| ANIMALS | | | 1 | | 1 | 1 |
| CROP | | | 1 | | 1 | 1 |
| FLAGMAN LOADER | | | | | | |
| DITCHES | | 1 | 7 | | 8 | 8 |
| SNOWBANK | | | 1 | | 1 | 1 |
| PARKED AIRCRAFT | | 1 | 15 | | 16 | 16 |
| AUTOMOBILE | | | 4 | | 4 | 4 |
| DIRT BANK | | 1 | 3 | | 4 | 4 |
| OBJECT | | 4 | 24 | | 28 | 28 |
| BIRD STRIKE | | | 1 | | 1 | 1 |

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY INJURY INDEX

| FIRST TYPE OF ACCIDENT | INJURY INDEX | | | | RECORDS | ACCIDENTS |
|--------------------------------|--------------|---------|-------|------|---------|-----------|
| | FATAL | SERIOUS | MINOR | NONE | | |
| STALL | 6 | 1 | 3 | 4 | 14 | 14 |
| SPIN | 4 | 1 | | 1 | 6 | 6 |
| SPIRAL | 1 | | | 1 | 2 | 2 |
| MUSH | 1 | 2 | 10 | 13 | 26 | 26 |
| <u>FIRE OR EXPLOSION</u> | | | | | | |
| IN FLIGHT | 1 | 1 | | 1 | 3 | 3 |
| ON GROUND | | | | 2 | 2 | 2 |
| <u>AIRFRAME FAILURE</u> | | | | | | |
| IN FLIGHT | 8 | | 1 | 1 | 10 | 10 |
| ON GROUND | | | | 1 | 1 | 1 |
| ENGINE TEARAWAY | | | | | | |
| ENGINE FAILURE OR MALFUNCTION | 14 | 10 | 35 | 81 | 140 | 140 |
| <u>PROPELLER/ROTOR FAILURE</u> | | | | | | |
| PROPELLER | 1 | | 2 | 4 | 7 | 7 |
| TAIL ROTOR | 2 | | | 3 | 5 | 5 |
| MAIN ROTOR | | 3 | | | 3 | 3 |
| PROPELLER/ROTOR ACCIDENT TO P | | 1 | | | 1 | 1 |
| JET INTAKE/EXHAUST ACCIDENT T | | | | | | |
| PROPELLER/JET/ROTOR BLAST | | | 1 | | 1 | 1 |
| TURBULENCE | | | 2 | 2 | 4 | 4 |
| HAIL DAMAGE TO AIRCRAFT | | | | | | |
| LIGHTNING STRIKE | | | | | | |
| EVASIVE MANEUVER | | | | | | |
| UNCONTROLLED ALTITUDE DEVIATI | | | | | | |
| DITCHING | | | | | | |
| MISSING AIRCRAFT, NOT RECOVER | | | | | | |
| MISCELLANEOUS/OTHER | | | 1 | 3 | 4 | 4 |
| UNDETERMINED | | | | | | |
| RECORDS | 82 | 29 | 99 | 521 | 731 | |
| ACCIDENTS | 78 | 29 | 99 | 519 | | 725 |

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

| FIRST TYPE OF ACCIDENT | AIRCRAFT DAMAGE | | | | RECORDS | ACCIDENTS |
|------------------------------------|-----------------|-------------|-------|------|---------|-----------|
| | DESTROYED | SUBSTANTIAL | MINOR | NONE | | |
| GROUND-WATER LOOP-SWERVE | 1 | 85 | | | 86 | 86 |
| DRAINED WINGTIP, POD, OR FLOA | | | | | | |
| WHEELS-UP LANDING | 1 | 56 | | | 57 | 57 |
| WHEELS-DOWN LANDING IN WATER | | | | | | |
| GEAR COLLAPSED | 1 | 27 | | | 28 | 28 |
| GEAR RETRACTED | | 19 | | | 19 | 19 |
| HARD LANDING | | 60 | | | 60 | 60 |
| NOSE OVER/DOWN | | 19 | | | 19 | 19 |
| ROLL OVER | | | | | | |
| OVERSHOOT | 4 | 33 | | | 37 | 37 |
| UNDERSHOOT | 5 | 24 | | | 29 | 29 |
| <u>COLLISION BETWEEN AIRCRAFT</u> | | | | | | |
| BOTH IN FLIGHT | 4 | 5 | 1 | | 10 | 5 |
| ONE AIRBORNE | | | | | | |
| BOTH ON GROUND | 2 | | | | 2 | 1 |
| <u>COLLISION WITH GROUND/WATER</u> | | | | | | |
| CONTROLLED | 12 | 10 | | | 22 | 22 |
| UNCONTROLLED | 14 | 2 | | | 16 | 16 |
| <u>COLLIDED WITH</u> | | | | | | |
| WIRES/POLES | 7 | 10 | | | 17 | 17 |
| TREES | 12 | 8 | | | 20 | 20 |
| RESIDENCE/S | | | | | | |
| BUILDING/S | | 1 | | | 1 | 1 |
| FENCE, FENCEPOSTS | 2 | 7 | | | 9 | 9 |
| ELECTRONIC TOWERS | 1 | | | | 1 | 1 |
| RUNWAY OR APPROACH LIGHTS | | 1 | | | 1 | 1 |
| AIRPORT HAZARD | | 4 | | | 4 | 4 |
| ANIMALS | | 1 | | | 1 | 1 |
| CROP | | 1 | | | 1 | 1 |
| FLAGMAN LOADER | | | | | | |
| DITCHES | | 8 | | | 8 | 8 |
| SNOWBANK | | 1 | | | 1 | 1 |
| PARKED AIRCRAFT | 1 | 15 | | | 16 | 16 |
| AUTOMOBILE | | 4 | | | 4 | 4 |
| DIRT BANK | | 4 | | | 4 | 4 |
| OBJECT | 1 | 27 | | | 28 | 28 |
| BIRD STRIKE | | 1 | | | 1 | 1 |

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

| FIRST TYPE OF ACCIDENT | AIRCRAFT DAMAGE | | | | RECORDS | ACCIDENTS |
|--------------------------------|-----------------|-------------|-------|------|---------|-----------|
| | DESTROYED | SUBSTANTIAL | MINOR | NONE | | |
| STALL | 10 | 4 | | | 14 | 14 |
| SPIN | 4 | 2 | | | 6 | 6 |
| SPIRAL | 1 | 1 | | | 2 | 2 |
| MUSH | 6 | 20 | | | 26 | 26 |
| <u>FIRE OR EXPLOSION</u> | | | | | | |
| IN FLIGHT | 2 | 1 | | | 3 | 3 |
| ON GROUND | 1 | 1 | | | 2 | 2 |
| <u>AIRFRAME FAILURE</u> | | | | | | |
| IN FLIGHT | 8 | 2 | | | 10 | 10 |
| ON GROUND | | 1 | | | 1 | 1 |
| ENGINE TEARAWAY | | | | | | |
| ENGINE FAILURE OR MALFUNCTION | 27 | 113 | | | 140 | 140 |
| <u>PROPELLER/ROTOR FAILURE</u> | | | | | | |
| PROPELLER | 1 | 6 | | | 7 | 7 |
| TAIL ROTOR | 1 | 4 | | | 5 | 5 |
| MAIN ROTOR | 1 | 2 | | | 3 | 3 |
| PROPELLER/ROTOR ACCIDENT TO P | | | | 1 | 1 | 1 |
| JET INTAKE/EXHAUST ACCIDENT T | | | | | | |
| PROPELLER/JET/ROTOR BLAST | | 1 | | | 1 | 1 |
| TURBULENCE | | 4 | | | 4 | 4 |
| HAIL DAMAGE TO AIRCRAFT | | | | | | |
| LIGHTNING STRIKE | | | | | | |
| EVASIVE MANEUVER | | | | | | |
| UNCONTROLLED ALTITUDE DEVIATI | | | | | | |
| DITCHING | | | | | | |
| MISSING AIRCRAFT, NOT RECDVER | | | | | | |
| MISCELLANEOUS/OTHER | | 4 | | | 4 | 4 |
| UNDETERMINED | | | | | | |
| RECORDS | 130 | 599 | 1 | 1 | 731 | |
| ACCIDENTS | 128 | 598 | 1 | 1 | | 725 |

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

| FIRST TYPE OF ACCIDENT | PILOT CERTIFICATE | | | | | | | | RECORDS | ACCIDENTS |
|------------------------------------|-------------------|---------|------------|-----|--------------------|-----------------------|----------------|-------|---------|-----------|
| | STUDENT | PRIVATE | COMMERCIAL | ATR | PRIVATE/ FL INSTR. | COMMERCIAL/ FL INSTR. | ATR/ FL INSTR. | OTHER | | |
| GROUND-WATER LOOP-SWERVE | 36 | 32 | 8 | 2 | 7 | | | 1 | 86 | 86 |
| DRAGGED WINGTIP, POD, OR FLOA | | | | | | | | | | |
| WHEELS-UP LANDING | 2 | 26 | 17 | | 10 | 2 | | | 57 | 57 |
| WHEELS-DOWN LANDING IN WATER | | | | | | | | | | |
| GEAR COLLAPSED | 1 | 12 | 6 | 3 | 5 | 1 | | | 28 | 28 |
| GEAR RETRACTED | | 4 | 6 | 2 | 5 | 2 | | | 19 | 19 |
| HARD LANDING | 24 | 24 | 5 | | 7 | | | | 60 | 60 |
| NOSE OVER/DOWN | 5 | 9 | | | 5 | | | | 19 | 19 |
| ROLL OVER | | | | | | | | | | |
| OVERSHOOT | 11 | 20 | 4 | | 1 | | | 1 | 37 | 37 |
| UNDERSHOOT | 7 | 10 | 7 | | 2 | 3 | | | 29 | 29 |
| <u>COLLISION BETWEEN AIRCRAFT</u> | | | | | | | | | | |
| BOTH IN FLIGHT | 3 | 5 | | | 2 | | | | 10 | 5 |
| ONE AIRBORNE | | | | | | | | | | |
| BOTH ON GROUND | | | 1 | | | 1 | | | 2 | 1 |
| <u>COLLISION WITH GROUND/WATER</u> | | | | | | | | | | |
| CONTROLLED | 8 | 7 | 4 | | 2 | | | 1 | 22 | 22 |
| UNCONTROLLED | 1 | 11 | | | 3 | | | 1 | 16 | 16 |
| <u>COLLIDED WITH</u> | | | | | | | | | | |
| WIRES/POLES | 2 | 8 | | | 7 | | | | 17 | 17 |
| TREES | 1 | 10 | 4 | 1 | 2 | 2 | | | 20 | 20 |
| RESIDENCE/S | | | | | | | | | | |
| BUILDING/S | | | 1 | | | | | | 1 | 1 |
| FENCE, FENCEPOSTS | 1 | 4 | 4 | | | | | | 9 | 9 |
| ELECTRONIC TOWERS | | 1 | | | | | | | 1 | 1 |
| RUNWAY OR APPROACH LIGHTS | | 1 | | | | | | | 1 | 1 |
| AIRPORT HAZARD | | 1 | 1 | | 1 | 1 | | | 4 | 4 |
| ANIMALS | | 1 | | | | | | | 1 | 1 |
| CROP | | 1 | | | | | | | 1 | 1 |
| FLAGMAN LOADER | | | | | | | | | | |
| DITCHES | 1 | 4 | 1 | | 2 | | | | 8 | 8 |
| SNOWBANK | | | 1 | | | | | | 1 | 1 |
| PARKED AIRCRAFT | 5 | 6 | 3 | 1 | | | | 1 | 16 | 16 |
| AUTOMOBILE | 1 | 1 | 1 | | 1 | | | | 4 | 4 |
| DIRT BANK | 1 | 1 | 1 | | 1 | | | | 4 | 4 |
| OBJECT | 2 | 16 | 8 | | 2 | | | | 28 | 28 |
| BIRD STRIKE | | | | | 1 | | | | 1 | 1 |

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

| FIRST TYPE OF ACCIDENT | PILOT CERTIFICATE | | | | | | | | RECORDS | ACCIDENTS |
|--------------------------------|-------------------|---------|------------|-----|--------------------|-----------------------|----------------|-------|---------|-----------|
| | STUDENT | PRIVATE | COMMERCIAL | ATR | PRIVATE/ FL INSTR. | COMMERCIAL/ FL INSTR. | ATR/ FL INSTR. | OTHER | | |
| STALL | 2 | 7 | 4 | | | | | 1 | 14 | 14 |
| SPIN | | 1 | 4 | | 1 | | | | 6 | 6 |
| SPIRAL | | 1 | | | 1 | | | | 2 | 2 |
| MUSH | 3 | 12 | 8 | | 3 | | | | 26 | 26 |
| <u>FIRE OR EXPLOSION</u> | | | | | | | | | | |
| IN FLIGHT | | 1 | 1 | 1 | | | | | 3 | 3 |
| ON GROUND | | | 1 | | 1 | | | | 2 | 2 |
| <u>AIRFRAME FAILURE</u> | | | | | | | | | | |
| IN FLIGHT | 1 | 3 | 5 | | | 1 | | | 10 | 10 |
| ON GROUND | | 1 | | | | | | | 1 | 1 |
| <u>ENGINE TEARAWAY</u> | | | | | | | | | | |
| ENGINE FAILURE OR MALFUNCTION | 19 | 62 | 27 | 4 | 24 | 2 | | 2 | 140 | 140 |
| <u>PROPELLER/ROTOR FAILURE</u> | | | | | | | | | | |
| PROPELLER | | 1 | 4 | | 1 | 1 | | | 7 | 7 |
| TAIL ROTOR | | | 3 | 1 | 1 | | | | 5 | 5 |
| MAIN ROTOR | | | 1 | 1 | 1 | | | | 3 | 3 |
| PROPELLER/ROTOR ACCIDENT TO P | | | | | 1 | | | | 1 | 1 |
| JET INTAKE/EXHAUST ACCIDENT T | | | | | | | | | | |
| PROPELLER/JET/ROTOR BLAST | | 1 | | | | | | | 1 | 1 |
| TURBULENCE | 1 | 1 | 2 | | | | | | 4 | 4 |
| HAIL DAMAGE TO AIRCRAFT | | | | | | | | | | |
| LIGHTNING STRIKE | | | | | | | | | | |
| EVASIVE MANEUVER | | | | | | | | | | |
| UNCONTROLLED ALTITUDE DEVIATI | | | | | | | | | | |
| DITCHING | | | | | | | | | | |
| MISSING AIRCRAFT, NOT RECOVER | | | | | | | | | | |
| MISCELLANEOUS/OTHER | 1 | | 3 | | | | | | 4 | 4 |
| UNDETERMINED | | | | | | | | | | |
| RECORDS | 139 | 306 | 146 | 16 | 100 | 16 | | 6 | 2 | 731 |
| ACCIDENTS | 138 | 304 | 146 | 16 | 100 | 16 | | 6 | 2 | 725 |

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

| FIRST OPERATIONAL PHASE | INJURY INDEX | | | | RECORDS | ACCIDENTS |
|------------------------------|--------------|---------|-------|------|---------|-----------|
| | FATAL | SERIOUS | MINOR | NONE | | |
| <u>STATIC</u> | | | | | | |
| STARTING ENGINE/S | | | | | | |
| IDLING ENGINE/S | 1 | 1 | | | 2 | 2 |
| ENGINE RUNUP | | | 1 | | 1 | 1 |
| IDLING ROTORS | | | 1 | | 1 | 1 |
| PARKED-ENGINES NOT OPERATING | | | | | | |
| OTHER | | | | | | |
| <u>TAXI</u> | | | | | | |
| TO TAKEOFF | | 3 | 16 | | 19 | 19 |
| FROM LANDING | | 2 | 21 | | 23 | 23 |
| OTHER | | 1 | 13 | | 14 | 14 |
| GROUND TAXI TO TAKEOFF | | | | | | |
| GROUND TAXI FROM LANDING | | | | | | |
| GROUND TAXI, OTHER | | | | | | |
| AERIAL TAXI TO TAKEOFF | | | | | | |
| AERIAL TAXI TO/FROM LANDING | | | | | | |
| AERIAL TAXI, OTHER | | | 1 | | 1 | 1 |
| <u>TAKEOFF</u> | | | | | | |
| RUN | | 4 | 24 | | 28 | 28 |
| INITIAL CLIMB | 6 | 7 | 16 | 46 | 75 | 75 |
| VERTICAL | | | | | | |
| RUNNING | | | | | | |
| ABORTED | | 1 | 3 | 7 | 11 | 11 |
| ABORTED | | | | | | |
| ABORTED | | | | | | |
| OTHER | | | 1 | | 1 | 1 |
| <u>INFLIGHT</u> | | | | | | |
| CLIMB TO CRUISE | 1 | 1 | 5 | 1 | 8 | 8 |
| NORMAL CRUISE | 27 | 5 | 17 | 48 | 97 | 97 |
| DESCENDING | | | 2 | 4 | 6 | 6 |
| HOLDING | | | | | | |
| HOVERING | | 1 | | 3 | 4 | 4 |
| POWER-ON DESCENT | | | | | | |
| AUTOROTATIVE DESCENT | | | | 1 | 1 | 1 |
| ACROBATICS | 1 | 1 | | | 2 | 2 |
| BUZZING | 2 | | 2 | | 4 | 4 |
| UNCONTROLLED DESCENT | 11 | | 3 | 1 | 15 | 15 |

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

| FIRST OPERATIONAL PHASE | INJURY INDEX | | | | RECORDS | ACCIDENTS |
|-------------------------------|--------------|---------|-------|------|---------|-----------|
| | FATAL | SERIOUS | MINOR | NONE | | |
| EMERGENCY DESCENT | | | | | | |
| LOW PASS | 2 | 1 | 3 | 3 | 9 | 9 |
| OTHER | 6 | | 2 | 2 | 10 | 10 |
| EN ROUTE TO TREAT CROP | | | | | | |
| EN ROUTE TO RELOADING AREA | | | | | | |
| SURVEY FIELD/AREA | 1 | | 1 | 1 | 3 | 3 |
| STARTING SWATH RUN | | 2 | | | 2 | 2 |
| SWATH RUN | | | | | | |
| FLAREOUT FOR SWATH RUN | | | | | | |
| PULLUP FROM SWATH RUN | 1 | | | | 1 | 1 |
| PROCEDURE TURNAROUND | | | | | | |
| CLEANUP SWATH | | | | | | |
| MANEUVER TO AVOID OBSTRUCTION | | | | | | |
| RETURN TO STRIP | | | | 2 | 2 | 2 |
| <u>LANDING</u> | | | | | | |
| TRAFFIC PATTERN-CIRCLING | 3 | 3 | 3 | 5 | 14 | 14 |
| FINAL APPROACH | 11 | 2 | 10 | 28 | 51 | 47 |
| INITIAL APPROACH | 2 | | | 1 | 3 | 3 |
| FINAL APPROACH | | 2 | 1 | | 3 | 3 |
| LEVEL OFF/TOUCHDOWN | 2 | | 11 | 162 | 175 | 175 |
| ROLL | 2 | | 3 | 117 | 122 | 121 |
| ROLL-ON/RUN-ON | | | | | | |
| POWER-ON LANDING | | | | | | |
| POWER-OFF AUTOROTATIVE LANDIN | | | | | | |
| GO-AROUND | 3 | 2 | 5 | 11 | 21 | 21 |
| MISSED APPROACH | | | | | | |
| OTHER | | | | | | |
| UNK/NR | 1 | | | 1 | 2 | 2 |
| RECORDS | 82 | 29 | 99 | 521 | 731 | |
| ACCIDENTS | 78 | 29 | 99 | 519 | | 725 |

INJURIES, ACCIDENTS
ALL ACCIDENTS COVERED BY THIS REPORT
U. S. GENERAL AVIATION

1967

DOCKET NOS. 2-0951 THRU 2-1075 AND 3-4101 THRU 3-4700

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL |
|--------------------|---------|---------|---------|----------|------------|----------|
| | ----- | ----- | ----- | ----- | ----- | ----- |
| PILOT | 78 | 26 | 83 | 544 | | 731 |
| COPILOT | 4 | 1 | | 14 | | 19 |
| DUAL STUDENT | 2 | 4 | 3 | 30 | | 39 |
| CHECK PILOT | | | | | | |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | | | |
| EXTRA CREW | | 1 | | 3 | | 4 |
| PASSENGERS | 93 | 28 | 74 | 546 | | 741 |
| TOTAL | 177 | 60 | 160 | 1137 | ABOARD | 1534 |
| OTHER-AIRCRAFT | | | | | | |
| OTHER-GROUND | | | | 4 | | 4 |
| GRAND TOTAL | 177 | 60 | 160 | 1141 | | 1538 |

| | | | |
|----------|-----|-------|-----------|
| INVOLVES | 725 | TOTAL | ACCIDENTS |
| INVOLVES | 78 | FATAL | ACCIDENTS |

INJURIES, ACCIDENTS
SMALL FIXED-WING AIRCRAFT
U. S. GENERAL AVIATION

1967

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL |
|-----------------|-------|---------|-------|------|---------|-------------|
| PILOT | 74 | 21 | 80 | 532 | | 707 |
| COPILOT | 4 | 1 | | 13 | | 18 |
| DUAL STUDENT | 2 | 4 | 3 | 29 | | 38 |
| CHECK PILOT | | | | | | |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | 1 | | 2 | | 3 |
| EXTRA CREW | | 25 | 73 | 540 | | 726 |
| PASSENGERS | 88 | | | | | |
| TOTAL | 168 | 52 | 156 | 1116 | | ABOARD 1492 |
| OTHER-AIRCRAFT | | | | | | |
| OTHER-GROUND | | | | 4 | | 4 |
| GRAND TOTAL | 168 | 52 | 156 | 1120 | | 1496 |

INVOLVES 701 TOTAL ACCIDENTS
INVOLVES 74 FATAL ACCIDENTS

INJURIES, ACCIDENTS
 ROTORCRAFT
 U. S. GENERAL AVIATION
 1967

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL |
|-----------------|-------|---------|-----------|------|---------|-------|
| PILOT | 4 | 5 | 3 | 10 | | 22 |
| COPILOT | | | | | | |
| DUAL STUDENT | | | | | | |
| CHECK PILOT | | | | | | |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | | | |
| EXTRA CREW | | | | | | |
| PASSENGERS | 5 | 3 | 1 | 4 | | 13 |
| TOTAL | 9 | 8 | 4 | 14 | | 35 |
| | | | | | ABOARD | |
| OTHER-AIRCRAFT | | | | | | |
| OTHER-GROUND | | | | | | |
| GRAND TOTAL | 9 | 8 | 4 | 14 | | 35 |
| | | | | | | |
| INVOLVES | 22 | TOTAL | ACCIDENTS | | | |
| INVOLVES | 4 | FATAL | ACCIDENTS | | | |

INJURIES, ACCIDENTS
LARGE FIXED-WING AIRCRAFT
U. S. GENERAL AVIATION

1967

| | <u>FATAL</u> | <u>SERIOUS</u> | <u>MINOR</u> | <u>NONE</u> | <u>UNKNOWN</u> | <u>TOTAL</u> |
|-----------------|--------------|----------------|--------------|-------------|----------------|--------------|
| PILOT | | | | 2 | | 2 |
| COPILOT | | | | 1 | | 1 |
| DUAL STUDENT | | | | 1 | | 1 |
| CHECK PILOT | | | | | | |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | | | |
| EXTRA CREW | | | | 1 | | 1 |
| PASSENGERS | | | | 2 | | 2 |
| TOTAL | | | | 7 | | 7 |
| | | | | | ABOARD | |
| OTHER-AIRCRAFT | | | | | | |
| OTHER-GROUND | | | | | | |
| GRAND TOTAL | | | | 7 | | 7 |
| | | | | | | |
| INVOLVES | 2 | TOTAL | ACCIDENTS | | | |
| INVOLVES | NO | FATAL | ACCIDENTS | | | |

INJURIES, ACCIDENTS
KIND OF FLYING
INSTRUCTIONAL
U. S. GENERAL AVIATION

1967

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL |
|----------------------|--------|---------|--------|---------|------------|---------|
| | ----- | ----- | ----- | ----- | ----- | ----- |
| PILOT | 6 | 4 | 15 | 134 | | 159 |
| COPILOT | | | | | | |
| DUAL STUDENT | 2 | 4 | 3 | 28 | | 37 |
| CHECK PILOT | | | | | | |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | | | |
| EXTRA CREW | | | | | | |
| PASSENGERS | | 1 | | 11 | | 12 |
| TOTAL | 8 | 9 | 18 | 173 | ABOARD | 208 |
| * OTHER-AIRCRAFT | 3 | 1 | | 2 | | 6 |
| OTHER-GROUND | | | | | | |
| GRAND TOTAL | 11 | 10 | 18 | 175 | | 214 |

INVOLVES 157 TOTAL ACCIDENTS
INVOLVES 6 FATAL ACCIDENTS

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

INJURIES, ACCIDENTS
KIND OF FLYING
NON-COMMERCIAL - PLEASURE
U. S. GENERAL AVIATION

1967

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL |
|------------------|-------|---------|-------|------|---------|-------|
| PILOT | 44 | 7 | 46 | 232 | | 329 |
| COPILOT | 3 | | | 3 | | 6 |
| DUAL STUDENT | | | | | | |
| CHECK PILOT | | | | | | |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | | | |
| EXTRA CREW | | | | | | |
| PASSENGERS | 64 | 18 | 51 | 319 | | 452 |
| TOTAL | 111 | 25 | 97 | 554 | ABOARD | 787 |
| * OTHER-AIRCRAFT | 2 | 1 | | | | 3 |
| OTHER-GROUND | | | | 4 | | 4 |
| GRAND TOTAL | 113 | 26 | 97 | 558 | | 794 |

INVOLVES 328 TOTAL ACCIDENTS
INVOLVES 46 FATAL ACCIDENTS

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

INJURIES, ACCIDENTS
KIND OF FLYING
NON-COMMERCIAL - BUSINESS
U. S. GENERAL AVIATION

1967

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL |
|------------------|-------|---------|-------|-------|---------|-------|
| | ----- | ----- | ----- | ----- | ----- | ----- |
| PILOT | 13 | 3 | 10 | 79 | | 105 |
| COPILOT | | | | 2 | | 2 |
| DUAL STUDENT | | | | | | |
| CHECK PILOT | | | | | | |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | | | |
| EXTRA CREW | | | | | | |
| PASSENGERS | 15 | 3 | 5 | 74 | | 97 |
| TOTAL | 28 | 6 | 15 | 155 | | 204 |
| | | | | | ABOARD | |
| * OTHER-AIRCRAFT | | 2 | 2 | 7 | | 11 |
| OTHER-GROUND | | | | | | |
| GRAND TOTAL | 28 | 8 | 17 | 162 | | 215 |

INVOLVES 105 TOTAL ACCIDENTS
INVOLVES 13 FATAL ACCIDENTS

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

INJURIES, ACCIDENTS
KIND OF FLYING
NON-COMMERCIAL - CORPORATE/EXECUTIVE
U. S. GENERAL AVIATION

1967

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL |
|-----------------|-------|---------|-------|-------|---------|-----------|
| | ----- | ----- | ----- | ----- | ----- | ----- |
| PILOT | 3 | | | 12 | | 15 |
| COPILOT | | | | 2 | | 2 |
| DUAL STUDENT | | | | | | |
| CHECK PILOT | | | | | | |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | | | |
| EXTRA CREW | | | | | | |
| PASSENGERS | 7 | | 2 | 26 | | 35 |
| TOTAL | 10 | | 2 | 40 | | ABOARD 52 |
| OTHER-AIRCRAFT | | | | | | |
| OTHER-GROUND | | | | | | |
| GRAND TOTAL | 10 | | 2 | 40 | | 52 |

| | | |
|----------|----|-----------------|
| INVOLVES | 15 | TOTAL ACCIDENTS |
| INVOLVES | 3 | FATAL ACCIDENTS |

INJURIES, ACCIDENTS
KIND OF FLYING
AERIAL APPLICATION
U. S. GENERAL AVIATION

1967

| | <u>FATAL</u> | <u>SERIOUS</u> | <u>MINOR</u> | <u>NONE</u> | <u>UNKNOWN</u> | <u>TOTAL</u> |
|-----------------|--------------|----------------|--------------|-------------|----------------|--------------|
| PILOT | 4 | 2 | 4 | 12 | | 22 |
| COPILOT | | | | | | |
| DUAL STUDENT | | | | | | |
| CHECK PILOT | | | | | | |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | | | |
| EXTRA CREW | | | | | | |
| PASSENGERS | | | | 3 | | 3 |
| TOTAL | 4 | 2 | 4 | 15 | | ABOARD 25 |
| OTHER-AIRCRAFT | | | | | | |
| OTHER-GROUND | | | | | | |
| GRAND TOTAL | 4 | 2 | 4 | 15 | | 25 |

INVOLVES 22 TOTAL ACCIDENTS
INVOLVES 4 FATAL ACCIDENTS

INJURIES, ACCIDENTS
KIND OF FLYING
AIR TAXI - PASSENGER/CARGO
U. S. GENERAL AVIATION

1967

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL |
|----------------------|--------|---------|--------|---------|------------|---------|
| | ----- | ----- | ----- | ----- | ----- | ----- |
| PILOT | 4 | 4 | 3 | 30 | | 41 |
| COPILOT | 1 | 1 | | 6 | | 8 |
| DUAL STUDENT | | | | | | |
| CHECK PILOT | | | | | | |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | 2 | | 2 |
| EXTRA CREW | | | | | | |
| PASSENGERS | 4 | 2 | 12 | 93 | | 111 |
| TOTAL | 9 | 7 | 15 | 131 | ABOARD | 162 |
| * OTHER-AIRCRAFT | 3 | | | | | 3 |
| OTHER-GROUND | | | | | | |
| GRAND TOTAL | 12 | 7 | 15 | 131 | | 165 |

INVOLVES 41 TOTAL ACCIDENTS
INVOLVES 5 FATAL ACCIDENTS

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

INJURIES, ACCIDENTS
TYPE OF ACCIDENT
OVERSHOOT
U. S. GENERAL AVIATION

1967

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL |
|-----------------|-------|---------|-----------|-------|---------|-------|
| | ----- | ----- | ----- | ----- | ----- | ----- |
| PILOT | 3 | | 3 | 32 | | 38 |
| COPILOT | | | | | | |
| DUAL STUDENT | | | | 1 | | 1 |
| CHECK PILOT | | | | | | |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | | | |
| EXTRA CREW | | | | | | |
| PASSENGERS | 6 | | 3 | 31 | | 40 |
| TOTAL | 9 | | 6 | 64 | | 79 |
| | | | | | ABOARD | |
| OTHER-AIRCRAFT | | | | | | |
| OTHER-GROUND | | | | | | |
| GRAND TOTAL | 9 | | 6 | 64 | | 79 |
| INVOLVES | 38 | TOTAL | ACCIDENTS | | | |
| INVOLVES | 3 | FATAL | ACCIDENTS | | | |

INJURIES, ACCIDENTS
TYPE OF ACCIDENT
UNDERSHOOT
U. S. GENERAL AVIATION

1967

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL |
|-----------------|-------|---------|-------|-------|---------|-------|
| | ----- | ----- | ----- | ----- | ----- | ----- |
| PILOT | | 2 | 6 | 23 | | 31 |
| COPLOT | | | | | | |
| DUAL STUDENT | | | | 2 | | 2 |
| CHECK PILOT | | | | | | |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | | | |
| EXTRA CREW | | | | | | |
| PASSENGERS | | 1 | 7 | 19 | | 27 |
| TOTAL | | 3 | 13 | 44 | | 60 |
| | | | | | ABOARD | |
| OTHER-AIRCRAFT | | | | | | |
| OTHER-GROUND | | | | | | |
| GRAND TOTAL | | 3 | 13 | 44 | | 60 |

INVOLVES 31 TOTAL ACCIDENTS
INVOLVES NO FATAL ACCIDENTS

INJURIES, ACCIDENTS
TYPE OF ACCIDENT
COLLISION WITH OBJECTS
U. S. GENERAL AVIATION

1967

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL |
|--------------------|--------|---------|--------|---------|------------|---------|
| | ----- | ----- | ----- | ----- | ----- | ----- |
| PILOT | 22 | 10 | 30 | 187 | | 249 |
| COPILOT | | | | 3 | | 3 |
| DUAL STUDENT | 2 | 3 | | 7 | | 12 |
| CHECK PILOT | | | | | | |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | 2 | | 2 |
| EXTRA CREW | | | | | | |
| PASSENGERS | 28 | 5 | 28 | 191 | | 252 |
| TOTAL | 52 | 18 | 58 | 390 | ABOARD | 518 |
| OTHER-AIRCRAFT | | | | | | |
| OTHER-GROUND | | | | 4 | | 4 |
| GRAND TOTAL | 52 | 18 | 58 | 394 | | 522 |

| | | | |
|----------|-----|-------|-----------|
| INVOLVES | 249 | TOTAL | ACCIDENTS |
| INVOLVES | 22 | FATAL | ACCIDENTS |

INJURIES, ACCIDENTS
 TYPE OF ACCIDENT
 STALL-SPIN, SPIRAL, MUSH
 U. S. GENERAL AVIATION

1967

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL |
|-----------------|-------|-----------------|-------|-------|---------|------------|
| | ----- | ----- | ----- | ----- | ----- | ----- |
| PILOT | 19 | 6 | 19 | 25 | | 69 |
| COPILOT | 3 | | | 1 | | 4 |
| DUAL STUDENT | | | 1 | 1 | | 2 |
| CHECK PILOT | | | | | | |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | 1 | | | | 1 |
| EXTRA CREW | | 9 | | | | 72 |
| PASSENGERS | 23 | | 14 | 26 | | |
| TOTAL | 45 | 16 | 34 | 53 | | ABOARD 148 |
| OTHER-AIRCRAFT | | | | | | |
| OTHER-GROUND | | | | | | |
| GRAND TOTAL | 45 | 16 | 34 | 53 | | 148 |
| INVOLVES | 69 | TOTAL ACCIDENTS | | | | |
| INVOLVES | 20 | FATAL ACCIDENTS | | | | |

CAUSE/FACTOR TABLE

DOCKET NOS. 2-0951 THRU 2-1075 AND 3-4101 THRU 3-4700
COVERED BY THIS REPORT-ISSUE NO. 10
U. S. GENERAL AVIATION

1967

INVOLVES 725 TOTAL ACCIDENTS
INVOLVES 78 FATAL ACCIDENTS

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| ** PILOT ** | | | | | | | | | |
| PILOT IN COMMAND | | | | | | | | | |
| ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT | | | | 3 | 1 | 4 | 3 | 1 | 4 |
| ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | 12 | | 12 | 13 | 3 | 16 | 25 | 3 | 28 |
| BECAME LOST/DISORIENTED | 3 | 1 | 4 | 5 | 3 | 8 | 8 | 4 | 12 |
| CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | 17 | | 17 | 15 | | 15 | 32 | | 32 |
| CONTINUED INTO KNOWN AREA OF SEVERE TURBULENCE | | | | 2 | | 2 | 2 | | 2 |
| DELAYED ACTION IN ABORTING TAKEOFF | | | | 9 | | 9 | 9 | | 9 |
| DELAYED IN INITIATING GO-AROUND | 2 | | 2 | 7 | | 7 | 9 | | 9 |
| DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | 1 | 1 | 9 | 4 | 13 | 9 | 5 | 14 |
| EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT | 4 | | 4 | | | | 4 | | 4 |
| FAILED TO EXTEND LANDING GEAR | | | | 21 | | 21 | 21 | | 21 |
| RETRACTED GEAR PREMATURELY | | | | 2 | | 2 | 2 | | 2 |
| INADVERTENTLY RETRACTED GEAR | | | | 10 | | 10 | 10 | | 10 |
| FAILED TO SEE AND AVOID OTHER AIRCRAFT | 4 | | 4 | 1 | | 1 | 5 | | 5 |
| FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | 5 | | 5 | 25 | | 25 | 30 | | 30 |
| FAILED TO OBTAIN/MAINTAIN FLYING SPEED | 19 | | 19 | 39 | | 39 | 58 | | 58 |
| MISJUDGED, SPEED, ALTITUDE OR CLEARANCE | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO MAINTAIN ADEQUATE ROTOR RPM | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT | 1 | | 1 | 4 | 1 | 5 | 5 | 1 | 6 |
| FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC | 2 | 2 | 4 | 1 | | 1 | 3 | 2 | 5 |
| IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS | | | | 21 | | 21 | 21 | | 21 |
| IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | 47 | | 47 | 47 | | 47 |
| IMPROPER OPERATION OF FLIGHT CONTROLS | 3 | | 3 | 14 | | 14 | 17 | | 17 |
| PREMATURE LIFT OFF | | | | 8 | | 8 | 8 | | 8 |
| IMPROPER LEVEL OFF | | | | 49 | | 49 | 49 | | 49 |
| IMPROPER IFR OPERATION | 1 | | 1 | 4 | | 4 | 5 | | 5 |
| IMPROPER IN-FLIGHT DECISIONS OR PLANNING | 6 | | 6 | 7 | 1 | 8 | 13 | 1 | 14 |
| IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | 8 | | 8 | 8 | | 8 |
| INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | 10 | | 10 | 66 | 4 | 70 | 76 | 4 | 80 |
| INADEQUATE SUPERVISION OF FLIGHT | | | | 23 | | 23 | 23 | | 23 |
| LACK OF FAMILIARITY WITH AIRCRAFT | | 3 | 3 | 3 | 8 | 11 | 3 | 11 | 14 |
| MISMANAGEMENT OF FUEL SYSTEM | 6 | | 6 | 18 | | 18 | 24 | | 24 |
| EXERCISED POOR JUDGMENT | | 1 | 1 | 18 | | 18 | 18 | 1 | 19 |
| SELECTED UNSUITABLE TERRAIN | 2 | | 2 | 42 | 1 | 43 | 44 | 1 | 45 |
| IMPROPER STARTING PROCEDURES | | | | 1 | | 1 | 1 | | 1 |
| STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT | | | | 8 | | 8 | 8 | | 8 |
| TAXIED/PARKED WITHOUT PROPER ASSISTANCE | | | | 3 | | 3 | 3 | | 3 |
| FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED | | | | 17 | | 17 | 17 | | 17 |
| SPONTANEOUS-IMPROPER ACTION | | | | 4 | | 4 | 4 | | 4 |
| MISJUDGED DISTANCE, SPEED, AND ALTITUDE | 1 | | 1 | 6 | | 6 | 7 | | 7 |
| MISJUDGED DISTANCE AND SPEED | 2 | 1 | 3 | 36 | | 36 | 38 | 1 | 39 |
| MISJUDGED DISTANCE | | | | 1 | | 1 | 1 | | 1 |
| MISJUDGED DISTANCE AND ALTITUDE | | | | 19 | | 19 | 19 | | 19 |
| MISJUDGED SPEED | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| MISJUDGED SPEED AND CLEARANCE | | | | 1 | | 1 | 1 | | 1 |
| MISJUDGED ALTITUDE AND CLEARANCE | 1 | | 1 | 2 | | 2 | 3 | | 3 |
| MISJUDGED ALTITUDE | 2 | | 2 | 3 | | 3 | 5 | | 5 |
| MISJUDGED CLEARANCE | 1 | | 1 | 11 | | 11 | 12 | | 12 |
| IMPROPER RECOVERY FROM BOUNCED LANDING | | | | 22 | | 22 | 22 | | 22 |
| PHYSICAL IMPAIRMENT | 9 | | 9 | 1 | | 1 | 10 | | 10 |
| SPATIAL DISORIENTATION | 9 | | 9 | 4 | | 4 | 13 | | 13 |
| MISUSED OR FAILED TO USE FLAPS | | | | 2 | 3 | 5 | 2 | 3 | 5 |
| LEFT AIRCRAFT UNATTENDED ENGINE RUNNING | | | | 3 | | 3 | 3 | | 3 |
| FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | 30 | | 30 | 30 | | 30 |
| SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | | | | 5 | | 5 | 5 | | 5 |
| FAILED TO ABORT TAKEOFF | | | | 5 | | 5 | 5 | | 5 |
| FAILED TO INITIATE GO-AROUND | | | | 17 | 1 | 18 | 17 | 1 | 18 |
| DIRECT ENTRIES | | | | 1 | | 1 | 1 | | 1 |
| SUBTOTAL | 122 | 9 | 131 | 699 | 31 | 730 | 821 | 40 | 861 |

CAUSE/FACTOR TABLE

COPILOT (CONTINUED)

| | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| COPILOT | | | | | | | | | |
| INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | 1 | | 1 | 1 | | 1 |
| MISJUDGED DISTANCE AND ALTITUDE | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO INITIATE GO-AROUND | | | | 1 | | 1 | 1 | | 1 |
| SUBTOTAL | | | | 3 | | 3 | 3 | | 3 |
| DUAL STUDENT | | | | | | | | | |
| CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | 1 | | 1 | | | | 1 | | 1 |
| INADVERTENTLY RETRACTED GEAR | | | | 4 | | 4 | 4 | | 4 |
| FAILED TO SEE OTHER AIRCRAFT | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | 2 | | 2 | 2 | | 2 |
| IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | 3 | | 3 | 3 | | 3 |
| IMPROPER LEVEL OFF | | | | 6 | | 6 | 6 | | 6 |
| IMPROPER IFR OPERATION | | | | 1 | | 1 | 1 | | 1 |
| INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | 1 | | 1 | 1 | | 1 |
| SPONTANEOUS-IMPROPER ACTION | | | | 3 | | 3 | 3 | | 3 |
| MISJUDGED DISTANCE, SPEED, AND ALTITUDE | | | | 1 | | 1 | 1 | | 1 |
| MISJUDGED DISTANCE AND SPEED | | | | 1 | | 1 | 1 | | 1 |
| MISJUDGED DISTANCE AND ALTITUDE | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | 1 | | 1 | 1 | | 1 |
| SUBTOTAL | 1 | | 1 | 25 | | 25 | 26 | | 26 |
| ** PERSONNEL ** | | | | | | | | | |
| FLIGHT INSTRUCTOR | | | | | | | | | |
| INADEQUATE SUPERVISION OF FLIGHT | | | | 5 | | 5 | 5 | | 5 |
| INADEQUATE TRAINING OF STUDENT | | | | 4 | | 4 | 4 | | 4 |
| MAINTENANCE, SERVICING, INSPECTION | | | | | | | | | |
| IMPROPER MAINTENANCE(MAINTENANCE PERSONNEL) | | | | 4 | | 4 | 4 | | 4 |
| IMPROPER MAINTENANCE(OWNER PERSONNEL) | | | | 2 | | 2 | 2 | | 2 |
| IMPROPERLY SERVICED AIRCRAFT(GROUND CREW) | | | | | 1 | 1 | | 1 | 1 |
| INADEQUATE MAINTENANCE AND INSPECTION | 2 | 1 | 3 | 29 | 5 | 34 | 31 | 6 | 37 |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| OPERATIONAL SUPERVISORY PERSONNEL | | | | | | | | | |
| WEATHER PERSONNEL | | | | | | | | | |
| INCORRECT WEATHER FORECAST | | 2 | 2 | | | | | 2 | 2 |
| TRAFFIC CONTROL PERSONNEL | | | | | | | | | |
| INADEQUATE SPACING OF AIRCRAFT | 2 | | 2 | 1 | | 1 | 3 | | 3 |
| AIRPORT SUPERVISORY PERSONNEL | | | | | | | | | |
| IMPROPER MAINTENANCE-AIRPORT FACILITIES | | | | 1 | 2 | 3 | 1 | 2 | 3 |
| FAILURE TO NOTIFY OF UNSAFE CONDITION | | | | 5 | 1 | 6 | 5 | 1 | 6 |
| IMPROPER/INADEQUATE SNOW REMOVAL | | | | 1 | | 1 | 1 | | 1 |
| IMPROPER OPERATION OF FACILITIES | | | | 1 | | 1 | 1 | | 1 |
| AIRWAYS FACILITIES PERSONNEL | | | | | | | | | |
| FAILURE TO ISSUE NOTAM | | | | | 1 | 1 | | 1 | 1 |
| PRODUCTION-DESIGN | | | | | | | | | |
| SUBSTANDARD QUALITY CONTROL | 3 | | 3 | | | | 3 | | 3 |
| INCORRECT FACTORY INSTALLATION | | | | 1 | | 1 | 1 | | 1 |
| POOR/INADEQUATE DESIGN | | | | 1 | | 1 | 1 | | 1 |
| MISCELLANEOUS-PERSONNEL | | | | | | | | | |
| PILOT OF OTHER AIRCRAFT | 3 | 2 | 5 | 3 | | 3 | 6 | 2 | 8 |
| GROUND SIGNALMAN | | | | | 1 | 1 | | 1 | 1 |
| PASSENGER | | | | 2 | 1 | 3 | 2 | 1 | 3 |
| DRIVER OF VEHICLE | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| THIRD PILOT | | | | | | | | | |
| FLIGHT ENGINEER | | | | | | | | | |
| DISPATCHING | | | | | | | | | |
| SUBTOTAL | 10 | 5 | 15 | 62 | 13 | 75 | 72 | 18 | 90 |
| ** AIRFRAME ** | | | | | | | | | |
| WINGS | | | | | | | | | |
| SPARS | 1 | | 1 | | | | 1 | | 1 |
| WING ATTACHMENT FITTINGS, BOLTS | 2 | | 2 | | | | 2 | | 2 |
| FUSELAGE | | | | | | | | | |
| DOORS, DOOR FRAMES | | | | 1 | | 1 | 1 | | 1 |
| WINDSHIELDS, WINDOWS, CANOPIES | | | | | 1 | 1 | | 1 | 1 |
| SEATS | | | | 1 | | 1 | 1 | | 1 |

CAUSE/FACTOR TABLE

AIRFRAME (CONTINUED)

| | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| LANDING GEAR | | | | | | | | | |
| MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC | | | | 1 | | 1 | 1 | | 1 |
| NORMAL RETRACTION/EXTENSION ASSEMBLY | | | | 21 | 4 | 25 | 21 | 4 | 25 |
| EMERGENCY/EXTENSION ASSEMBLY | | | | 14 | | 14 | 14 | | 14 |
| TAILWHEEL ASSEMBLIES | | | | 1 | | 1 | 1 | | 1 |
| NOSEWHEEL ASSEMBLIES | | | | 11 | 2 | 13 | 11 | 2 | 13 |
| WHEELS, TIRES, AXLES | | | | 5 | | 5 | 5 | | 5 |
| BRAKING SYSTEM (NORMAL) | | | | 5 | 1 | 6 | 5 | 1 | 6 |
| LANDING GEAR WARNING AND INDICATING COMPONENTS | | | | 1 | 6 | 7 | 1 | 6 | 7 |
| GEAR LOCKING MECHANISM | | | | 5 | | 5 | 5 | | 5 |
| SWITCHES, LEVERS, CRANKING MECHANISM, ETC | | | | | 1 | 1 | | 1 | 1 |
| NOSEWHEEL STEERING | | | | 3 | | 3 | 3 | | 3 |
| FLIGHT CONTROL SURFACES | | | | | | | | | |
| ELEVATOR, ASSEMBLY ATTACHMENTS | | 1 | 1 | | | | | 1 | 1 |
| HORIZONTAL STABILIZER, ATTACHMENTS | 1 | 1 | 2 | | | | 1 | 1 | 2 |
| SUBTOTAL | 4 | 2 | 6 | 69 | 15 | 84 | 73 | 17 | 90 |
| ** POWERPLANT ** | | | | | | | | | |
| ENGINE STRUCTURE | | | | | | | | | |
| CRANKSHAFT | | | | 2 | | 2 | 2 | | 2 |
| MASTER AND CONNECTING RODS | | | | 1 | | 1 | 1 | | 1 |
| CYLINDER ASSEMBLY | | | | 3 | | 3 | 3 | | 3 |
| PISTON, PISTON RINGS | | | | 3 | | 3 | 3 | | 3 |
| VALVE ASSEMBLIES | | | | 4 | | 4 | 4 | | 4 |
| BLOWER, IMPELLER ASSEMBLY | | | | 1 | | 1 | 1 | | 1 |
| IGNITION SYSTEM | | | | | | | | | |
| MAGNETOES | 1 | | 1 | | | | 1 | | 1 |
| SPARK PLUG | | | | 1 | | 1 | 1 | | 1 |
| IGNITION HARNESS, SHIELDING | | | | 1 | | 1 | 1 | | 1 |
| FUEL SYSTEM | | | | | | | | | |
| TANKS | | | | 1 | | 1 | 1 | | 1 |
| LINE AND FITTINGS | | | | 2 | 1 | 3 | 2 | 1 | 3 |
| SELECTOR VALVES | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| PRIMING SYSTEM | | | | 1 | | 1 | 1 | | 1 |
| CARBURETOR | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| PUMPS | 1 | | 1 | 2 | | 2 | 3 | | 3 |
| FUEL INJECTION SYSTEM | | | | 1 | | 1 | 1 | | 1 |
| VENTS, DRAINS, TANK CAPS | | | | 4 | | 4 | 4 | | 4 |
| KAM AIR ASSEMBLY | | | | | 1 | 1 | | 1 | 1 |
| OTHER | | | | 2 | | 2 | 2 | | 2 |
| LUBRICATING SYSTEM | | | | | | | | | |
| COOLING SYSTEM | | | | | | | | | |
| PROPELLER AND ACCESSORIES | | | | | | | | | |
| BLADES | 1 | | 1 | 4 | | 4 | 5 | | 5 |
| HUBS | | | | 2 | | 2 | 2 | | 2 |
| HYDRAULIC PITCH CONTROL MECHANISM | | | | 1 | | 1 | 1 | | 1 |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| EXHAUST SYSTEM | | | | | | | | | |
| MUFFLERS | | | | 1 | | 1 | 1 | | 1 |
| GASKETS | | | | 1 | | 1 | 1 | | 1 |
| CLAMPS | | | | 2 | | 2 | 2 | | 2 |
| EXTERNAL SUPERCHARGER | | | | 1 | | 1 | 1 | | 1 |
| ENGINE ACCESSORIES | | | | | | | | | |
| ENGINE CONTROLS-COCKPIT | | | | | | | | | |
| THROTTLE-POWER LEVER ASSEMBLIES | | | | 1 | | 1 | 1 | | 1 |
| PROPELLER GOVERNOR CONTROLS | | | | 1 | | 1 | 1 | | 1 |
| POWERPLANT-INSTRUMENTS | | | | | | | | | |
| MISCELLANEOUS | | | | | | | | | |
| POWERPLANT FAILURE FOR UNDETERMINED REASONS | 1 | | 1 | 21 | | 21 | 22 | | 22 |
| REDUCTION GEAR ASSEMBLY | | | | | | | | | |
| GEARS, ACCESSORY DRIVE | | | | 1 | | 1 | 1 | | 1 |
| COMPRESSOR ASSEMBLY | | | | | | | | | |
| COMBUSTION ASSEMBLY | | | | | | | | | |
| TURBINE ASSEMBLY | | | | | | | | | |
| ACCESSORY DRIVE ASSEMBLY | | | | | | | | | |
| LUBRICATING SYSTEM | | | | | | | | | |
| FUEL SYSTEM | | | | | | | | | |
| SAFETY SYSTEM | | | | | | | | | |
| IGNITION SYSTEM | | | | | | | | | |
| TORQUEMETER | | | | | | | | | |

CAUSE/FACTOR TABLE

POWERPLANT (CONTINUED)

| | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|---|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| AIR BLEED | | | | | | | | | |
| EXHAUST SYSTEM | | | | | | | | | |
| THRUST REVERSER | | | | | | | | | |
| PROPELLER SYSTEM | | | | | | | | | |
| CONSTANT SPEED DRIVE | | | | | | | | | |
| POWER LEVER | | | | | | | | | |
| PROPELLER LEVER | | | | | | | | | |
| REVERSE THRUST LEVER | | | | | | | | | |
| ENGINE INDICATING EQUIPMENT | | | | | | | | | |
| ENGINE INSTALLATION | | | | | | | | | |
| SUBTOTAL | 6 | | 6 | 68 | 2 | 70 | 74 | 2 | 76 |
| ** SYSTEMS ** | | | | | | | | | |
| ELECTRICAL SYSTEM | | | | | | | | | |
| BATTERIES | | | | | 2 | 2 | | 2 | 2 |
| GENERATORS/ALTERNATORS | | | | | 1 | 1 | | 1 | 1 |
| MOTORS | | | | | 1 | 1 | | 1 | 1 |
| OTHER | | | | | 1 | 1 | | 1 | 1 |
| HYDRAULIC SYSTEM | | | | | | | | | |
| HYDRAULIC PUMPS | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| FLIGHT CONTROL SYSTEMS | | | | | | | | | |
| RUDDER AND RUDDER TAB CONTROL SYSTEM | | | | 2 | | 2 | 2 | | 2 |
| ANTI-ICING, DE-ICING SYSTEMS | | | | | | | | | |
| CARBURETOR DE-ICING SYSTEM | | | | 2 | | 2 | 2 | | 2 |
| AIR CONDITION, HEATING AND PRESSURIZATION | | | | | | | | | |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| AUTO PILOT | | | | | | | | | |
| FIRE WARNING SYSTEM | | | | | | | | | |
| FIRE EXTINGUISHER SYSTEM | | | | | | | | | |
| OXYGEN SYSTEM | | | | | | | | | |
| OTHER SYSTEMS | | | | | | | | | |
| SUBTOTAL | | | | 6 | 6 | 12 | 6 | 6 | 12 |
| ** ROTORCRAFT ** | | | | | | | | | |
| ROTOR ASSEMBLIES | | | | | | | | | |
| TAIL ROTOR BLADES | 1 | | 1 | 3 | | 3 | 4 | | 4 |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| TRANSMISSION ROTOR DRIVE SYSTEM | | | | | | | | | |
| FREE WHEEL UNIT | | | | 1 | | 1 | 1 | | 1 |
| CLUTCH ASSEMBLY | | | | 3 | | 3 | 3 | | 3 |
| FLIGHT CONTROL SYSTEMS | | | | | | | | | |
| MISCELLANEOUS UNITS AND ASSEMBLIES | | | | | | | | | |
| DIRECT ENTRIES | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| SUBTOTAL | 2 | | 2 | 9 | | 9 | 11 | | 11 |
| ** AIRPORTS/AIRWAYS/FACILITIES ** | | | | | | | | | |
| AIRPORT FACILITIES | | | | | | | | | |
| AIRPORT CONDITIONS | | | | | | | | | |
| WET RUNWAY | | | | | 6 | 6 | | 6 | 6 |
| ICE/SLUSH ON RUNWAY | | | | 1 | 8 | 9 | 1 | 8 | 9 |
| SNOW ON RUNWAY | | | | 2 | 6 | 8 | 2 | 6 | 8 |
| UNMARKED OBSTRUCTIONS | | | | 4 | | 4 | 4 | | 4 |
| SOFT SHOULDERS (RUNWAY) | | | | | 3 | 3 | | 3 | 3 |
| HIGH VEGETATION | | | | | 3 | 3 | | 3 | 3 |
| HIDDEN HAZARD | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| POORLY MAINTAINED RUNWAY SURFACE | | | | | 1 | 1 | | 1 | 1 |
| SOFT RUNWAY | | | | | 5 | 5 | | 5 | 5 |
| ICE/SLUSH ON RAMP/TAXIWAY | | | | 1 | 2 | 3 | 1 | 2 | 3 |
| SNOW ON RAMP/TAXIWAY | | | | | 1 | 1 | | 1 | 1 |
| SOFT SHOULDERS (RAMP/TAXIWAY) | | | | | 1 | 1 | | 1 | 1 |
| POORLY MAINTAINED RAMP/TAXIWAY SURFACE | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| OTHER | | | | 1 | 11 | 12 | 1 | 11 | 12 |
| AIRWAYS FACILITIES | | | | | | | | | |
| SUBTOTAL | | | | 11 | 49 | 60 | 11 | 49 | 60 |

CAUSE/FACTOR TABLE

WEATHER (CONTINUED)

| | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| ** WEATHER ** | | | | | | | | | |
| LOW CEILING | | 20 | 20 | | 15 | 15 | | 35 | 35 |
| RAIN | | 7 | 7 | | 3 | 3 | | 10 | 10 |
| FOG | | 12 | 12 | | 13 | 13 | | 25 | 25 |
| SNOW | | 5 | 5 | | 7 | 7 | | 12 | 12 |
| ICING CONDITIONS—INCLUDES SLEET, FREEZING RAIN, ETC | | 4 | 4 | 1 | 2 | 3 | 1 | 6 | 7 |
| CONDITIONS CONDUCTIVE TO CARB/INDUCTION SYSTEM ICING | | | | 9 | 2 | 11 | 9 | 2 | 11 |
| UNFAVORABLE WIND CONDITIONS | | 1 | 1 | 27 | 32 | 59 | 27 | 33 | 60 |
| SUDDEN WINDSHIFT | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| TURBULENCE IN FLIGHT, CLEAR AIR | 2 | | 2 | | | | 2 | | 2 |
| TURBULENCE, ASSOCIATED W/CLOUDS, THUNDERSTORMS | | 3 | 3 | 1 | 3 | 4 | 1 | 6 | 7 |
| DOWNDRAFTS, UPDRAFTS | | 1 | 1 | 1 | 6 | 7 | 1 | 7 | 8 |
| LOCAL WHIRLWIND | | | | 2 | | 2 | 2 | | 2 |
| HIGH TEMPERATURE | | 2 | 2 | | 3 | 3 | | 5 | 5 |
| OBSTRUCTIONS TO VISION | | | | | 1 | 1 | | 1 | 1 |
| HIGH DENSITY ALTITUDE | | 1 | 1 | 1 | 2 | 3 | 1 | 3 | 4 |
| THUNDERSTORM ACTIVITY | | 3 | 3 | 1 | 1 | 2 | 1 | 4 | 5 |
| SUBTOTAL | 2 | 59 | 61 | 44 | 91 | 135 | 46 | 150 | 196 |
| ** TERRAIN ** | | | | | | | | | |
| WET, SOFT GROUND | | | | 2 | 20 | 22 | 2 | 20 | 22 |
| SNOW-COVERED | | | | 1 | 2 | 3 | 1 | 2 | 3 |
| ICY | | | | 1 | 2 | 3 | 1 | 2 | 3 |
| HIGH VEGETATION | | | | | 3 | 3 | | 3 | 3 |
| HIDDEN OBSTRUCTIONS | | | | 4 | | 4 | 4 | | 4 |
| ROUGH/UNEVEN | | | | 4 | 18 | 22 | 4 | 18 | 22 |
| GLASSY WATER | | | | | 1 | 1 | | 1 | 1 |
| HIGH OBSTRUCTIONS | 3 | 3 | | 1 | 8 | 9 | 1 | 11 | 12 |
| SANDY | | | | 2 | 1 | 3 | 2 | 1 | 3 |
| OTHER | | | | 1 | 2 | 3 | 1 | 2 | 3 |
| SUBTOTAL | | 3 | 3 | 16 | 57 | 73 | 16 | 60 | 76 |
| ** MISCELLANEOUS ** | | | | | | | | | |
| BIRD COLLISION | | | | 1 | | 1 | 1 | | 1 |
| VORTEX TURBULENCE | | | | 2 | | 2 | 2 | | 2 |
| PROP/JET BLAST | | | | 1 | | 1 | 1 | | 1 |
| EVASIVE MANEUVER TO AVOID COLLISION | | | | 6 | | 6 | 6 | | 6 |
| UNQUALIFIED PERSON OPERATED AIRCRAFT | | | | 3 | 1 | 4 | 3 | 1 | 4 |
| FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS | 1 | | 1 | 4 | | 4 | 5 | | 5 |
| UNDETERMINED | 3 | | 3 | 4 | | 4 | 7 | | 7 |
| DIRECT ENTRIES | | | | 4 | | 4 | 4 | | 4 |
| SUBTOTAL | 4 | | 4 | 25 | 1 | 26 | 29 | 1 | 30 |
| GRAND TOTAL | 151 | 78 | 229 | 1037 | 265 | 1302 | 1188 | 343 | 1531 |
| ** MISCELLANEOUS ACTS, CONDITIONS ** | | | | | | | | | |
| IMPROPER OPER/FAILED TO USE CARB HEAT/DE-ICING EQUIP | | | | 15 | | 15 | 15 | | 15 |
| CHECKLIST—FAILED TO USE | | 1 | 1 | 2 | 19 | 21 | 2 | 20 | 22 |
| DISREGARD OF GOOD OPERATING PRACTICE | | | | 3 | | 3 | 3 | | 3 |
| IMPROPER EMERGENCY PROCEDURES | 3 | | 3 | 4 | 2 | 6 | 7 | 2 | 9 |
| GUST LOCKS ENGAGED | 1 | | 1 | | | | 1 | | 1 |
| INSTRUMENTS—MISREAD OR FAILED TO READ | | | | 1 | | 1 | 1 | | 1 |
| SEAT BELT NOT FASTENED | | | | 1 | | 1 | 1 | | 1 |
| NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA | | | | 4 | 4 | 8 | 4 | 4 | 8 |
| UNWARRANTED LOW FLYING | 4 | 1 | 5 | 3 | 4 | 7 | 7 | 5 | 12 |
| INATTENTIVE TO FUEL SUPPLY | 1 | | 1 | 6 | 1 | 7 | 7 | 1 | 8 |
| FLEW INTO BLIND CANYON | 1 | | 1 | 1 | 2 | 3 | 2 | 2 | 4 |
| POORLY PLANNED APPROACH | | 2 | 2 | 1 | 3 | 4 | 1 | 5 | 6 |
| MISCALCULATED FUEL CONSUMPTION | | | | 3 | 1 | 4 | 3 | 1 | 4 |
| STOLEN OR UNAUTHORIZED USE OF AIRCRAFT | | 2 | 2 | 1 | 2 | 3 | 1 | 4 | 5 |
| LANDED ON FOAMED RUNWAY | | | | | 4 | 4 | | 4 | 4 |
| IMPROPERLY SECURED | | | | 7 | 1 | 8 | 7 | 1 | 8 |
| BOGUS PART | | 1 | 1 | | | | | 1 | 1 |
| ELECTRICAL FAILURE | | | | | 8 | 8 | | 8 | 8 |

CAUSE/FACTOR TABLE

MISCELLANEOUS ACTS, CONDITIONS (CONTINUED)

| | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|---|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| ENGINE LOADED UP | | | | 1 | | 1 | 1 | | 1 |
| EXPLOSIVE DECOMPRESSION | | | | 1 | 1 | 1 | | 1 | 1 |
| FATIGUE FRACTURE | 5 | | 5 | 5 | | 5 | 10 | | 10 |
| HYDRAULIC FAILURE | | | | 1 | | 1 | 1 | | 1 |
| RPM-UNCONTROLLABLE-OVERSPEED | | | | | 1 | 1 | | 1 | 1 |
| WINDSHIELD, DIRTY, FOGGY, ETC-RESTRICTED VISION | | | | | 1 | 1 | | 1 | 1 |
| IMPROPER ALIGNMENT/ADJUSTMENT | | | | 5 | | 5 | 5 | | 5 |
| FAILURE OF TWO OR MORE ENGINES | | 1 | 1 | | 1 | 1 | | 2 | 2 |
| SEPARATION IN FLIGHT | | 9 | 9 | | 9 | 9 | | 18 | 18 |
| FIRE IN CABIN/ COCKPIT/ BAGGAGE COMPARTMENT | 1 | | 1 | | 1 | 1 | 1 | 1 | 2 |
| FIRE IN ENGINE | | | | 2 | 1 | 3 | 2 | 1 | 3 |
| FIRE IN BRAKES/ WHEEL ASSEMBLY/ WHEEL WELL | | | | | 1 | 1 | | 1 | 1 |
| CORRODED/CORROSION | 1 | | 1 | 1 | 2 | 3 | 2 | 2 | 4 |
| INCORRECT TRIM SETTING | | | | | 1 | 1 | | 1 | 1 |
| CONGESTED TRAFFIC-PATTERN OR RAMP | | 4 | 4 | | 2 | 2 | | 6 | 6 |
| PILOT FATIGUE | | 1 | 1 | | | | | 1 | 1 |
| FUEL EXHAUSTION | 2 | | 2 | 24 | | 24 | 26 | | 26 |
| FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL | | | | 3 | | 3 | 3 | | 3 |
| ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | 9 | | 9 | | | | 9 | | 9 |
| HYPOXIA | | | | 1 | | 1 | 1 | | 1 |
| CARBON MONOXIDE POISONING | | 1 | 1 | | | | | 1 | 1 |
| ICE-CARBURETOR | | | | 19 | | 19 | 19 | | 19 |
| AIRFRAME ICE | | | | 5 | 3 | 8 | 5 | 3 | 8 |
| IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG | 1 | 4 | 5 | 1 | 4 | 5 | 2 | 8 | 10 |
| WHITEOUT | | | | 1 | | 1 | 1 | | 1 |
| SUNGLARE | | 1 | 1 | | 6 | 6 | | 7 | 7 |
| LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM | | | | 4 | 1 | 5 | 4 | 1 | 5 |
| OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| OIL CONTAMINATION | | | | 1 | | 1 | 1 | | 1 |
| SIMULATED CONDITIONS | | | | 4 | 5 | 9 | 4 | 5 | 9 |
| WATER IN FUEL | 1 | | 1 | 11 | | 11 | 12 | | 12 |
| AIRCRAFT CAME TO REST IN WATER | | 5 | 5 | | 10 | 10 | | 15 | 15 |
| MISSING | | | | 1 | | 1 | 1 | | 1 |
| OVERLOAD FAILURE | 1 | 4 | 5 | 7 | 169 | 176 | 8 | 173 | 181 |
| MATERIAL FAILURE | 1 | | 1 | 32 | 3 | 35 | 33 | 3 | 36 |
| FUEL STARVATION | 6 | | 6 | 24 | | 24 | 30 | | 30 |
| IMPROPER CLEARANCE-TOLERANCE | | | | 5 | | 5 | 5 | | 5 |
| FUEL SELECTOR POSITIONED BETWEEN TANKS | 2 | | 2 | 3 | | 3 | 5 | | 5 |
| UNAPPROVED MODIFICATION | | 1 | 1 | 1 | | 1 | 1 | 1 | 2 |
| POOR WELD | 1 | | 1 | | | | 1 | | 1 |
| PREVIOUS DAMAGE | | | | 13 | 8 | 21 | 13 | 8 | 21 |
| LEAK/LEAKAGE | | | | 4 | 2 | 6 | 4 | 2 | 6 |
| CIRCUIT BREAKER POPPED | | | | | 6 | 6 | | 6 | 6 |
| RUNWAY CLOSED | | | | | 1 | 1 | | 1 | 1 |
| DOWNWIND | | 2 | 2 | | 9 | 9 | | 11 | 11 |
| CARBON DEPOSITS | | | | 2 | | 2 | 2 | | 2 |
| LANDED IN CONSTRUCTION AREA | | | | 2 | | 2 | 2 | | 2 |
| LOOSE, PART/FITTING | 1 | | 1 | | 1 | 1 | | 1 | 2 |
| BENT | | | | 2 | | 2 | 2 | | 2 |
| BINDING | | | | 2 | | 2 | 2 | | 2 |
| BURNED | | | | | 1 | 1 | | 1 | 1 |
| CHAFFED | | | | 1 | | 1 | 1 | | 1 |
| DETERIORATED | | | | 1 | | 1 | 1 | | 1 |
| IMPROPERLY INSTALLED | | | | 1 | | 1 | 1 | | 1 |
| JAMMED | | | | 9 | | 9 | 9 | | 9 |
| OBSTRUCTED | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| OUT OF BALANCE | | | | | 1 | 1 | | 1 | 1 |
| OVERHEATED | | | | 1 | | 1 | 1 | | 1 |
| PRESSURE TOO LOW | | | | | 1 | 1 | | 1 | 1 |
| PRESSURE, NONE | | | | 1 | | 1 | 1 | | 1 |
| STICKING | | | | 1 | | 1 | 1 | | 1 |
| VIBRATION, EXCESSIVE | | | | 3 | 5 | 8 | 3 | 5 | 8 |

DIRECT ENTRY CAUSES

ROTORCFT-TAILROTOR ASSY FAILURE.UNDETERMINED CAUSE
 ROTORCFT-CLUTCH SLIPPAGE DUE GLAZED FRICTION SHOES
 MISC-PARACHUTE OPENED IN ACFT,PULLED CHUTIST OUT.
 MISC-DEER RAN IN PATH OF ACFT.

DIRECT ENTRY CAUSES (CONTINUED)

PILOT-DID NOT USE LDG LIGHT FOR NIGHT TAXI.
 MISC-UPPER ENG COWL CAME LOOSE,SEPARATED.
 MISC-CONTROL LOSS DUE TO SEAT SLIDING BACK.

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

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BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-------------|---|---------------------|----------|-----------------------------|-----|----------------|------------------|---------------------------------|
| | | | | F | S | M/N | | | |
| 2-0952 | 6/10/67 | NR.WEST PLAINS,MO | BELL 47G-2 | CR- | 0 | 1 | 0 | COMMERCIAL | COMMERCIAL, AGE 29, 1675 |
| | TIME - 0545 | | N-28138 | PX- | 0 | 0 | 0 | AERIAL APPLIC | TOTAL HOURS, 1100 IN TYPE. |
| | | | DAMAGE -DESTROYED | | | | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | |
| | | PROPELLER/ROTOR FAILURE MAIN ROTOR | | | INFLIGHT STARTING SWATH RUN | | | | |
| | | COLLIDED WITH TREES | | | INFLIGHT STARTING SWATH RUN | | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | TRANSMISSION ROTOR DRIVE SYSTEM - CLUTCH ASSEMBLY | | | | | | | |
| | | MAINTENANCE,SERVICING,INSPECTION - IMPROPER MAINTENANCE | | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | |
| | | REMARKS- FAILURE OF ROTOR BLADE ROTATION,RPM,DUE TO EXTREME SLIPPAGE-CLUTCH SHOES/DRUM.103HRS SINCE ANNUAL. | | | | | | | |
| 2-0953 | 6/15/67 | NR.THEDFORD,NEBR | CESSNA TU-206 | CR- | 0 | 0 | 2 | COMMERCIAL | COMMERCIAL,FL.INSTR., AGE 49, |
| | TIME - 1613 | | N-3447L | PX- | 0 | 1 | 2 | AIR TAXI - PASSG | 7600 TOTAL HOURS, 45 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | |
| | | ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | | |
| | | NOSE OVER/DOWN | | | LANDING ROLL | | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | | |
| | | TERRAIN - SANDY | | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | |
| | | REMARKS- PLT LANDED ON SLOPE OF SANDY HILL,FAILED NOSE WHEEL. | | | | | | | |
| 2-0954 | 7/2/27 | BETHALTO,ILL | BRANTLY B-2 | CR- | 0 | 0 | 1 | COMMERCIAL | AIRLINE TRANSPORT, AGE 32, |
| | TIME - 1428 | | N-1120K | PX- | 0 | 0 | 1 | MAPPING/PHOTO | 11500 TOTAL HOURS, 350 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | |
| | | ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT HOVERING | | | | |
| | | COLLISION WITH GROUND/WATER CONTROLLED | | | LANDING LEVEL OFF/TOUCHDOWN | | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | POWERPLANT - ENGINE STRUCTURE - VALVE ASSEMBLIES | | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - CARBON DEPOSITS | | | | | | | |
| | | MAINTENANCE,SERVICING,INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION | | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER | | | | | | | |
| | | REMARKS- BREAK UP OF CARBON DEPOSITS/TEMPORARY LODGEMENT ON VALVE SEATS-IMPROPER SEATING.ACFT SKID EQUIPPED | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------------|---|------------|--------|--------|-----------------------------|---|
| | | | | F | S | M/N | | |
| 2-0955 | 7/5/67 TIME - 1600 | COMO, TENN | ERCO 415-C N-9415Z DAMAGE - DESTROYED | CR- PX- | 1 0 | 0 0 | NONCOMMERCIAL BUSINESS | STUDENT, AGE 35, 9 TOTAL HOURS, 6 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| AIRFRAME FAILURE IN FLIGHT | | | INFLIGHT NORMAL CRUISE | | | | | |
| COLLISION WITH GROUND/WATER UNCONTROLLED | | | INFLIGHT UNCONTROLLED DESCENT | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | | | |
| PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | | | | | |
| WEATHER - LOW CEILING | | | | | | | | |
| WEATHER - RAIN | | | | | | | | |
| WEATHER - FOG | | | | | | | | |
| WEATHER - THUNDERSTORM ACTIVITY | | | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | | |
| REMARKS- PLT-NOT QUALIFIED INSTRUMENTS OR CROSS COUNTRY. NO DUAL INSTRUCTION AFTER INITIAL SOLO. | | | | | | | | |
| 2-0956 | 7/17/67 TIME - 0415 | PALISADES, WASH | BELL 47G-2 N-3794G DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | COMMERCIAL AERIAL APPLIC | COMMERCIAL, FL. INSTR., AGE 27, 2700 TOTAL HOURS, 200 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH OBJECT | | | TAKEOFF INITIAL CLIMB | | | | | |
| ROLL OVER | | | TAKEOFF INITIAL CLIMB | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| TERRAIN - HIDDEN OBSTRUCTIONS | | | | | | | | |
| REMARKS- SPRAY BOOM STRUCK IRRIGATION PIPE, 10 IN HIGH, HIDDEN IN WEEDS. | | | | | | | | |
| 2-0957 | 8/3/67 TIME - 2103 | WATTS, CALIF | LUSCOMBE BE N-1687K DAMAGE - DESTROYED | CR- PX- | 1 0 | 0 0 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 49, 1161 TOTAL HOURS, 325 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| AIRFRAME FAILURE IN FLIGHT | | | INFLIGHT NORMAL CRUISE | | | | | |
| COLLISION WITH GROUND/WATER UNCONTROLLED | | | INFLIGHT UNCONTROLLED DESCENT | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| WINGS - WING ATTACHMENT FITTINGS, BOLTS | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | | | | | |
| REMARKS- RT WING FAILED DURING FLT IN AREA BEING USED BY LARGE JET ACFT LANDING AT LOS ANGELES INTL ARPT. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------------|--|------------------------|--------------------------------|---|
| 2-0958 | 8/22/67 TIME - 1105 | GUSTINE, CALIF | PIPER PA-25 N-7122Z DAMAGE - DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLIC | COMMERCIAL, AGE 36, 1000 TOTAL HOURS, 300 IN TYPE. |
| <p>TYPE OF ACCIDENT COLLIDED WITH FENCE, FENCEPOSTS</p> <p>PHASE OF OPERATION TAKEOFF INITIAL CLIMB</p> <p>PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. FACTOR WEATHER - HIGH TEMPERATURE WEATHER BRIEFING - NO BRIEFING RECEIVED FIRE AFTER IMPACT REMARKS- PLT'S DEATH DUE EXPOSURE TO POISON CHEMICALS AT TIME OF CRASH. SPRAYING WATERMELONS, TEPP PHOSDRIN</p> | | | | | | |
| 2-0959 | 8/15/67 TIME - 1440 | NR. MORGAN CITY, LA | BELL 206A N-7846S DAMAGE - DESTROYED | CR- 1 0 0 PX- 3 0 0 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL, AGE 33, 6400 TOTAL HOURS, 49 IN TYPE. |
| <p>TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE TAIL ROTOR COLLISION WITH GROUND/WATER UNCONTROLLED</p> <p>PHASE OF OPERATION INFLIGHT NORMAL CRUISE INFLIGHT UNCONTROLLED DESCENT</p> <p>PROBABLE CAUSE ROTORCFT-TAIL ROTOR ASSY. FAILURE, UNDETERMINED CAUSE FACTOR MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- FLOAT EQUIPPED. LOSS OF CONTROL OVER GULF OF MEX.</p> | | | | | | |
| 2-0960 | 8/21/67 TIME - 0919 | GREENWOOD, SC | PIPER PA-28 N-8612W DAMAGE - DESTROYED | CR- 0 1 0 PX- 0 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 39, 121 TOTAL HOURS, 116 IN TYPE. |
| <p>TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES</p> <p>PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING FINAL APPROACH</p> <p>PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR PILOT IN COMMAND - BECAME LOST/DISORIENTED WEATHER - LOW CEILING POWERPLANT - FUEL SYSTEM - LINES AND FITTINGS MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION WEATHER BRIEFING - BRIEFED BY FSP, BY RADIO WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- SERVICE BULLETIN NOT COMPLIED WITH, FUEL KIT NOT INSTALLED. TIP TANK FUEL LINE NOT MODIFIED.</p> | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|---------|---------------------------------------|---|---|----------------|------------------------------|--|------------|
| | | | | F | S | M/N | | |
| 2-0961 | 8/27/67 | ENOCH, W VA TIME - 1445 | AERONCA 11CC N-2094A DAMAGE -DESTROYED | CR- 1 PX- 0 | 1 1 0 0 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 37, 190 TOTAL HOURS, 120 IN TYPE. | |
| TYPE OF ACCIDENT STALL SPIN | | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGEMENT | | | | | | | | |
| FACTOR WEATHER - LOW CEILING WEATHER - FOG MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND WEATHER BRIEFING - BRIEFED BY FSP, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT REMARKS- PLT BLOOD ALCOHOL LEVEL 0.07 PCT. DWNHILL, DWNWIND, TAKEOFF, SHORT FLD, GRASS 10-12 INS HIGH, TEMP 80 F | | | | | | | | |
| 2-0962 | 7/29/67 | NR. WEST GLACIER, MONT TIME - 1015 | BELL 47G3B1 N-73916 DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 0 0 1 0 0 0 | COMMERCIAL ASSOC FIRE CTL | COMMERCIAL, AGE 29, 2000 TOTAL HOURS, 400 IN TYPE. | |
| TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE. TAIL ROTOR HARD LANDING | | | | PHASE OF OPERATION INFLIGHT AUTOROTATIVE DESCENT LANDING POWER-OFF AUTOROTATIVE LANDING | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING ROTOR ASSEMBLIES - TAIL ROTOR BLADES MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND PROP/ENGINE VIBRATION REMARKS- PLT FAILED TO CHECK SECURITY OF SIDE RACK CARGO. LOOSE WATERBAGS STRUCK TAIL ROTOR. | | | | | | | | |
| 2-0963 | 8/18/67 | POMPANO BEACH, FLA TIME - 1750 | PIPER PA-22 N-7214D DAMAGE -DESTROYED | CR- 1 PX- 3 | 0 0 0 0 0 0 | NONCOMMERCIAL PLEASURE | AIRLINE TRANSPORT, AGE 49, 21217 TOTAL HOURS, UNKNOWN IN TYPE. | |
| TYPE OF ACCIDENT FIRE OR EXPLOSION IN FLIGHT COLLISION WITH GROUND/WATER UNCONTROLLED | | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING FINAL APPROACH | | | | |
| PROBABLE CAUSE POWERPLANT - FUEL SYSTEM - SELECTOR VALVES MISCELLANEOUS ACTS, CONDITIONS - CORRODED/CORROSION MISCELLANEOUS ACTS, CONDITIONS - FIRE IN CABIN, COCKPIT, BAGGAGE COMPARTMENT MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SMOKE IN COCKPIT FUMES IN CABIN REMARKS- CORROSION, PITTING AND CRACKS FOUND ON THE 2 VALVE ASSEMBLY LFT WING FUEL TANK INLET TUBING FLARES. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-------------|--|--|----------|---|-----|------------------------|---------------|---------------------------------|
| | | | | F | S | M/N | | | |
| 2-0964 | 11/5/67 | PLAINVILLE, CONN | CESSNA 150F | CR- | 0 | 1 | 0 | INSTRUCTIONAL | STUDENT, AGE 51, 19 TOTAL |
| | TIME - 0835 | | N-6694F | PX- | 0 | 0 | 0 | TRAINING | HOURS, ALL IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | HARD LANDING | | | | | TAKEOFF ABORTED | | |
| | | GEAR COLLAPSED | | | | | TAKEOFF ABORTED | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | |
| | | PILOT IN COMMAND - | IMPROPER LEVEL OFF | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - | OVERLOAD FAILURE | | | | | | |
| | | REMARKS- | ACFT SWERVED AFTER LIFT OFF. PLT ABORTED. | | | | | | |
| 2-0965 | 10/29/67 | OTAY, CALIF | CESSNA 150 | CR- | 0 | 0 | 2 | INSTRUCTIONAL | COMMERCIAL, FL. INSTR., AGE 44, |
| | TIME - 1400 | | N-6661F | PX- | 0 | 0 | 0 | DUAL | 1550 TOTAL HOURS, 400 IN TYPE. |
| | | | DAMAGE -MINOR | OT- | 0 | 0 | 1 | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | COLLISION WITH AIRCRAFT BOTH IN FLIGHT | | | | | LANDING FINAL APPROACH | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | DUAL STUDENT - | FAILED TO SEE OTHER AIRCRAFT | | | | | | |
| | | PILOT IN COMMAND - | INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - | PRECAUTIONARY LANDING ON AIRPORT | | | | | | |
| | | | SUSPECTED OR KNOWN AIRCRAFT DAMAGE | | | | | | |
| | | REMARKS- | N6661F COLLIDED WITH N7192F AFTER TURNING FINAL FROM SHORT BASE LEG. N7192F ON FINAL AT LOWER ALT. | | | | | | |
| 2-0965 | 10/29/67 | OTAY, CALIF | CESSNA 150 | CR- | 0 | 0 | 1 | INSTRUCTIONAL | STUDENT, AGE 34, 13 TOTAL |
| | TIME - 1400 | | N-7192F | PX- | 0 | 0 | 0 | TRAINING | HOURS, ALL IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | OT- | 0 | 0 | 2 | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | COLLISION WITH AIRCRAFT BOTH IN FLIGHT | | | | | LANDING FINAL APPROACH | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | MISCELLANEOUS-PERSONNEL - | PILOT OF OTHER AIRCRAFT | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - | PRECAUTIONARY LANDING ON AIRPORT | | | | | | |
| | | | SUSPECTED OR KNOWN AIRCRAFT DAMAGE | | | | | | |
| 2-0966 | 11/10/67 | CAIRO, W VA | STINSON 108 | CR- | 1 | 0 | 0 | NONCOMMERCIAL | STUDENT, AGE 32, UNKNOWN |
| | TIME - 0346 | | N-97702 | PX- | 2 | 0 | 0 | PLEASURE | TOTAL HOURS, UNKNOWN IN TYPE. |
| | | | DAMAGE -DESTROYED | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | COLLIDED WITH TREES | | | | | INFLIGHT NORMAL CRUISE | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | MISJUDGED ALTITUDE | | | | | | |
| | | PILOT IN COMMAND - | PHYSICAL IMPAIRMENT | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - | ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGEMENT | | | | | | |
| | | FIRE AFTER IMPACT | | | | | | | |
| | | REMARKS- | PLT BLOOD ALCOHOL 0.11 PCT. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|--------------------|--|--------------|--------|--------|---------------------------|---|
| | | | | F | S | M/N | | |
| 2-0967 | 11/18/67 TIME - 1250 | CONOWINGO, MD | PIPER PA-18 N-3193Z DAMAGE - DESTROYED | CR- PX- 2 | 1 0 | 0 0 | NONCOMMERCIAL PLEASURE | STUDENT, AGE 27, 59 TOTAL HOURS, 49 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| OVERSHOOT | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| STALL | | | LANDING GO-AROUND | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND | | | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | | |
| REMARKS - RIGHT QUARTERING TAIL WIND 45 DEGREES 20 KNOTS GUSTING TO 35 KNOTS. | | | | | | | | |
| 2-0968 | 11/25/67 TIME - 1110 | GLENWOOD SPG, COLO | MOONEY M20E N-3392X DAMAGE - DESTROYED | CR- PX- 0 | 1 0 | 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 46, 250 TOTAL HOURS, 75 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| STALL | | | LANDING TRAFFIC PATTERN-CIRCLING | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | |
| WEATHER - TURBULENCE IN FLIGHT, CLEAR AIR | | | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | | |
| FIRE AFTER IMPACT | | | | | | | | |
| REMARKS - PILOT THAT LANDED SAME AIRCRAFT 30 MIN PRIOR, REPORTED SEVERE GUSTS FROM 300 FT AGL UP. | | | | | | | | |
| 2-0969 | 11/21/67 TIME - 1833 | DAVISBURG, MICH | PIPER PA-24 N-7165P DAMAGE - DESTROYED | CR- PX- 2 | 1 0 | 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 46, 411 TOTAL HOURS, 137 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH TREES | | | LANDING GO-AROUND | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | | | |
| FACTOR | | | | | | | | |
| WEATHER - LOW CEILING | | | | | | | | |
| WEATHER - FOG | | | | | | | | |
| WEATHER PERSONNEL - INCORRECT WEATHER FORECAST | | | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, IN PERSON | | | | | | | | |
| WEATHER FORECAST - WEATHER CONSIDERABLY WORSE THAN FORECAST | | | | | | | | |
| FIRE AFTER IMPACT | | | | | | | | |
| REMARKS - PLT NOT INSTR RTD. WX-CLG M300 OVCST, VIS 1 MI, SMK FOG. PLT DCLND STR TO VFR ARPT AFTR MISSD 1ST APPR | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---------------------------|-------------------------|-------------------|---|------------|--------|--|--------------------------------|--|
| | | | | F | S | M/N | | |
| 2-0970 | 11/27/67 TIME - 1637 | ALPINE, TEX | CESSNA 310H N-1118Q DAMAGE -DESTROYED | CR- PX- | 1 0 | 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 42, 3259 TOTAL HOURS, UNKNOWN IN TYPE. |
| TYPE OF ACCIDENT | | | COLLISION WITH GROUND/WATER | | | CONTROLLED | | |
| PROBABLE CAUSE | | | PILOT IN COMMAND - | | | CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | |
| FACTOR | | | WEATHER - | | | LOW CEILING | | |
| | | | WEATHER - | | | FOG | | |
| | | | WEATHER BRIEFING - | | | UNKNOWN | | |
| | | | WEATHER FORECAST - | | | UNKNOWN | | |
| | | | MISSING AIRCRAFT-LATER RECOVERED | | | | | |
| REMARKS- | | | RECOVERY DATE-11-28-67. ACFT STRUCK GROUND AT 5000 FT ELEV.MINIMUM ALT AT LOW STATION IS 6200 FT. | | | | | |
| 2-0971 | 11/28/67 TIME - 1445 | SANTA PAULA,CALIF | LOCKHEED 286 N-286L DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | MISCELLANEOUS DEMONSTRATION | COMMERCIAL,FL.INSTR., AGE 49, 23500 TOTAL HOURS, 25 IN TYPE. |
| TYPE OF ACCIDENT | | | COLLIDED WITH | | | WIRES/POLES | | |
| PROBABLE CAUSE | | | PILOT IN COMMAND - | | | FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | |
| REMARKS- | | | RETURNED TO ARPT WITH NO FURTHER DAMAGE. | | | | | |
| 2-0972 | 12/8/67 TIME - 1535 | OKLAHOMA CTY,OKLA | DOUGLAS B-26 N-6840D DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 47, 4583 TOTAL HOURS, 1278 IN TYPE. |
| TYPE OF ACCIDENT | | | WHEELS-UP LANDING | | | PHASE OF OPERATION | | |
| | | | | | | LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE | | | PILOT IN COMMAND - | | | FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED | | |
| FACTOR | | | LANDING GEAR - | | | LANDING GEAR WARNING AND INDICATING COMPONENTS | | |
| | | | MAINTENANCE,SERVICING,INSPECTION - | | | INADEQUATE MAINTENANCE AND INSPECTION | | |
| REMARKS- | | | NOSE LNDG GR WARNING SYSTM SWITCH IMPROPERLY ADJUSTED | | | | | |
| 2-0973 | 12/12/67 TIME - 0833 | WAHAIWA,HAWAII | CESSNA 150F N-6285R DAMAGE -DESTROYED | CR- PX- | 0 0 | 1 0 | INSTRUCTIONAL DUAL | COMMERCIAL,FL.INSTR., AGE 26, 4620 TOTAL HOURS, 1830 IN TYPE. |
| TYPE OF ACCIDENT | | | ENGINE FAILURE OR MALFUNCTION | | | PHASE OF OPERATION | | |
| | | | COLLIDED WITH | | | DITCHES | | |
| | | | | | | TAKEOFF INITIAL CLIMB | | |
| | | | | | | LANDING ROLL | | |
| PROBABLE CAUSE | | | POWERPLANT - | | | ENGINE STRUCTURE - | | |
| | | | | | | CYLINDER ASSEMBLY | | |
| | | | MISCELLANEOUS ACTS,CONDITIONS - | | | MATERIAL FAILURE | | |
| EMERGENCY CIRCUMSTANCES - | | | FORCED LANDING OFF AIRPORT ON LAND | | | | | |
| REMARKS- | | | FAILURE NO2 CYL ROCKER ARM SHAFT BOSS.LNDED ON GOLF COURSE. | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|----------|-----------------|-----------------------------|------------------------|---|-----|---------------------------|---|
| | | | | F | S | M/N | | |
| 2-0974 | 12/20/67 | SUNFLOWER, ARIZ | BELL 47J-2 N-922NA | CR- 0 0 1 PX- 0 0 0 | | | NONCOMMERCIAL BUSINESS | AIRLINE TRANSPORT, AGE 41, 11162 TOTAL HOURS, 4 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| PROPELLER/ROTOR FAILURE TAIL ROTOR | | | STATIC IDLING ROTORS | | | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| ROTOR ASSEMBLIES - TAIL ROTOR BLADES | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | | | | | |
| TERRAIN - SNOW-COVERED | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| PROP/ENGINE VIBRATION | | | | | | | | |
| DIRECTIONAL CONTROL PROBLEM | | | | | | | | |
| REMARKS- SKIDS RESTING ON 2 GAS CANS, DUE DEEP SNOW, ACFT VIBRATED OFF CANS, TAIL ROTOR STRUCK SNOW, ATTEMPT FLT | | | | | | | | |
| 2-0975 | 8/15/67 | CRESWELL, OREG | PIPER PA-22 N-7153D | CR- 0 0 2 PX- 0 1 0 | | | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 55, 3000 TOTAL HOURS, 200 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| PROPELLER/ROTOR ACCIDENT TO PERSON | | | STATIC IDLING ENGINE/S | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| MISCELLANEOUS-PERSONNEL - PASSENGER | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | | | |
| PHYSICAL CONDITION OF PASSG | | | | | | | | |
| REMARKS- INSTR LEFT ACFT TO UNLOAD PAX. PAX WALKED INTO PROPELLER. | | | | | | | | |
| 2-0976 | 12/4/67 | CHICAGO, ILL | BEECH J35 N-8240D | CR- 1 1 0 PX- 0 0 0 | | | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 61, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | | | |
| COLLIDED WITH RESIDENCE/S | | | LANDING FINAL APPROACH | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC. EQUIPMENT | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES | | | | | | | | |
| POWERPLANT - FUEL SYSTEM - PUMPS | | | | | | | | |
| MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS | | | | | | | | |
| MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- RUBBER PARTICLES LODGED UNDER VALVE SEAT OF ENG PUMP. PLT FAILED TO SWITCH TO ELEC BOOST PUMP. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------|---|--|---|--------|--------|--------------------------------|---|
| | | | | F | S | M/N | | |
| 2-0977 | 12/6/67 TIME - 1830 | LOWELL, MICH | PIPER PA-30 N-8071Y DAMAGE - DESTROYED | CR- PX- | 1 0 | 0 0 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL, FL. INSTR., AGE 45, 2486 TOTAL HOURS, 121 IN TYPE. |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | | PHASE OF OPERATION LANDING INITIAL APPROACH | | | | |
| | | PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| | | FACTOR MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE | | | | | | |
| | | REMARKS- ACFT CRASH NEAR ILS OUTER MARKER. PLT HAD FLOWN OVER TWO HRS BEFORE ACCIDENT IN ACTUAL IFR WEATHER. | | | | | | |
| 2-0978 | 12/17/67 TIME - 1422 | CORONA, CALIF | BEECH A45 N-6978C DAMAGE - DESTROYED | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | STUDENT, AGE 26, 367 TOTAL HOURS, 9 IN TYPE. |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | PHASE OF OPERATION INFLIGHT ACROBATICS | | | | |
| | | PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED ALTITUDE | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - UNWARRENTED LOW FLYING | | | | | | |
| | | REMARKS- PLT HAD INSUFFICIENT ALTITUDE TO RECOVER FROM INVERTED FLIGHT POSITION. | | | | | | |
| 2-0979 | 12/21/67 TIME - 1445 | KERRVILLE, TEX | MOONEY M-22 N-7710M DAMAGE - DESTROYED | CR- PX- | 0 0 | 1 0 | MISCELLANEOUS TEST | COMMERCIAL, AGE 45, 9000 TOTAL HOURS, 7000 IN TYPE. |
| | | TYPE OF ACCIDENT FIRE OR EXPLOSION IN FLIGHT WHEELS-UP LANDING | | PHASE OF OPERATION INFLIGHT CLIMB TO CRUISE LANDING LEVEL OFF/TOUCHDOWN | | | | |
| | | PROBABLE CAUSE MAINTENANCE, SERVICING, INSPECTION, - IMPROPER MAINTENANCE POWERPLANT - FUEL SYSTEM - OTHER | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - FIRE IN ENGINE | | | | | | |
| | | FACTOR MISCELLANEOUS ACTS, CONDITIONS - BURNED MISCELLANEOUS ACTS, CONDITIONS - LEAK/LEAKAGE | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPORT SMOKE IN COCKPIT | | | | | | |
| | | REMARKS- OIL LEAKED FROM FUEL DRAIN CHECK VALVE HOUSING ASSY ON CROSS-OVER MANIFOLD. INTENTL WHEELS UP LNDG. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|---|------------------------|--------|--------|-------------------------------------|---|
| | | | | F | S | M/N | | |
| 2-0980 | 7/13/67 TIME - 1743 | PEMBROKE, MASS | AERONCA 7AC N-84425 DAMAGE -DESTROYED | CR- PX- | 1 0 | 0 1 | 0 0 NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 46, 8700 TOTAL HOURS, UNKNOWN IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | | INFLIGHT OTHER | | | | |
| STALL | | | | LANDING FINAL APPROACH | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FUEL SELECTOR POSITIONED BETWEEN TANKS | | | | | | | | |
| PILOT IN COMMAND - PHYSICAL IMPAIRMENT | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGEMENT | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| FIRE AFTER IMPACT | | | | | | | | |
| REMARKS- PLT BLOOD ALCOHOL 0.32 PCT.ACFT MORE THAN 80 LBS OVER GROSS WT. | | | | | | | | |
| 2-0981 | 7/23/67 TIME - 1515 | GLENVILLE, W VA | REARWIN 185 N-92931 DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 1 | 1 0 NONCOMMERCIAL PLEASURE | PRIVATE, AGE 37, 98 TOTAL HOURS, 9 IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | | INFLIGHT NORMAL CRUISE | | | | |
| GEAR COLLAPSED | | | | LANDING ROLL | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - INATTENTIVE TO FUEL SUPPLY | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| TERRAIN - ROUGH/UNEVEN | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- ACFT RAN INTO CREEK. | | | | | | | | |
| 2-0982 | 8/27/67 TIME - 1522 | CITY ISLAND, NY | PIPER PA-32 N-3381W DAMAGE -DESTROYED | CR- PX- | 1 5 | 0 0 | 0 0 NONCOMMERCIAL PLEASURE | PRIVATE, AGE 22, 60 TOTAL HOURS, 6 IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| COLLIDED WITH ELECTRONIC TOWERS | | | | INFLIGHT NORMAL CRUISE | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | | | |
| FACTOR | | | | | | | | |
| WEATHER - LOW CEILING | | | | | | | | |
| WEATHER - RAIN | | | | | | | | |
| WEATHER - FOG | | | | | | | | |
| WEATHER - THUNDERSTORM ACTIVITY | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT | | | | | | | | |
| WEATHER BRIEFING - BRIEFED BY WBP, IN PERSON | | | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | | |
| REMARKS- ACFT STRUCK GUY CABLE FOR RADIO TOWER. TOWER LOCATION SHOWN ON AIRNAV CHARTS. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|---------------------|--|------------------------|--------------------------|---|
| 2-0983 | 9/11/67 TIME - 1120 | NR.PILOT POINT,ALAS | CESSNA 175 N-7317M DAMAGE -SUBSTANTIAL | CR- 0 1 0 PX- 0 1 0 | MISCELLANEOUS HUNTING | PRIVATE, AGE 30, 174 TOTAL HOURS, 65 IN TYPE. |
| TYPE OF ACCIDENT STALL MUSH | | | PHASE OF OPERATION LANDING GO-AROUND | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR WEATHER - DOWNDRAFTS,UPDRAFTS | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, BY RADIO | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | |
| REMARKS- ATTEMPTED TO CLIMB OVER AN UPSLOPE WITH A DOWN SLOPE WIND CONDITION. | | | | | | |
| 2-0984 | 9/16/67 TIME - 1445 | S.LAK TAHOE,CALIF | BELL 47G381 N-7829S DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL OTHER | COMMERCIAL,FL.INSTR., AGE 45, 545 TOTAL HOURS, 203 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER CONTROLLED | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE POWERPLANT - EXHAUST SYSTEM - EXTERNAL SUPERCHARGER POWERPLANT - EXHAUST SYSTEM - GASKETS POWERPLANT - EXHAUST SYSTEM - CLAMPS MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY INSTALLED MISCELLANEOUS ACTS,CONDITIONS - LEAK/LEAKAGE MAINTENANCE,SERVICING,INSPECTION - IMPROPER MAINTENANCE | | | | | | |
| FACTOR MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER | | | | | | |
| REMARKS- SKID EQUIP ACFT,ON PAX HOP CRASHED IN LK, DUE TO AIR LEAKS IN SUPERCHARGER-EXHAUST SYSTEM. | | | | | | |
| 2-0985 | 11/14/67 TIME - 1242 | MOBILE,ALA | BOEING E75 N-4890N DAMAGE -SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | MISCELLANEOUS TEST | ATR,FLIGHT INSTR., AGE 45, 15000 TOTAL HOURS, 2000 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH TREES | | | PHASE OF OPERATION INFLIGHT LOW PASS | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| FACTOR MISCELLANEOUS ACTS,CONDITIONS - UNWARRENTED LOW FLYING | | | | | | |
| REMARKS- ATTEMPTING TO TEST HOPPER MECHANISM AT LOW ALT. ENG TYPE NOT REPORTED. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-------------------------|--------------------|---|--|--------|--------|----------------|---------------------------|---|
| | | | | F | S | M/N | | | |
| 2-0986 | 11/19/67 TIME - 1430 | LANCASTER, TEX | BOEING E75 N-16716 DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | 0 0 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 53, 2000 TOTAL HOURS, 700 IN TYPE. |
| | | | TYPE OF ACCIDENT STALL SPIN | PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING | | | | | |
| | | | PROBABLE CAUSE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| 2-0987 | 12/20/67 TIME - 1045 | MIAMI, FLA | BELL 47G N-2867B DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | MISCELLANEOUS OTHER | COMMERCIAL, FL. INSTR., AGE 48, 10000 TOTAL HOURS, 4500 IN TYPE. |
| | | | TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES PROPELLER/ROTOR FAILURE TAIL ROTOR | PHASE OF OPERATION TAXI AERIAL TAXI TAXI AERIAL TAXI | | | | | |
| | | | PROBABLE CAUSE PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS ROTOR ASSEMBLIES - TAIL ROTOR BLADES MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE FACTOR MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND DIRECTIONAL CONTROL PROBLEM SUSPECTED OR KNOWN AIRCRAFT DAMAGE REMARKS- AIR TAXIING TO GAS PUMP-WIRE STRUCK, ENTANGLED IN TAIL ROTOR CAUSED BLADE TO COME OFF. | | | | | | |
| 2-0988 | 12/31/67 TIME - 0053 | MANISTEE, MICH | PIPER PA-24 N-7636P DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 3 | 0 0 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 28, 2534 TOTAL HOURS, 261 IN TYPE. |
| | | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING | | | | | |
| | | | PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE FACTOR WEATHER - SNOW WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY BETTER THAN FORECAST REMARKS- STARTING TURN TO FINAL APPROACH. | | | | | | |
| 2-0989 | 12/9/67 TIME - 1515 | SALT LAKE CITY, UT | BEECH 65-80 N-8148 DAMAGE -DESTROYED | CR- PX- | 0 0 | 0 1 | 2 2 | NONCOMMERCIAL BUSINESS | ATR, FLIGHT INSTR., AGE 32, 4356 TOTAL HOURS, 109 IN TYPE. |
| | | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WHEELS-UP LANDING | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| | | | PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING POWERPLANT - ENGINE STRUCTURE - BLOWER, IMPELLER ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM FACTOR MISCELLANEOUS ACTS, CONDITIONS - FAILURE OF TWO OR MORE ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- INTENTL GR UP LNDG. THICK, COLD OIL NOT PRE-HEATED. IMPELLER SHAFT BEARING FAILED. SUPERCHARGER FAILED | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|--------------------|---|------------------------|---------------------------|---|
| 2-0990 | 11/17/67 TIME - 1810 | CHAGRIN FLLS, OHIO | PIPER PA-30 N-7704Y DAMAGE -DESTROYED | CR- 0 1 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 44, 2000 TOTAL HOURS, 250 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| UNDERSHOOT | | | LANDING FINAL APPROACH | | | |
| COLLISION WITH GROUND/WATER CONTROLLED | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | |
| FACTOR | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- DESCENDED BELOW PUBLISHED LNDG MINIMA. | | | | | | |
| 2-0991 | 11/26/67 TIME - 0920 | ASKOV, MINN | BEECH A23 N-4726J DAMAGE -SUBSTANTIAL | CR- 0 1 0 PX- 0 2 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 38, 154 TOTAL HOURS, 1 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| ENGINE FAILURE OR MALFUNCTION | | | LANDING GO-AROUND | | | |
| STALL MUSH | | | LANDING GO-AROUND | | | |
| PROBABLE CAUSE | | | | | | |
| POWERPLANT - ENGINE STRUCTURE - VALVE ASSEMBLIES | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPER CLEARANCE-TOLERANCE | | | | | | |
| MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| FACTOR | | | | | | |
| PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | |
| SUSPECTED MECHANICAL DISCREPANCY | | | | | | |
| REMARKS- NO COMPRESSION ON NO 3 CYL, DUE TO DEFORMED VALVE NOT SEATING PROPERLY. | | | | | | |
| 2-0992 | 12/27/67 TIME - 1837 | VASHTI, TEX | PIPER PA-24 N-7097P DAMAGE -DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 31, 221 TOTAL HOURS, 33 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLISION WITH GROUND/WATER UNCONTROLLED | | | INFLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - SNOW | | | | | | |
| WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, IN PERSON | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| MISSING AIRCRAFT-LATER RECOVERED | | | | | | |
| REMARKS- RECOVERY DATE-12-28-67 | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--|------------------------|----------------|--|------------|--------|--------|----------------|---------------------------|---|
| | | | | F | S | M/N | | | |
| 2-0993 | 5/16/67 TIME - 0930 | AURORA, IND | CESSNA 320 N-3324Q DAMAGE -DESTROYED | CR- PX- | 1 5 | 0 0 | 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 43, 1095 TOTAL HOURS, 116 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | LANDING FINAL APPROACH | | | | | | |
| STALL | | | LANDING FINAL APPROACH | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM | | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION | | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - CHECKLIST-FAILED TO USE | | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FAILURE OF TWO OR MORE ENGINES | | | | | | | | | |
| FIRE AFTER IMPACT | | | | | | | | | |
| REMARKS- ACFT NEAR MAX GROSS WT AND NEAR AFT C.G.LIMITS. | | | | | | | | | |
| 2-0994 | 6/21/67 TIME - 1400 | NR.KETCHUM,ID | NAVION L-17A N-9645C DAMAGE -DESTROYED | CR- PX- | 1 1 | 0 1 | 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 26, 339 TOTAL HOURS, 50 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| COLLISION WITH GROUND/WATER CONTROLLED | | | INFLIGHT NORMAL CRUISE | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE | | | | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | | | | |
| FACTOR | | | | | | | | | |
| WEATHER - LOW CEILING | | | | | | | | | |
| WEATHER - RAIN | | | | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | | | | |
| REMARKS- PLT,NOT EXPERIENCED IN MNTN FLT ATTEMPTED TO FLYTHROUGH MOUNTAIN PASS SHROUDED BY CLOUDS. | | | | | | | | | |
| 2-0995 | 7/27/67 TIME - 1808 | ANCHORAGE,ALAS | BEECH 35 N-3161V DAMAGE -DESTROYED | CR- PX- | 1 2 | 0 1 | 0 0 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 47, 7000 TOTAL HOURS, 50 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| STALL MUSH | | | TAKEOFF INITIAL CLIMB | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. | | | | | | | | | |
| REMARKS- PLT OVER-ROTATED AT LIFTOFF. ACFT WAS 42 LBS OVER GROSS WT. CRASHED IN AIRPORT PARKING LOT. | | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|---|---------|-------------------|------------------------|------------|--------|--------|----------------|-----------------------------------|--|
| | | | | F | S | M/N | | | |
| 2-0996 | 8/3/67 | NR. SISTERS, OREG | PIPER PA-28 N-9154W | CR- PX- | 1 3 | 0 0 | 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 36, 75 TOTAL HOURS, 6 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| OVERSHOOT | | | LANDING FINAL APPROACH | | | | | | |
| COLLIDED WITH TREES | | | LANDING GO-AROUND | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE | | | | | | | | | |
| PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND | | | | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH | | | | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | | | | |
| FIRE AFTER IMPACT | | | | | | | | | |
| REMARKS- ATTEMPTED GO AROUND INTO RISING TERRAIN. STRUCK TREE 75 FT HIGH. | | | | | | | | | |
| 2-0997 | 8/4/67 | ERIE, COLO | AERONA 11AC N-9563E | CR- PX- | 2 0 | 0 0 | 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 35, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| STALL | | | INFLIGHT NORMAL CRUISE | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED ALTITUDE | | | | | | | | | |
| REMARKS- STALL OR SPIN. INSUFFICIENT ALT FOR SAFE RECOVERY. | | | | | | | | | |
| 2-0998 | 8/19/67 | NENANA, ALAS | PIPER PA-28 N-7011R | CR- PX- | 2 0 | 0 0 | 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 43, 2000 TOTAL HOURS, 800 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| COLLIDED WITH TREES | | | UNK/NR | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | | | | |
| FIRE AFTER IMPACT | | | | | | | | | |
| REMARKS- INSTRUMENT TRNG FLT. CRASHED ON MOUNTAIN SIDE. | | | | | | | | | |
| 2-0999 | 9/2/67 | SANTIAM JCT, OREG | ENSTROM F-28 N-192E | CR- PX- | 0 0 | 1 0 | 0 0 | NONCOMMERCIAL WILD LIFE SURVEY | COMMERCIAL, FL. INSTR., AGE 49, 20200 TOTAL HOURS, 115 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| COLLISION WITH GROUND/WATER CONTROLLED | | | TAKEOFF INITIAL CLIMB | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | | | | |
| PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. | | | | | | | | | |
| WEATHER - HIGH DENSITY ALTITUDE | | | | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | | | |
| REMARKS- FAILED TO FOLLOW FLT MANUAL DENSITY ALT. LIMIT OF 5000FT FOR T/O, EXCEEDED MAX. BY 1240FT. | | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------|---|----------------|--------|--------|--------------------------------|--|
| | | | | F | S | M/N | | |
| 2-1000 | 9/27/67 TIME - 1536 | DALLAS, TEX | AERO CMDR 560E N-3831C DAMAGE - DESTROYED | CR- 1 PX- 6 | 0 0 | 0 0 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, AGE 45, 13247 TOTAL HOURS, 2010 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| AIRFRAME FAILURE IN FLIGHT | | | LANDING TRAFFIC PATTERN-CIRCLING | | | | | |
| COLLISION WITH GROUND/WATER UNCONTROLLED | | | INFLIGHT UNCONTROLLED DESCENT | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| WINGS - SPARS | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE | | | | | | | | |
| PRODUCTION-DESIGN - SUBSTANDARD QUALITY CONTROL | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | | | | | |
| FIRE AFTER IMPACT | | | | | | | | |
| REMARKS- LEFT WING. TWO OVERLAPPING RIVET HOLES FOUND IN AFT LEG OF SPAR CAP. STRUCK CAR AND SCHOOL BLDG. | | | | | | | | |
| 2-1001 | 11/4/67 TIME - 0815 | CALHOUN, GA | AERO CMDR 560 N-2677B DAMAGE - DESTROYED | CR- 2 PX- 0 | 0 0 | 0 0 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL, FL. INSTR., AGE 31, 4169 TOTAL HOURS, 1293 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| STALL SPIN | | | INFLIGHT OTHER | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | |
| REMARKS- LANDING GEAR AND FLAPS WERE IN FULL DOWN POSITION. | | | | | | | | |
| 2-1002 | 11/5/67 TIME - 1238 | TIGARD, OREG | STINSON 108-2 N-963D DAMAGE - SUBSTANTIAL | CR- 1 PX- 1 | 0 0 | 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 50, 75 TOTAL HOURS, 6 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| OVERSHOOT | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| COLLIDED WITH TREES | | | LANDING GO-AROUND | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | | | |
| PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND | | | | | | | | |
| FACTOR | | | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH | | | | | | | | |
| PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | | | |
| REMARKS- ATTEMPTED GO AROUND INTO RISING TERRAIN. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-------------|--|--------------------|----------|----------------------------------|-----|----------------|---------------|----------------------------|
| | | | | F | S | M/N | | | |
| 2-1003 | 11/5/67 | GREELEY, COLO | CESSNA 172 | CR- | 1 | 0 | 0 | INSTRUCTIONAL | PRIVATE, AGE 30, 102 TOTAL |
| | TIME - 1700 | | N-1754F | PX- | 0 | 0 | 0 | TRAINING | HOURS, 1 IN TYPE. |
| | | | DAMAGE - DESTROYED | OT- | 3 | 1 | 0 | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | |
| | | COLLISION WITH AIRCRAFT BOTH IN FLIGHT | | | LANDING FINAL APPROACH | | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT | | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - CONGESTED TRAFFIC-PATTERN OR RAMP | | | | | | | |
| | | MISCELLANEOUS-PERSONNEL - PILOT OF OTHER AIRCRAFT | | | | | | | |
| | | REMARKS- N1754F STRUCK BY PIPER N8525W. UNCONTROLLED ARPT | | | | | | | |
| 2-1003 | 11/5/67 | GREELEY, COLO | PIPER PA-28 | CR- | 1 | 0 | 0 | NONCOMMERCIAL | PRIVATE, AGE 42, 650 TOTAL |
| | TIME - 1700 | | N-8525W | PX- | 2 | 1 | 0 | PLEASURE | HOURS, 2 IN TYPE. |
| | | | DAMAGE - DESTROYED | OT- | 1 | 0 | 0 | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | |
| | | COLLISION WITH AIRCRAFT BOTH IN FLIGHT | | | LANDING FINAL APPROACH | | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT | | | | | | | |
| | | PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC | | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - CONGESTED TRAFFIC-PATTERN OR RAMP | | | | | | | |
| | | MISCELLANEOUS-PERSONNEL - PILOT OF OTHER AIRCRAFT | | | | | | | |
| | | REMARKS- PLT FAILED TO CONFORM TO EXISTING TRAFFIC. N8525W STRUCK N1754F. AIRPORT UNCONTROLLED. | | | | | | | |
| 2-1004 | 11/16/67 | BIRMINGHAM, ALA | BEECH C35 | CR- | 1 | 0 | 0 | NONCOMMERCIAL | PRIVATE, AGE 28, 179 TOTAL |
| | TIME - 0940 | | N-8985A | PX- | 2 | 0 | 0 | BUSINESS | HOURS, 3 IN TYPE. |
| | | | DAMAGE - DESTROYED | | | | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | |
| | | STALL SPIRAL | | | LANDING TRAFFIC PATTERN-CIRCLING | | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | |
| | | FACTOR | | | | | | | |
| | | PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | | | | |
| | | PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT | | | | | | | |
| | | REMARKS- PLT INTENT ON TRYING TO LOCATE ASSIGNED RWY. OWNER STATED FLT WAS NOT AUTHORIZED. | | | | | | | |
| 2-1005 | 11/22/67 | TAYLORSVILLE, NC | PIPER PA-28 | CR- | 1 | 0 | 0 | NONCOMMERCIAL | PRIVATE, AGE 20, 54 TOTAL |
| | TIME - 1850 | | N-6102W | PX- | 2 | 1 | 0 | PLEASURE | HOURS, UNKNOWN IN TYPE. |
| | | | DAMAGE - DESTROYED | | | | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | |
| | | COLLISION WITH GROUND/WATER CONTROLLED | | | INFLIGHT NORMAL CRUISE | | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | |
| | | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | | |
| | | PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | | |
| | | FACTOR | | | | | | | |
| | | WEATHER - THUNDERSTORM ACTIVITY | | | | | | | |
| | | WEATHER - LOW CEILING | | | | | | | |
| | | WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | |
| | | WEATHER FORECAST - UNKNOWN | | | | | | | |
| | | FIRE AFTER IMPACT | | | | | | | |
| | | REMARKS- NON-INSTRUMENT RATED PLT ATTEMPTED NITE FLIGHT OVER UNFAMILIAR MTN TERRAIN IN IFR CONDITIONS. | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|------------------|---|------------------------|--------------------------------|---|
| 2-1006 | 11/15/67 TIME - 1022 | NR.DATLAND,ARIZ | SNOW S2A N-9406R DAMAGE -DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLIC | COMMERCIAL, AGE 42, 5050 TOTAL HOURS, 1250 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| PROPELLER/ROTOR FAILURE PROPELLER | | | INFLIGHT NORMAL CRUISE | | | |
| COLLISION WITH GROUND/WATER UNCONTROLLED | | | INFLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE | | | | | | |
| POWERPLANT - PROPELLER AND ACCESSORIES - BLADES | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | | | |
| REMARKS- FATIGUE FAILURE OF ONE BLADE CAUSED BOTH THE PROPELLER AND ENGINE TO SEPARATE IN FLT. | | | | | | |
| 2-1007 | 12/9/67 TIME - 1645 | FAYETTEVILLE,ARK | HUGHES 300 N-9335F DAMAGE -DESTROYED | CR- 0 0 1 PX- 0 1 0 | COMMERCIAL AERIAL ADVERTISE | COMMERCIAL,FL.INSTR., AGE 47, 5600 TOTAL HOURS, 600 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| STALL MUSH | | | INFLIGHT HOVERING | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES | | | | | | |
| FACTOR | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, IN PERSON | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| REMARKS- FAILED TO DESCEND FOR BETTER VISIBILITY,AND TO ATTEMPT TO STOP SETTLING-WITH-POWER CONDITION. | | | | | | |
| 2-1008 | 12/5/67 TIME - 2203 | NORFOLK,VA | CESSNA 310F N-6704X DAMAGE -DESTROYED | CR- 1 0 0 PX- 1 1 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 44, 2100 TOTAL HOURS, 180 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| STALL | | | LANDING GO-AROUND | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR | | | | | | |
| PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. | | | | | | |
| REMARKS- IMPROPER GO AROUND PROCEDURE FROM ILS APPROACH. ACFT 119 LBX OVER MAX LNDG WT. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-------------------|--|------------------------|--------------------------------|---|
| 2-1009 | 12/11/67 TIME - 2003 | SEVEN SPRINGS, PA | AERO COMDR 560E N-6231D DAMAGE -DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL CORP/EXEC | AIRLINE TRANSPORT, AGE 27, 2082 TOTAL HOURS, 932 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH TREES | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR WEATHER PERSONNEL - INCORRECT WEATHER FORECAST WEATHER - LOW CEILING WEATHER - FOG WEATHER - TURBULENCE, ASSOCIATED W/ CLOUDS, THUNDERSTORMS WEATHER - DOWNDRAFTS, UPDRAFTS WEATHER BRIEFING - BRIEFED BY WBP, BY PHONE WEATHER FORECAST - WEATHER CONSIDERABLY WORSE THAN FORECAST FIRE AFTER IMPACT REMARKS- WX BRIEFING DID NOT INCLUDE AIRMET ALFA 32. | | | | | | |
| 2-1010 | 9/3/67 TIME - 1805 | OLYMPIA, WASH | LUSCOMBE 8A N-71865 DAMAGE -DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | NONE, AGE 40, 97 TOTAL HOURS, 73 IN TYPE. |
| TYPE OF ACCIDENT STALL | | | PHASE OF OPERATION INFLIGHT BUZZING | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED MISCELLANEOUS ACTS, CONDITIONS - UNWARRENTED LOW FLYING FIRE AFTER IMPACT REMARKS- WITNESSES REPORTED ACFT MAKING STEEP TURNS AT SLOW AIRSPEED AND LOW ALTITUDE. | | | | | | |
| 2-1011 | 9/26/67 TIME - 1530 | BEDFORD, OHIO | BELL 47G-2 N-46R DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS DEMONSTRATION | COMMERCIAL, FL. INSTR., AGE 44, 2749 TOTAL HOURS, 201 IN TYPE. |
| TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE TAIL ROTOR COLLISION WITH GROUND/WATER UNCONTROLLED | | | PHASE OF OPERATION INFLIGHT HOVERING INFLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE ROTOR ASSEMBLIES - OTHER MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES FACTOR MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT REMARKS- TORSIONAL OVERLOAD FAILURE OF T-R DRIVESHAFT. ATTEMPTED FLT WITH KNOWN VIBRATIONS. DID NOT AUTOROTATE | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|----------|-------------------|---|----------------|--------|--------|---------------------------|---|
| | | | | F | S | M/N | | |
| 2-1012 | 10/24/67 | COLLINSVILLE, ILL | CESSNA 182H N-1824X DAMAGE -DESTROYED | CR- 1 PX- 1 | 0 0 | 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 49, 7500 TOTAL HOURS, UNKNOWN IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH WIRES/POLES | | | TAKEOFF INITIAL CLIMB | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| PILOT IN COMMAND - PHYSICAL IMPAIRMENT | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGEMENT | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - GUST LOCKS ENGAGED | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - BOGUS PART | | | | | | | | |
| REMARKS- PLT BLOOD ALCOHOL LEVEL 0.247 PCT. IMPROPER BOLT IN CONTROL LOCK. | | | | | | | | |
| 2-1013 | 11/4/67 | ELGIN, OKLA | CESSNA 150F N-8683S DAMAGE -DESTROYED | CR- 1 PX- 1 | 0 0 | 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 29, 395 TOTAL HOURS, 200 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| STALL | | | INFLIGHT NORMAL CRUISE | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | |
| PILOT IN COMMAND - PHYSICAL IMPAIRMENT | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGEMENT | | | | | | | | |
| REMARKS- PLT BLOOD ALCOHOL LEVEL 67 MG PCT. | | | | | | | | |
| 2-1014 | 12/9/67 | KNIGHTDALE, NC | CESSNA 150 N-7946Z DAMAGE -DESTROYED | CR- 0 PX- 0 | 2 0 | 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 35, 1643 TOTAL HOURS, 650 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | | | |
| COLLIDED WITH WIRES/POLES | | | LANDING FINAL APPROACH | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS | | | | | | | | |
| DUAL STUDENT - MISJUDGED DISTANCE AND ALTITUDE | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | | | |
| REMARKS- UNDERSHOT PRACTICE FORCED LNDG. | | | | | | | | |
| 2-1015 | 4/23/67 | WALBRIDGE, OHIO | CESSNA 170 N-9096A DAMAGE -DESTROYED | CR- 1 PX- 0 | 0 0 | 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 47, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH WIRES/POLES | | | TAKEOFF INITIAL CLIMB | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - PHYSICAL IMPAIRMENT | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGEMENT | | | | | | | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | | | |
| FIRE AFTER IMPACT | | | | | | | | |
| REMARKS- PLT BLOOD ALCOHOL LEVEL 207 MG/100CC. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-------------|----------------------------------|--|----------|---|-----|-------------------------------|---------------|-------------------------------|
| | | | | F | S | M/N | | | |
| 2-1016 | 9/8/67 | ILWACO, WASH | CESSNA 180H | CR- | 1 | 0 | 0 | NONCOMMERCIAL | PRIVATE, AGE 49, UNKNOWN |
| | TIME - 1640 | | N-2787X | PX- | 1 | 0 | 0 | PLEASURE | TOTAL HOURS, UNKNOWN IN TYPE. |
| | | | DAMAGE -DESTROYED | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | COLLISION WITH GROUND/WATER | UNCONTROLLED | | | | INFLIGHT UNCONTROLLED DESCENT | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| | | PILOT IN COMMAND - | SPATIAL DISORIENTATION | | | | | | |
| | | PILOT IN COMMAND - | CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| | | FACTOR | | | | | | | |
| | | WEATHER - | LOW CEILING | | | | | | |
| | | WEATHER - | FOG | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - | AIRCRAFT CAME TO REST IN WATER | | | | | | |
| | | WEATHER BRIEFING - | NO BRIEFING RECEIVED | | | | | | |
| | | WEATHER FORECAST - | UNKNOWN | | | | | | |
| | | REMARKS- | NON-INSTRUMENT RATED PRIVATE PLT ATTEMPTED FLT THROUGH FOG. ACFT, WHEEL EQUIPPED, CRASHED IN BAY. | | | | | | |
| 2-1017 | 9/17/67 | NR. CHITINA, ALAS | PIPER PA-18A | CR- | 1 | 0 | 0 | MISCELLANEOUS | COMMERCIAL, AGE 49, 2088 |
| | TIME - 1015 | | N-6772B | PX- | 2 | 0 | 0 | HUNTING | TOTAL HOURS, UNKNOWN IN TYPE. |
| | | | DAMAGE -DESTROYED | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | STALL SPIN | | | | | INFLIGHT OTHER | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| | | FIRE AFTER IMPACT | | | | | | | |
| | | MISSING AIRCRAFT-LATER RECOVERED | | | | | | | |
| | | REMARKS- | RECOVERY DATE 9/21/67 | | | | | | |
| 2-1018 | 10/21/67 | COLTON, OREG | CESSNA 182B | CR- | 1 | 0 | 0 | NONCOMMERCIAL | STUDENT, AGE 36, 74 TOTAL |
| | TIME - 1700 | | N-7118E | PX- | 0 | 0 | 0 | PLEASURE | HOURS, 15 IN TYPE. |
| | | | DAMAGE -DESTROYED | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | COLLISION WITH GROUND/WATER | CONTROLLED | | | | INFLIGHT NORMAL CRUISE | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| | | PILOT IN COMMAND - | BECAME LOST/DISORIENTED | | | | | | |
| | | PILOT IN COMMAND - | CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| | | FACTOR | | | | | | | |
| | | WEATHER - | LOW CEILING | | | | | | |
| | | WEATHER - | RAIN | | | | | | |
| | | WEATHER - | FOG | | | | | | |
| | | WEATHER BRIEFING - | BRIEFED BY FSP, IN PERSON | | | | | | |
| | | WEATHER FORECAST - | FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | MISSING AIRCRAFT-LATER RECOVERED | | | | | | | |
| | | REMARKS- | RECOVERY DATE 102267. PLT NOT INSTRUMENT RATED, ON NON AUTH SOLO X-C, FLEW INTO KNOWN IFR CONDITIONS | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-----------------|---|------------------------|---------------------------|--|
| 2-1019 | 10/22/67 TIME - 1500 | LEXINGTON, NEBR | CESSNA 172 N-8727B DAMAGE - DESTROYED | CR- 0 1 0 PX- 1 0 1 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 29, 670 TOTAL HOURS, 664 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL PHASE OF OPERATION INFLIGHT LOW PASS INFLIGHT LOW PASS PROBABLE CAUSE POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| 2-1020 | 10/16/67 TIME - 1210 | NR. MONROE, LA | BEECH V35 N-506SW DAMAGE - DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 51, 1500 TOTAL HOURS, UNKNOWN IN TYPE. |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED PHASE OF OPERATION INFLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR WEATHER - TURBULENCE, ASSOCIATED W/ CLOUDS, THUNDERSTORMS WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. WEATHER BRIEFING - BRIEFED BY FSP, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT FIRE AFTER IMPACT REMARKS- INEXPERIENCED INSTR-RATED PLT, IMPROPERLY EQUIPPED ACFT, ATTEMPTED FLT THROUGH SEVERE FRONTAL AREA. | | | | | | |
| 2-1021 | 10/30/67 TIME - 1930 | ROSEBURG, OREG | CESSNA 180 N-2478C DAMAGE - DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | STUDENT, AGE 34, 76 TOTAL HOURS, 63 IN TYPE. |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATION INFLIGHT NORMAL CRUISE PROBABLE CAUSE PILOT IN COMMAND - BECAME LOST/DISORIENTED PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR TERRAIN - HIGH OBSTRUCTIONS MISSING AIRCRAFT-LATER RECOVERED REMARKS- UNAUTH NIGHT FLT. PLT TURNED INTO RAPIDLY RISING TERRAIN. ACFT RECOVERY DATE 110167. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|----------|------------------------------------|---|------------------------|---------------------------|--|
| 2-1022 | 11/5/67 | FT. ANN NY TIME - 1705 | BEECH A35 N-601H DAMAGE -DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 39, 135 TOTAL HOURS, 80 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| AIRFRAME FAILURE IN FLIGHT | | | INFLIGHT OTHER | | | |
| COLLISION WITH GROUND/WATER UNCONTROLLED | | | INFLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - SNOW | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, IN PERSON | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- NON-INST RATED PLT. RT WING AND EMPENNAGE SEPARATED. | | | | | | |
| 2-1023 | 11/26/67 | TALLAHASSEE, FLA TIME - UNKNOWN | MOONEY M20E N-9253M DAMAGE -DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 18, 114 TOTAL HOURS, 8 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLISION WITH GROUND/WATER UNCONTROLLED | | | INFLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| FACTOR | | | | | | |
| PILOT IN COMMAND - EXERCISED POOR JUDGMENT | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, IN PERSON | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| MISSING AIRCRAFT-LATER RECOVERED | | | | | | |
| REMARKS- RECOVERY DATE 120267. NON INSTRUMENT RATED PLT FLEW IN MARGINAL VFR. FSS RECOMMENDED PLT NOT FLY. | | | | | | |
| 2-1024 | 12/17/67 | STOWE, PA TIME - 1700 | PIPER PA-28 N-8883W DAMAGE -DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 45, 100 TOTAL HOURS, 92 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT CLIMB TO CRUISE | | | |
| STALL | | | INFLIGHT CLIMB TO CRUISE | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- FUEL SELECTOR IN OFF POSITION. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|---------------|--|----------------|------------|----------|--------------------------------|---|
| | | | | F | S | M/N | | |
| 2-1025 | 12/20/67 TIME - 0730 | MAYAGUEZ, PR | DEHAVILLAND 114 N-13663 DAMAGE - SUBSTANTIAL | CR- 0 PX- 0 | 0 0 0 0 | 2 9 9 | COMMERCIAL AIR TAXI - PASSG | AIRLINE TRANSPORT, AGE 43, 6664 TOTAL HOURS, 816 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | | | |
| COLLIDED WITH CROP | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | | | |
| REMARKS- RT MAIN GR TIRE BLOW OUT FROM EXCESSIVE BRAKING. | | | | | | | | |
| 2-1026 | 12/22/67 TIME - 0230 | BELOIT, ILL | BEECH D18S N-120R DAMAGE - SUBSTANTIAL | CR- 0 PX- 0 | 1 0 0 0 | 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, FL. INSTR., AGE 50, 8363 TOTAL HOURS, UNKNOWN IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | LANDING FINAL APPROACH | | | | | |
| COLLISION WITH GROUND/WATER CONTROLLED | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| POWERPLANT - ENGINE STRUCTURE - CYLINDER ASSEMBLY | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | | | |
| PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - VIBRATION, EXCESSIVE | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| PROP/ENGINE VIBRATION | | | | | | | | |
| REMARKS- NOS. 1, 8, 9 CYL LEFT ENG FAILED. PLT MISTAKENLY CUT POWER ON RT ENG TO STOP VIBRATION. | | | | | | | | |
| 2-1027 | 12/23/67 TIME - 1501 | RIALTO, CALIF | BENSEN B8M N-1659 DAMAGE - SUBSTANTIAL | CR- 0 PX- 0 | 0 0 0 0 | 1 0 | NONCOMMERCIAL PLEASURE | STUDENT, AGE 31, NO TOTAL HOURS, NONE IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLISION WITH GROUND/WATER UNCONTROLLED | | | INFLIGHT UNCONTROLLED DESCENT | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | | | |
| REMARKS- PLT FAILED TO MAINTAIN AIRSPEED, ALT, DURING DOWNWIND TURN TOO CLOSE TO THE GROUND. WIND 25K, GUSTS 35 | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-------------|---|---------------------|----------|---|-----|-------------------------------|---------------|---------------------------------|
| | | | | F | S | M/N | | | |
| 2-1028 | 12/25/67 | MILLERSBURG, OHIO | CESSNA 172 | CR- | 1 | 0 | 0 | NONCOMMERCIAL | PRIVATE, AGE 45, 238 TOTAL |
| | TIME - 1800 | | N-8160X | PX- | 0 | 0 | 0 | PLEASURE | HOURS, 136 IN TYPE. |
| | | | DAMAGE -DESTROYED | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | COLLISION WITH GROUND/WATER UNCONTROLLED | | | | | INFLIGHT UNCONTROLLED DESCENT | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | | |
| | | FACTOR | | | | | | | |
| | | WEATHER - LOW CEILING | | | | | | | |
| | | WEATHER - RAIN | | | | | | | |
| | | WEATHER - FOG | | | | | | | |
| | | WEATHER - SNOW | | | | | | | |
| | | WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. | | | | | | | |
| | | WEATHER - TURBULENCE, ASSOCIATED W/ CLOUDS, THUNDERSTORMS | | | | | | | |
| | | WEATHER BRIEFING - BRIEFED BY FSP, IN PERSON | | | | | | | |
| | | WEATHER FORECAST - UNKNOWN | | | | | | | |
| 2-1029 | 6/28/67 | SO. ST-PAUL, MINN | BEECH D35 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 29, 199 TOTAL |
| | TIME - 1907 | | N-2930B | PX- | 0 | 0 | 1 | PLEASURE | HOURS, 50 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | DT- | 1 | 1 | 0 | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | COLLISION WITH AIRCRAFT BOTH IN FLIGHT | | | | | LANDING FINAL APPROACH | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT | | | | | | | |
| | | FACTOR | | | | | | | |
| | | PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC | | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | |
| | | SUSPECTED OR KNOWN AIRCRAFT DAMAGE | | | | | | | |
| | | REMARKS- N2930B MADE LONG STRAIGHT-IN APPROACH, OVERTOOK AND STRUCK N3160X. N2930B LANDED OFF RNWY. | | | | | | | |
| 2-1029 | 6/28/67 | SO. ST-PAUL, MINN | CESSNA 150G | CR- | 1 | 1 | 0 | INSTRUCTIONAL | COMMERCIAL, FL. INSTR., AGE 48, |
| | TIME - 1907 | | N-3160X | PX- | 0 | 0 | 0 | DUAL | 2538 TOTAL HOURS, 510 IN TYPE. |
| | | | DAMAGE -DESTROYED | DT- | 0 | 0 | 2 | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | COLLISION WITH AIRCRAFT BOTH IN FLIGHT | | | | | LANDING FINAL APPROACH | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | MISCELLANEOUS-PERSONNEL - PILOT OF OTHER AIRCRAFT | | | | | | | |
| | | REMARKS- N2930B MADE LONG STRAIGHT-IN APPROACH, OVERTOOK AND STRUCK N3160X. N3160X CRASHED ON RNWY. | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|---------------|---|------------|--------|--------|---------------------------|---|
| | | | | F | S | M/N | | |
| 2-1030 | 12/24/67 TIME - 1115 | CORONA, CALIF | GLENDENING STITS N-6050C DAMAGE - DESTROYED | CR- PX- | 1 0 | 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 42, 831 TOTAL HOURS, 243 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| AIRFRAME FAILURE IN FLIGHT | | | INFLIGHT NORMAL CRUISE | | | | | |
| COLLISION WITH GROUND/WATER UNCONTROLLED | | | INFLIGHT UNCONTROLLED DESCENT | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PRODUCTION-DESIGN - SUBSTANDARD QUALITY CONTROL | | | | | | | | |
| FLIGHT CONTROL SURFACES - HORIZONTAL STABILIZER, ATTACHMENTS | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE | | | | | | | | |
| WEATHER - TURBULENCE IN FLIGHT, CLEAR AIR | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | | | |
| REMARKS- LT HORIZONTAL STABILIZER ATTACH FITTING FAILED. | | | | | | | | |
| 2-1031 | 9/1/67 TIME - 1100 | CHITINA, ALAS | PIPER PA-18 N-2285Z DAMAGE - DESTROYED | CR- PX- | 0 0 | 1 1 | 0 0 | NONCOMMERCIAL BUSINESS |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| STALL | | | TAKEOFF INITIAL CLIMB | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | |
| FACTOR | | | | | | | | |
| WEATHER - FOG | | | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | | | |
| REMARKS- PLT MADE STEEP CLIMBING TURN TO AVOID FOG BANK. | | | | | | | | |
| 2-1032 | 11/24/67 TIME - 2124 | SANDSTON, VA | PIPER PA-23 N-6106Y DAMAGE - DESTROYED | CR- PX- | 0 0 | 1 1 | 0 2 | COMMERCIAL AIR TAXI - PASSG |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| UNDERSHOOT | | | LANDING FINAL APPROACH | | | | | |
| COLLIDED WITH TREES | | | LANDING FINAL APPROACH | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE | | | | | | | | |
| FACTOR | | | | | | | | |
| WEATHER - LOW CEILING | | | | | | | | |
| WEATHER - FOG | | | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, IN PERSON | | | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | | |
| REMARKS- PLT BROKE MINIMUMS BY ATTEMPTING FLT VFR, UNDER 300 FT CEILING-FOG-VIS. 2 MILES, ON ILS APPROACH. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|--|------------------------|-----------------------------|--|
| 2-1033 | 4/13/67 TIME - 1430 | NR.TYONEK,ALAS | BELL 47J-2A N-3070G DAMAGE -SUBSTANTIAL | CR- 0 1 0 PX- 0 2 0 | COMMERCIAL CTR PASSG - D | COMMERCIAL,FL.INSTR., AGE 26, 2575 TOTAL HOURS, 1095 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| PROPELLER/ROTOR FAILURE MAIN ROTOR HARD LANDING | | | TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | |
| TRANSMISSION ROTOR DRIVE SYSTEM - CLUTCH ASSEMBLY | | | | | | |
| TRANSMISSION ROTOR DRIVE SYSTEM - FREE WHEEL UNIT | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER | | | | | | |
| REMARKS- LOSS OF POWER COUPLING TO MAIN ROTOR DUE TO SLIPPAGE OF FREE WHEELING UNIT.CAUSE NOT DETERMINED. | | | | | | |
| 2-1034 | 5/17/67 TIME - 0850 | LANDER,WYO | KAMAN H43-A N-2856J DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL AERIAL APPLIC | COMMERCIAL,FL.INSTR., AGE 40, 6698 TOTAL HOURS, 30 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| ENGINE FAILURE OR MALFUNCTION HARD LANDING | | | TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | |
| POWERPLANT - FUEL SYSTEM - PRIMING SYSTEM | | | | | | |
| POWERPLANT - FUEL SYSTEM - PUMPS | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - LEAK/LEAKAGE | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - PRESSURE TOO LOW | | | | | | |
| MAINTENANCE,SERVICING,INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- PRIMER SOLENOID LEAKED ALLOWED AIR TO RETURN TO FUEL SYSTEM,AIR LOCKED ENGINE-DRIVEN PUMP. | | | | | | |
| 2-1035 | 7/29/67 TIME - 1810 | NR.MURDO,S DAK | PIPER PA-18 N-2896P DAMAGE -DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | AGE 61, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLISION WITH GROUND/WATER CONTROLLED | | | INFLIGHT OTHER | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - PHYSICAL IMPAIRMENT | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGEMENT | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - UNWARRENTED LOW FLYING | | | | | | |
| MISSING AIRCRAFT-LATER RECOVERED | | | | | | |
| REMARKS- RECOVERY DATE 7/30/67.PLT BLOOD ALCOHOL LEVEL 210 MG PCT. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|---------------|--|-------------------------------|----------------|-----------------------------|--|
| 2-1036 | 9/13/67 TIME - 1630 | LA PLACE, LA | BELL 47G-4 N-1350X DAMAGE -SUBSTANTIAL | CR- PX- | 1 0 0 1 0 0 | COMMERCIAL CTR PASSG - D | COMMERCIAL, AGE 35, 3250 TOTAL HOURS, 2028 IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | |
| PROPELLER/ROTOR FAILURE TAIL ROTOR | | | | INFLIGHT NORMAL CRUISE | | | |
| COLLISION WITH GROUND/WATER CONTROLLED | | | | INFLIGHT AUTOROTATIVE DESCENT | | | |
| PROBABLE CAUSE | | | | | | | |
| ROTOR ASSEMBLIES - TAIL ROTOR BLADES | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | | |
| FACTOR | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER | | | | | | | |
| DIRECTIONAL CONTROL PROBLEM | | | | | | | |
| LATERAL CONTROL PROBLEM | | | | | | | |
| REMARKS- COMPLETE FAILURE IN SHELL OF BLADE, A3-28285 AT 300-400 FT ALT. FLOAT EQUIPPED. | | | | | | | |
| 2-1037 | 10/13/67 TIME - 1019 | DETROIT, MICH | BEECH 895 N-2045C DAMAGE -DESTROYED | CR- PX- | 1 0 0 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 38, 402 TOTAL HOURS, 74 IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | |
| ENGINE FAILURE OR MALFUNCTION | | | | LANDING FINAL APPROACH | | | |
| COLLIDED WITH RESIDENCE/S | | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES | | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | |
| FIRE AFTER IMPACT | | | | | | | |
| REMARKS- FAILED TO SWITCH TANKS. IMPROPER SINGLE-ENG PROCEDURE. FAILED TO EXECUTE ST-IN APPRCH TO LAND ON APT | | | | | | | |
| 2-1038 | 12/7/67 TIME - 0945 | ATHENS, LA | BEECH V-35 N-348E DAMAGE -DESTROYED | CR- PX- | 1 0 0 0 0 0 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, FL. INSTR., AGE 31, 3857 TOTAL HOURS, 3010 IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | |
| ENGINE FAILURE OR MALFUNCTION | | | | INFLIGHT NORMAL CRUISE | | | |
| COLLIDED WITH TREES | | | | LANDING OTHER | | | |
| PROBABLE CAUSE | | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FUEL SELECTOR POSITIONED BETWEEN TANKS | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION | | | | | | | |
| FACTOR | | | | | | | |
| WEATHER - LOW CEILING | | | | | | | |
| WEATHER - FOG | | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, BY RADIO | | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | |
| FIRE AFTER IMPACT | | | | | | | |
| REMARKS- PLT SAID LOST FUEL PRESSURE. SELECTOR VALVE FOUND NOT PROPERLY POSITIONED FOR ADEQUATE FUEL FLOW. | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|----------------|--|----------------|--------|--------|--------------------------------|--|
| | | | | F | S | M/N | | |
| 2-1039 | 12/8/67 TIME - 1705 | WAUWATOSA, WIS | PIPER PA-32 N-3437W DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 2 0 | 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 21, 462 TOTAL HOURS, 37 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH WIRES/POLES | | | LANDING TRAFFIC PATTERN-CIRCLING | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| DUAL STUDENT - IMPROPER IFR OPERATION | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | | | |
| FIRE AFTER IMPACT | | | | | | | | |
| REMARKS- STUDENT WEARING HOOD DESCENDED BELOW AUTHORIZED MINIMA AFTER PASSING VOR. LOCAL WEATHER 1000 AND 4. | | | | | | | | |
| 2-1040 | 12/26/67 TIME - 1650 | HOUSTON, TEX | AERO COMDR 1121 N-650M DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 0 0 | 2 2 | INSTRUCTIONAL DUAL | ATR, FLIGHT INSTR., AGE 42, 16200 TOTAL HOURS, 1065 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| UNDERSHOOT | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| DUAL STUDENT - MISJUDGED DISTANCE, SPEED, AND ALTITUDE | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | | | |
| REMARKS- STRUCK R/WY LIP WITH TAIL SECTION. INSTR INCORRECTLY COMPUTED APPROACH SPEED. ACFT TAXIED TO RAMP. | | | | | | | | |
| 2-1041 | 7/1/67 TIME - 0825 | VIBURNUM, MO | BELLANCA 14-13 N-74333 DAMAGE -DESTROYED | CR- 1 PX- 3 | 0 0 | 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 30, 117 TOTAL HOURS, 17 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | LANDING GO-AROUND | | | | | |
| COLLIDED WITH TREES | | | LANDING OTHER | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION | | | | | | | | |
| FACTOR | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | | | |
| LOW ON FUEL | | | | | | | | |
| REMARKS- FUEL SELECTOR ON EMPTY LT TK. 3-5 GALS IN RT TK. | | | | | | | | |
| 2-1042 | 7/3/67 TIME - 2028 | TOPEKA, KANS | CESSNA 206 N-2138F DAMAGE -DESTROYED | CR- 0 PX- 0 | 0 0 | 1 5 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL, FL. INSTR., AGE 25, 645 TOTAL HOURS, 56 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | | | |
| COLLIDED WITH WIRES/POLES | | | LANDING FINAL APPROACH | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| POWERPLANT - ENGINE STRUCTURE - CRANKSHAFT | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - VIBRATION, EXCESSIVE | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OUT OF BALANCE | | | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| PROP/ENGINE VIBRATION | | | | | | | | |
| REMARKS- FAILURE OF A COUNTERWEIGHT ASSY DUE TO WASHER, P/N629105 SPINNING LOOSE, ALLOWED PIN TO DROP OUT. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|---------------|---|--------------------------------|-------------|-------------|-----------------------------|--|
| | | | | F | S | M/N | | |
| 2-1043 | 8/1/67 TIME - 1920 | LE MARS, IOWA | TAYLORCRAFTBC12-D N-43350 DAMAGE -DESTROYED | CR- PX- QT- | 1 0 0 | 0 0 1 | INSTRUCTIONAL TRAINING | STUDENT, AGE 44, 82 TOTAL HOURS, 4 IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| COLLISION WITH AIRCRAFT BOTH IN FLIGHT | | | | LANDING FINAL APPROACH | | | | |
| PROBABLE CAUSE | | | | | | | | |
| MISCELLANEOUS-PERSONNEL - PILOT OF OTHER AIRCRAFT | | | | | | | | |
| REMARKS- N7589R, ABOVE AND BEHIND N43350 PRIOR TO COLLISION. UNICOM TRIED TO WARN PLTS OF SITUATION. | | | | | | | | |
| 2-1043 | 8/1/67 TIME - 1920 | LE MARS, IOWA | PIPER PA-28 N-7589R DAMAGE -SUBSTANTIAL | CR- PX- DT- | 0 0 1 | 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 16, 14 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| COLLISION WITH AIRCRAFT BOTH IN FLIGHT | | | | LANDING FINAL APPROACH | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE | | | | | | | | |
| REMARKS- N7589R, ABOVE AND BEHIND N43350 PRIOR TO COLLISION. UNICOM TRIED TO WARN PLTS OF SITUATION. | | | | | | | | |
| 2-1044 | 8/11/67 TIME - 0745 | COWETA, OKLA | PIPER PA-25 N-6135Z DAMAGE -DESTROYED | CR- PX- | 1 0 | 0 0 | COMMERCIAL AERIAL APPLIC | COMMERCIAL, AGE 38, 4000 TOTAL HOURS, 3000 IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| AIRFRAME FAILURE IN FLIGHT | | | | INFLIGHT PULLUP FROM SWATH RUN | | | | |
| COLLISION WITH GROUND/WATER UNCONTROLLED | | | | INFLIGHT UNCONTROLLED DESCENT | | | | |
| PROBABLE CAUSE | | | | | | | | |
| WINGS - WING ATTACHMENT FITTINGS, BOLTS | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - POOR WELD | | | | | | | | |
| PRODUCTION-DESIGN - SUBSTANDARD QUALITY CONTROL | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | | | | | |
| FIRE AFTER IMPACT | | | | | | | | |
| REMARKS- RT WING SPAR LUGS FAILED. IMPROPER WELD DURING ACFT ASSEMBLY. | | | | | | | | |
| 2-1045 | 11/19/67 TIME - 1735 | JAMESTOWN, KY | CESSNA 172E N-5460T DAMAGE -DESTROYED | CR- PX- | 1 2 | 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 30, 97 TOTAL HOURS, 15 IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| COLLIDED WITH TREES | | | | LANDING FINAL APPROACH | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | | | |
| PILOT IN COMMAND - BECAME LOST/DISORIENTED | | | | | | | | |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT | | | | | | | | |
| APPROACHING DARKNESS | | | | | | | | |
| REMARKS- PLT, ON 1ST SOLO NITE FLT, ATTEMPTED LNDG IN WOODED AREA. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|------------------|--|------------------------|--------------------------------|---|
| 2-1046 | 11/23/67 TIME - 2030 | CABLE, WIS | MOONEY M20C N-1383W DAMAGE - DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 51, 2821 TOTAL HOURS, 98 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLISION WITH GROUND/WATER UNCONTROLLED | | | INFLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| DUAL STUDENT - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - SNOW | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| REMARKS- PLT WAS NOT INSTRUMENT RATED. | | | | | | |
| 2-1047 | 11/23/67 TIME - 2321 | AURORA, MO | PIPER PA-24 N-6275P DAMAGE - DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 37, 3100 TOTAL HOURS, 100 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLISION WITH GROUND/WATER UNCONTROLLED | | | INFLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- NON-INSTRUMENT RATED PLT ATTEMPTED FLT IN IFR CONDITIONS AT NITE. | | | | | | |
| 2-1048 | 2/15/67 TIME - 1213 | YOUNGSTOWN, OHIO | CESSNA 182 N-3796U DAMAGE - DESTROYED | CR- 1 0 0 PX- 1 0 0 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL, FL. INSTR., AGE 54, 1985 TOTAL HOURS, 2 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| ENGINE FAILURE OR MALFUNCTION STALL SPIN | | | TAKEDOFF INITIAL CLIMB LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR | | | | | | |
| PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPORT | | | | | | |
| REMARKS- ATTEMPTED 180 DEG TURN BACK TO RWY WITH INSUFFICIENT ALT. TIME IN LAST 90 DAYS, 2 HRS TOTAL. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-------------------|--|------------------------|-----------------------------|---|
| 2-1049 | 6/13/67 TIME - 1628 | HUDSONVILLE, MICH | BELL 47G N-2088 DAMAGE -DESTROYED | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLIC | COMMERCIAL, FL. INSTR., AGE 22, 312 TOTAL HOURS, 56 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | | | PHASE OF OPERATION INFLIGHT STARTING SWATH RUN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| REMARKS- WIRE ENTANGLED ON ACFT CAUSING LOSS OF CONTROL. PLT WAS SPRAYING CELERY. | | | | | | |
| 2-1050 | 10/6/67 TIME - 1800 | NR. CORDOVA, ALAS | BELL 47J-2A N-30736 DAMAGE -DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL CTR PASSG - D | COMMERCIAL, FL. INSTR., AGE 24, 2203 TOTAL HOURS, 1000 IN TYPE. |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FIRE AFTER IMPACT | | | | | | |
| REMARKS- FLEW OVER MTS WHEN FLT PATH TO DESTINATION COULD HAVE BEEN FLOWN OVER WATER. STRUCK MT, AT NITE. | | | | | | |
| 2-1051 | 11/26/67 TIME - 2020 | CADILLAC, MICH | BEECH G35 N-44450 DAMAGE -DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 43, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE. |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR WEATHER - LOW CEILING WEATHER - RAIN WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT FIRE AFTER IMPACT | | | | | | |
| REMARKS- NON-INSTRUMENT RATED PLT, FLEW INTO RISING UNLIGHTED TERRAIN. IFR FLT CONDITIONS. | | | | | | |
| 2-1052 | 10/13/67 TIME - 1510 | LEOPOLD, MO | CESSNA 182F N-3591U DAMAGE -DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, FL. INSTR., AGE 25, 400 TOTAL HOURS, UNKNOWN IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DIRT BANK | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING ROLL | | | |
| PROBABLE CAUSE POWERPLANT - FUEL SYSTEM - CARBURETOR MISCELLANEOUS ACTS, CONDITIONS - LOOSE, PART/FITTING PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT | | | | | | |
| REMARKS- FLOAT BRACKET-BOWL COVER ASSY. SCREWS BACKED OUT, GAVE RICH MIXTURE. OVERFLEW SUITABLE LNDG SITES. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-------------------|---|------------------------|---------------------------|--|
| 2-1053 | 11/19/67 TIME - 1215 | LITTLE LAKE,CALIF | PIPER PA-28 N-9222J DAMAGE -SUBSTANTIAL | CR- 1 0 0 PX- 1 2 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 36, 80 TOTAL HOURS, 74 IN TYPE. |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | | | PHASE OF OPERATION INFLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR WEATHER - LOW CEILING WEATHER - RAIN WEATHER - SNOW WEATHER BRIEFING - BRIEFING RECEIVED - METHOD UNKNOWN WEATHER FORECAST - UNKNOWN MISSING AIRCRAFT-LATER RECOVERED REMARKS- RECOVERY DATE-11/20/67.NON-INSTRUMENT RATED PLT ATTEMPTED FLT INTO IFR CONDITIONS,STRUCK MT SIDE. | | | | | | |
| 2-1054 | 12/1/67 TIME - 0805 | CASTAIC,CALIF | PIPER PA-28 N-149VP DAMAGE -DESTROYED | CR- 2 0 0 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL,FL.INSTR., AGE 22, 535 TOTAL HOURS, 248 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | | | PHASE OF OPERATION INFLIGHT LOW PASS | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| FACTOR MISCELLANEOUS ACTS,CONDITIONS - UNWARRENTED LOW FLYING FIRE AFTER IMPACT REMARKS- WIRES 30 FT ABOVE RIVER. | | | | | | |
| 2-1055 | 12/1/67 TIME - 1920 | PORUM,OKLA | PIPER PA-22 N-7007B DAMAGE -DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 45, 179 TOTAL HOURS, 23 IN TYPE. |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | | | PHASE OF OPERATION INFLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FSP, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT REMARKS- NON-INSTRUMENT RATED PLT ATTEMPTED FLT DURING IFR WEATHER AT NITE. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|------------------|---|------------------------|-----------------------------|---|
| 2-1056 | 12/29/67 TIME - 1355 | MURPHYSBORO, ILL | NAVION F N-91461 DAMAGE - DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 33, 102 TOTAL HOURS, 27 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES | | | INFLIGHT NORMAL CRUISE LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE | | | | | | |
| POWERPLANT - IGNITION SYSTEM - MAGNETOES | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- LEFT MAGNETO FAILED, CAUSING BACK PRESSURE. INTAKE MANIFOLD CONNECTOR, NO. 6 CYL FAILED. | | | | | | |
| 2-1057 | 9/16/67 TIME - 1139 | BRONX, NY | CESSNA 320 N-5709X DAMAGE - DESTROYED | CR- 2 0 0 PX- 4 0 0 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 28, 1497 TOTAL HOURS, 25 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| AIRFRAME FAILURE IN FLIGHT COLLISION WITH GROUND/WATER UNCONTROLLED | | | INFLIGHT NORMAL CRUISE INFLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - IMPROPER LER OPERATION | | | | | | |
| PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| FACTOR | | | | | | |
| PILOT IN COMMAND - BECAME LOST/DISORIENTED | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. | | | | | | |
| FLIGHT CONTROL SURFACES - ELEVATOR ASSEMBLY, ATTACHMENTS | | | | | | |
| FLIGHT CONTROL SURFACES - HORIZONTAL STABILIZER, ATTACHMENTS | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- APPROX 295 LBS OVERWEIGHT | | | | | | |
| 2-1058 | 6/5/67 TIME - 1915 | FARRAGUT, IOWA | PIPER PA-11 N-4704H DAMAGE - DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AERIAL APPLIC | COMMERCIAL, AGE 48, 2000 TOTAL HOURS, 500 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| STALL | | | INFLIGHT SURVEY FIELD/AREA | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - CARBON MONOXIDE POISONING | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - UNAPPROVED MODIFICATION | | | | | | |
| REMARKS- EXHAUST STACKS HAD 6 INCH EXTENSIONS WELDED ON. NO SIDE OR BOTTOM COWLING INSTALLED. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------------|--|------------------------|--------------------------------|---|
| 2-1059 | 7/1/67 TIME - 1210 | PORT CLINTON, OHIO | CESSNA 195B N-4464C DAMAGE - DESTROYED | CR- 1 0 0 PX- 4 0 0 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 38, 1800 TOTAL HOURS, 200 IN TYPE. |
| TYPE OF ACCIDENT STALL SPIN | | | | | | |
| PHASE OF OPERATION INFLIGHT NORMAL CRUISE | | | | | | |
| PROBABLE CAUSE MISCELLANEOUS - UNDETERMINED | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | |
| REMARKS- IMPACTED 2 MILES OFF SHORE IN LAKE ERIE. | | | | | | |
| 2-1060 | 7/27/67 TIME - 1555 | BAILEYS CRSRDS, VA | CESSNA 140 N-76124 DAMAGE - SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | MISCELLANEOUS FERRY | STUDENT, AGE 25, 64 TOTAL HOURS, 35 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL | | | | | | |
| PHASE OF OPERATION TAKEOFF INITIAL CLIMB TAKEOFF INITIAL CLIMB | | | | | | |
| PROBABLE CAUSE POWERPLANT - IGNITION SYSTEM - IGNITION HARNESS, SHIELDING POWERPLANT - IGNITION SYSTEM - SPARK PLUG MISCELLANEOUS ACTS, CONDITIONS - IMPROPER CLEARANCE-TOLERANCE MAINTENANCE, SERVICING, INSPECTION - IMPROPER MAINTENANCE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- ACFT IN NOSE HIGH ATTITUDE AFTER T/O. ENG CUT OUT MOMENTARILY. HARNESS AND PLUGS NOT SERVICEABLE. | | | | | | |
| 2-1061 | 7/30/67 TIME - 2000 | ALLENTOWN, PA | HILLER UH-12L N-90458 DAMAGE - SUBSTANTIAL | CR- 0 1 0 PX- 0 0 0 | COMMERCIAL AIR TAXI - PASSG | AIRLINE TRANSPORT, AGE 32, 7388 TOTAL HOURS, 73 IN TYPE. |
| TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE MAIN ROTOR HARD LANDING | | | | | | |
| PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE TRANSMISSION ROTOR DRIVE SYSTEM - CLUTCH ASSEMBLY ROTORCFT-CLUTCH SLIPPAGE DUE GLAZED FRICTION SHOES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- CLUTCH SLIPPAGE CAUSED LOSS OF PWR TO MAIN RTR. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--|------------------------|--------------------|--|------------|--------|--------|----------------|---------------------------|--|
| | | | | F | S | M/N | | | |
| 2-1062 | 8/3/67 TIME - 1948 | BELLE FORCH, S DAK | PIPER PA-24 N-8064P DAMAGE -DESTROYED | CR- PX- | 1 2 | 0 0 | 0 0 | NONCOMMERCIAL PLEASURE | COMMERCIAL, FL. INSTR., AGE 43, 2123 TOTAL HOURS, UNKNOWN IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| COLLIDED WITH WIRES/POLES | | | INFLIGHT BUZZING | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - PHYSICAL IMPAIRMENT | | | | | | | | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - UNWARRENTED LOW FLYING | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGEMENT | | | | | | | | | |
| REMARKS- PLT BLOOD ALCOHOL LEVEL 233 MG PERCENT. | | | | | | | | | |
| 2-1063 | 8/28/67 TIME - 1630 | SHAFTER, CALIF | TIMM N2T-1 N-56517 DAMAGE -DESTROYED | CR- PX- | 1 1 | 0 0 | 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 36, 795 TOTAL HOURS, 5 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| AIRFRAME FAILURE IN FLIGHT | | | INFLIGHT ACROBATICS | | | | | | |
| COLLISION WITH GROUND/WATER UNCONTROLLED | | | INFLIGHT UNCONTROLLED DESCENT | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | | | | |
| PILOT IN COMMAND - PHYSICAL IMPAIRMENT | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGEMENT | | | | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | | | | | | |
| REMARKS- ENTIRE ACFT DISINTEGRATED. POOR AIRWORTHY COND. PLT BLOOD ALCOHOL LEVEL 104 MG PCT. | | | | | | | | | |
| 2-1064 | 9/23/67 TIME - 1835 | DAGGETT, CALIF | CESSNA 210 N-7491E DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | NONCOMMERCIAL PLEASURE | COMMERCIAL, FL. INSTR., AGE 37, 750 TOTAL HOURS, 22 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| WHEELS-UP LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY | | | | | | | | | |
| LANDING GEAR - EMERGENCY/EXTENSION ASSEMBLY | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM | | | | | | | | | |
| MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION | | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | | | | |
| SUSPECTED MECHANICAL DISCREPANCY | | | | | | | | | |
| REMARKS- NOSE WHEEL ROD ASSY FAILED NEAR JAM NUT. MECHANISM STIFF. | | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------------|--|----------------|--------|--------|---------------------------|---|
| | | | | F | S | M/N | | |
| 2-1065 | 12/8/67 TIME - 2155 | SHAWNEE, OKLA | PIPER PA-24 N-6519P DAMAGE - DESTROYED | CR- 1 PX- 1 | 0 0 | 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 49, 685 TOTAL HOURS, 401 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | | | |
| COLLIDED WITH TREES | | | LANDING FINAL APPROACH | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| MISSING AIRCRAFT - LATER RECOVERED | | | | | | | | |
| REMARKS - RECOVERY DATE - 12/13/67. 20 PCT CARBON MONOXIDE SATURATION NOT CONTRIBUTORY TO CAUSE. | | | | | | | | |
| 2-1066 | 12/9/67 TIME - 1359 | EVANSVILLE, IND | HUGHES 269B N-9454F DAMAGE - DESTROYED | CR- 1 PX- 1 | 0 0 | 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, FL. INSTR., AGE 54, 3861 TOTAL HOURS, 174 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH WIRES/POLES | | | LANDING FINAL APPROACH | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | | | |
| REMARKS - ATTEMPTED LNDG AT PARKING LOT FOR SANTA CLAUS APPEARANCE. FAILED TO GROUND-CHECK AREA BEFORE FLT. | | | | | | | | |
| 2-1067 | 9/30/67 TIME - 1401 | NASHVILLE, TENN | PIPER PA-12 N-4386M DAMAGE - DESTROYED | CR- 2 PX- 1 | 0 0 | 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 41, 405 TOTAL HOURS, 25 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | | | |
| STALL | | | LANDING FINAL APPROACH | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | |
| FACTOR | | | | | | | | |
| MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| FIRE AFTER IMPACT | | | | | | | | |
| REMARKS - ENG HAD RECENT HISTORY OF HIGH OIL CONSUMPTION. NO RECORD OF SERVICING AFTER 3 HR FLIGHT ON 9/29/67 | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|----------------------|--|------------|--------|--------|-----------------------------|---|
| | | | | F | S | M/N | | |
| 2-1068 | 8/31/67 TIME - 1320 | BERLIN HTS, OHIO | CASSUTT IIIR N-619S DAMAGE - DESTROYED | CR- PX- | 1 0 | 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 41, UNKNOWN TOTAL HOURS, 26 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | | | |
| STALL SPIN | | | INFLIGHT OTHER | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- CAUSE OF FUEL EXHAUSTION UNDETERMINED. ACFT WAS OBSERVED TO DIVE, PULL UP AND STALL AFTER POWER LOSS | | | | | | | | |
| 2-1069 | 9/27/67 TIME - 1615 | NR. PRIEST RIVER, ID | HILLER UH-12E N-90465 DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | COMMERCIAL CTR PASSG - D | COMMERCIAL, AGE 31, 5200 TOTAL HOURS, 550 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH TREES | | | INFLIGHT HOVERING | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE | | | | | | | | |
| REMARKS- HOVERING TURN, MADE INTO SETTING SUN. TAIL-ROTOR STRUCK 4 FT TREE. | | | | | | | | |
| 2-1070 | 10/11/67 TIME - 0930 | SNOQUALMIE P, WASH | BELL 47G381 N-1321X DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | COMMERCIAL CTR PASSG - D | COMMERCIAL, AGE 45, 2894 TOTAL HOURS, 423 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH OBJECT | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | | | |
| SUSPECTED OR KNOWN AIRCRAFT DAMAGE | | | | | | | | |
| REMARKS- MINOR T/R STRIKE ON LIFT-OFF. ATTEMPTED IMMEDIATE LNDG TO CHECK DAMAGE, M. ROTOR STRUCK TOP OF ROCKS. | | | | | | | | |
| 2-1071 | 10/28/67 TIME - 1323 | TITUSVILLE, FLA | GLOBE GC-1B N-3337K DAMAGE - DESTROYED | CR- PX- | 1 1 | 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 38, 829 TOTAL HOURS, 489 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLISION WITH GROUND/WATER UNCONTROLLED | | | INFLIGHT UNCONTROLLED DESCENT | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| MISCELLANEOUS - UNDETERMINED | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|---------------------------|----------------|--|----------------------|------------------|---|---------------------------|---|
| | | | | F | S | M/N | | |
| 2-1072 | 11/1/67 TIME - UNKNOWN | PUEBLO, COLO | CESSNA 172 N-5753R DAMAGE - DESTROYED | CR- PX- 1 1 | 0 0 0 0 | 0 0 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 42, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE. |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | | | UNCONTROLLED | | | PHASE OF OPERATION INFLIGHT UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE MISCELLANEOUS - UNDETERMINED MISSING AIRCRAFT - LATER RECOVERED REMARKS - RECOVERY DATE - 11/16/67. TOXICOLOGY FINDINGS CONSIDERED UNRELIABLE. | | | | | | | | |
| 2-1073 | 3/14/67 TIME - 1435 | SIMI, CALIF | CESSNA 150F N-7911F DAMAGE - SUBSTANTIAL | CR- PX- 0 0 | 0 0 0 0 | 1 0 2 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 35, 326 TOTAL HOURS, 11 IN TYPE. |
| TYPE OF ACCIDENT COLLISION WITH AIRCRAFT | | | BOTH IN FLIGHT | | | PHASE OF OPERATION INFLIGHT OTHER | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED OR KNOWN AIRCRAFT DAMAGE REMARKS - PLT OF N7911F SAW N8560G 40 FT BELOW AT RT. EVASIVE MANEUVER UNSUCCESSFUL. N7911F STRUCK N8560G. | | | | | | | | |
| 2-1073 | 3/14/67 TIME - 1410 | SIMI, CALIF | CESSNA 150 N-8560G DAMAGE - SUBSTANTIAL | CR- PX- 0 0 | 0 0 0 0 | 1 1 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 22, 155 TOTAL HOURS, 86 IN TYPE. |
| TYPE OF ACCIDENT COLLISION WITH AIRCRAFT | | | BOTH IN FLIGHT | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE MISCELLANEOUS - PERSONNEL - PILOT OF OTHER AIRCRAFT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SUSPECTED OR KNOWN AIRCRAFT DAMAGE REMARKS - PLT OF N7911F SAW N8560G 40 FT BELOW AND RT. EVASIVE MANEUVER UNSUCCESSFUL. N7911F STRUCK N8560G. | | | | | | | | |
| 2-1074 | 9/17/67 TIME - 1845 | ORCHARDS, WASH | CESSNA 180 N-1793C DAMAGE - DESTROYED | CR- PX- 0 0 | 1 1 0 1 | 0 1 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 30, 509 TOTAL HOURS, 250 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH | | | TREES | | | PHASE OF OPERATION LANDING FINAL APPROACH | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR MISCELLANEOUS ACTS, CONDITIONS - SUNGLAKE MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-------------------|--|------------------------|---------------------------|--|
| 2-1075 | 7/1/67 TIME - 1544 | CECILVILLE, CALIF | PIPER PA-24 N-5716P DAMAGE - DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 35, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH TREES | | | | | | |
| PHASE OF OPERATION INFLIGHT OTHER | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FLEW INTO BLIND CANYON MISCELLANEOUS ACTS, CONDITIONS - UNWARRENTED LOW FLYING FACTOR WEATHER - HIGH TEMPERATURE WEATHER - HIGH DENSITY ALTITUDE FIRE AFTER IMPACT REMARKS- SURVEYING MT AREA FOR PROPOSED CAMP. DENSITY ALT 9800FT, TEMP 100F. | | | | | | |
| 3-4101 | 10/23/67 TIME - 1615 | NR. WACO, TEX | CESSNA 172F N-7877U DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 39, 340 TOTAL HOURS, 163 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | | | | | |
| PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING ROLL | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - ROUGH/UNEVEN FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| 3-4102 | 10/23/67 TIME - 1800 | GREENWOOD, DEL | CESSNA 182F N-3364F DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 44, 440 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH WIRES/POLES | | | | | | |
| PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED FACTOR AIRPORT CONDITIONS - WET RUNWAY | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--|-------------------------|---------------------|--|------------|--------|--------|----------------|--------------------------------|--|
| | | | | F | S | M/N | | | |
| 3-4103 | 10/23/67 TIME - 1645 | INDIANAPOLIS, IND | CESSNA 150 N-3764J DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 51, 16 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| GEAR COLLAPSED | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | | | | |
| PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | | |
| 3-4104 | 10/26/67 TIME - 1655 | SPRINGERVILLE, ARIZ | BELLANCA 14-19 N-8838R DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 41, 414 TOTAL HOURS, 307 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| WHEELS-UP LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED | | | | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE | | | | | | | | | |
| 3-4105 | 11/5/67 TIME - 1750 | ALLIANCE, NEBR | CESSNA 310 N-310S DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 46, 1200 TOTAL HOURS, 500 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| WHEELS-UP LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR | | | | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE | | | | | | | | | |
| 3-4106 | 11/5/67 TIME - 2020 | PRT ST. JAMES, MICH | BEECH 95-55 N-8637Q DAMAGE -DESTROYED | CR- PX- | 0 0 | 0 0 | 1 0 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL, FL. INSTR., AGE 52, 19142 TOTAL HOURS, 254 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| UNDERSHOOT | | | LANDING FINAL APPROACH | | | | | | |
| COLLIDED WITH TREES | | | LANDING FINAL APPROACH | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|---|------------------------|----------------------------|--|
| | | | | F S M/N | | |
| 3-4107 | 11/5/67 TIME - 0915 | ROSENBERG, TEX | CESSNA 150G N-3340J DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 30, 55 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | |
| COLLIDED WITH DITCHES | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| POWERPLANT - ENGINE STRUCTURE - PISTON, PISTON RINGS | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- PISTON/RINGS IN NO. TWO CYLINDER FAILED. | | | | | | |
| 3-4108 | 11/5/67 TIME - 1600 | WATERTVILLE, ME | TAYLORCRAFT8C12D1 N-44444 DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 36, 170 TOTAL HOURS, 50 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| ENGINE FAILURE OR MALFUNCTION | | | LANDING FINAL APPROACH | | | |
| COLLIDED WITH DIRT BANK | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | |
| POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| 3-4109 | 11/5/67 TIME - 1600 | PENN YAN, NY | BEECH 95-B55 N-727SG DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, AGE 51, 9196 TOTAL HOURS, 1485 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| GEAR RETRACTED | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR | | | | | | |
| 3-4110 | 11/8/67 TIME - 1145 | KALAMAZOO, MICH | PIPER PA-22 N-2147A DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 27, 13 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLIDED WITH PARKED AIRCRAFT | | | TAXI FROM LANDING | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| PILOT IN COMMAND - MISJUDGED SPEED AND CLEARANCE | | | | | | |
| FLIGHT INSTRUCTOR - INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| FACTOR | | | | | | |
| AIRPORT CONDITIONS - SNOW ON RAMP/TAXIWAY | | | | | | |
| REMARKS- INSTR DEPLANED TO DIRECT PARKING BY HAND SIGNALS. STRUCK STINSON N3957, SUBST DAMAGE. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-------------|--|---------------------|-----------------------------|---|-----|----------------|---------------|-------------------------------|
| | | | | F | S | M/N | | | |
| 3-4111 | 11/8/67 | FT WAYNE, IND | AERO COMDR 500 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | COMMERCIAL, AGE 23, 373 TOTAL |
| | TIME - 0830 | | N-135M | PX- | 0 | 0 | 0 | BUSINESS | HOURS, 105 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | | | | |
| | | COLLIDED WITH PARKED AIRCRAFT | | TAXI TO TAKEOFF | | | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | LANDING GEAR - BRAKING SYSTEM | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - HYDRAULIC FAILURE | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - LEAK/LEAKAGE | | | | | | | |
| | | REMARKS- STRUCK PIPER, N4524R, EXTENSIVE DAMAGE, FLUID LEAKAGE, BY-PASSED O RING SEALS, SHRUNK BY COLD TEMP. | | | | | | | |
| 3-4112 | 11/8/67 | LEXINGTON, NEBR | PIPER PA-22 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 53, 460 TOTAL |
| | TIME - 1730 | | N-8908D | PX- | 0 | 0 | 0 | PLEASURE | HOURS, 123 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | | | | |
| | | ENGINE FAILURE OR MALFUNCTION | | INFLIGHT NORMAL CRUISE | | | | | |
| | | COLLIDED WITH WIRES/POLES | | LANDING FINAL APPROACH | | | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS | | | | | | | |
| | | PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | | |
| 3-4113 | 11/15/67 | MIDDLETOWN, PA | BEECH TC-45G | CR- | 0 | 0 | 1 | MISCELLANEOUS | COMMERCIAL, AGE 25, 2000 |
| | TIME - 2030 | | N-7200C | PX- | 0 | 0 | 0 | FERRY | TOTAL HOURS, 1025 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | | | | |
| | | WHEELS-UP LANDING | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR | | | | | | | |
| | | PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE | | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | | |
| | | SUSPECTED MECHANICAL DISCREPANCY | | | | | | | |
| | | FIRE AFTER IMPACT | | | | | | | |
| | | REMARKS- PLT ATTENTION WAS ON CONTROL BUFFETING IN ACFT. | | | | | | | |
| 3-4114 | 11/15/67 | CHEYENE WELL, COLO | CHAMPION 7EC | CR- | 0 | 0 | 1 | INSTRUCTIONAL | STUDENT, AGE 31, 92 TOTAL |
| | TIME - 1030 | | N-9872B | PX- | 0 | 0 | 0 | TRAINING | HOURS, 57 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | | | | |
| | | NOSE OVER/DOWN | | LANDING ROLL | | | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|--------------------|--|------------------------|---------------------------|---|
| 3-4115 | 11/16/67 TIME - 1535 | EWING, NJ | PIPER PA-23 N-4490P DAMAGE -SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, AGE 32, 1850 TOTAL HOURS, 100 IN TYPE. |
| TYPE OF ACCIDENT GEAR RETRACTED | | | PHASE OF OPERATION LANDING ROLL | | | |
| PROBABLE CAUSE DUAL STUDENT - INADVERTENTLY RETRACTED GEAR PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| 3-4116 | 11/17/67 TIME - 1500 | SAN JOSE, CALIF | PIPER PA-32 N-3223W DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | NONCOMMERCIAL BUSINESS | COMMERCIAL, FL. INSTR., AGE 28, 730 TOTAL HOURS, 11 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH OBJECT | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING ROLL | | | |
| PROBABLE CAUSE MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- STRUCK LARGE HOLE IN FIELD. | | | | | | |
| 3-4117 | 11/17/67 TIME - 1645 | LACEYS SPRING, ALA | CESSNA 150 N-8745S DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 27, 15 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-4118 | 11/17/67 TIME - 2115 | WHEELING, ILL | MOONEY M20A N-8390E DAMAGE -SUBSTANTIAL | CR- 0 0 2 PX- 0 0 1 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 25, 500 TOTAL HOURS, 30 IN TYPE. |
| TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE DUAL STUDENT - IMPROPER LEVEL OFF PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|------------------|--|------------------------|---------------------------|--|
| 3-4119 | 11/17/67 TIME - 0920 | YUKON, OKLA | PIPER PA-28 N-4483J DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 31, 5 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH OBJECT | | | PHASE OF OPERATION TAKEOFF RUN TAKEOFF RUN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT REMARKS- STRUCK RNWY MARKER. PLT DIRECTED ATTENTION TO PEOPLE OBSERVING HIS FIRST SOLO FLIGHT. | | | | | | |
| 3-4120 | 11/17/67 TIME - 1817 | MELBOURNE, FLA | CESSNA 210 N-6100B DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 64, 2459 TOTAL HOURS, 55 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH OBJECT GEAR COLLAPSED | | | PHASE OF OPERATION TAXI FROM LANDING TAXI FROM LANDING | | | |
| PROBABLE CAUSE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR AIRPORT CONDITIONS - OTHER MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- STRUCK RNWY EDGE 4 IN. HIGH, WHILE RETURNING TO RNWY FROM SOD AREA OFF RNWY. SHOULDERS LOWER THAN RNWY | | | | | | |
| 3-4121 | 11/17/67 TIME - 1010 | WASHINGTON, IOWA | CESSNA 150 N-7799F DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 37, 106 TOTAL HOURS, 83 IN TYPE. |
| TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-4122 | 11/18/67 TIME - 1435 | SMITHFIELD, UT | CESSNA 172 N-3872L DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | MISCELLANEOUS PARAJUMP | COMMERCIAL, AGE 27, 513 TOTAL HOURS, 100 IN TYPE. |
| TYPE OF ACCIDENT MISCELLANEOUS | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE MISC-PARACHUTE OPENED IN ACFT, PULLED CHUTIST OUT. REMARKS- STRESS ON DOOR POST/SKIN CAUSED DAMAGE. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-------------------|--|------------------------|---------------------------|--|
| 3-4123 | 11/18/67 TIME - 1815 | PRIOR LAKE, MINN | CESSNA 182 N-3453F DAMAGE -SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 23, 1412 TOTAL HOURS, 30 IN TYPE. |
| TYPE OF ACCIDENT BIRD STRIKE | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE MISCELLANEOUS - BIRD COLLISION | | | | | | |
| REMARKS- GOOSE STRUCK RT WING-LANDED WITHOUT FURTHER INCIDENT. | | | | | | |
| 3-4124 | 11/18/67 TIME - 1640 | BLUE MOUND, TEX | N.AMERICAN SNJ-6 N-3671F DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 48, 4500 TOTAL HOURS, 350 IN TYPE. |
| TYPE OF ACCIDENT HARD LANDING GROUND-WATER LOOP-SWERVE | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| 3-4125 | 11/18/67 TIME - 1215 | WHITE BLUFF, TENN | CESSNA 140 N-4228N DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 30, 1180 TOTAL HOURS, 166 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | | | PHASE OF OPERATION INFLIGHT DESCENDING LANDING ROLL | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - IMPROPER OPER./FAILED TO USE CARB. HEAT/DEICING EQUIP. WEATHER - CONDITIONS CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR TERRAIN - WET, SOFT GROUND WEATHER BRIEFING - NO BRIEFING RECEIVED REMARKS- LANDED IN ALFALFA FIELD. | | | | | | |
| 3-4126 | 11/18/67 TIME - 1000 | PLYMOUTH, MICH | ERCO 415-C N-94327 DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 43, 782 TOTAL HOURS, 4 IN TYPE. |
| TYPE OF ACCIDENT UNDERSHOOT GEAR COLLAPSED | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE TERRAIN - WET, SOFT GROUND FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|------------------|--|------------------------|---------------------------|---|
| | | | | F S M/N | | |
| 3-4127 | 11/18/67 TIME - 1000 | SHERMAN, TEX | PIPER PA-28 N-7558R DAMAGE -SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, AGE 29, 1300 TOTAL HOURS, 900 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| OVERSHOOT | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| COLLIDED WITH FENCE, FENCEPOSTS | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| DUAL STUDENT - MISJUDGED DISTANCE AND SPEED | | | | | | |
| PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| 3-4128 | 11/18/67 TIME - 1500 | LAUREL, MD | CESSNA 170 N-2541V DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 31, 141 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| ENGINE FAILURE OR MALFUNCTION | | | LANDING GO-AROUND | | | |
| COLLIDED WITH TREES | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION | | | | | | |
| FACTOR | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- FAILED TO LAND AT AVAILABLE ARPT PRIOR TO FUEL EXHAUSTION. WIND 15K GUSTING 25K. | | | | | | |
| 3-4129 | 11/19/67 TIME - 1220 | CURTIS, NEBR | PIPER J3C-65 N-35210 DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 28, 316 TOTAL HOURS, 25 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| GEAR COLLAPSED | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-4130 | 11/20/67 TIME - 1320 | SUTHERLAND, NEBR | PIPER PA-24 N-6174P DAMAGE -DESTROYED | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | COMMERCIAL, FL. INSTR., AGE 30, 700 TOTAL HOURS, 30 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | |
| REMARKS- LNDG GEAR TRANSMISSION WORN. LUG BROKEN OUT OF BULKHEAD RESULTED IN GEAR NOT IN LOCKED POSITION. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|--------------------|---|------------|--------|--------|---------------------------|--|
| | | | | F | S | M/N | | |
| 3-4131 | 11/25/67 TIME - 1150 | DOTHAN, ALA | PIPER PA-30 N-7026Y DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 2 1 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 27, 2000 TOTAL HOURS, 60 IN TYPE. |
| TYPE OF ACCIDENT GEAR RETRACTED | | | PHASE OF OPERATION TAKEOFF RUN | | | | | |
| PROBABLE CAUSE DUAL STUDENT - INADVERTENTLY RETRACTED GEAR PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | | | |
| 3-4132 | 11/26/67 TIME - 1050 | HOUGHTON LKE, MICH | PIPER PA-32 N-493CA DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 32, 27 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - BRIEFING RECEIVED - METHOD UNKNOWN WEATHER FORECAST - UNKNOWN REMARKS- LEFT 45 DEG CROSSWIND 10K GUSTING TO 25K. | | | | | | | | |
| 3-4133 | 11/26/67 TIME - 1400 | URBANA, OHIO | CESSNA 150 N-3210P DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 28, 34 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH DITCHES | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | | | |
| 3-4134 | 11/26/67 TIME - 1849 | DES MOINES, IOWA | CESSNA 310L N-2233F DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 2 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 42, 4736 TOTAL HOURS, 4300 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY LANDING GEAR - EMERGENCY/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY UNUSUAL NOISE REMARKS- NOSE GR TORQUE TUBE FAILED WHEN PREVIOUS DAMAGE OCCURRED WAS NOT DETERMINED. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------|---|---|--|--------|--------|---------------------------|---|
| | | | | F | S | M/N | | |
| 3-4135 | 11/26/67 TIME - 1030 | NASHVILLE, TENN | MOONEY M20D N-6658U DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 35, 185 TOTAL HOURS, 58 IN TYPE. |
| | | TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH FENCE, FENCEPOSTS | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING GO-AROUND | | | | |
| | | PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND | | | | | | |
| 3-4136 | 11/26/67 TIME - 1355 | ODENTON, MD | PIPER PA-22 N-5974Z DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 42, 27 TOTAL HOURS, ALL IN TYPE. |
| | | TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | |
| | | PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-4137 | 11/26/67 TIME - 1701 | SANDSTON, VA | CESSNA 310 N-3762D DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 2 | NONCOMMERCIAL PLEASURE | COMMERCIAL, FL. INSTR., AGE 36, 1568 TOTAL HOURS, 9 IN TYPE. |
| | | TYPE OF ACCIDENT WHEELS-UP LANDING | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | |
| | | PROBABLE CAUSE PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED FACTOR LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY ELECTRICAL SYSTEM - MOTORS MISCELLANEOUS ACTS, CONDITIONS - CIRCUIT BREAKER POPPED REMARKS- LNDG GEAR MOTOR FAILED. EMERG SYSTEM AND WARNING COMPONENTS OPERATIVE. | | | | | | |
| 3-4138 | 11/26/67 TIME - 1000 | BENOIT, MISS | PIPER J3C-65 N-6681H DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 22, 83 TOTAL HOURS, ALL IN TYPE. |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | | PHASE OF OPERATION LANDING FINAL APPROACH LANDING ROLL | | | | |
| | | PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|--------------------|---|------------------------|---------------------------|--|
| 3-4139 | 11/26/67 TIME - 1040 | RALSTON, IOWA | PIPER PA-22 N-947A DAMAGE -DESTROYED | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 32, 288 TOTAL HOURS, 30 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH TREES | | | PHASE OF OPERATION INFLIGHT BUZZING | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED ALTITUDE PILOT IN COMMAND - EXERCISED POOR JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - UNWARRENTED LOW FLYING | | | | | | |
| 3-4140 | 11/26/67 TIME - 1230 | CHESTERFIELD, MASS | PIPER PA-28 N-3946K DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 23, 36 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT OVERSHOOT STALL | | | PHASE OF OPERATION LANDING FINAL APPROACH LANDING GO-AROUND | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR PILOT IN COMMAND - BECAME LOST/DISORIENTED MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND WEATHER - TURBULENCE, ASSOCIATED W/ CLOUDS, THUNDERSTORMS WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFING RECEIVED - METHOD UNKNOWN WEATHER FORECAST - UNKNOWN EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT ADVERSE/UNFAVORABLE WEATHER REMARKS- LEFT QUARTERING TAILWIND 27K, GUSTING. | | | | | | |
| 3-4141 | 11/27/67 TIME - 1815 | OKLA. CITY, OKLA | PIPER PA-30 N-7519Y DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | ATR, FLIGHT INSTR., AGE 50, 6500 TOTAL HOURS, 63 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH AIRPORT HAZARD | | | PHASE OF OPERATION TAXI FROM LANDING | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC. EQUIPMENT AIRPORT SUPERVISORY PERSONNEL - FAILURE TO NOTIFY OF UNSAFE CONDITION REMARKS- STRUCK 2 UNLIGHTED SAW HORSES. PLT FAILED TO USE LNDG LTS CORRECTLY. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|------------------|---|------------|--------|--------|--------------------------------|--|
| | | | | F | S | M/N | | |
| 3-4142 | 11/27/67 TIME - 1017 | CINCINNATI, OHIO | PIPER PA-28 N-6575W DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 INSTRUCTIONAL TRAINING | STUDENT, AGE 20, 17 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | | |
| REMARKS- 60 DEG RT CROSSWIND 10K GUSTING TO 22K. | | | | | | | | |
| 3-4143 | 11/28/67 TIME - 2357 | BLYTHE, CALIF | BEECH S35 N-5833K DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 2 | 1 NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 39, 1740 TOTAL HOURS, 40 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| WHEELS-UP LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED | | | | | | | | |
| REMARKS- INSUFFICIENT TIME FOR NOSE GEAR TO LOCK DOWN. | | | | | | | | |
| 3-4144 | 11/28/67 TIME - 1130 | LIVERMORE, CALIF | PIPER PA-28 N-4516R DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 INSTRUCTIONAL SOLO | STUDENT, AGE 19, 40 TOTAL HOURS, 15 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| GROUND-WATER LOOP-SWERVE | | | TAKEOFF RUN | | | | | |
| GEAR COLLAPSED | | | TAKEOFF ABORTED | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| 3-4145 | 11/28/67 TIME - 2045 | LOMBARD, ILL | BEECH H35 N-55570 DAMAGE -DESTROYED | CR- PX- | 0 0 | 0 2 | 1 NONCOMMERCIAL PLEASURE | PRIVATE, AGE 26, 332 TOTAL HOURS, 33 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | TAKEOFF INITIAL CLIMB | | | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION | | | | | | | | |
| FACTOR | | | | | | | | |
| TERRAIN - HIGH VEGETATION | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- T/O WITH FUEL SELECTOR ON EMPTY TANK. OTHER TANKS FULL. LANDED IN CORNFIELD. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|------------------|---|------------|--------|--------|----------------------------|--|
| | | | | F | S | M/N | | |
| 3-4146 | 3/5/67 TIME - 1315 | CARSON CITY, NEV | BEECH B35 N-8858A DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 50, 755 TOTAL HOURS, 300 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| STALL MUSH | | | TAKEOFF INITIAL CLIMB | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - PREMATURE LIFT-OFF | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | |
| 3-4147 | 8/11/67 TIME - 1543 | ATLANTA, GA | BEECH J50 N-9390Y DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 3 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, FL. INSTR., AGE 43, 7025 TOTAL HOURS, 1425 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| FIRE OR EXPLOSION ON GROUND | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FIRE IN ENGINE | | | | | | | | |
| POWERPLANT - FUEL SYSTEM - LINES AND FITTINGS | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | | | |
| SUSPECTED MECHANICAL DISCREPANCY | | | | | | | | |
| REMARKS- BROKEN FITTING OFF OF FUEL PUMP, P/NAN-826-4D TEE CAUSED FLOW OF RAW FUEL TO ENGINE AND FIRE. | | | | | | | | |
| 3-4148 | 11/8/67 TIME - 0930 | SANDWICH, ILL | CESSNA 195 N-3452V DAMAGE -DESTROYED | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 29, 2000 TOTAL HOURS, 75 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | LANDING GO-AROUND | | | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| MAINTENANCE, SERVICING, INSPECTION - IMPROPER MAINTENANCE | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL | | | | | | | | |
| POWERPLANT - FUEL SYSTEM - VENTS, DRAINS, TANK CAPS | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - UNAPPROVED MODIFICATION | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- FUEL STRAINER DRAIN VALVE HAD BEEN REMOVED, MAKING IT DIFFICULT TO DRAIN FUEL STRAINER. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-------------|---|--|----------|---|-----|----------------|-----------------------------|---------------------------------|
| | | | | F | S | M/N | | | |
| 3-4149 | 11/9/67 | CIRCLE PINES, MINN | LUSCOMBE 8A | CR- | 0 | 0 | 1 | INSTRUCTIONAL | STUDENT, AGE 37, 15 TOTAL |
| | TIME - 1120 | | N-71922 | PX- | 0 | 0 | 0 | TRAINING | HOURS, ALL IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | |
| | | HARD LANDING | | | | | | LANDING LEVEL OFF/TOUCHDOWN | |
| | | GROUND-WATER LOOP-SWERVE | | | | | | LANDING ROLL | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | IMPROPER LEVEL OFF | | | | | | |
| | | PILOT IN COMMAND - | IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | |
| 3-4150 | 11/9/67 | EASTON, PA | PIPER PA-32 | CR- | 0 | 0 | 1 | COMMERCIAL | COMMERCIAL, FL. INSTR., AGE 26, |
| | TIME - 1530 | | N-4019W | PX- | 0 | 0 | 6 | AIR TAXI - PASSG | 830 TOTAL HOURS, 26 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | |
| | | COLLIDED WITH OBJECT | | | | | | TAXI FROM LANDING | |
| | | GEAR COLLAPSED | | | | | | TAXI FROM LANDING | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| | | FACTOR | | | | | | | |
| | | AIRPORT CONDITIONS - | OTHER | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - | OVERLOAD FAILURE | | | | | | |
| | | REMARKS- | LOCAL, PASSENGER SIGHT-SEEING FLIGHT, RT MAIN GEAR STRUCK A SINK HOLE. | | | | | | |
| 3-4151 | 11/9/67 | HOUGHTON LK, MICH | BEECH M35 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 57, 987 TOTAL |
| | TIME - 1000 | | N-9746R | PX- | 0 | 0 | 0 | PLEASURE | HOURS, ALL IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | |
| | | UNDERSHOOT | | | | | | LANDING LEVEL OFF/TOUCHDOWN | |
| | | GEAR COLLAPSED | | | | | | LANDING LEVEL OFF/TOUCHDOWN | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | MISJUDGED DISTANCE, SPEED, AND ALTITUDE | | | | | | |
| | | PILOT IN COMMAND - | FAILED TO INITIATE GO-AROUND | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - | OVERLOAD FAILURE | | | | | | |
| 3-4152 | 11/11/67 | BLAIR, NEBR | CESSNA 172 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 53, 399 TOTAL |
| | TIME - 1530 | | N-6976A | PX- | 0 | 0 | 1 | PLEASURE | HOURS, 68 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | |
| | | COLLIDED WITH RUNWAY OR APPROACH LIGHTS | | | | | | LANDING FINAL APPROACH | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| | | PILOT IN COMMAND - | IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | | | |
| | | REMARKS- | CROSS-WIND OF 60 DEGREES AT 11 KTS. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--|-------------------------|-----------------|---|--|--------|--------|----------------|---------------------------|---|
| | | | | F | S | M/N | | | |
| 3-4153 | 11/11/67 TIME - 1700 | NR.LAMONI,IOWA | MOONEY 20F N-9573M DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 39, 1500 TOTAL HOURS, 10 IN TYPE. |
| TYPE OF ACCIDENT OVERSHOOT NOSE OVER/DOWN | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | | | | |
| 3-4154 | 11/11/67 TIME - 1545 | NR.DELWEIN,IOWA | ERCO 415-D N-94642 DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 46, 160 TOTAL HOURS, 139 IN TYPE. |
| TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH WIRES/POLES | | | | PHASE OF OPERATION LANDING FINAL APPROACH LANDING FINAL APPROACH | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED FACTOR WEATHER - UNFAVORABLE WIND CONDITIONS REMARKS- CROSS-WIND COMPONENT OF 25 K WITH GUSTS. | | | | | | | | | |
| 3-4155 | 11/11/67 TIME - 1013 | BISMARCK,N DAK | PIPER PA-22 N-3223Z DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 2 0 | INSTRUCTIONAL DUAL | COMMERCIAL,FL.INSTR., AGE 23, 455 TOTAL HOURS, 30 IN TYPE. |
| TYPE OF ACCIDENT NOSE OVER/DOWN | | | | PHASE OF OPERATION TAXI TO TAKEOFF | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - EXERCISED POOR JUDGMENT WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY WBP, BY PHONE WEATHER FORECAST - UNKNOWN REMARKS- WIND 25 K,GUSTS TO 30. | | | | | | | | | |
| 3-4156 | 11/11/67 TIME - 0830 | TORREON,N MEX | ALON A-2 N-6370V DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 23, 32 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING ROLL | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM FLIGHT INSTRUCTOR - INADEQUATE TRAINING OF STUDENT MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION POWERPLANT - FUEL SYSTEM - OTHER EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- WING TANKS SHUT OFF VALVES CLOSED PREVENTING FUEL FLOW TO CARB.PLT NOT FAMILIAR WITH FUEL CONTROL. | | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|----------|-----------------------------------|---|------------|--------|--------|--------------------------------|---|
| | | | | F | S | M/N | | |
| 3-4157 | 11/11/67 | AMBLER, PA TIME - 1410 | CESSNA 172B N-7764X DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 24, 229 TOTAL HOURS, 167 IN TYPE. |
| TYPE OF ACCIDENT GEAR COLLAPSED | | | PHASE OF OPERATION LANDING ROLL | | | | | |
| PROBABLE CAUSE LANDING GEAR - NOSEWHEEL ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE REMARKS- TORQUE LINK P/N0543035-8 BROKEN. CRACKED IN RIGHT SIDE FLANGE. LINK BROKEN PRIOR TO LANDING. | | | | | | | | |
| 3-4158 | 11/12/67 | TRAVERSE CTY, MICH TIME - 1325 | PIPER PA-30 N-8030Y DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL, FL. INSTR., AGE 63, 9500 TOTAL HOURS, 300 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR FACTOR MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE LANDING GEAR - LANDING GEAR WARNING AND INDICATING COMPONENTS REMARKS- GR WARNING HORN INOP. | | | | | | | | |
| 3-4159 | 11/12/67 | TUCSON, ARIZ TIME - 0900 | CESSNA 185 N-4548F DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 47, 1200 TOTAL HOURS, 240 IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH OBJECT | | | PHASE OF OPERATION TAKEOFF RUN TAKEOFF RUN | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING REMARKS- PLT SEAT NOT LOCKED, MOVED TO REAR. PLT COULD NOT REACH PEDALS OR THROTTLE. ACFT WENT THRU SAGE BRUSH | | | | | | | | |
| 3-4160 | 11/12/67 | NR. WHITMAN, NEBR TIME - 0900 | PIPER PA-18 N-5830Y DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 26, 65 TOTAL HOURS, 1 IN TYPE. |
| TYPE OF ACCIDENT NOSE OVER/DOWN | | | PHASE OF OPERATION LANDING ROLL | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS REMARKS- LANDED IN PASTURE, ROLLED OFF RISE IN THE GROUND. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|--------------------|--|------------|--------|--------|--|---|
| | | | | F | S | M/N | | |
| 3-4161 | 11/14/67 TIME - 1053 | MUSCLE SHOALS, ALA | PIPER PA-24 N-5203P DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 3 | 1 3 NONCOMMERCIAL PLEASURE | PRIVATE, AGE 39, 350 TOTAL HOURS, 150 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | LANDING FINAL APPROACH | | | | | |
| UNDERSHOOT | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- ACFT STRUCK FENCE 50 FT SHORT OF RWY. | | | | | | | | |
| 3-4162 | 11/17/67 TIME - 1230 | CARLSTADT, NJ | CESSNA 310 N-193R DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 2 | 1 2 MISCELLANEOUS DEMONSTRATION | COMMERCIAL, FL. INSTR., AGE 20, 1150 TOTAL HOURS, 115 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | TAKEOFF INITIAL CLIMB | | | | | |
| WHEELS-UP LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL | | | | | | | | |
| POWERPLANT - PROPELLER AND ACCESSORIES - OTHER | | | | | | | | |
| MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OIL CONTAMINATION | | | | | | | | |
| FACTOR | | | | | | | | |
| MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- INTENTIONAL WHEELS-UP LNDG. LANDED IN SWAMP. RT ENG QUIT. PROP WOULD NOT FEATHER DUE TO OIL SLUDGE. | | | | | | | | |
| 3-4163 | 11/17/67 TIME - 1500 | MIAMI, FLA | LAKE LA-4 N-1154L DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 3 | 1 3 NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 23, 929 TOTAL HOURS, 50 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | | | |
| NOSE OVER/DOWN | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER | | | | | | | | |
| REMARKS- CG FORWARD LIMIT EXCEEDED 1 INCH. LANDED IN BAY. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-------------------|---|---|------------|-----|---------------------------|--|
| | | | | F | S | M/N | | |
| 3-4164 | 11/18/67 TIME - 1245 | CAMPBELL,CALIF | BEECH D-17S N-48973 DAMAGE -DESTROYED | CR- 0 PX- 0 | 0 0 0 0 | 1 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 40, 268 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES | | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS,CONDITIONS - IMPROPER OPER./FAILED TO USE CARB.HEAT/DEICING EQUIP. MISCELLANEOUS ACTS,CONDITIONS - ICE-CARBURETOR EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| 3-4165 | 11/19/67 TIME - 1045 | SHINGLE SPG,CALIF | CESSNA 180 N-3117D DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 0 0 0 0 | 1 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 44, 3800 TOTAL HOURS, 1800 IN TYPE. |
| TYPE OF ACCIDENT NOSE OVER/DOWN | | | | PHASE OF OPERATION LANDING ROLL | | | | |
| PROBABLE CAUSE LANDING GEAR - WHEELS,TIRES,AXLES MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE FACTOR MISCELLANEOUS ACTS,CONDITIONS - PREVIOUS DAMAGE REMARKS- RT TIRE FLAT PRIOR TO LNDG. | | | | | | | | |
| 3-4166 | 11/19/67 TIME - 1530 | ORLEANS,MASS | PIPER PA-18 N-9075H DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 0 0 0 0 | 1 0 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 44, 4000 TOTAL HOURS, 1500 IN TYPE. |
| TYPE OF ACCIDENT STALL SPIN | | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS FACTOR WEATHER - DOWNDRAFTS,UPDRAFTS MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - NO BRIEFING RECEIVED REMARKS- FLOAT EQUIPPED.PLT TK-OFF WITH FULL FLAPS.WINDS 20-30K WITH GUSTS OVER TREES.ACFT SUBMERGED. | | | | | | | | |
| 3-4167 | 11/19/67 TIME - 1150 | VISALIA,CALIF | BEECH A35 N-5608 DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 0 0 0 0 | 1 3 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 49, 700 TOTAL HOURS, 620 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | |
| PROBABLE CAUSE LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- INTENTIONAL GEAR UP LNDG.FAILURE OF NOSE GEAR ACTVATOR RETRACT ARM,PN35-825172-2,PREVIOUS CRACK. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | | |
|--------|-------------|---------------------------------|--|----------|---|-----|----------------|-----------------------------|---------------------|--------------------|
| | | | | F | S | M/N | | | | |
| 3-4168 | 11/19/67 | NR.MASON,TEX | CESSNA 182 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | ATR, FLIGHT INSTR., | AGE 45, |
| | TIME - 1500 | | N-82N | PX- | 0 | 0 | 0 | PLEASURE | 10500 TOTAL HOURS, | UNKNOWN IN |
| | | | DAMAGE -SUBSTANTIAL | | | | | | TYPE. | |
| | | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | | |
| | | GEAR COLLAPSED | | | | | | LANDING ROLL | | |
| | | NOSE OVER/DOWN | | | | | | LANDING ROLL | | |
| | | PROBABLE CAUSE | | | | | | | | |
| | | PILOT IN COMMAND - | SELECTED UNSUITABLE TERRAIN | | | | | | | |
| | | AIRPORT CONDITIONS - | HIDDEN HAZARD | | | | | | | |
| | | FACTOR | | | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - | OVERLOAD FAILURE | | | | | | | |
| | | REMARKS- | SOFT SPOT ON RNNY,COVERED WITH A HARDER CRUST OF MUD. | | | | | | | |
| 3-4169 | 11/19/67 | COLUMBUS,OHIO | MOONEY 20C | CR- | 0 | 0 | 1 | NONCOMMERCIAL | NONE, | AGE 34, 3182 TOTAL |
| | TIME - 1209 | | N-78912 | PX- | 0 | 0 | 2 | PLEASURE | HOURS, 355 IN TYPE. | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | | |
| | | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | | |
| | | ENGINE FAILURE OR MALFUNCTION | | | | | | LANDING FINAL APPROACH | | |
| | | COLLIDED WITH DITCHES | | | | | | LANDING ROLL | | |
| | | PROBABLE CAUSE | | | | | | | | |
| | | PILOT IN COMMAND - | IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS | | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - | IMPROPER OPER./FAILED TO USE CARB.HEAT/DEICING EQUIP. | | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - | ICE-CARBURETOR | | | | | | | |
| | | WEATHER - | CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING | | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - | FORCED LANDING OFF AIRPORT ON LAND | | | | | | | |
| 3-4170 | 11/19/67 | WINSTED,MINN | MOONEY 20E | CR- | 0 | 0 | 1 | INSTRUCTIONAL | STUDENT, | AGE 43, 132 TOTAL |
| | TIME - 1610 | | N-5534Q | PX- | 0 | 0 | 1 | TRAINING | HOURS, 36 IN TYPE. | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | | |
| | | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | | |
| | | UNDERSHOOT | | | | | | LANDING LEVEL OFF/TOUCHDOWN | | |
| | | GEAR COLLAPSED | | | | | | LANDING ROLL | | |
| | | PROBABLE CAUSE | | | | | | | | |
| | | PILOT IN COMMAND - | MISJUDGED DISTANCE AND ALTITUDE | | | | | | | |
| | | FACTOR | | | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - | OVERLOAD FAILURE | | | | | | | |
| 3-4171 | 11/19/67 | ROSELLE,ILL | PIPER PA-28 | CR- | 0 | 0 | 1 | INSTRUCTIONAL | STUDENT, | AGE 27, 24 TOTAL |
| | TIME - 0900 | | N-6398R | PX- | 0 | 0 | 0 | TRAINING | HOURS, ALL IN TYPE. | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | | |
| | | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | | |
| | | GROUND-WATER LOOP-SWERVE | | | | | | LANDING ROLL | | |
| | | COLLIDED WITH FENCE,FENCEPOSTS | | | | | | LANDING ROLL | | |
| | | PROBABLE CAUSE | | | | | | | | |
| | | PILOT IN COMMAND - | IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | | |
| | | PILOT IN COMMAND - | FAILED TO INITIATE GO-AROUND | | | | | | | |
| | | FACTOR | | | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - | NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA | | | | | | | |
| | | REMARKS- | ACFT CONTACTED RNNY WITH LT GEAR OFF RNNY. | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|---|-------------------|---------------------|-----------------------------|---|-----|----------------|---------------|---|
| | | | | F | S | M/N | | | |
| 3-4172 | 11/19/67 | NR.OKAWVILLE, ILL | BEECH A45 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | COMMERCIAL, FL. INSTR., AGE 30, 2180 TOTAL HOURS, 105 IN TYPE. |
| | TIME - 1758 | | N-874Z | PX- | 0 | 0 | 1 | PLEASURE | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| | ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | | | |
| | WHEELS-UP LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| | PROBABLE CAUSE | | | | | | | | |
| | PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM | | | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION | | | | | | | | |
| | FACTOR | | | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY | | | | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| | REMARKS- INTENTIONAL WHEELS-UP LNDG IN CLOVER PASTURE. | | | | | | | | |
| 3-4173 | 11/19/67 | SANFORD, MISS | AERONCA 7DC | CR- | 0 | 0 | 1 | NONCOMMERCIAL | STUDENT, AGE 29, 250 TOTAL HOURS, 50 IN TYPE. |
| | TIME - 1645 | | N-4651E | PX- | 0 | 0 | 0 | PLEASURE | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| | ENGINE FAILURE OR MALFUNCTION | | | TAKEOFF INITIAL CLIMB | | | | | |
| | STALL | | | LANDING FINAL APPROACH | | | | | |
| | PROBABLE CAUSE | | | | | | | | |
| | POWERPLANT - FUEL SYSTEM - FUEL INJECTION SYSTEM | | | | | | | | |
| | MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS | | | | | | | | |
| | TERRAIN - HIGH OBSTRUCTIONS | | | | | | | | |
| | MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION | | | | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPORT | | | | | | | | |
| | REMARKS- INJECTOR LINE TO NO 1 CYL PARTIALLY PLUGGED BY UNIDENTIFIED SUBSTANCE. STALLED AVOIDING TREES. | | | | | | | | |
| 3-4174 | 11/19/67 | MARKVILLE, MINN | AERONCA 15AC | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 38, 550 TOTAL HOURS, 15 IN TYPE. |
| | TIME - 1530 | | N-1451H | PX- | 0 | 0 | 2 | PLEASURE | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| | ENGINE FAILURE OR MALFUNCTION | | | TAKEOFF INITIAL CLIMB | | | | | |
| | COLLIDED WITH FENCE, FENCEPOSTS | | | LANDING FINAL APPROACH | | | | | |
| | PROBABLE CAUSE | | | | | | | | |
| | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL | | | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL | | | | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| | REMARKS- UNIDENTIFIED MATERIALS IN FUEL DRAINED FROM GASBOWL. LANDED IN SWAMP. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|---------------|--|------------------------|---------------------------|---|
| 3-4175 | 11/19/67 TIME - 0910 | AYER, MASS | PIPER PA-18 N-10131 DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 32, 20 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH SNOWBANK | | | | | | |
| PHASE OF OPERATION TAXI OTHER TAXI OTHER | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL WEATHER - UNFAVORABLE WIND CONDITIONS FACTOR AIRPORT CONDITIONS - OTHER PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL WEATHER BRIEFING - BRIEFED BY WBP, BY PHONE WEATHER FORECAST - UNKNOWN REMARKS- PLT TAXIING TO RAMP AFTER ABORTED TAKEOFF. 60 DEGREE CROSSWIND OF 16K. SNOWBANK ALONG SIDE OF RNMW. | | | | | | |
| 3-4176 | 11/22/67 TIME - 1215 | BOULDER, COLO | BEECH 35 N-3870N DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 24, 750 TOTAL HOURS, 600 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING | | | | | | |
| PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY LANDING GEAR - EMERGENCY/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT MISCELLANEOUS ACTS, CONDITIONS - JAMMED MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY UNUSUAL NOISE REMARKS- DOG LEG FROM LNDG GEAR BOX TO NOSE GEAR ACTUATING ROD FAILED. | | | | | | |
| 3-4177 | 11/23/67 TIME - 0920 | CHAMA, N MEX | CESSNA 182 N-2263G DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 22, 137 TOTAL HOURS, 12 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH TREES | | | | | | |
| PHASE OF OPERATION LANDING ROLL | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE WEATHER - LOW CEILING WEATHER - SNOW WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER REMARKS- PLT WAS NOT INSTRUMENT RATED. LANDED ON MOUNTAIN ROAD BORDERED WITH TREES. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-----------------------------|---------------------------------|--|----------|---|-----|-----------------------------|---------------|--|
| | | | | F | S | M/N | | | |
| 3-4178 | 11/24/67 | PROVO,UT | PIPER PA-28 | CR- | 0 | 0 | 1 | INSTRUCTIONAL | STUDENT, AGE 21, 12 TOTAL HOURS, ALL IN TYPE. |
| | TIME - 1715 | | N-7411R | PX- | 0 | 0 | 0 | SOLO | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | | |
| | GROUND-WATER LOOP-SWERVE | | | | | | TAKEOFF RUN | | |
| | | GEAR COLLAPSED | | | | | TAKEOFF RUN | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - | OVERLOAD FAILURE | | | | | | |
| 3-4179 | 11/24/67 | OPA LOCKA,FLA | CESSNA 210F | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 23, 216 TOTAL HOURS, 5 IN TYPE. |
| | TIME - 1400 | | N-1966S | PX- | 0 | 0 | 0 | PLEASURE | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | | |
| | HARD LANDING | | | | | | LANDING LEVEL OFF/TOUCHDOWN | | |
| | | GEAR COLLAPSED | | | | | LANDING LEVEL OFF/TOUCHDOWN | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | IMPROPER LEVEL OFF | | | | | | |
| | | PILOT IN COMMAND - | IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - | OVERLOAD FAILURE | | | | | | |
| 3-4180 | 11/27/67 | LANCASTER,TEX | CESSNA 150G | CR- | 0 | 0 | 1 | INSTRUCTIONAL | STUDENT, AGE 27, 49 TOTAL HOURS, ALL IN TYPE. |
| | TIME - 0930 | | N-2880S | PX- | 0 | 0 | 0 | TRAINING | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | | |
| | HARD LANDING | | | | | | LANDING LEVEL OFF/TOUCHDOWN | | |
| | | GEAR COLLAPSED | | | | | LANDING LEVEL OFF/TOUCHDOWN | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | IMPROPER LEVEL OFF | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - | OVERLOAD FAILURE | | | | | | |
| 3-4181 | 11/28/67 | ROSWELL,N MEX | BEECH M35 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | COMMERCIAL, AGE 53, 6000 TOTAL HOURS, ALL IN TYPE. |
| | TIME - 1733 | | N-329Z | PX- | 0 | 0 | 0 | BUSINESS | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | | |
| | COLLISION WITH GROUND/WATER | | CONTROLLED | | | | LANDING INITIAL APPROACH | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | IMPROPER IFR OPERATION | | | | | | |
| | | PILOT IN COMMAND - | DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - | INSTRUMENTS-MISREAD OR FAILED TO READ | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - | DISREGARD OF GOOD OPERATING PRACTICE | | | | | | |
| | | FACTOR | | | | | | | |
| | | WEATHER - | LOW CEILING | | | | | | |
| | | WEATHER - | FOG | | | | | | |
| | | WEATHER BRIEFING - | BRIEFED BY FSP, BY RADIO | | | | | | |
| | | WEATHER FORECAST - | FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | REMARKS- | PLT WAS CONCENTRATING SOLELY ON ILS LOCALIZER.ACFT NOT EQUIPPED WITH GLIDE SLOPE.PROCEDURE TURN. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-------------|--------------------|--|----------|---|-----|----------------|---------------|-------------------------------|
| | | | | F | S | M/N | | | |
| 3-4182 | 11/28/67 | CASPER, WYO | CESSNA 172 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 32, 66 TOTAL |
| | TIME - 1030 | | N-3901R | PX- | 0 | 0 | 0 | PLEASURE | HOURS, 6 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | | TYPE OF ACCIDENT | | | | | | |
| | | | NOSE OVER/DOWN | | | | | | |
| | | | PROBABLE CAUSE | | | | | | |
| | | | PILOT IN COMMAND - TAXIED/PARKED WITHOUT PROPER ASSISTANCE | | | | | | |
| | | | WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| | | | FACTOR | | | | | | |
| | | | AIRPORT CONDITIONS - ICE/SLUSH ON RAMP/TAXIWAY | | | | | | |
| | | | WEATHER BRIEFING - BRIEFING RECEIVED - METHOD UNKNOWN | | | | | | |
| | | | WEATHER FORECAST - UNKNOWN | | | | | | |
| | | | REMARKS- CROSSWIND 33K, GUSTING. | | | | | | |
| 3-4183 | 11/29/67 | EL PASO, TEX | CESSNA 182A | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 49, 1742 TOTAL |
| | TIME - 1435 | | N-2108G | PX- | 0 | 0 | 3 | PLEASURE | HOURS, 250 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | | TYPE OF ACCIDENT | | | | | | |
| | | | GEAR COLLAPSED | | | | | | |
| | | | PROBABLE CAUSE | | | | | | |
| | | | LANDING GEAR - NOSEWHEEL ASSEMBLIES | | | | | | |
| | | | MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE | | | | | | |
| | | | REMARKS- NOSE WHEEL FORK FAILED. | | | | | | |
| 3-4184 | 11/29/67 | TAMPA, FLA | CESSNA 170A | CR- | 0 | 0 | 1 | NONCOMMERCIAL | COMMERCIAL, AGE 45, 615 TOTAL |
| | TIME - 2300 | | N-1111F | PX- | 0 | 0 | 0 | PLEASURE | HOURS, 42 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | | TYPE OF ACCIDENT | | | | | | |
| | | | ENGINE FAILURE OR MALFUNCTION | | | | | | |
| | | | UNDERSHOOT | | | | | | |
| | | | PROBABLE CAUSE | | | | | | |
| | | | PILOT IN COMMAND - BECAME LOST/DISORIENTED | | | | | | |
| | | | MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | |
| | | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| | | | REMARKS- LANDED ON RAILROAD RIGHT OF WAY, DAMAGED LNDG GEAR AND WINGS. | | | | | | |
| 3-4185 | 11/29/67 | M. PALM BEACH, FLA | PIPER PA-24 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | COMMERCIAL, AGE 37, 2000 |
| | TIME - 2100 | | N-6308P | PX- | 0 | 0 | 3 | PLEASURE | TOTAL HOURS, 40 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | | TYPE OF ACCIDENT | | | | | | |
| | | | ENGINE FAILURE OR MALFUNCTION | | | | | | |
| | | | WHEELS-UP LANDING | | | | | | |
| | | | PROBABLE CAUSE | | | | | | |
| | | | PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM | | | | | | |
| | | | MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION | | | | | | |
| | | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| | | | REMARKS- INTENTIONAL WHEELS UP LNDG. LEFT TANK EMPTY, RT TANK CONTAINED ABOUT 10 GALS. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-------------------|---|------------------------|----------------------------|--|
| 3-4186 | 11/29/67 TIME - 1755 | SALINAS,CALIF | CESSNA 421 N-4005L DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL CORP/EXEC | ATR, FLIGHT INSTR., AGE 34, 6000 TOTAL HOURS, 10 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| UNDERSHOOT | | | LANDING FINAL APPROACH | | | |
| GEAR COLLAPSED | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| TERRAIN - WET,SOFT GROUND | | | | | | |
| WEATHER - DOWNDRAFTS,UPDRAFTS | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, BY RADIO | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| REMARKS- HEADWIND 17K,GUSTING. HEAVY RAIN. | | | | | | |
| 3-4187 | 11/29/67 TIME - 0820 | SANTA PAULA,CALIF | PIPER PA-24 N-6180P DAMAGE -SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, AGE 25, 2327 TOTAL HOURS, 11 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| WHEELS-UP LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | |
| LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY | | | | | | |
| LANDING GEAR - EMERGENCY/EXTENSION ASSEMBLY | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART,NOT SYSTEM | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - JAMMED | | | | | | |
| MAINTENANCE,SERVICING,INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - CORRODED/CORROSION | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | |
| SUSPECTED MECHANICAL DISCREPANCY | | | | | | |
| REMARKS- RT GEAR RETRACT ROD BEARING FROZEN PREVENTED GEAR FROM LOCKING. | | | | | | |
| 3-4188 | 11/29/67 TIME - 1000 | S.ROCKWOOD,MICH | CESSNA 172 N-6998A DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | STUDENT, AGE 22, 13 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| OVERSHOOT | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| COLLIDED WITH DITCHES | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|--------------|--|------------------------|---------------------------|--|
| 3-4189 | 11/30/67 TIME - 1821 | HOBBS, N MEX | CESSNA 182 N-5626B DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 34, 595 TOTAL HOURS, 308 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED PHASE OF OPERATION LANDING FINAL APPROACH LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| 3-4190 | 11/30/67 TIME - 1450 | COTULLA, TEX | BELLANCA 17-30 N-6668V DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 45, 5000 TOTAL HOURS, 12 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED FACTOR LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY HYDRAULIC SYSTEM - HYDRAULIC PUMPS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE REMARKS- HYDRAULIC PUMP SHAFT FAILED. EMERG SYSTEM NOT USED BY PLT. | | | | | | |
| 3-4191 | 11/30/67 TIME - 1300 | KODIAK, ALAS | BEECH D18S N-234S DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS TEST | COMMERCIAL, AGE 39, 8000 TOTAL HOURS, 1200 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY LANDING GEAR - EMERGENCY/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - JAMMED MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- TEST HOP FOR PROP MAINT. ACFT INVOLVED IN PREVIOUS LNDG GEAR ACCDT. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------|--|---|--|--------|--------|-----------------------------|--|
| | | | | F | S | M/N | | |
| 3-4192 | 11/30/67 TIME - 1540 | SANTA MONIC,CALIF | LUSCOMBE 8F N-1867B DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 44, 650 TOTAL HOURS, UNKNOWN IN TYPE. |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE | | PHASE OF OPERATION LANDING ROLL | | | | |
| | | PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| 3-4193 | 11/30/67 TIME - 2000 | ANDREWS,TEX | PIPER PA-23 N-5032Y DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 2 | NONCOMMERCIAL BUSINESS | COMMERCIAL,FL.INSTR., AGE 25, 1158 TOTAL HOURS, 55 IN TYPE. |
| | | TYPE OF ACCIDENT COLLIDED WITH AIRPORT HAZARD | | PHASE OF OPERATION TAXI FROM LANDING | | | | |
| | | PROBABLE CAUSE AIRPORT CONDITIONS - UNMARKED OBSTRUCTIONS AIRPORT SUPERVISORY PERSONNEL - FAILURE TO NOTIFY OF UNSAFE CONDITION REMARKS- STRUCK TRASH BARREL NEXT TO NARROW UNLIGHTED TAXIWAY. | | | | | | |
| 3-4194 | 11/22/67 TIME - 1700 | CONCAN,TEX | BEECH 65-A80 N-899Q DAMAGE -DESTROYED | CR- PX- | 0 0 | 1 4 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 53, 3050 TOTAL HOURS, 380 IN TYPE. |
| | | TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | | PHASE OF OPERATION LANDING FINAL APPROACH | | | | |
| | | PROBABLE CAUSE PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR TERRAIN - HIGH OBSTRUCTIONS FIRE AFTER IMPACT REMARKS- STRUCK UNMARKED TV CABLE. | | | | | | |
| 3-4195 | 11/22/67 TIME - 1730 | LITCHFIELD,ARIZ | PIPER PA-25 N-4483Y DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | COMMERCIAL AERIAL APPLIC | COMMERCIAL, AGE 24, 1500 TOTAL HOURS, 900 IN TYPE. |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | PHASE OF OPERATION INFLIGHT RETURN TO STRIP LANDING ROLL | | | | |
| | | PROBABLE CAUSE POWERPLANT - FUEL SYSTEM - VENTS,DRAINS,TANK CAPS MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY SECURED MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION MAINTENANCE,SERVICING,INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION FACTOR TERRAIN - WET,SOFT GROUND MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL DRAIN COCK CAME LOOSE. 409 HRS SINCE LAST INSPECTION. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-------------------|--|------------------------|-----------------------------|--|
| 3-4196 | 11/22/67 TIME - 1200 | CARLSBAD,CALIF | PIPER PA-24 N-6836P DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 45, 2000 TOTAL HOURS, 750 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR | | | | | | |
| FACTOR MISCELLANEOUS ACTS,CONDITIONS - CHECKLIST-FAILED TO USE | | | | | | |
| REMARKS- SUCCESSFUL GO AROUND AND LNDG. | | | | | | |
| 3-4197 | 11/22/67 TIME - 1605 | RIO GRANDE,NJ | CESSNA 337 N-5312S DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 41, 429 TOTAL HOURS, 27 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR | | | | | | |
| FACTOR MISCELLANEOUS ACTS,CONDITIONS - CHECKLIST-FAILED TO USE | | | | | | |
| 3-4198 | 11/22/67 TIME - 1400 | MONTPELLIER,CALIF | BOEING A75 N-56416 DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLIC | COMMERCIAL, AGE 37, 12500 TOTAL HOURS, 11000 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DIRT BANK | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING ROLL | | | |
| PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| 3-4199 | 11/23/67 TIME - 2230 | MELBOURNE,FLA | PIPER PA-22 N-3581A DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 28, 140 TOTAL HOURS, 18 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH DITCHES GEAR COLLAPSED | | | PHASE OF OPERATION TAXI FROM LANDING TAXI FROM LANDING | | | |
| PROBABLE CAUSE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | |
| FACTOR MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| REMARKS- LEFT TAXIWAY PRIOR TO TURNOFF TO RAMP. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--------|----------|--|------------------------|------------|--------|--------|--|---|
| | | | | F | S | M/N | | |
| 3-4200 | 11/23/67 | INDIANAPOLIS, IND | PIPER PA-22 N-9600D | CR- PX- | 0 0 | 0 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 38, 72 TOTAL HOURS, 2 IN TYPE. |
| | | TIME - 1230 | DAMAGE -SUBSTANTIAL | | | | | |
| | | TYPE OF ACCIDENT STALL | | | | | PHASE OF OPERATION LANDING FINAL APPROACH | |
| | | PROBABLE CAUSE | | | | | | |
| | | PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| | | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE | | | | | | |
| | | WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. | | | | | | |
| | | WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| | | WEATHER FORECAST - UNKNOWN | | | | | | |
| | | REMARKS- ACFT AIRBORNE APPROX 30 MIN. 1 TO 1 1/2 INCHES OF ICE FOUND ON ACFT AFTER ACCIDENT. | | | | | | |
| 3-4201 | 11/23/67 | GRANDY, NC | MEYERS 200-C N-196M | CR- PX- | 0 0 | 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 50, 1222 TOTAL HOURS, 424 IN TYPE. |
| | | TIME - 1605 | DAMAGE -SUBSTANTIAL | | | | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN | | | | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | |
| | | PROBABLE CAUSE | | | | | | |
| | | PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| | | FACTOR | | | | | | |
| | | AIRPORT CONDITIONS - SOFT SHOULDERS | | | | | | |
| | | AIRPORT CONDITIONS - SOFT RUNWAY | | | | | | |
| 3-4202 | 11/23/67 | GWINNER, N DAK | CESSNA 172 N-8170L | CR- PX- | 0 0 | 0 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 25, 73 TOTAL HOURS, 9 IN TYPE. |
| | | TIME - 1250 | DAMAGE -SUBSTANTIAL | | | | | |
| | | TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | |
| | | PROBABLE CAUSE | | | | | | |
| | | PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| | | PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | |
| | | FACTOR | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-4203 | 11/23/67 | ROSWELL, N MEX | CESSNA 182 N-2938Y | CR- PX- | 0 0 | 0 4 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 46, 1400 TOTAL HOURS, 150 IN TYPE. |
| | | TIME - 1700 | DAMAGE -SUBSTANTIAL | | | | | |
| | | TYPE OF ACCIDENT GEAR COLLAPSED NOSE OVER/DOWN | | | | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | |
| | | PROBABLE CAUSE | | | | | | |
| | | LANDING GEAR - NOSEWHEEL ASSEMBLIES | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | |
| | | FACTOR | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - VIBRATION, EXCESSIVE | | | | | | |
| | | REMARKS- NOSE WHEEL FORK FAILED. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|--------------------|---|------------|--------|--------|--------------------------------|---|
| | | | | F | S | M/N | | |
| 3-4204 | 11/24/67 TIME - 1015 | MENOMINEE, MICH | TAYLORCRAFT BC12-D N-43273 DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 39, 49 TOTAL HOURS, 28 IN TYPE. |
| TYPE OF ACCIDENT STALL MUSH | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE REMARKS- PLT MADE TWO ATTEMPTS TO T/O. ICE ON WINGS. | | | | | | | | |
| 3-4205 | 11/24/67 TIME - 1900 | GRAND RAPIDS, MINN | PIPER PA-28 N-507UM DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 1 | INSTRUCTIONAL TRAINING | PRIVATE, AGE 25, 157 TOTAL HOURS, 12 IN TYPE. |
| TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH DITCHES | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED FACTOR AIRPORT CONDITIONS - ICE/SLUSH ON RUNWAY WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE WEATHER FORECAST - UNKNOWN EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT ADVERSE/UNFAVORABLE WEATHER | | | | | | | | |
| 3-4206 | 11/24/67 TIME - 1617 | LANGLEY AFB, VA | SIERRADYNE S-1 N-12K DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | MISCELLANEOUS DEMONSTRATION | COMMERCIAL, AGE 44, 3300 TOTAL HOURS, 1 IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|--------------------|--|--------------------------|------------|------------|---------------------------|--|
| | | | | F | S | M/N | | |
| 3-4207 | 11/24/67 TIME - 1930 | DENVER, COLO | CESSNA 172 N-3749R DAMAGE - SUBSTANTIAL | CR- 0 PX- 0 | 0 0 0 0 | 1 1 1 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 30, 250 TOTAL HOURS, 25 IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| GEAR COLLAPSED | | | | TAKEOFF ABORTED | | | | |
| NOSE OVER/DOWN | | | | TAKEOFF ABORTED | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| LANDING GEAR - NOSEWHEEL ASSEMBLIES | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - VIBRATION, EXCESSIVE | | | | | | | | |
| REMARKS- PLT FELT NOSE WHEEL VIBRATE, ABORTED T/O. ACFT PORPOISED DURING ABORT. | | | | | | | | |
| 3-4208 | 11/24/67 TIME - 1300 | ALBUQUERQUE, N MEX | PIPER PA-28 N-6626W DAMAGE - SUBSTANTIAL | CR- 0 PX- 0 | 0 0 0 0 | 1 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 25, 19 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| GROUND-WATER LOOP-SWERVE | | | | LANDING ROLL | | | | |
| GEAR COLLAPSED | | | | LANDING ROLL | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| 3-4209 | 11/24/67 TIME - 1030 | WAYNESVILLE, OHIO | ERCO 415-C N-99876 DAMAGE - SUBSTANTIAL | CR- 0 PX- 0 | 0 0 0 0 | 1 0 0 0 | NONCOMMERCIAL PLEASURE | STUDENT, AGE 32, 160 TOTAL HDURS, 30 IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | | INFLIGHT CLIMB TO CRUISE | | | | |
| STALL | | | | LANDING FINAL APPROACH | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPER OPER./FAILED TO USE CARB.HEAT/DEICING EQUIP. | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR | | | | | | | | |
| MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION | | | | | | | | |
| FACTOR | | | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- PLT PULLED UP TO AVOID WIRES. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-------------|---|---------------------|----------|---|-----|-----------------------------|---------------|----------------------------|
| | | | | F | S | M/N | | | |
| 3-4210 | 11/24/67 | SAN FERNAND,CALIF | PIPER PA-28 | CR- | 0 | 0 | 1 | INSTRUCTIONAL | STUDENT, AGE 24, 12 TOTAL |
| | TIME - 1650 | | N-7554R | PX- | 0 | 0 | 0 | SOLO | HOURS, ALL IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | GROUND-WATER LOOP-SWERVE | | | | | LANDING ROLL | | |
| | | COLLIDED WITH FENCE,FENCEPOSTS | | | | | LANDING ROLL | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | LANDING GEAR - BRAKING SYSTEM | | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE | | | | | | | |
| | | FLIGHT INSTRUCTOR - INADEQUATE TRAINING OF STUDENT | | | | | | | |
| | | REMARKS- RT BRAKE GRABBED. STUDENT INSTRUCTED TO USE ONLY HAND BRAKES. SECOND SOLO FLT. | | | | | | | |
| 3-4211 | 11/25/67 | RANDOLPH,WIS | PIPER J-3 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 24, 67 TOTAL |
| | TIME - 0730 | | N-1276V | PX- | 0 | 0 | 0 | PLEASURE | HOURS, 10 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | STALL MUSH | | | | | TAKEOFF INITIAL CLIMB | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | |
| | | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE | | | | | | | |
| | | REMARKS- HEAVY FROST ON ACFT. | | | | | | | |
| 3-4212 | 11/25/67 | HORNBECK,LA | CESSNA 172G | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 33, 200 TOTAL |
| | TIME - 1645 | | N-1309F | PX- | 0 | 0 | 1 | PLEASURE | HOURS, ALL IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | STALL MUSH | | | | | INFLIGHT LOW PASS | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | |
| | | FACTOR | | | | | | | |
| | | WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | |
| | | WEATHER BRIEFING - BRIEFED BY FSP, BY RADIO | | | | | | | |
| | | WEATHER FORECAST - UNKNOWN | | | | | | | |
| | | REMARKS- DRAGGING FLD. QUARTERING TAILWIND 24K,GUSTING. | | | | | | | |
| 3-4213 | 11/25/67 | DECATUR,TEX | PIPER PA-28 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 34, 105 TOTAL |
| | TIME - 1115 | | N-9482J | PX- | 0 | 0 | 1 | PLEASURE | HOURS, 15 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | OVERSHOOT | | | | | LANDING LEVEL OFF/TOUCHDOWN | | |
| | | COLLIDED WITH DITCHES | | | | | LANDING ROLL | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | | |
| | | FACTOR | | | | | | | |
| | | AIRPORT CONDITIONS - OTHER | | | | | | | |
| | | REMARKS- LOOSE GRAVEL ON RNMW. | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|----------|---------------------|-----------------------------|------------|--------|--------|---------------------------|--|
| | | | | F | S | M/N | | |
| 3-4214 | 11/25/67 | HOLLIS, OKLA | PIPER PA-24 N-8378P | CR- PX- | 0 0 | 0 1 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 34, 7500 TOTAL HOURS, 1200 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| WHEELS-UP LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE | | | | | | | | |
| 3-4215 | 12/1/67 | BAT CAVE, NC | PIPER PA-20 N-7620K | CR- PX- | 0 0 | 0 0 | 1 PLEASURE | PRIVATE, AGE 32, 470 TOTAL HOURS, 305 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH TREES | | | INFLIGHT NORMAL CRUISE | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | | | |
| FACTOR | | | | | | | | |
| WEATHER - LOW CEILING | | | | | | | | |
| WEATHER - FOG | | | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | | |
| REMARKS- PLT DID NOT OBTAIN WEA BRIEF DUE TO PHONE OUT OF ORDER AT T/O POINT. PLT NOT INSTRUMENT RATED. | | | | | | | | |
| 3-4216 | 12/1/67 | GRAND JUNCT, COLO | CESSNA 310 N-5266A | CR- PX- | 0 0 | 0 0 | 1 PLEASURE | COMMERCIAL, AGE 44, 1811 TOTAL HOURS, 1686 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| UNDERSHOOT | | | LANDING FINAL APPROACH | | | | | |
| COLLIDED WITH WIRES/POLES | | | LANDING FINAL APPROACH | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE | | | | | | | | |
| PILOT IN COMMAND - PHYSICAL IMPAIRMENT | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - HYPOXIA | | | | | | | | |
| PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC. EQUIPMENT | | | | | | | | |
| REMARKS- LANDED SAFELY. FLT WAS 15,500 MSL ALTITUDE FOR ABOUT 1+45 TIME ENROUTE. PLT MISUSED PORTABLE OXYGEN. | | | | | | | | |
| 3-4217 | 12/1/67 | JOHANNESBURG, CALIF | AERONCA L-3 N-48807 | CR- PX- | 0 0 | 0 0 | 1 PRACTICE | PRIVATE, AGE 36, 210 TOTAL HOURS, 22 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| GFAR COLLAPSED | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE | | | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | | | |
| REMARKS- CROSSWIND 25K, GUSTING. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--------|---------|---------------------------|--|----------------|--------|--------|-----------------------------|---|
| | | | | F | S | M/N | | |
| 3-4218 | 12/1/67 | FAYETTEVILLE, ARK | MOONEY M20D N-6659U | CR- 0 PX- 0 | 0 0 | 1 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 34, 528 TOTAL HOURS, 4 IN TYPE. |
| | | TIME - 0940 | DAMAGE -SUBSTANTIAL | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | |
| | | WHEELS-UP LANDING | | | | | LANDING LEVEL OFF/TOUCHDOWN | |
| | | PROBABLE CAUSE | | | | | | |
| | | PILOT IN COMMAND - | FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED | | | | | |
| 3-4219 | 12/1/67 | FOSTORIA, KANS | LUSCOMBE 8A N-71382 | CR- 0 PX- 0 | 0 0 | 1 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 24, 112 TOTAL HOURS, 65 IN TYPE. |
| | | TIME - 1700 | DAMAGE -SUBSTANTIAL | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | |
| | | NOSE OVER/DOWN | | | | | LANDING ROLL | |
| | | PROBABLE CAUSE | | | | | | |
| | | PILOT IN COMMAND - | SELECTED UNSUITABLE TERRAIN | | | | | |
| | | PILOT IN COMMAND - | CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | | PILOT IN COMMAND - | INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | |
| | | FACTOR | | | | | | |
| | | TERRAIN - | WET, SOFT GROUND | | | | | |
| | | WEATHER - | LOW CEILING | | | | | |
| | | WEATHER - | FOG | | | | | |
| | | WEATHER BRIEFING - | NO BRIEFING RECEIVED | | | | | |
| | | WEATHER FORECAST - | FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | | EMERGENCY CIRCUMSTANCES - | PRECAUTIONARY LANDING OFF AIRPORT | | | | | |
| | | | ADVERSE/UNFAVORABLE WEATHER | | | | | |
| | | REMARKS- | LANDED IN CLOVER FIELD. | | | | | |
| 3-4220 | 5/19/67 | BLOOMINGTON, ILL | CESSNA 172F N-5327R | CR- 0 PX- 0 | 0 0 | 1 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 40, 208 TOTAL HOURS, ALL IN TYPE. |
| | | TIME - 1445 | DAMAGE -SUBSTANTIAL | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | |
| | | GROUND-WATER LOOP-SWERVE | | | | | LANDING ROLL | |
| | | COLLIDED WITH OBJECT | | | | | LANDING ROLL | |
| | | PROBABLE CAUSE | | | | | | |
| | | PILOT IN COMMAND - | INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | |
| | | PILOT IN COMMAND - | FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | |
| | | WEATHER - | UNFAVORABLE WIND CONDITIONS | | | | | |
| | | WEATHER BRIEFING - | NO BRIEFING RECEIVED | | | | | |
| | | WEATHER FORECAST - | UNKNOWN | | | | | |
| | | REMARKS- | STRUCK STEEL BEAMS BEING USED FOR RWY CONST OFF RWY. CROSSWIND OF 20K, GUSTS TO 35K. | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-------------|---|---|----------|---|-----|-----------------------------|---------------|---|
| | | | | F | S | M/N | | | |
| 3-4221 | 6/22/67 | ST THOMAS, VI | CESSNA 172 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 25, 60 TOTAL HOURS, ALL IN TYPE. |
| | TIME - 1710 | | N-8624U | PX- | 0 | 0 | 3 | PLEASURE | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | COLLIDED WITH WIRES/POLES | | | | | TAXI OTHER | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT | | | | | | |
| | | REMARKS- | UNQUALIFIED PASSENGER AT CONTROLS. | | | | | | |
| 3-4222 | 7/16/67 | MERIT, TEX | CESSNA 175 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 38, 1400 TOTAL HOURS, 50 IN TYPE. |
| | TIME - 1800 | | N-7030E | PX- | 0 | 0 | 3 | PLEASURE | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | ENGINE FAILURE OR MALFUNCTION | | | | | TAKEOFF INITIAL CLIMB | | |
| | | NOSE OVER/DOWN | | | | | LANDING ROLL | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | POWERPLANT - ENGINE STRUCTURE - | PISTON, PISTON RINGS | | | | | | |
| | | POWERPLANT - ENGINE STRUCTURE - | VALVE ASSEMBLIES | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - | STICKING | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - | CARBON DEPOSITS | | | | | | |
| | | MAINTENANCE, SERVICING, INSPECTION - | INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| | | PILOT IN COMMAND - | ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - | FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| | | REMARKS- | T/O FROM FARM FIELD AFTER PRECAUTIONARY LDG DUE TO LOSS OF OIL PRESSURE. 7 QTS OIL ADDED. | | | | | | |
| 3-4223 | 8/8/67 | LAS VEGAS, NEV | ALON A-2 | CR- | 0 | 0 | 1 | INSTRUCTIONAL | STUDENT, AGE 43, 47 TOTAL HOURS, 43 IN TYPE. |
| | TIME - 2100 | | N-5473E | PX- | 0 | 0 | 0 | TRAINING | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | UNDERSHOOT | | | | | LANDING LEVEL OFF/TOUCHDOWN | | |
| | | COLLIDED WITH RUNWAY OR APPROACH LIGHTS | | | | | LANDING LEVEL OFF/TOUCHDOWN | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | MISJUDGED DISTANCE AND ALTITUDE | | | | | | |
| | | REMARKS- | STRUCK THRESHOLD LIGHT DURING NITE OPERATION. | | | | | | |
| 3-4224 | 8/22/67 | AIKEN, SC | PIPER PA-23 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 44, 1982 TOTAL HOURS, 152 IN TYPE. |
| | TIME - 2035 | | N-5766Y | PX- | 0 | 0 | 1 | BUSINESS | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | COLLIDED WITH OBJECT | | | | | TAKEOFF RUN | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | SELECTED UNSUITABLE TERRAIN | | | | | | |
| | | PILOT IN COMMAND - | FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| | | FACTOR | | | | | | | |
| | | AIRWAYS FACILITIES PERSONNEL - | FAILURE TO ISSUE NOTAM | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - | RUNWAY CLOSED | | | | | | |
| | | FIRE AFTER IMPACT | | | | | | | |
| | | REMARKS- | CONSTRUCTION EQUIPMENT ON RNWY. FIRE-LEFT WING AND COMPONENTS. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|---|----------|---------------------------------|---|------------|--------|--------|----------------|---------------------------|---|
| | | | | F | S | M/N | | | |
| 3-4225 | 8/27/67 | SYLVANIA,GA TIME - 1830 | PIPER PA-28 N-9955W DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 32, 70 TOTAL HOURS, 55 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT CLIMB TO CRUISE | | | | | | |
| COLLIDED WITH OBJECT | | | LANDING ROLL | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM | | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION | | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - INATTENTIVE TO FUEL SUPPLY | | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES | | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | |
| REMARKS- LANDED ON ROAD HIT ROAD SIGN,PLT FAILED TO SWITCH TANKS. | | | | | | | | | |
| 3-4226 | 9/23/67 | GREENWOOD,IND TIME - 1500 | PIPER PA-22 N-3656P DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 42, 130 TOTAL HOURS, 4 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| GEAR COLLAPSED | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | | | | |
| 3-4227 | 9/23/67 | WINTER HAVEN,FLA TIME - 1110 | PIPER PA-24 N-6579P DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 36, 2050 TOTAL HOURS, 80 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| WHEELS-UP LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR | | | | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - CHECKLIST-FAILED TO USE | | | | | | | | | |
| 3-4228 | 10/14/67 | JACKSONVILLE,FLA TIME - 1130 | CESSNA 172 N-6909A DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 30, 329 TOTAL HOURS, 29 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| GEAR COLLAPSED | | | TAXI TO TAKEOFF | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | | | | |
| AIRPORT CONDITIONS - POORLY MAINTAINED RAMP/TAXIWAY SURFACE | | | | | | | | | |
| AIRPORT CONDITIONS - UNMARKED OBSTRUCTIONS | | | | | | | | | |
| AIRPORT SUPERVISORY PERSONNEL - FAILURE TO NOTIFY OF UNSAFE CONDITION | | | | | | | | | |
| FACTOR | | | | | | | | | |
| PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | | | | |
| REMARKS- OCCURRED WHEN ACFT TAXIED OVER BUMP ON TAXIWAY,PLT WATCHING TOWER FOR LIGHT. | | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|---|----------|-------------------|--|------------|--------|--------|----------------|---------------------------|--|
| | | | | F | S | M/N | | | |
| 3-4229 | 10/22/67 | WOOSTER, OHIO | BEECH A23 N-4768J | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 44, 90 TOTAL HOURS, 22 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| GEAR COLLAPSED | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - | | | IMPROPER LEVEL OFF | | | | | | |
| PILOT IN COMMAND - | | | IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - | | | OVERLOAD FAILURE | | | | | | |
| 3-4230 | 10/26/67 | CLINTON, MD | CESSNA 182J N-3512F | CR- PX- | 0 0 | 0 0 | 2 1 | NONCOMMERCIAL PRACTICE | COMMERCIAL, FL. INSTR., AGE 34, 1180 TOTAL HOURS, 65 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| UNDERSHOOT | | | LANDING FINAL APPROACH | | | | | | |
| COLLIDED WITH WIRES/POLES | | | LANDING FINAL APPROACH | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| COPILOT - | | | MISJUDGED DISTANCE AND ALTITUDE | | | | | | |
| PILOT IN COMMAND - | | | EXERCISED POOR JUDGMENT | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - | | | SIMULATED CONDITIONS | | | | | | |
| REMARKS- INEXPERIENCED SAFETY PILOT USED BY CFI UNDER HOOD ON SIMULATED GCA. LANDED WITHOUT FURTHER DAMAGE. | | | | | | | | | |
| 3-4231 | 10/26/67 | NR. MONROE, NC | PIPER PA-12 N-3996M | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 26, 40 TOTAL HOURS, 4 IN TYPE. |
| | | | DAMAGE -DESTROYED | | | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| OVERSHOOT | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| COLLIDED WITH TREES | | | LANDING ROLL | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - | | | MISJUDGED DISTANCE AND SPEED | | | | | | |
| 3-4232 | 10/26/67 | NR. AVENAL, CALIF | CESSNA 180 N-5232D | CR- PX- | 0 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 25, 65 TOTAL HOURS, 20 IN TYPE. |
| | | | DAMAGE -DESTROYED | | | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| STALL MUSH | | | TAKEOFF INITIAL CLIMB | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - | | | PREMATURE LIFT-OFF | | | | | | |
| PILOT IN COMMAND - | | | FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|---------------------|--|--|--------|--------|---------------------------|---|
| | | | | F | S | M/N | | |
| 3-4233 | 10/27/67 TIME - 1230 | NORTH PLATTE, NEBR | CESSNA 210 N-3780Y DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 76, 700 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE | | | | | | | | |
| 3-4234 | 10/27/67 TIME - 1215 | NR. SHIPROCK, N MEX | CESSNA 150 N-6524T DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 44, 89 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - BECAME LOST/DISORIENTED | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| 3-4235 | 10/27/67 TIME - 1845 | BOULDER, COLO | PIPER PA-28 N-8806W DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 35, 77 TOTAL HOURS, 16 IN TYPE. |
| TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| 3-4236 | 10/28/67 TIME - 0937 | CRYSTAL, MINN | CESSNA 310 N-659R DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 38, 1181 TOTAL HOURS, 77 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | |
| PROBABLE CAUSE LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY LANDING GEAR - EMERGENCY/EXTENSION ASSEMBLY LANDING GEAR - GEAR LOCKING MECHANISM | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT | | | | | | | | |
| MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | | | |
| SUSPECTED MECHANICAL DISCREPANCY | | | | | | | | |
| REMARKS-LNDG GEAR SYSTEM OUT OF RIG DUE TO DISTORTION OF NOSE GEAR ASSEMBLY. PREVENTED LOCKING. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|----------|---------------------------------|---|------------|--------|--------|--------------------------------|--|
| | | | | F | S | M/N | | |
| 3-4237 | 10/28/67 | LITHONIA,GA TIME - 1330 | CESSNA 150 N-8122S DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 INSTRUCTIONAL TRAINING | STUDENT, AGE 49, 38 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE. COLLIDED WITH RUNWAY OR APPROACH LIGHTS | | | | | | | | |
| PHASE OF OPERATION LANDING ROLL LANDING ROLL | | | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND REMARKS- LT QUARTERING TAIL-WIND,15K WITH GUSTS. | | | | | | | | |
| 3-4238 | 10/29/67 | GLADWIN,MICH TIME - 0830 | PIPER PA-22 N-1641A DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 NONCOMMERCIAL PLEASURE | STUDENT, AGE 35, 51 TOTAL HOURS, 15 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH FENCE,FENCEPOSTS | | | | | | | | |
| PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING ROLL | | | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| 3-4239 | 10/29/67 | TOLEDO,OHIO TIME - 1631 | NAVION A N-4457K DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 36, 3690 TOTAL HOURS, 900 IN TYPE. |
| TYPE OF ACCIDENT GEAR COLLAPSEL | | | | | | | | |
| PHASE OF OPERATION LANDING ROLL | | | | | | | | |
| PROBABLE CAUSE LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - PREVIOUS DAMAGE REMARKS- SCISSORS,P/N33107-33108,IN LT GR FAILED. | | | | | | | | |
| 3-4240 | 10/29/67 | BOULDER,COLORADO TIME - 0945 | CESSNA 172G N-5949R DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 2 INSTRUCTIONAL DUAL | COMMERCIAL,FL.INSTR., AGE 57, 16542 TOTAL HOURS, 800 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES | | | | | | | | |
| PHASE OF OPERATION INFLIGHT CLIMB TO CRUISE LANDING FINAL APPROACH | | | | | | | | |
| PROBABLE CAUSE ANTI-ICING,DE-ICING SYSTEMS - CARBURETOR DE-ICING SYSTEM MISCELLANEOUS ACTS,CONDITIONS - BINDING MISCELLANEOUS ACTS,CONDITIONS - ICE-CARBURETOR WEATHER - CONDITIONS CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING MAINTENANCE,SERVICING,INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION WEATHER BRIEFING - NO BRIEFING RECEIVED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- STRUCK POWER LINES. CARB HEAT CONTROL BINDING.LED PLT TO BELIEVE FULL HEAT WHEN PARTIALLY ON. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|--|------------|--------|--------|---------------------------|--|
| | | | | F | S | M/N | | |
| 3-4241 | 11/3/67 TIME - 2130 | MCALLEN, TEX | BEECH B50 N-36748 DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 1 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 43, 1800 TOTAL HOURS, 60 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| PROPELLER/ROTOR FAILURE PROPELLER | | | LANDING TRAFFIC PATTERN-CIRCLING | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| POWERPLANT - PROPELLER AND ACCESSORIES - BLADES | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPORT | | | | | | | | |
| PROP/ENGINE VIBRATION | | | | | | | | |
| REMARKS- 6 1/2 IN BROKE OFF BLADE, LT PROP. | | | | | | | | |
| 3-4242 | 11/5/67 TIME - 1000 | NICOLAUS, CALIF | CESSNA 182 N-8763X DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 39, 700 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH WIRES/POLES | | | INFLIGHT LOW PASS | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | | | |
| FACTOR | | | | | | | | |
| WEATHER - OBSTRUCTIONS TO VISION | | | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | | |
| REMARKS- STRUCK STATIC LINES WHILE FLYING OVER KNOWN POWER LINE. RETURNED TO ARPT, NO FURTHER DAMAGE. | | | | | | | | |
| 3-4243 | 11/8/67 TIME - 1245 | BUNNELL, FLA | AERO COMDR 100 N-3898X DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 2 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 26, 1850 TOTAL HOURS, 28 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| DUAL STUDENT - IMPROPER LEVEL OFF | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| 3-4244 | 11/9/67 TIME - 0800 | NR. NEWPORT, NEBR | CESSNA 172 N-82418 DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 47, 127 TOTAL HOURS, 15 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH OBJECT | | | LANDING ROLL | | | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | | | |
| TERRAIN - HIDDEN OBSTRUCTIONS | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS-PERSONNEL - GROUND SIGNALMAN | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| REMARKS- HIT A SWALE IN PASTURE USED AS LANDING STRIP. PLT FOLLOWING HAND SIGNALS. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|--------------------|---|------------------------|---------------------------|---|
| | | | | F S M/N | | |
| 3-4245 | 11/12/67 TIME - 1645 | TAHOKA, TEX | MOONEY M20E N-79819 DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 53, 192 TOTAL HOURS, 8 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING ROLL PROBABLE CAUSE POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR TERRAIN - WET, SOFT GROUND EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NOSED UP IN MAIZE FIELD. | | | | | | |
| 3-4246 | 11/12/67 TIME - 1357 | SPRINGFIELD, ILL | BEECH V35 N-9486S DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 43, 350 TOTAL HOURS, 225 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DITCHES PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION MISCELLANEOUS ACTS, CONDITIONS - FUEL SELECTOR POSITIONED BETWEEN TANKS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| 3-4247 | 11/17/67 TIME - 1530 | LUPTON, MICH | PIPER PA-32 N-3444W DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | STUDENT, AGE 36, 44 TOTAL HOURS, 9 IN TYPE. |
| TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-4248 | 11/18/67 TIME - 1750 | ALBUQUERQUE, N MEX | CESSNA 150 N-8694G DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 24, 15 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - BECAME LOST/DISORIENTED MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FLIGHT INSTRUCTOR - INADEQUATE TRAINING OF STUDENT TERRAIN - SANDY EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PLT HAD TOTAL OF 4.9 HRS SOLO AND NO PREVIOUS NIGHT TIME. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--------------------|--|------------|--------|--------|---------------------------|---|
| | | | | F | S | M/N | | |
| 3-4249 | 11/19/67 TIME - 1530 | CYNTHIANA, KY | BEECH C-18 N-75595 DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | MISCELLANEOUS PARAJUMP | PRIVATE, AGE 24, 500 TOTAL HOURS, 50 IN TYPE. |
| | TYPE OF ACCIDENT GEAR RETRACTED | | PHASE OF OPERATION LANDING ROLL | | | | | |
| | PROBABLE CAUSE PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR | | | | | | | |
| 3-4250 | 11/27/67 TIME - 1530 | BAKERSFIELD, CALIF | BEECH A23 N-2319Z DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 39, 840 TOTAL HOURS, 88 IN TYPE. |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | PHASE OF OPERATION LANDING GO-AROUND LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| | PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL FACTOR MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- WATER IN CARB AND FUEL TANKS. GO AROUND FROM SIMULATED FORCED LNDG. | | | | | | | |
| 3-4251 | 12/1/67 TIME - 1215 | PLAINVIEW, TEX | BEECH B35 N-8877A DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL BUSINESS | COMMERCIAL, FL. INSTR., AGE 22, 335 TOTAL HOURS, 10 IN TYPE. |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING ROLL | | | | | |
| | PROBABLE CAUSE PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION MISCELLANEOUS ACTS, CONDITIONS - FUEL SELECTOR POSITIONED BETWEEN TANKS FACTOR TERRAIN - WET, SOFT GROUND MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PLT WAS NOT FAMILIAR WITH FUEL SYSTEM. LANDED IN PLOWED FIELD. | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|---|------------|--------|--------|-------------------------------------|---|
| | | | | F | S | M/N | | |
| 3-4252 | 12/1/67 TIME - 1730 | SAN FRNANDO,CALIF | CESSNA 182 N-4061D DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 MISCELLANEOUS UNKNOWN | PRIVATE, AGE 40, 158 TOTAL HOURS, 129 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH AIRPORT HAZARD | | | TAXI TO TAKEOFF | | | | | |
| GEAR COLLAPSED | | | TAXI TO TAKEOFF | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | | | |
| FACTOR | | | | | | | | |
| AIRPORT CONDITIONS - POORLY MAINTAINED RAMP/TAXIWAY SURFACE | | | | | | | | |
| AIRPORT SUPERVISORY PERSONNEL - IMPROPER MAINTENANCE-AIRPORT FACILITIES | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| REMARKS- NOSE WHEEL HIT LARGE WASHED OUT HOLE ON EDGE OF TAXIWAY. | | | | | | | | |
| 3-4253 | 12/2/67 TIME - 1155 | CORONA,CALIF | MOONEY M20F N-9613M DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 3 | 1 0 NONCOMMERCIAL PLEASURE | PRIVATE, AGE 42, 350 TOTAL HOURS, 30 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | | | |
| COLLIDED WITH FENCE,FENCEPOSTS | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | | | |
| FACTOR | | | | | | | | |
| AIRPORT CONDITIONS - OTHER | | | | | | | | |
| REMARKS- STRUCK FENCE.ROUGH AND UNEVEN RNWY. | | | | | | | | |
| 3-4254 | 12/2/67 TIME - 1415 | CORONA,CALIF | CESSNA 172A N-7217T DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 2 | 1 0 NONCOMMERCIAL PLEASURE | PRIVATE, AGE 45, 101 TOTAL HOURS, 29 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| GEAR COLLAPSED | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| 3-4255 | 12/2/67 TIME - 1050 | WELLSTON,OHIO | CESSNA 172 N-2685L DAMAGE -DESTROYED | CR- PX- | 0 0 | 0 0 | 1 0 NONCOMMERCIAL PLEASURE | PRIVATE, AGE 31, 157 TOTAL HOURS, 23 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH FENCE,FENCEPOSTS | | | TAKEOFF RUN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | | | |
| PILOT IN COMMAND - FAILED TO ABORT TAKEOFF | | | | | | | | |
| FACTOR | | | | | | | | |
| TERRAIN - WET,SOFT GROUND | | | | | | | | |
| REMARKS- ATTEMPTED TK-OFF FROM PASTURE,AFTER SUCCESSFUL PRECAUTIONARY LNDG. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|--|-----------------------------|--------|--------|---------------------------|--|
| | | | | F | S | M/N | | |
| 3-4256 | 12/2/67 TIME - 1000 | HLF MOON BY,CALIF | STEARMAN A75 N-62758 DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 2 0 | INSTRUCTIONAL DUAL | AIRLINE TRANSPORT, AGE 46, 7070 TOTAL HOURS, 900 IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | | INFLIGHT CLIMB TO CRUISE | | | | |
| STALL | | | | INFLIGHT CLIMB TO CRUISE | | | | |
| PROBABLE CAUSE | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - SIMULATED CONDITIONS | | | | | | | | |
| DUAL STUDENT - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | |
| DUAL STUDENT - SPONTANEOUS-IMPROPER ACTION | | | | | | | | |
| REMARKS- ERROR IN ATTEMPTING TO RETURN TO RNWY.FROZE ON CONTROLS TO POSITION WHERE INSTR UNABLE TO RECOVER. | | | | | | | | |
| 3-4257 | 12/2/67 TIME - 1640 | NR.PRENTISS,MISS | PIPER J-3 N-3235N DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 17, 64 TOTAL HOURS, 6 IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | | INFLIGHT NORMAL CRUISE | | | | |
| COLLIDED WITH TREES | | | | LANDING FINAL APPROACH | | | | |
| PROBABLE CAUSE | | | | | | | | |
| POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- LANDED IN PASTURE | | | | | | | | |
| 3-4258 | 12/3/67 TIME - 1645 | ROCKWALL,TEX | SCHWEIZER 2-33 N-5704S DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 15, 16 TOTAL HOURS, 8 IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| OVERSHOOT | | | | LANDING LEVEL OFF/TOUCHDOWN | | | | |
| COLLIDED WITH OBJECT | | | | LANDING ROLL | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | | | |
| REMARKS- STRUCK KNOLL AND BRUSH IN FIELD. | | | | | | | | |
| 3-4259 | 12/3/67 TIME - 1618 | CHAMBLEE,GA | CESSNA 310 N-3684D DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 4 | NONCOMMERCIAL PLEASURE | COMMERCIAL,FL.INSTR., AGE 28, 1273 TOTAL HOURS, 78 IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| GEAR COLLAPSED | | | | LANDING ROLL | | | | |
| PROBABLE CAUSE | | | | | | | | |
| LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY | | | | | | | | |
| LANDING GEAR - LANDING GEAR WARNING AND INDICATING COMPONENTS | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE | | | | | | | | |
| MAINTENANCE,SERVICING,INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION | | | | | | | | |
| REMARKS- RT GEAR DRIVE TUBE BUCKLED,SHOW WEAR.TOGGLE SWITCHES STICKING INDICATED SAFE POSITION WHEN UNSAFE. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------------|---|------------|--------|--------|---------------------------|---|
| | | | | F | S | M/N | | |
| 3-4260 | 12/3/67 TIME - 1630 | ELIZABETHTOWN, NC | CESSNA 170A N-5459C DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 2 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 21, 400 TOTAL HOURS, 13 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - | | | IMPROPER LEVEL OFF | | | | | |
| PILOT IN COMMAND - | | | IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | |
| PILOT IN COMMAND - | | | FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | |
| FACTOR | | | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | | |
| REMARKS- HIT A HEDGE ROW AND TURNED OVER. CROSSWIND OF 15K GUSTS TO 25K. | | | | | | | | |
| 3-4261 | 12/4/67 TIME - 1455 | WAUKESHA, WIS | CESSNA 310F N-6720X DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 2 1 | INSTRUCTIONAL DUAL | ATR, FLIGHT INSTR., AGE 36, 3000 TOTAL HOURS, 250 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| WHEELS-UP LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| DUAL STUDENT - | | | INADVERTENTLY RETRACTED GEAR | | | | | |
| PILOT IN COMMAND - | | | INADEQUATE SUPERVISION OF FLIGHT | | | | | |
| REMARKS- GR RETRACTED PRIOR TO TOUCHDOWN. | | | | | | | | |
| 3-4262 | 12/4/67 TIME - 1945 | NR. PIERCETON, IND | BEECH M35 N-9329Y DAMAGE -DESTROYED | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 70, 5340 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | | | |
| WHEELS-UP LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - | | | FAILED TO USE OR INCORRECTLY USED MISC. EQUIPMENT | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - | | | FUEL STARVATION | | | | | |
| EMERGENCY CIRCUMSTANCES - | | | FORCED LANDING OFF AIRPORT ON LAND | | | | | |
| REMARKS- INTENTIONAL WHEELS-UP LNDG AT NITE IN CORN FIELD. FAILED TO ACTIVATE BOOST PUMP DURING TANK SWITCH. | | | | | | | | |
| 3-4263 | 12/4/67 TIME - 0923 | RENO, NEV | BEECH A23 N-6902Q DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 25, 12 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - | | | IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - | | | OVERLOAD FAILURE | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------------|---|------------------------|---------------------------|--|
| 3-4264 | 12/4/67 TIME - 1615 | LANCASTER, CALIF | VULTEE BT-13 N-56360 DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | COMMERCIAL, FL. INSTR., AGE 30, 530 TOTAL HOURS, 100 IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH DIRT BANK PHASE OF OPERATION TAKEOFF RUN TAKEOFF RUN PROBABLE CAUSE FLIGHT CONTROL SYSTEMS - RUDDER AND RUDDER TAB CONTROL SYSTEM MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE REMARKS- RT RUDDER HORN BROKEN AT RUDDER TORQUE TUBE, PREVIOUSLY CRACKED. | | | | | | |
| 3-4265 | 12/7/67 TIME - 0950 | SAVOY, ILL | CHAMPION 7FC N-8570E DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 20, 22 TOTAL HOURS, 18 IN TYPE. |
| TYPE OF ACCIDENT NOSE OVER/DOWN PHASE OF OPERATION TAXI TO TAKEOFF PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FLIGHT INSTRUCTOR - INADEQUATE SUPERVISION OF FLIGHT WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT REMARKS- INSTR SENT STUDENT ON SOLO X-C. KNOWN WINDS 15K GUSTING TO 24K. | | | | | | |
| 3-4266 | 12/7/67 TIME - 1930 | ST. FRANCIS, KANS | CESSNA 172G N-3735L DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | COMMERCIAL, FL. INSTR., AGE 60, 20245 TOTAL HOURS, 600 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH AUTOMOBILE GEAR COLLAPSED PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE PILOT IN COMMAND - EXERCISED POOR JUDGMENT FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- PLT TRIED TO LAND BY AID OF CAR HEADLIGHTS. CAR AT END OF RWY. FLD LTS AVAILABLE ON PRIOR REQUEST. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-------------|---|---------------------|----------|-----------------------------|-----|----------------|---------------|---|
| | | | | F | S | M/N | | | |
| 3-4267 | 12/8/67 | DESOTO, ILL | CESSNA 150 | CR- | 0 | 0 | 1 | INSTRUCTIONAL | STUDENT, AGE 19, 14 TOTAL HOURS, ALL IN TYPE. |
| | TIME - 0840 | | N-3545L | PX- | 0 | 0 | 0 | TRAINING | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | |
| | | ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | | |
| | | GEAR COLLAPSED | | | LANDING ROLL | | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - IMPROPER OPER./FAILED TO USE CARB. HEAT/DEICING EQUIP. | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR | | | | | | | |
| | | FACTOR | | | | | | | |
| | | TERRAIN - WET, SOFT GROUND | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | |
| 3-4268 | 12/8/67 | ENGELHARD, NC | BEECH 95-C55 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | COMMERCIAL, AGE 35, 2792 TOTAL HOURS, 159 IN TYPE. |
| | TIME - 1830 | | N-4868J | PX- | 0 | 0 | 1 | BUSINESS | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | |
| | | OVERSHOOT | | | LANDING LEVEL OFF/TOUCHDOWN | | | | |
| | | GEAR COLLAPSED | | | LANDING ROLL | | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | |
| | | AIRPORT CONDITIONS - WET RUNWAY | | | | | | | |
| 3-4269 | 12/8/67 | ALIEF, TEX | BEECH A23 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 35, 69 TOTAL HOURS, 3 IN TYPE. |
| | TIME - 1700 | | N-3695Q | PX- | 0 | 0 | 0 | PLEASURE | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | |
| | | HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | |
| | | GEAR COLLAPSED | | | LANDING LEVEL OFF/TOUCHDOWN | | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | | |
| | | SUSPECTED OR KNOWN AIRCRAFT DAMAGE | | | | | | | |
| | | REMARKS- LEFT GEAR FAILED. SUCCESSFUL GO AROUND AND FLT TO ANDRAU ACCOMPLISHED. FURTHER DAMAGE ON LNDG. | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------------|--|------------------------|---------------------------|--|
| 3-4270 | 12/8/67 TIME - 1915 | OROVILLE, CALIF | CESSNA 182 N-3433U DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 53, 800 TOTAL HOURS, 700 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| UNDERSHOOT | | | LANDING FINAL APPROACH | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | | |
| PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | | | |
| PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | |
| FACTOR | | | | | | |
| ELECTRICAL SYSTEM - OTHER | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - CIRCUIT BREAKER POPPED | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| REMARKS- LNDG LIGHTS FAILED. PLT DIVERTED ATTENTION TO RESETTNG CIRCUIT BREAKER. FAILURE CAUSE UNKNOWN. | | | | | | |
| 3-4271 | 12/9/67 TIME - 1200 | ESCONDIDO, CALIF | CASSNA 182 N-5966B DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 48, 1044 TOTAL HOURS, 530 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| UNDERSHOOT | | | LANDING FINAL APPROACH | | | |
| GEAR COLLAPSED | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | |
| REMARKS- RT GEAR STRUCK RNMV LIP. HEADWIND 15K GUSTING TO 25K. | | | | | | |
| 3-4272 | 12/9/67 TIME - 0321 | RENO, NEV | CESSNA 182 N-6478A DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 24, 150 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| LANDING GEAR - NOSEWHEEL ASSEMBLIES | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE | | | | | | |
| REMARKS- NOSE WHEEL FORK FAILED. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-----------------|--|------------------------|---------------------------|--|
| 3-4273 | 12/10/67 TIME - 1610 | FARMINGDALE, NY | CESSNA 150F N-3039X DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 42, 22 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-4274 | 12/12/67 TIME - 1602 | TORRANCE, CALIF | PIPER PA-28 N-6466W DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 23, 43 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | | | PHASE OF OPERATION TAKEOFF RUN TAKEOFF RUN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| REMARKS- TOUCH AND GO LNDG. | | | | | | |
| 3-4275 | 12/12/67 TIME - 1400 | DECATUR, ALA | AERO COMDR 680 N-8302 DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 22, 1375 TOTAL HOURS, 31 IN TYPE. |
| TYPE OF ACCIDENT GEAR RETRACTED | | | PHASE OF OPERATION LANDING ROLL | | | |
| PROBABLE CAUSE PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR | | | | | | |
| 3-4276 | 12/12/67 TIME - 1417 | ADDISON, TEX | CESSNA 150G N-2731S DAMAGE -SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 27, 550 TOTAL HOURS, 300 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING ROLL | | | |
| PROBABLE CAUSE DUAL STUDENT - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY | | | | | | |
| FACTOR TERRAIN - WET, SOFT GROUND EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- INSTR FAILED TO SUPERVISE STUDENT PRE-FLT. TOOK OFF WITH LESS THAN 1/2 FUEL CAPACITY. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|---|-------------------------|------------------|--|------------|--------|--------|----------------|-----------------------------|---|
| | | | | F | S | M/N | | | |
| 3-4277 | 12/13/67 TIME - 1456 | OAKLAND, CALIF | CESSNA 210 N-450A DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 51, 177 TOTAL HOURS, 66 IN TYPE. |
| TYPE OF ACCIDENT NOSE OVER/DOWN | | | PHASE OF OPERATION TAXI TO TAKEOFF | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, BY RADIO | | | | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | | | |
| REMARKS- WINDS 30 DEG 22K, GUSTING TO 40K. | | | | | | | | | |
| 3-4278 | 12/13/67 TIME - 1305 | VACAVILLE, CALIF | CESSNA 172 N-6850X DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 47, 300 TOTAL HOURS, 50 IN TYPE. |
| TYPE OF ACCIDENT NOSE OVER/DOWN | | | PHASE OF OPERATION TAXI FROM LANDING | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - TAXIED/PARKED WITHOUT PROPER ASSISTANCE | | | | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | | |
| WEATHER BRIEFING - BRIEFED BY WBP, IN PERSON | | | | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | | | | |
| REMARKS- WIND 360 DEG 25K, GUSTING TO 35K. | | | | | | | | | |
| 3-4279 | 12/13/67 TIME - 1030 | GONZALES, LA | PIPER PA-25 N-6519Z DAMAGE -DESTROYED | CR- PX- | 0 0 | 0 0 | 1 0 | COMMERCIAL AERIAL APPLIC | COMMERCIAL, AGE 30, 1500 TOTAL HOURS, 150 IN TYPE. |
| TYPE OF ACCIDENT STALL MUSH | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | | |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND | | | | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | | | | |
| FIRE AFTER IMPACT | | | | | | | | | |
| REMARKS- FLD OF INSUFFICIENT LENGTH FOR EXISTING CONDITIONS. T/O DOWNWIND, 12K DUE TO HIGH TREES. HEAVY LOAD. | | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|---|-------------------------|------------------|---|--|--------|--------|----------------|---------------------------|--|
| | | | | F | S | M/N | | | |
| 3-4280 | 12/13/67 TIME - 1006 | YPSILANTI, MICH | CESSNA 150G N-2776S DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 40, 23 TOTAL HOURS, 5 IN TYPE. |
| TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS, CONDITIONS - NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA | | | | | | | | | |
| REMARKS- STUDENT LANDED ON PARKING RAMP. | | | | | | | | | |
| 3-4281 | 12/14/67 TIME - 0940 | HOLLYWOOD, FLA | CESSNA 150 N-8851G DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 21, 15 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT MISCELLANEOUS COLLISION WITH GROUND/WATER CONTROLLED | | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT NOT FASTENED PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT UNUSUAL NOISE | | | | | | | | | |
| REMARKS- SEAT BELT STRIKING SIDE OF FUSELAGE SCARED PLT, CAUSED HIM TO LAND WITHOUT REGARD FOR PROPER RWY. | | | | | | | | | |
| 3-4282 | 8/7/67 TIME - 0730 | BEAVER RIVER, NY | AERONCA 0-58B N-46238 DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 42, 1460 TOTAL HOURS, 12 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | | | PHASE OF OPERATION INFLIGHT DESCENDING LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | |
| REMARKS- LANDED IN SWAMP. | | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|---------------|---|------------|--------|--------|--|--|
| | | | | F | S | M/N | | |
| 3-4283 | 9/17/67 TIME - 1340 | NORWOOD, MASS | PIPER PA-28 N-5670W DAMAGE - DESTROYED | CR- PX- | 0 0 | 0 0 | 1 1 MISCELLANEOUS DEMONSTRATION | PRIVATE, AGE 55, 1000 TOTAL HOURS, UNKNOWN IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH PARKED AIRCRAFT | | | TAXI OTHER | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS PERSONNEL - PASSENGER | | | | | | | | |
| REMARKS- INEXPERIENCED PX MISHANDLED CONTROLS, JUMPED OUT. N5670W COLLIDED WITH BT-13, N64930, SUBST DAMAGE. | | | | | | | | |
| 3-4284 | 10/14/67 TIME - 1610 | MILLVILLE, NJ | AERONCA 7AC N-82415 DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 INSTRUCTIONAL TRAINING | STUDENT, AGE 27, 85 TOTAL HOURS, 65 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH PARKED AIRCRAFT | | | TAXI OTHER | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT | | | | | | | | |
| REMARKS- N82415 COLLIDED WITH AERONCA L16, N94581, SUBST DAMAGE. | | | | | | | | |
| 3-4285 | 11/8/67 TIME - 1030 | SENECA, PA | BEECH A23 N-1458L DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 NONCOMMERCIAL BUSINESS | PRIVATE, AGE 46, 320 TOTAL HOURS, 50 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| OVERSHOOT | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| COLLIDED WITH TREES | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | | | |
| COPILOT - FAILED TO INITIATE GO-AROUND | | | | | | | | |
| FACTOR | | | | | | | | |
| AIRPORT CONDITIONS - WET RUNWAY | | | | | | | | |
| 3-4286 | 11/11/67 TIME - 1315 | CAMILLUS, NY | AERONCA 7BCM N-241NY DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 NONCOMMERCIAL PLEASURE | PRIVATE, AGE 33, 110 TOTAL HOURS, 3 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | | | |
| COLLIDED WITH DITCHES | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-------------|---|---------------------|----------|---|-----|----------------|-----------------------------|-----------------------------|
| | | | | F | S | M/N | | | |
| 3-4287 | 11/18/67 | AMBER, PA | BEECH G35 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | COMMERCIAL, AGE 44, 1200 |
| | TIME - 1700 | | N-4632D | PX- | 0 | 0 | 0 | PLEASURE | TOTAL HOURS, 124 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | |
| | | COLLIDED WITH AIRPORT HAZARD | | | | | | TAXI FROM LANDING | |
| | | GEAR COLLAPSED | | | | | | TAXI FROM LANDING | |
| | | PROBABLE CAUSE | | | | | | | |
| | | AIRPORT CONDITIONS - UNMARKED OBSTRUCTIONS | | | | | | | |
| | | AIRPORT SUPERVISORY PERSONNEL - IMPROPER MAINTENANCE-AIRPORT FACILITIES | | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | |
| | | REMARKS- DEPRESSION 10 FT LONG 1 FT DEEP ALONGSIDE RNMW. | | | | | | | |
| 3-4288 | 11/18/67 | NR. KIMBERTON, PA | CESSNA 182 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 32, 467 TOTAL |
| | TIME - 1545 | | N-5928B | PX- | 0 | 0 | 0 | PLEASURE | HOURS, 6 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | |
| | | HARD LANDING | | | | | | LANDING LEVEL OFF/TOUCHDOWN | |
| | | GEAR COLLAPSED | | | | | | LANDING ROLL | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | | |
| | | FACTOR | | | | | | | |
| | | PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | |
| | | REMARKS- ATTEMPTED LNDG ON SHORT HILLSIDE RNMW. | | | | | | | |
| 3-4289 | 11/18/67 | BERLIN, NJ | RYAN ST-3KR | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 41, 700 TOTAL |
| | TIME - 1030 | | N-48928 | PX- | 0 | 0 | 0 | PLEASURE | HOURS, 10 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | |
| | | COLLIDED WITH TREES | | | | | | LANDING GO-AROUND | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND | | | | | | | |
| | | REMARKS- ACFT NOT ABLE TO GAIN ENOUGH ALTITUDE FOR CLEARANCE DUE TO TAILWIND. | | | | | | | |
| 3-4290 | 12/4/67 | DETROIT, MICH | CESSNA 337A | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 52, 4400 TOTAL |
| | TIME - 1730 | | N-5327S | PX- | 0 | 0 | 0 | BUSINESS | HOURS, 145 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | |
| | | WHEELS-UP LANDING | | | | | | LANDING LEVEL OFF/TOUCHDOWN | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR | | | | | | | |
| | | FACTOR | | | | | | | |
| | | PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE | | | | | | | |
| | | LANDING GEAR - LANDING GEAR WARNING AND INDICATING COMPONENTS | | | | | | | |
| | | REMARKS- PLT PREOCCUPIED WITH RADIO TROUBLE. GR WARNING HORN INOP. | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|--|------------------------|---------------------------|--|
| 3-4291 | 12/5/67 TIME - 1115 | ANN ARBOR, MICH | PIPER PA-28 N-6459R DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 19, 14 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH OBJECT | | | PHASE OF OPERATION LANDING GO-AROUND | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | |
| REMARKS- STRUCK METAL YELLOW FLAG OFF RWY. | | | | | | |
| 3-4292 | 12/5/67 TIME - 1832 | SALISBURY, MD | BEECH D95A N-5609S DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 42, 900 TOTAL HOURS, 245 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH ANIMALS GEAR COLLAPSED | | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | | |
| PROBABLE CAUSE MISC-DEER RAN IN PATH OF ACFT. | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-4293 | 12/6/67 TIME - 1830 | MARION, ILL | BEECH P35 N-9651Y DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 55, 6200 TOTAL HOURS, 700 IN TYPE. |
| TYPE OF ACCIDENT GEAR RETRACTED | | | PHASE OF OPERATION LANDING ROLL | | | |
| PROBABLE CAUSE PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR | | | | | | |
| 3-4294 | 12/6/67 TIME - 1254 | SANTEE, CALIF | PIPER PA-22 N-1540P DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 26, 29 TOTAL HOURS, 4 IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | | |
| PROBABLE CAUSE LANDING GEAR - WHEELS, TIRES, AXLES. | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - DETERIORATED | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| REMARKS- NOSE GR TIRE VALVE STEM FAILED. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|----------------|--|---------------------|----------|---|-----------------------------|----------------|---------------|-------------------------------|
| | | | | F | S | M/N | | | |
| 3-4295 | 12/6/67 | TORRANCE, CALIF | CESSNA 150 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | NONE, AGE 13, NO TOTAL HOURS, |
| | TIME - UNKNOWN | | N-6757F | PX- | 0 | 0 | 1 | PLEASURE | NONE IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | |
| | | GROUND-WATER LOOP-SWERVE | | | | TAXI TO TAKEOFF | | | |
| | | GEAR COLLAPSED | | | | TAXI TO TAKEOFF | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | | |
| | | MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT | | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | |
| | | REMARKS- TIME OF OCCURENCE BETWEEN 0600-2200 LOCATION, NEAR BOUNDARY FENCE. | | | | | | | |
| 3-4296 | 12/6/67 | NR. FILMORE, CALIF | PIPER J-3 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 47, 4510 TOTAL |
| | TIME - 1020 | | N-21506 | PX- | 0 | 0 | 0 | PLEASURE | HOURS, 7 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | |
| | | COLLIDED WITH WIRES/POLES | | | | LANDING GO-AROUND | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | | |
| | | REMARKS- ATTEMPTED CLIMB-OUT FROM SIMULATED FORCED LDG. | | | | | | | |
| 3-4297 | 12/14/67 | PRAIRIE D SAC, WIS | CESSNA 310C | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 44, 2020 TOTAL |
| | TIME - 1130 | | N-1796H | PX- | 0 | 0 | 2 | BUSINESS | HOURS, 20 IN TYPE. |
| | | | DAMAGE -DESTROYED | | | | | | |
| | | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | |
| | | ENGINE FAILURE OR MALFUNCTION | | | | INFLIGHT NORMAL CRUISE | | | |
| | | FIRE OR EXPLOSION IN FLIGHT | | | | INFLIGHT NORMAL CRUISE | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | POWERPLANT - ENGINE STRUCTURE - MASTER AND CONNECTING RODS | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - FIRE IN ENGINE | | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | |
| | | SUSPECTED OR KNOWN AIRCRAFT DAMAGE | | | | | | | |
| | | REMARKS- NO.3 CONNECTING ROD, LEFT ENG, FAILED. RAW FUEL CAUGHT FIRE. FIRE UNCONTROLLABLE. CRASH LANDED. | | | | | | | |
| 3-4298 | 12/16/67 | WHEELING, ILL | BEECH K35 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 34, 262 TOTAL |
| | TIME - 1435 | | N-801R | PX- | 0 | 0 | 2 | PLEASURE | HOURS, 24 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | |
| | | ENGINE FAILURE OR MALFUNCTION | | | | LANDING GO-AROUND | | | |
| | | WHEELS-UP LANDING | | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION | | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA | | | | | | | |
| | | PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPORT | | | | | | | |
| | | REMARKS- GO AROUND FOR SPACING. LANDED BETWEEN RWYS. LNDG GEAR PARTIALLY EXTENDED. FUEL IN TANKS. | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-------------------|--|------------------------|-----------------------------|---|
| 3-4299 | 12/17/67 TIME - 1405 | CRESNCT CTY,CALIF | PIPER PA-22 N-3959P DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 53, 365 TOTAL HOURS, 334 IN TYPE. |
| TYPE OF ACCIDENT NOSE OVER/DOWN | | | PHASE OF OPERATION TAXI FROM LANDING | | | |
| PROBABLE CAUSE PILOT IN COMMAND - EXERCISED POOR JUDGMENT WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE WEATHER FORECAST - UNKNOWN REMARKS- WIND 160 DEG 30K GUSTING TO 40K. | | | | | | |
| 3-4300 | 12/19/67 TIME - 0950 | MIDLAND,MICH | BEECH 65-80 N-883J DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | COMMERCIAL,FL.INSTR., AGE 53, 9162 TOTAL HOURS, 365 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR FACTOR MISCELLANEOUS ACTS,CONDITIONS - CHECKLIST-FAILED TO USE | | | | | | |
| 3-4301 | 6/19/67 TIME - 0700 | WARDELL,MO | PIPER PA-25 N-6679Z DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLIC | COMMERCIAL,FL.INSTR., AGE 47, 7500 TOTAL HOURS, 800 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL | | | PHASE OF OPERATION INFLIGHT RETURN TO STRIP LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM MISCELLANEOUS ACTS,CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED MISCELLANEOUS ACTS,CONDITIONS - POORLY PLANNED APPROACH EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| 3-4302 | 7/14/67 TIME - 0930 | LITCHFIELD,ILL | ALON A-2 N-5666F DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 31, 34 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH DITCHES | | | PHASE OF OPERATION TAKEOFF RUN TAKEOFF RUN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR PILOT IN COMMAND - BECAME LOST/DISORIENTED PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- ATTEMPTED T/O FROM ROAD AFTER EARLIER PRECAUTIONARY LNDG. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--|------------------------|------------------|--|------------|--------|--------|----------------|---------------------------|--|
| | | | | F | S | M/N | | | |
| 3-4303 | 7/23/67 TIME - 1330 | BEAVERTOWN, OREG | MOONEY M20E N-9314M DAMAGE - DESTROYED | CR- PX- | 0 0 | 0 3 | 1 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 26, 110 TOTAL HOURS, 8 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| OVERSHOOT | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| STALL MUSH | | | LANDING GO-AROUND | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | | | | |
| PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND | | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. | | | | | | | | | |
| WEATHER - HIGH TEMPERATURE | | | | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | | | |
| REMARKS- GROSS WT EXCEEDED BY 34 LBS. TEMP 80 DEG. | | | | | | | | | |
| 3-4304 | 7/25/67 TIME - 1800 | KANSAS CITY, MO | PIPER PA-23 N-5979Y DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 40, 1014 TOTAL HOURS, 264 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | | |
| 3-4305 | 8/14/67 TIME - 1500 | COLUMBUS, MONT | PIPER PA-24 N-5384P DAMAGE - DESTROYED | CR- PX- | 0 0 | 0 0 | 1 2 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 46, 2240 TOTAL HOURS, 21 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| WHEELS-UP LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED | | | | | | | | | |
| FACTOR | | | | | | | | | |
| LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - CIRCUIT BREAKER POPPED | | | | | | | | | |
| FIRE AFTER IMPACT | | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------------|--|------------|--------|--------|---------------------------|--|
| | | | | F | S | M/N | | |
| 3-4306 | 8/14/67 TIME - 0830 | JORDAN, MONT | FORNEY F-1 N-7551C DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 18, 10 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| GEAR COLLAPSED | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | | | |
| FLIGHT INSTRUCTOR - INADEQUATE TRAINING OF STUDENT | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| REMARKS- FIRST SOLO LNDG. PORPOISED. | | | | | | | | |
| 3-4307 | 8/25/67 TIME - 1530 | BONNER SPRNGS, KAN | ERCO 415C N-99771 DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 34, 70 TOTAL HOURS, 10 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | | | |
| NOSE OVER/DOWN | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL | | | | | | | | |
| TERRAIN - ROUGH/UNEVEN | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- ACFT STORED OUTSIDE, INACTIVE FOR CONSIDERABLE TIME. LANDED IN PLOWED FIELD. | | | | | | | | |
| 3-4308 | 8/27/67 TIME - 1520 | BRANSON, MO | BEECH N35 N-9395Y DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | NONCOMMERCIAL PLEASURE | COMMERCIAL, FL. INSTR., AGE 56, 8000 TOTAL HOURS, 3000 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| WHEELS-UP LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE | | | | | | | | |
| 3-4309 | 8/27/67 TIME - 1845 | SNOHOMISH, WASH | CESSNA 172 N-5674A DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 56, 92 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLISION WITH GROUND/WATER CONTROLLED | | | LANDING GO-AROUND | | | | | |
| GEAR COLLAPSED | | | LANDING GO-AROUND | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | | | |
| PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| REMARKS- PLT PULLED CONTROL WHEEL BACK WHILE REACHING FOR FLAP HANDLE. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|---|---|---------------------------|---|
| 3-4310 | 9/8/67 TIME - 2223 | MILWAUKEE,WIS | BEECH T-34A N-2969C DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | COMMERCIAL,FL.INSTR., AGE 30, 630 TOTAL HOURS, 29 IN TYPE. |
| | | TYPE OF ACCIDENT WHEELS-UP LANDING | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE | | | | | | |
| LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY | | | | | | |
| LANDING GEAR - EMERGENCY/EXTENSION ASSEMBLY | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - JAMMED | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - PREVIOUS DAMAGE | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - LANDED ON FOAMED RUNWAY | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | |
| SUSPECTED MECHANICAL DISCREPANCY | | | | | | |
| REMARKS- NOSE GEAR RETRACT ROD FAILED,TIME UNDETERMINED. | | | | | | |
| 3-4311 | 9/19/67 TIME - 1625 | FORKS,WASH | BEECH C35 N-773D DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 56, 2501 TOTAL HOURS, 2000 IN TYPE. |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER CONTROLLED | | PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE | | | | | | |
| POWERPLANT - FUEL SYSTEM - PUMPS | | | | | | |
| MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION | | | | | | |
| MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- SMALL METAL CHIPS LODGED IN RELIEF VALVE.PLT MADE LOW ALTITUDE TURN TO AVOID HOUSE. | | | | | | |
| 3-4312 | 9/20/67 TIME - 1130 | HARRISON,MONT | TAYLORCRAFT8C12-D N-95731 DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | STUDENT, AGE 27, 285 TOTAL HOURS, 280 IN TYPE. |
| | | TYPE OF ACCIDENT STALL MUSH | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| FACTOR | | | | | | |
| WEATHER - DOWNDRAFTS,UPDRAFTS | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | |
| REMARKS- NO DUAL INSTRUCTION FOR MORE THAN A YEAR. ATTEMPTED T/O FROM FARM FLD. DOWNDRAFTS FROM BLDGS. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|--|------------------------|---------------------------|---|
| 3-4313 | 9/23/67 TIME - 0900 | MONTPELIER, ID | CESSNA 170A N-1351D DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 42, 660 TOTAL HOURS, 650 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH DIRT BANK | | | PHASE OF OPERATION TAKEOFF ABORTED | | | |
| PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF FACTOR WEATHER - DOWNDRAFTS, UPDRAFTS WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN REMARKS- ACFT NEAR MAX GROSS WT. DENSITY ALTITUDE 7750 FT. WIND CALM. | | | | | | |
| 3-4314 | 9/28/67 TIME - 1345 | YAKIMA, WASH | PIPER PA-28 N-4338J DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 19, 23 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH DITCHES | | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS REMARKS- STRUCK CONSTRUCTION DITCH OFF RWY. | | | | | | |
| 3-4315 | 9/29/67 TIME - 1815 | SEATTLE, WASH | CESSNA 140 N-76441 DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 35, 21 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFING RECEIVED - METHOD UNKNOWN WEATHER FORECAST - UNKNOWN REMARKS- LANDED IN CRAB ATTITUDE. 40 DEG RT CROSSWIND 14K GUSTING. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|--------------------|---|--|--------|--------|-------------------------------------|--|
| | | | | F | S | M/N | | |
| 3-4316 | 10/6/67 TIME - 0630 | KETCHUM, ID | TAYLORCRAFT BC12-D N-95561 DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 INSTRUCTIONAL TRAINING | STUDENT, AGE 16, 26 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| STALL MUSH | | | | TAKEOFF INITIAL CLIMB | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE | | | | | | | | |
| REMARKS- FROST ON WINGS. | | | | | | | | |
| 3-4317 | 10/10/67 TIME - 1635 | REXBURG, ID | CESSNA 150 N-8292F DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 INSTRUCTIONAL SOLO | STUDENT, AGE 21, 12 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DITCHES | | | | LANDING TRAFFIC PATTERN-CIRCLING LANDING ROLL | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPER OPER./FAILED TO USE CARB. HEAT/DEICING EQUIP. | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR | | | | | | | | |
| FACTOR | | | | | | | | |
| TERRAIN - ROUGH/UNEVEN | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| 3-4318 | 10/13/67 TIME - 0830 | NR. BILLINGS, MONT | PIPER PA-18 N-1734A DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 NONCOMMERCIAL PLEASURE | PRIVATE, AGE 32, 56 TOTAL HOURS, 47 IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| OVERSHOOT COLLIDED WITH FENCE, FENCEPOSTS | | | | LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | | | |
| PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | | | |
| FACTOR | | | | | | | | |
| LANDING GEAR - BRAKING SYSTEM | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | | | |
| REMARKS- LANDED ON LAST 400 FT OF RWY. LEFT BRAKE FAILED | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|---------------|---|--|--------|--------|-----------------------------|--|
| | | | | F | S | M/N | | |
| 3-4319 | 10/13/67 TIME - 0700 | BURLEY, ID | NAVION A N-91188 DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 4 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 47, 2000 TOTAL HOURS, 4 IN TYPE. |
| TYPE OF ACCIDENT STALL MUSH | | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING REMARKS- T/O WITH FULL NOSE UP TRIM. | | | | | | | | |
| 3-4320 | 10/14/67 TIME - 1000 | BLYTHE, CALIF | PIPER PA-25 N-6776Z DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | COMMERCIAL AERIAL APPLIC | COMMERCIAL, AGE 28, 787 TOTAL HOURS, 312 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH OBJECT GEAR COLLAPSED | | | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE TERRAIN - ROUGH/UNEVEN REMARKS- STRUCK CHUCK HOLES IN ROAD. PREVIOUS INSPECTION WAS NOT CONDUCTED. | | | | | | | | |
| 3-4321 | 10/24/67 TIME - 0930 | TOLEDO, OHIO | PIPER PA-28 N-9584J DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 41, 450 TOTAL HOURS, 20 IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | | | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| 3-4322 | 10/27/67 TIME - 1030 | RIPLEY, CALIF | BOEING A75 N-68116 DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | COMMERCIAL AERIAL APPLIC | COMMERCIAL, AGE 27, 307 TOTAL HOURS, 31 IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN | | | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR PILOT IN COMMAND - MISJUDGED SPEED REMARKS- PRACTISING, WITH WATER IN SPRAY TANK. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|----------------|--|------------------------|---------------------------|---|
| 3-4323 | 10/29/67 TIME - 2000 | CROSBYTON, TEX | PIPER PA-28 N-5946W DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 43, 106 TOTAL HOURS, 25 IN TYPE. |
| <p>TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED</p> <p>PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING ROLL</p> <p>PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - IMPROPER OPER./FAILED TO USE CARB. HEAT/DEICING EQUIP. WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR</p> <p>FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - BRIEFED BY FSP, IN PERSON WEATHER FORECAST - UNKNOWN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LANDED IN COTTON FIELD.</p> | | | | | | |
| 3-4324 | 10/29/67 TIME - 1530 | GENEVA, OHIO | FAIRCHILD 24 N-28645 DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 39, 245 TOTAL HOURS, 21 IN TYPE. |
| <p>TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES</p> <p>PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING ROLL</p> <p>PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION</p> <p>FACTOR MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- STRUCK PHONE GUY WIRE.</p> | | | | | | |
| 3-4325 | 11/4/67 TIME - 0945 | CAIRO, ILL | CESSNA 411A N-4934T DAMAGE -SUBSTANTIAL | CR- 0 0 2 PX- 0 0 4 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 46, 8700 TOTAL HOURS, 3 IN TYPE. |
| <p>TYPE OF ACCIDENT WHEELS-UP LANDING</p> <p>PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN</p> <p>PROBABLE CAUSE LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY LANDING GEAR - EMERGENCY/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - BINDING MISCELLANEOUS ACTS, CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM MAINTENANCE, SERVICING, INSPECTION - IMPROPER MAINTENANCE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- LEFT LNDG GEAR BRACE LINK CENTER JOINT FROZEN. ANNUAL INSPECTION CONDUCTED 8 HRS PREVIOUSLY.</p> | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-------------------|---|------------------------|---------------------------|--|
| 3-4326 | 11/8/67 TIME - 1755 | MANSFIELD, OHIO | CESSNA 150 N-6209S DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 39, 43 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FSP, IN PERSON WEATHER FORECAST - UNKNOWN REMARKS - FIRST NIGHT LNDG. STUDENT MADE UNSCHEDULED STOP DURING X CNTRY, ARRIVING HOME LATE. WIND 170 DEG 19K | | | | | | |
| 3-4327 | 11/11/67 TIME - 0730 | JACKSONVILLE, FLA | MOONEY M20C N-5951Q DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 51, 737 TOTAL HOURS, 5 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE | | | | | | |
| FACTOR PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT DOOR/PANEL OPEN REMARKS - DOOR CAME OPEN ON TAKEOFF, DISTRACTED PLT. | | | | | | |
| 3-4328 | 11/18/67 TIME - 1607 | CHICAGO, ILL | MAULE M-4 N-4710T DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 25, 144 TOTAL HOURS, 53 IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO BRIEFING RECEIVED REMARKS - RT 60 DEG CROSSWIND 16K, GUSTING. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|------------------|---|------------------------|---------------------------|--|
| 3-4329 | 11/18/67 TIME - 1100 | JUNCTION, TEX | CESSNA 172H N-3772R DAMAGE - DESTROYED | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 35, 108 TOTAL HOURS, 7 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH TREES | | | PHASE OF OPERATION INFLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| 3-4330 | 12/2/67 TIME - 1713 | HONOLULU, HAWAII | N. AMERICAN SNJ-85 N-3163G DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 33, 248 TOTAL HOURS, 23 IN TYPE. |
| TYPE OF ACCIDENT STALL | | | PHASE OF OPERATION LANDING GO-AROUND | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| 3-4331 | 12/3/67 TIME - 1600 | DOUGLASVILLE, GA | CESSNA 150 N-4331U DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 37, 24 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - IMPROPER OPER./FAILED TO USE CARB. HEAT/DEICING EQUIP. MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR FACTOR WEATHER - CONDITIONS CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| 3-4332 | 12/4/67 TIME - 1700 | JASPER, TEX | CESSNA 172 N-8140B DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 37, 81 TOTAL HOURS, 11 IN TYPE. |
| TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH TREES | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|---------|-----------------------------------|--|----------------|------------|--------|---------------------------|--|
| | | | | F | S | M/N | | |
| 3-4333 | 12/4/67 | BOUNTIFUL, UT TIME - 1240 | CESSNA 182 N-6274A DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 0 0 0 0 | 1 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 51, 396 TOTAL HOURS, 358 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | | | |
| STALL | | | LANDING OTHER | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- STALLED WHILE TURNING TO AVOID WIRES.CAME TO REST IN SWAMP. | | | | | | | | |
| 3-4334 | 12/6/67 | SAN MARCOS, TEX TIME - 1800 | CESSNA 172 N-3607L DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 0 0 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 24, 97 TOTAL HOURS, 20 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH OBJECT | | | LANDING ROLL | | | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - EXERCISED POOR JUDGMENT | | | | | | | | |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| REMARKS- PLT SAID HE LANDED ON PARKING RAMP TO BE CLOSE TO HANGAR.OVERSHOT 300 FT RAMP,HIT CONCRETE SLAB. | | | | | | | | |
| 3-4335 | 12/7/67 | SPANISH FORK, UT TIME - 1500 | MGIT MUSTNGMM1 N-4115B DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 0 0 0 0 | 1 0 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 37, 2000 TOTAL HOURS, 50 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH SNOWBANK | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| AIRPORT CONDITIONS - ICE/SLUSH ON RUNWAY | | | | | | | | |
| AIRPORT SUPERVISORY PERSONNEL - IMPROPER/INADEQUATE SNOW REMOVAL | | | | | | | | |
| 3-4336 | 12/8/67 | ALBUQUERQUE, N MEX TIME - 1130 | CESSNA 182 N-2030G DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 0 0 0 0 | 1 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 41, 329 TOTAL HOURS, 220 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| GEAR COLLAPSED | | | TAXI TO TAKEOFF | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| LANDING GEAR - NOSEWHEEL ASSEMBLIES | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE | | | | | | | | |
| MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION | | | | | | | | |
| REMARKS- OLD CRACKS IN NOSE WHEEL FORK.EXCESSIVE PLAY IN NOSE WHEEL SCISSORS AND SHIMMY DAMPER. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|---|----------|----------------|-------------------------|------------|--------|--|----------------|--------------------------------|---|
| | | | | F | S | M/N | | | |
| 3-4337 | 12/9/67 | CASPER,WYO | CESSNA 180 N-3178D | CR- PX- | 0 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 30, 545 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT NOSE OVER/DOWN | | | DAMAGE -SUBSTANTIAL | | | PHASE OF OPERATION LANDING ROLL | | | |
| PROBABLE CAUSE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN AIRPORT CONDITIONS - SNOW ON RUNWAY REMARKS- PLT SAID SNOW WAS DEEPER THAN IT APPEARED FROM THE AIR | | | | | | | | | |
| 3-4338 | 12/9/67 | ALIQUIPPA,PA | CESSNA 172H N-8262L | CR- PX- | 0 0 | 0 0 | 1 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 46, 82 TOTAL HOURS, 21 IN TYPE. |
| TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | | DAMAGE -SUBSTANTIAL | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- AFTER PORPOISING PLT WENT AROUND,LANDED WITHOUT FURTHER DAMAGE. | | | | | | | | | |
| 3-4339 | 12/10/67 | IMPERIAL,CALIF | PIPER PA-16 N-5847H | CR- PX- | 0 0 | 0 0 | 2 3 | MISCELLANEOUS DEMONSTRATION | COMMERCIAL,FL.INSTR., AGE 27, 2000 TOTAL HOURS, 3 IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE | | | DAMAGE -SUBSTANTIAL | | | PHASE OF OPERATION LANDING ROLL | | | |
| PROBABLE CAUSE DUAL STUDENT - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT REMARKS- PLT HAD NOT FLOWN IN 10 YRS.NO BRAKES ON RT SIDE FDR INSTR. | | | | | | | | | |
| 3-4340 | 12/14/67 | MERCED,CALIF | GRUMMAN G-164 N-703Y | CR- PX- | 0 0 | 0 0 | 1 0 | COMMERCIAL AERIAL APPLIC | COMMERCIAL, AGE 41, 10000 TOTAL HOURS, 3000 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES | | | DAMAGE -SUBSTANTIAL | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS,CONDITIONS - IMPROPER OPER./FAILED TO USE CARB.HEAT/DEICING EQUIP. WEATHER - CONDITIONS CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING MISCELLANEOUS ACTS,CONDITIONS - ICE-CARBURETOR FACTOR TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-------------------|---|------------|--------|--------|----------------|---|
| | | | | F | S | M/N | | |
| 3-4341 | 12/16/67 TIME - 1655 | SITKA, ALAS | PIPER PA-18 N-4581A DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | NONCOMMERCIAL PLEASURE COMMERCIAL, AGE 22, 1534 TOTAL HOURS, 19 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| UNDERSHOOT | | | LANDING FINAL APPROACH | | | | | |
| NOSE OVER/DOWN | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | | | | |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | | | |
| FACTORS | | | | | | | | |
| TERRAIN - GLASSY WATER | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | | | |
| REMARKS- PLT TRIED TO LAND ON SEAPLANE RAMP ABOUT 600 FT LONG. RISING TERRAIN PRECLUDED GO AROUND ATTEMPT. | | | | | | | | |
| 3-4342 | 12/16/67 TIME - 1015 | NR. BAKER, CALIF | CESSNA 172A N-7211T DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 | NONCOMMERCIAL BUSINESS PRIVATE, AGE 32, 700 TOTAL HOURS, 640 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH TREES | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | | | |
| FACTORS | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE | | | | | | | | |
| WEATHER - LOW CEILING | | | | | | | | |
| WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. | | | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE | | | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT | | | | | | | | |
| ADVERSE/UNFAVORABLE WEATHER | | | | | | | | |
| REMARKS- LANDED ON ROAD. | | | | | | | | |
| 3-4343 | 12/17/67 TIME - 1545 | TAYLOR RIDGE, ILL | PORTERFIELD LP-65 N-37853 DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE PRIVATE, AGE 26, 92 TOTAL HOURS, 64 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| STALL MUSH | | | INFLIGHT BUZZING | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING-SPEED | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - UNWARRENTED LOW FLYING | | | | | | | | |
| FACTORS | | | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | |
| REMARKS- STRUCK HOUSE CHIMNEY. WIND 180 DEG 14K GUSTING TO 22K. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|--------------------|---|--|--------|--------|---------------------------|---|
| | | | | F | S | M/N | | |
| 3-4344 | 12/17/67 TIME - 1915 | GROTON, CONN | CESSNA 172 N-5329T DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 27, 230 TOTAL HOURS, 150 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH DITCHES | | | | PHASE OF OPERATION TAXI FROM LANDING | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT-DID NOT USE LDG LIGHT FOR NIGHT TAXI. | | | | | | | | |
| REMARKS- DITCH APPROX 50 FT FROM MARKED AND LITED TAXIWAY | | | | | | | | |
| 3-4345 | 12/17/67 TIME - 1450 | SKANEATELES, NY | PIPER PA-28 N-3921K DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 42, 19 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH SNOWBANK | | | | PHASE OF OPERATION TAKEOFF RUN TAKEOFF RUN | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | | | |
| REMARKS- TOUCH AND GO LDG PRACTICE. SNOW BANK ALONG RHWY. | | | | | | | | |
| 3-4346 | 12/17/67 TIME - 1535 | CARLSBAD, CALIF | PIPER PA-28 N-5738W DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 34, 31 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| 3-4347 | 12/18/67 TIME - 1640 | CLINES CRNS, N MEX | BEECH V35A N-7087N DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 25, 1400 TOTAL HOURS, 460 IN TYPE. |
| TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE PROPELLER WHEELS-UP LANDING | | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN | | | | |
| PROBABLE CAUSE POWERPLANT - PROPELLER AND ACCESSORIES - HUBS POWERPLANT - PROPELLER AND ACCESSORIES - HYDRAULIC PITCH CONTROL MECHANISM PRODUCTION-DESIGN - INCORRECT FACTORY INSTALLATION | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - RPM-UNCONTROLLABLE-OVERSPEED MISCELLANEOUS ACTS, CONDITIONS - WINDSHIELD, DIRTY, FOGGY, ETC.-RESTRICTED VISION MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- ONLY 2 OF THE 8 REQUIRED SCREWS PNA-1635-43 WERE USED TO HOLD PROP CYL PNC-1904 IN HUB. BOTH FAILED | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--------|----------------------------------|---|------------------------|------------|--------|--------|-----------------------------|---|
| | | | | F | S | M/N | | |
| 3-4348 | 12/18/67 | SMYRNA, DEL | BEECH A23 N-5782V | CR- PX- | 0 0 | 2 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 31, 872 TOTAL HOURS, 41 IN TYPE. |
| | TIME - 1615 | | DAMAGE - SUBSTANTIAL | | | | | |
| | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | |
| | HARD LANDING | | | | | | LANDING LEVEL OFF/TOUCHDOWN | |
| | GEAR COLLAPSED | | | | | | LANDING LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSE | | | | | | | |
| | PILOT IN COMMAND - | IMPROPER LEVEL OFF | | | | | | |
| | FACTOR | | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - | OVERLOAD FAILURE | | | | | | |
| 3-4349 | 12/18/67 | ALEXANDRIA, LA | CESSNA 150F N-8697S | CR- PX- | 0 0 | 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 34, 53 TOTAL HOURS, ALL IN TYPE. |
| | TIME - 1230 | | DAMAGE - SUBSTANTIAL | | | | | |
| | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | |
| | ENGINE FAILURE OR MALFUNCTION | | | | | | TAKEOFF INITIAL CLIMB | |
| | GEAR COLLAPSED | | | | | | LANDING LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSE | | | | | | | |
| | PILOT IN COMMAND - | INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - | WATER IN FUEL | | | | | | |
| | FACTOR | | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - | OVERLOAD FAILURE | | | | | | |
| | EMERGENCY CIRCUMSTANCES - | FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPORT | | | | | | |
| | REMARKS - | ACFT CRASH LANDED ON ARPT PAST END OF RNMW. HEAVY RAIN THE PREVIOUS NIGHT, ACFT STORED OUTSIDE. | | | | | | |
| 3-4350 | 12/20/67 | LITTLE ROCK, ARK | PIPER PA-23 N-5904Y | CR- PX- | 0 0 | 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 48, 3620 TOTAL HOURS, 500 IN TYPE. |
| | TIME - 1700 | | DAMAGE - SUBSTANTIAL | | | | | |
| | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | |
| | WHEELS-UP LANDING | | | | | | LANDING LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSE | | | | | | | |
| | LANDING GEAR - | GEAR LOCKING MECHANISM | | | | | | |
| | MISCELLANEOUS - | FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS | | | | | | |
| | REMARKS - | PIECES OF TAR COVERED GRAVEL PREVENTED NOSE GEAR FROM LOCKING DOWN. | | | | | | |
| 3-4351 | 12/20/67 | GREENWOOD, IND | CESSNA 172 N-4033F | CR- PX- | 0 0 | 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 33, 132 TOTAL HOURS, 21 IN TYPE. |
| | TIME - 0820 | | DAMAGE - SUBSTANTIAL | | | | | |
| | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | |
| | OVERSHOOT | | | | | | LANDING LEVEL OFF/TOUCHDOWN | |
| | COLLIDED WITH DITCHES | | | | | | LANDING ROLL | |
| | PROBABLE CAUSE | | | | | | | |
| | PILOT IN COMMAND - | MISJUDGED DISTANCE AND SPEED | | | | | | |
| | PILOT IN COMMAND - | FAILED TO INITIATE GO-AROUND | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|---|----------------|-----------------------------|------------|--------|--------|----------------|---------------------------|---|
| | | | | F | S | M/N | | | |
| 3-4352 | 12/19/67 | RICHMOND, IND | LUSCOMBE 8E N-2632K | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 50, 96 TOTAL HOURS, 34 IN TYPE. |
| | TIME - 1700 | | DAMAGE -SUBSTANTIAL | | | | | | |
| | TYPE OF ACCIDENT | | PHASE OF OPERATION | | | | | | |
| | GROUND-WATER LOOP-SWERVE | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| | GEAR COLLAPSED | | LANDING ROLL | | | | | | |
| | PROBABLE CAUSE | | | | | | | | |
| | PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | | | |
| | FACTOR | | | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| 3-4353 | 8/15/67 | MARSHFIELD, MO | MOONEY M-21 N-7800V | CR- PX- | 0 0 | 0 0 | 1 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 33, 620 TOTAL HOURS, 55 IN TYPE. |
| | TIME - 1915 | | DAMAGE -SUBSTANTIAL | | | | | | |
| | TYPE OF ACCIDENT | | PHASE OF OPERATION | | | | | | |
| | ENGINE FAILURE OR MALFUNCTION | | INFLIGHT NORMAL CRUISE | | | | | | |
| | COLLIDED WITH WIRES/POLES | | LANDING FINAL APPROACH | | | | | | |
| | PROBABLE CAUSE | | | | | | | | |
| | POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | | | |
| | PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | | | |
| | EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT | | | | | | | | |
| | REMARKS- PLT SAID CYL HD TEMP CLIMBED OFF GAGE SCALE AND ENG RAN ROUGH INTERMITTENTLY SO HE DECIDED TO LAND | | | | | | | | |
| 3-4354 | 9/3/67 | SALEM, OREG | PIPER PA-28 N-6049W | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 32, 100 TOTAL HOURS, ALL IN TYPE. |
| | TIME - 1420 | | DAMAGE -SUBSTANTIAL | | | | | | |
| | TYPE OF ACCIDENT | | PHASE OF OPERATION | | | | | | |
| | HARD LANDING | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| | GEAR COLLAPSED | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| | PROBABLE CAUSE | | | | | | | | |
| | PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | | | |
| | FACTOR | | | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| 3-4355 | 9/11/67 | OLATHE, KANS | CESSNA 150 N-6664F | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 44, 12 TOTAL HOURS, ALL IN TYPE. |
| | TIME - 1000 | | DAMAGE -SUBSTANTIAL | | | | | | |
| | TYPE OF ACCIDENT | | PHASE OF OPERATION | | | | | | |
| | HARD LANDING | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| | GEAR COLLAPSED | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| | PROBABLE CAUSE | | | | | | | | |
| | PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | | | |
| | FACTOR | | | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| | WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | |
| | WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | | |
| | WEATHER FORECAST - UNKNOWN | | | | | | | | |
| | REMARKS- WIND 10K GUSTING 15K. PILOT ON 1ST SOLO FLT. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|--------------------|--|------------------------|---------------------------|--|
| 3-4356 | 9/24/67 TIME - 0615 | GREEN ISLE, MINN | CESSNA 172 N-6389E DAMAGE - DESTROYED | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 40, 692 TOTAL HOURS, 50 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | |
| STALL MUSH | | | LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- ACFT PARKED OUTSIDE, NOT FLOWN FOR APPROX 3 MOS. | | | | | | |
| 3-4357 | 9/25/67 TIME - 1815 | CLINTON, MO | PIPER PA-28 N-6906W DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | COMMERCIAL, FL. INSTR., AGE 26, 436 TOTAL HOURS, 47 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| ENGINE FAILURE OR MALFUNCTION | | | TAKEOFF INITIAL CLIMB | | | |
| COLLIDED WITH ANIMALS | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- KILLED STEER. | | | | | | |
| 3-4358 | 9/26/67 TIME - 1015 | PT. TOWNSEND, WASH | ERCO 415-C N-99181 DAMAGE - SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 52, 3368 TOTAL HOURS, 50 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| GEAR COLLAPSED | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | |
| DUAL STUDENT - IMPROPER LEVEL OFF | | | | | | |
| PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-4359 | 10/11/67 TIME - 1600 | BONNER SPRGS, KANS | CESSNA 182 N-2613Q DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | PRIVATE, AGE 42, 70 TOTAL HOURS, 4 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | FLIGHT PURPOSE | PILOT DATA |
|---|----------|---------------|--|------------------------|---------------------------|---|
| | | | | F S M/N | | |
| 3-4360 | 10/11/67 | RICHLAND,MONT | PIPER J3C-65 N-70234 DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 35, 895 TOTAL HOURS, 45 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | |
| COLLIDED WITH DIRT BANK | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| REMARKS- LANDED ON ROAD. | | | | | | |
| 3-4361 | 10/21/67 | CASSVILLE,MO | PIPER PA-23 N-4438P DAMAGE -SUBSTANTIAL | CR- 0 0 2 PX- 0 0 3 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 29, 4159 TOTAL HOURS, 60 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| MISCELLANEOUS | | | LANDING ROLL | | | |
| COLLIDED WITH OBJECT | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| COPILOT - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| FUSELAGE - SEATS | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY SECURED | | | | | | |
| REMARKS- CO-PLT IN LEFT SEAT,SLID REARWARD.PLT HAD NO BRAKES ON RT SIDE.ACFT STRUCK BRUSH AT END OF RNWY. | | | | | | |
| 3-4362 | 11/3/67 | NASHUA,NH | BEECH S35 N-5876J DAMAGE -SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL,FL.INSTR., AGE 64, 7200 TOTAL HOURS, 120 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| GEAR RETRACTED | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| DUAL STUDENT - INADVERTENTLY RETRACTED GEAR | | | | | | |
| PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| 3-4363 | 11/4/67 | LEAWOOD,KANS | CESSNA 150E N-3502J DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 33, 158 TOTAL HOURS, 78 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLIDED WITH PARKED AIRCRAFT | | | TAXI TO TAKEOFF | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - CONGESTED TRAFFIC-PATTERN OR RAMP | | | | | | |
| REMARKS- RT WING TIP STRUCK PARKED ACFT,BEECH F35 N3867B, SUBST DAMAGE. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|--|------------------------|---------------------------|--|
| 3-4364 | 11/5/67 TIME - 0850 | LANCASTER, MO | PIPER J3C-65 N-6510H DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 35, 650 TOTAL HOURS, 95 IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH FENCE, FENCEPOSTS | | | | | | |
| PHASE OF OPERATION LANDING ROLL LANDING ROLL | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| 3-4365 | 11/9/67 TIME - 1700 | ST. CHARLES, MINN | PIPER J-3 N-88173 DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | STUDENT, AGE 23, 74 TOTAL HOURS, 33 IN TYPE. |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | | | | | |
| PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - FAILED TO ABORT TAKEOFF MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION | | | | | | |
| FACTOR TERRAIN - ROUGH/UNEVEN TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| REMARKS- T/O FROM SHORT UPSLOPE FIELD. PLT DOVE ACFT INTO GROUND TO AVOID TREES. | | | | | | |
| 3-4366 | 11/9/67 TIME - 1530 | ETIWANDA, CALIF | CESSNA 150H N-67385 DAMAGE -SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | ATR, FLIGHT INSTR., AGE 36, 7000 TOTAL HOURS, 1000 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DIRT BANK | | | | | | |
| PHASE OF OPERATION LANDING FINAL APPROACH LANDING ROLL | | | | | | |
| PROBABLE CAUSE POWERPLANT - FUEL SYSTEM - VENTS, DRAINS, TANK CAPS MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | |
| FACTOR TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- PRACTICE FORCED LNDG. INSTRUCTOR LET STUDENT DESCEND TOO LOW. ENG FAILED. FUEL VENT SYSTEM ABNORMAL. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-------------------|--|--|--------|--------|----------------|---|
| | | | | F | S | M/N | | |
| 3-4367 | 11/22/67 TIME - 0015 | SACRAMENTO, CALIF | BEECH 65-80 N-716AG DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | NONCOMMERCIAL CORP/EXEC AIRLINE TRANSPORT, AGE 47, 10736 TOTAL HOURS, 200 IN TYPE. |
| TYPE OF ACCIDENT GEAR COLLAPSED | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | |
| PROBABLE CAUSE LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - LANDED ON FOAMED RUNWAY EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED OR KNOWN AIRCRAFT DAMAGE | | | | | | | | |
| REMARKS- TORQUE SHAFT PN 50-810163-15 FAILED DUE SUPPORT BEARING 3/16 IN OUT OF POSITION. 3281 HRS ON ACFT. | | | | | | | | |
| 3-4368 | 11/24/67 TIME - 1205 | ST. THOMAS, VI | CESSNA 172 N-8624U DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | NONCOMMERCIAL PLEASURE PRIVATE, AGE 31, 92 TOTAL HOURS, 39 IN TYPE. |
| TYPE OF ACCIDENT PROPELLER/JET/ROTOR BLAST NOSE OVER/DOWN | | | | PHASE OF OPERATION TAXI TO TAKEOFF TAXI TO TAKEOFF | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - EXERCISED POOR JUDGMENT MISCELLANEOUS - PROP/JET BLAST | | | | | | | | |
| FACTOR AIRPORT CONDITIONS - OTHER | | | | | | | | |
| REMARKS- PLT TAXIED BEHIND CONVAIR IN ENG RUNUP. LIGHT ACFT PARKING AREA CLOSE TO RUNUP AREA. | | | | | | | | |
| 3-4369 | 11/25/67 TIME - 1315 | ALIEF, TEX | CESSNA 172H N-1717H DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 2 | NONCOMMERCIAL PLEASURE PRIVATE, AGE 34, 61 TOTAL HOURS, 4 IN TYPE. |
| TYPE OF ACCIDENT HARD LANDING | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | | | |
| FACTOR WEATHER - UNFAVORABLE WIND CONDITIONS PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | | | |
| REMARKS- PORPOISED. SUCCESSFUL GO AROUND WITH NO FURTHER DAMAGE ON LNDG. 50 DEG RT CROSSWIND 15K GUSTING. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|--------------------|---|------------|--------|--------|---------------------------|---|
| | | | | F | S | M/N | | |
| 3-4370 | 11/27/67 TIME - 1430 | COOSAMHATCHIE, SC | MOONEY M20C N-6961U DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 3 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 30, 540 TOTAL HOURS, 50 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH OBJECT | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | | | |
| FACTOR | | | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | |
| WEATHER - TURBULENCE, ASSOCIATED W/ CLOUDS, THUNDERSTORMS | | | | | | | | |
| WEATHER - RAIN | | | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE | | | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT | | | | | | | | |
| ADVERSE/UNFAVORABLE WEATHER | | | | | | | | |
| REMARKS- STRUCK SIGN POST LNDG ON HIWAY. HEAVY RAIN. WINDS 340 DEG 30K GUSTING TO 50K. | | | | | | | | |
| 3-4371 | 12/1/67 TIME - 1425 | NR.VENTUCOPA,CALIF | PIPER PA-32 N-3505W DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 4 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 32, 374 TOTAL HOURS, 74 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| POWERPLANT - REDUCTION GEAR ASSEMBLY - GEARS,ACCESSORY DRIVE | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- MAIN ACCESSORY DRIVE GEAR SEPARATED FROM CRANKSHAFT. | | | | | | | | |
| 3-4372 | 12/1/67 TIME - 1640 | BELLEFONTE,PA | CESSNA 150G N-904PS DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 21, 11 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| GROUND-WATER LOOP-SWERVE | | | TAKEOFF RUN | | | | | |
| COLLIDED WITH SNOWBANK | | | TAKEOFF ABORTED | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | | | |
| FACTOR | | | | | | | | |
| AIRPORT CONDITIONS - ICE/SLUSH ON RUNWAY | | | | | | | | |
| REMARKS- ICY SPOTS ON RNWY. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--|------------------------|---------------|--|-----------------------------|--------|--------|----------------|---------------------------|---|
| | | | | F | S | M/N | | | |
| 3-4373 | 12/3/67 TIME - 1245 | WYKOFF, MINN | CESSNA 150 N-8671J DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 52, 58 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | | |
| HARD LANDING | | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| GEAR COLLAPSED | | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | | | | |
| PILOT IN COMMAND - BECAME LOST/DISORIENTED | | | | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | | |
| PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | | | | |
| TERRAIN - ROUGH/UNEVEN | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND | | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT | | | | | | | | | |
| LOW ON FUEL | | | | | | | | | |
| REMARKS- PLT BECAME LOST, UNABLE TO TUNE RADIO PROPERLY. TAILWIND 18K. | | | | | | | | | |
| 3-4374 | 12/3/67 TIME - 1435 | WILLMAR, MINN | NAVION A N-4861K DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 44, 346 TOTAL HOURS, 7 IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | | TAKEDOFF INITIAL CLIMB | | | | | |
| WHEELS-UP LANDING | | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL | | | | | | | | | |
| FACTOR | | | | | | | | | |
| MAINTENANCE, SERVICING, INSPECTION - IMPROPERLY SERVICED AIRCRAFT | | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | |
| REMARKS- WATER, RUST PARTICLES IN FUEL. ACFT CUSTOMARILY SERVICED FROM 260 GAL TANK TRUCK. | | | | | | | | | |
| 3-4375 | 12/5/67 TIME - 0440 | GILLETTE, WYO | CESSNA 150 N-8183F DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 38, 106 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | | |
| UNDERSHOOT | | | | LANDING FINAL APPROACH | | | | | |
| GEAR COLLAPSED | | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE | | | | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE | | | | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | | | | |
| REMARKS- DIRECT RT CROSSWIND 20K GUSTING TO 25K. | | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|---|--|--------|--------|---------------------------|---|
| | | | | F | S | M/N | | |
| 3-4376 | 12/5/67 TIME - 1930 | CHAMBLEE, GA | BEECH A23 N-3627Q DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 32, 387 TOTAL HOURS, 38 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH PARKED AIRCRAFT | | | | PHASE OF OPERATION TAXI TO TAKEOFF | | | | |
| PROBABLE CAUSE LANDING GEAR - BRAKING SYSTEM MISCELLANEOUS ACTS, CONDITIONS - PRESSURE, NONE MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE FACTOR MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE REMARKS- BOTH BRAKE CASTINGS FRACTURED. STRUCK PARKED ACFT CESSNA 172, N2158Y. SUBSTL DAMAGE. | | | | | | | | |
| 3-4377 | 12/6/67 TIME - 1705 | CREVE COEUR, MO | CESSNA 150 N-3457J DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | INSTRUCTIONAL TRAINING | STUDENT, AGE 16, 39 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT UNDERSHOOT NOSE OVER/DOWN | | | | PHASE OF OPERATION LANDING FINAL APPROACH LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR TERRAIN - WET, SOFT GROUND | | | | | | | | |
| 3-4378 | 12/6/67 TIME - 1512 | CHADRON, NEBR | PIPER PA-22 N-3337B DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 34, 156 TOTAL HOURS, 43 IN TYPE. |
| TYPE OF ACCIDENT NOSE OVER/DOWN | | | | PHASE OF OPERATION TAXI FROM LANDING | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - EXERCISED POOR JUDGMENT WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY WBP, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALY CORRECT REMARKS- KNOWN WINDS 310 DEG 30K GUSTING TO 43K. | | | | | | | | |
| 3-4379 | 12/7/67 TIME - 1555 | HURON, S DAK | BEECH K35 N-646Q DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 40, 250 TOTAL HOURS, 50 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR FACTOR MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE LANDING GEAR - LANDING GEAR WARNING AND INDICATING COMPONENTS REMARKS- LNDG GEAR WARNING HORN INOPERATIVE. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|--------------------|--|------------------------|---------------------------|---|
| 3-4380 | 12/9/67 TIME - 1635 | COLUMBUS, OHIO | CESSNA 150 N-374LA DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 34, 13 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| UNDERSHOOT | | | LANDING FINAL APPROACH | | | |
| GEAR COLLAPSED | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| REMARKS- NOSE GEAR STRUCK DIRT PILE. | | | | | | |
| 3-4381 | 12/10/67 TIME - 1145 | FARMINGDALE, NY | CESSNA 170B N-2465D DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 37, 102 TOTAL HOURS, 20 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| 3-4382 | 12/10/67 TIME - 1434 | BURLINGTON, VT | PIPER PA-28 N-6663W DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 20, 72 TOTAL HOURS, 3 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-4383 | 12/12/67 TIME - 0025 | NEW CUMBERLAND, PA | BEECH D18S N-5869C DAMAGE - DESTROYED | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | ATR, FLIGHT INSTR., AGE 29, 4500 TOTAL HOURS, 600 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLIDED WITH TREES | | | LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | |
| PILOT IN COMMAND - MISJUDGED ALTITUDE | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE | | | | | | |
| FACTOR | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| REMARKS- PLT DESCENDED BELOW PUBLISHED LNDG MINIMUMS. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|--|--------------------|------------------------|-----------------------------|---|-----|----------------|---------------|---|
| | | | | F | S | M/N | | | |
| 3-4384 | 12/12/67 | IOWA CITY, IOWA | PIPER PA-28 N-6426W | CR- | 0 | 0 | 1 | INSTRUCTIONAL | STUDENT, AGE 21, 15 TOTAL HOURS, ALL IN TYPE. |
| | TIME - 1130 | | DAMAGE -SUBSTANTIAL | PX- | 0 | 0 | 0 | SOLO | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| | GROUND-WATER LOOP-SWERVE | | | TAKEOFF RUN | | | | | |
| | GEAR COLLAPSED | | | TAKEOFF RUN | | | | | |
| | PROBABLE CAUSE | | | | | | | | |
| | PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | | | |
| | FACTOR | | | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| 3-4385 | 12/16/67 | MARSHALLTOWN, IOWA | PIPER PA-22 N-6724B | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 59, 114 TOTAL HOURS, 5 IN TYPE. |
| | TIME - 1345 | | DAMAGE -SUBSTANTIAL | PX- | 0 | 0 | 1 | PLEASURE | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| | COLLIDED WITH OBJECT | | | TAXI FROM LANDING | | | | | |
| | GEAR COLLAPSED | | | TAXI FROM LANDING | | | | | |
| | PROBABLE CAUSE | | | | | | | | |
| | PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | | | |
| | FACTOR | | | | | | | | |
| | AIRPORT CONDITIONS - OTHER | | | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| | REMARKS- LANDED ON CLOSED RWY. NOSE WHEEL STRUCK DEEP FURROW WHEN PLT TRIED TO TAXI TO ACTIVE RWY. | | | | | | | | |
| 3-4386 | 12/17/67 | WALLKILL, NY | CESSNA 150G N-3346J | CR- | 0 | 0 | 1 | INSTRUCTIONAL | STUDENT, AGE 26, 40 TOTAL HOURS, ALL IN TYPE. |
| | TIME - 1030 | | DAMAGE -SUBSTANTIAL | PX- | 0 | 0 | 0 | SOLO | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| | GROUND-WATER LOOP-SWERVE | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| | COLLIDED WITH TREES | | | LANDING GO-AROUND | | | | | |
| | PROBABLE CAUSE | | | | | | | | |
| | PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | | | |
| | PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND | | | | | | | | |
| | REMARKS- LANDED IN CRAB ATTITUDE. | | | | | | | | |
| 3-4387 | 12/17/67 | SHADYSIDE, OHIO | MOONEY M20C N-79800 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | NONE, AGE 41, 109 TOTAL HOURS, 70 IN TYPE. |
| | TIME - 1718 | | DAMAGE -SUBSTANTIAL | PX- | 0 | 0 | 3 | PLEASURE | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| | ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | | | |
| | COLLIDED WITH DIRT BANK | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| | PROBABLE CAUSE | | | | | | | | |
| | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| | PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | | | |
| | FACTOR | | | | | | | | |
| | MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT | | | | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| | REMARKS- STUDENT PERMIT EXPIRED 1962. OVERFLEW SUITABLE AIRPORTS. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-------------------|---|------------------------|---------------------------|--|
| 3-4388 | 12/18/67 TIME - 0930 | GATESVILLE, TEX | CESSNA 210C N-3928Y DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 46, 2763 TOTAL HOURS, 716 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED PROBABLE CAUSE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN POWERPLANT - PROPELLER AND ACCESSORIES - BLADES MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE MISCELLANEOUS ACTS, CONDITIONS - BENT FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PLT TAXIED THRU DITCH, PROP STRUCK GRND. PLT, UNAWARE OF DAMAGE TOOK OFF. SAID UNABLE REMAIN AIRBORNE. | | | | | | |
| 3-4389 | 12/23/67 TIME - 1300 | MELFA, VA | LUSCOMBE 8A N-72039 DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 52, 223 TOTAL HOURS, 61 IN TYPE. |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PROBABLE CAUSE PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT REMARKS- ACFT VEERED INTO WIND, PLT LOST CONTROL. 70 DEG LEFT CROSSWIND, 14K GUSTING TO 30K. | | | | | | |
| 3-4390 | 12/23/67 TIME - 1600 | CALIPATRIA, CALIF | BEECH E35 N-73908 DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 38, 108 TOTAL HOURS, 5 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WHEELS-UP LANDING PROBABLE CAUSE PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL SELECTOR ON EMPTY TANK. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--------------------|--|------------|--------|--------|---------------------------|--|
| | | | | F | S | M/N | | |
| 3-4391 | 12/23/67 TIME - 1505 | POMPANO BEACH, FLA | BEECH V35 N-6257V DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 2 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 43, 1500 TOTAL HOURS, 20 IN TYPE. |
| | TYPE OF ACCIDENT GEAR RETRACTED | | PHASE OF OPERATION LANDING ROLL | | | | | |
| | PROBABLE CAUSE PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR | | | | | | | |
| 3-4392 | 12/23/67 TIME - 1120 | ENDERLIN, N DAK | PIPER PA-22 N-6054D DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 36, 269 TOTAL HOURS, 120 IN TYPE. |
| | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | | | | |
| | PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | | |
| | FACTOR AIRPORT CONDITIONS - SNOW ON RUNWAY AIRPORT CONDITIONS - ICE/SLUSH ON RUNWAY REMARKS- RNWY COVERED WITH 2-3 INCHES SNOW, ICE SPOTS. | | | | | | | |
| 3-4393 | 12/23/67 TIME - 1110 | MILLARD, NEBR | CESSNA 180 N-5148E DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 4 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 38, 937 TOTAL HOURS, 28 IN TYPE. |
| | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | | PHASE OF OPERATION TAKEOFF RUN TAKEOFF ABORTED | | | | | |
| | PROBABLE CAUSE PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | | |
| | FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | |
| 3-4394 | 12/23/67 TIME - 1630 | PRYOR, OKLA | BEECH A23 N-3515R DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 27, 46 TOTAL HOURS, 2 IN TYPE. |
| | TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| | PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF. PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | | |
| | FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|---|---|--|---------------------------|---|
| | | | | F S M/N | | |
| 3-4395 | 12/24/67 TIME - 1839 | WHITE PLAINS,NY | PIPER PA-24 N-7037P DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 41, 425 TOTAL HOURS, 165 IN TYPE. |
| | | TYPE OF ACCIDENT WHEELS-UP LANDING | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED | | | | | | |
| FACTOR LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - ELECTRICAL FAILURE | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | |
| SUSPECTED MECHANICAL DISCREPANCY | | | | | | |
| REMARKS- EMERG SYSTEM CAPABLE OF OPERATION. BATTERY DEAD. | | | | | | |
| 3-4396 | 12/24/67 TIME - 1130 | WICHITA FALLS,TEX | ERCO 415-C N-3387H DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 21, 44 TOTAL HOURS, 2 IN TYPE. |
| | | TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| FACTOR MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-4397 | 12/24/67 TIME - 0045 | FAIR OAKS,CALIF | CESSNA 182 N-4924D DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 39, 840 TOTAL HOURS, 425 IN TYPE. |
| | | TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH FENCE,FENCEPOSTS | | PHASE OF OPERATION LANDING FINAL APPROACH LANDING ROLL | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | | |
| 3-4398 | 12/24/67 TIME - 1600 | FOREST CITY,IOWA | PIPER PA-22 N-2655A DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 25, 51 TOTAL HOURS, 2 IN TYPE. |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH FENCE,FENCEPOSTS | | PHASE OF OPERATION TAKEOFF RUN TAKEOFF ABORTED | | |
| PROBABLE CAUSE POWERPLANT - EXHAUST SYSTEM - MUFFLERS | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE | | | | | | |
| PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF | | | | | | |
| FACTOR MISCELLANEOUS ACTS,CONDITIONS - PREVIOUS DAMAGE | | | | | | |
| AIRPORT CONDITIONS - ICE/SLUSH ON RUNWAY | | | | | | |
| REMARKS- CHUNK OF MUFFLER DIFFUSER TUBE BLOCKED EXHAUST OUTLET. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-------------------|--|------------------------|---------------------------|---|
| 3-4399 | 12/24/67 TIME - 1600 | MERRITT ISLE, FLA | CESSNA 172 N-1303F DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 37, 70 TOTAL HOURS, 3 IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH DITCHES | | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN REMARKS- RT CROSSWIND 12K GUSTING. | | | | | | |
| 3-4400 | 12/24/67 TIME - 1200 | LOCKPORT, ILL | CESSNA 150 N-4046U DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 37, 141 TOTAL HOURS, 61 IN TYPE. |
| TYPE OF ACCIDENT GEAR COLLAPSED | | | PHASE OF OPERATION LANDING ROLL | | | |
| PROBABLE CAUSE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN LANDING GEAR - NOSEWHEEL STEERING MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- PREVIOUS LNDGS ON ROUGH SOD BESIDE RNWY. STEERING LINK FAILED. | | | | | | |
| 3-4401 | 12/25/67 TIME - 1340 | GUEYDAN, LA | STINSON 108-1 N-8238K DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 31, 327 TOTAL HOURS, 13 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH DITCHES | | | PHASE OF OPERATION TAKEOFF ABORTED | | | |
| PROBABLE CAUSE PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF FACTOR AIRPORT CONDITIONS - POORLY MAINTAINED RUNWAY SURFACE AIRPORT CONDITIONS - SOFT RUNWAY REMARKS- ACFT NEAR GROSS WT. RNWY ROUGH, TALL GRASS AT END | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|--------------------|--|--|--------|--------|--------------------------------|---|
| | | | | F | S | M/N | | |
| 3-4402 | 12/25/67 TIME - 0915 | STIGLER, OKLA | CESSNA 172 N-3958F DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 INSTRUCTIONAL TRAINING | STUDENT, AGE 31, 22 TOTAL HOURS, 3 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - IMPROPER OPER./FAILED TO USE CARB. HEAT/DEICING EQUIP. MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS - LANDED ON ROAD, NOSE WHEEL STRUCK HOLE. | | | | | | | | |
| 3-4403 | 12/28/67 TIME - 1645 | GRIMES, IOWA | STINSON 10 N-26290 DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 INSTRUCTIONAL SOLO | STUDENT, AGE 32, 12 TOTAL HOURS, 4 IN TYPE. |
| TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| 3-4404 | 12/31/67 TIME - 1015 | HOT SPRINGS, S DAK | PIPER PA-22 N-9178D DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 NONCOMMERCIAL PLEASURE | PRIVATE, AGE 37, 175 TOTAL HOURS, 158 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES | | | | PHASE OF OPERATION INFLIGHT DESCENDING LANDING FINAL APPROACH | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|----------|-----------------|--|---|--------|--------|--------------------------------|--|
| | | | | F | S | M/N | | |
| 3-4405 | 6/17/67 | HARRISON, NEBR | BEECH B35 N-5020C DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 2 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL, AGE 27, 3263 TOTAL HOURS, 332 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH FENCE, FENCEPOSTS | | | | PHASE OF OPERATION TAKEOFF ABORTED | | | | |
| PROBABLE CAUSE WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER - LOCAL WHIRLWIND FACTOR - WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE WEATHER FORECAST - UNKNOWN REMARKS - RIGHT QUARTERING HEAD WIND 20-60 DEGREES 18 KNOTS, GUSTING. THUNDERSTORM APPROACHING. | | | | | | | | |
| 3-4406 | 10/10/67 | MARQUETTE, MICH | DEHAVILAND DH104 N-425D DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | COMMERCIAL AIR TAXI - CARGO | COMMERCIAL, FL. INSTR., AGE 41, 15404 TOTAL HOURS, 700 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH DITCHES | | | | PHASE OF OPERATION TAKEOFF ABORTED | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF FACTOR - MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. AIRPORT CONDITIONS - ICE/SLUSH ON RUNWAY REMARKS - APPROX 210 LBS OVER GROSS WT. 1 INCH OF SLUSH ON RNNY. | | | | | | | | |
| 3-4407 | 10/20/67 | PRICE, UT | BEECH TC-45J N-165V DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 7 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL, FL. INSTR., AGE 34, 2090 TOTAL HOURS, 245 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED FACTOR - MISCELLANEOUS ACTS, CONDITIONS - CIRCUIT BREAKER POPPED | | | | | | | | |
| 3-4408 | 4/16/67 | WARRENTON, OREG | PIPER PA-24 N-6133P DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 29, 133 TOTAL HOURS, 17 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH FENCE, FENCEPOSTS | | | | PHASE OF OPERATION TAXI FROM LANDING | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC. EQUIPMENT AIRPORT SUPERVISORY PERSONNEL - FAILURE TO NOTIFY OF UNSAFE CONDITION REMARKS - FAILED TO USE LNDG/TAXI LIGHTS IN UNFAMILIAR AREA. UNUSED YELLOW LINE LED TO FENCE ON RAMP. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------------|--|------------------------|-----------------------------|---|
| 3-4409 | 8/5/67 TIME - 1105 | SKWENTNA, ALAS | PIPER PA-12 N-7675H DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 33, 140 TOTAL HOURS, 45 IN TYPE. |
| TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH OBJECT | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING GO-AROUND | | | |
| PROBABLE CAUSE POWERPLANT - ENGINE CONTROLS-COCKPIT - THROTTLE-POWER LEVER ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - JAMMED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND | | | | | | |
| REMARKS- SHEARED OFF WING ON CABIN/TREE, DURING CONTROLLED CRASH WHEN THROTTLE FAILED TO RETARD, REASON UNKNW | | | | | | |
| 3-4410 | 8/10/67 TIME - 1830 | CHESTERFIELD, MO | BEECH 95-B55 N-8689Q DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 40, 821 TOTAL HOURS, 84 IN TYPE. |
| TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH WIRES/POLES | | | PHASE OF OPERATION LANDING FINAL APPROACH LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | | |
| REMARKS- LANDED WITH NO FURTHER DAMAGE. | | | | | | |
| 3-4411 | 8/14/67 TIME - 0945 | MILDRED, MONT | PIPER PA-18 N-5756D DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL AERIAL APPLIC | COMMERCIAL, AGE 41, 4445 TOTAL HOURS, 2340 IN TYPE. |
| TYPE OF ACCIDENT STALL MUSH | | | PHASE OF OPERATION INFLIGHT SURVEY FIELD/AREA | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | | | |
| FACTOR WEATHER - HIGH TEMPERATURE WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| REMARKS- OBSERVING SIGNALS OF FLAGMAN WHILE IN LOW TURN. TEMP 90 DEG. NO LOAD ABOARD. | | | | | | |
| 3-4412 | 8/14/67 TIME - 1810 | SEATTLE, WASH | BOEING 247-D N-13347 DAMAGE -SUBSTANTIAL | CR- 0 0 2 PX- 0 0 6 | NONCOMMERCIAL PLEASURE | COMMERCIAL, FL. INSTR., AGE 29, 7000 TOTAL HOURS, 8 IN TYPE. |
| TYPE OF ACCIDENT GEAR COLLAPSED | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE LANDING GEAR - MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC. MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY | | | | | | |
| REMARKS- NUT SECURING RT MAIN GR PISTON STRIPPED, ALLOWING OLEO TO DROP. CERTIFICATION 15 HRS PREVIOUSLY. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|---------|--------------------|---|------------------------|---|-----|------------------------------|---|
| | | | | F | S | M/N | | |
| 3-4413 | 8/17/67 | KLAMATH FALL, OREG | PIPER PA-24 N-6097P | CR- 0 0 1 PX- 0 0 3 | | | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 40, 408 TOTAL HOURS, 29 IN TYPE. |
| TYPE OF ACCIDENT | | | DAMAGE -SUBSTANTIAL | | | | | |
| STALL MUSH | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - | | | FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | |
| PILOT IN COMMAND - | | | PREMATURE LIFT-OFF | | | | | |
| FACTOR | | | | | | | | |
| WEATHER - | | | HIGH DENSITY ALTITUDE | | | | | |
| WEATHER BRIEFING - | | | NO BRIEFING RECEIVED | | | | | |
| WEATHER FORECAST - | | | UNKNOWN | | | | | |
| REMARKS- DENSITY ALTITUDE 7700 FT. WIND LT AND VBL. | | | | | | | | |
| 3-4414 | 8/18/67 | AURORA, OREG | PIPER PA-22 N-4546A | CR- 0 0 1 PX- 0 0 0 | | | INSTRUCTIONAL SOLO | STUDENT, AGE 53, 37 TOTAL HOURS, 20 IN TYPE. |
| TYPE OF ACCIDENT | | | DAMAGE -SUBSTANTIAL | | | | | |
| COLLISION WITH GROUND/WATER | | | CONTROLLED | | | | | |
| | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - | | | IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | |
| PILOT IN COMMAND - | | | FAILED TO INITIATE GO-AROUND | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - | | | NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - | | | POORLY PLANNED APPROACH | | | | | |
| REMARKS- CRASHED TO LEFT OF RNWY. | | | | | | | | |
| 3-4415 | 8/18/67 | SEATTLE, WASH | WREN 460 N-2427X | CR- 0 0 1 PX- 0 0 1 | | | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 28, 2235 TOTAL HOURS, 30 IN TYPE. |
| TYPE OF ACCIDENT | | | DAMAGE -SUBSTANTIAL | | | | | |
| HARD LANDING | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - | | | IMPROPER LEVEL OFF | | | | | |
| REMARKS- PROP STRUCK RNWY. | | | | | | | | |
| 3-4416 | 8/19/67 | TUMWATER, WASH | CESSNA 172 N-7027T | CR- 0 0 1 PX- 0 0 0 | | | COMMERCIAL ASSOC FIRE CTL | COMMERCIAL, FL. INSTR., AGE 49, 5300 TOTAL HOURS, 200 IN TYPE. |
| TYPE OF ACCIDENT | | | DAMAGE -DESTROYED | | | | | |
| COLLISION WITH GROUND/WATER | | | UNCONTROLLED | | | | | |
| | | | PHASE OF OPERATION INFLIGHT UNCONTROLLED DESCENT | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - | | | STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - | | | ELECTRICAL FAILURE | | | | | |
| ELECTRICAL SYSTEM - | | | BATTERIES | | | | | |
| REMARKS- HAND PROPPED ACFT, NO ONE AT CONTROLS. BECAME AIRBORNE, CRASHED ON ARPT. ACFT HAD DEAD BATTERY. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|---|------------------------|------------------|--|------------|--------|--------|----------------|---------------------------|--|
| | | | | F | S | M/N | | | |
| 3-4417 | 8/23/67 TIME - 1752 | NORTH BEND, OREG | CESSNA 150G N-4024J DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 29, 11 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT NOSE OVER/DOWN | | | PHASE OF OPERATION TAXI FROM LANDING | | | | | | |
| PROBABLE CAUSE FLIGHT INSTRUCTOR - INADEQUATE SUPERVISION OF FLIGHT WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT REMARKS- TAXIING OFF RWNY. FSS REPORTED WINDS 340 DEG 27K GUSTING TO 35K. | | | | | | | | | |
| 3-4418 | 8/24/67 TIME - 1923 | MOORE, MONT | MAULE M-4 N-12010 DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 42, 526 TOTAL HOURS, 12 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH OBJECT GEAR COLLAPSED | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB TAKEOFF INITIAL CLIMB | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR AIRPORT CONDITIONS - HIGH VEGETATION MISCELLANEOUS ACTS, CONDITIONS - INCORRECT TRIM SETTING MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- STRUCK ROCK PILE. GRASS ON STRIP 10-12IN HIGH. EXCESSIVE NOSE LOW ELEVATOR TRIM SETTING. | | | | | | | | | |
| 3-4419 | 8/25/67 TIME - 1430 | GOLDBAR, WASH | CESSNA 182 N-2654G DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 5 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 33, 391 TOTAL HOURS, 24 IN TYPE. |
| TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE GEAR COLLAPSED | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING ROLL | | | | | | |
| PROBABLE CAUSE POWERPLANT - PROPELLER AND ACCESSORIES - BLADES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE TERRAIN - WET, SOFT GROUND EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FAILURE OF LINK BLADE ACTIVATING UNIT, P/N A1935, CAUSED BLADE TO ROTATE PAST NORMAL RANGE. | | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|---|--|--|----------------|-----|---------------------------|---|
| | | | | F | S | M/N | | |
| 3-4420 | 12/23/67 TIME - 1229 | OXNARD, CALIF | BEECH A35 N-8595A DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 1 0 0 2 | | NONCOMMERCIAL PLEASURE | AIRLINE TRANSPORT, AGE 38, 10000 TOTAL HOURS, 150 IN TYPE. |
| | | TYPE OF ACCIDENT GEAR COLLAPSED | | PHASE OF OPERATION LANDING ROLL | | | | |
| PROBABLE CAUSE LANDING GEAR - GEAR LOCKING MECHANISM MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION FACTOR MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE REMARKS- RT GR NOT LOCKED IN DOWN POSITION, DUE TO BENT RETRACT ROD. UP LOCK ROLLER FROZEN. | | | | | | | | |
| 3-4421 | 9/27/67 TIME - 1815 | KENT, WASH | PIPER J-3 N-6899H DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 1 0 0 0 | | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 21, 437 TOTAL HOURS, 350 IN TYPE. |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB TAKEOFF INITIAL CLIMB | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPORT REMARKS- ABNORMAL CLIMB ATTITUDE. SMALL AMT OF FUEL ON BOARD. | | | | | | | | |
| 3-4422 | 10/9/67 TIME - 1750 | MATHEWS, MO | CESSNA 182 N-2408X DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 1 0 0 0 | | INSTRUCTIONAL TRAINING | STUDENT, AGE 41, 39 TOTAL HOURS, 28 IN TYPE. |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING ROLL | | | | |
| PROBABLE CAUSE POWERPLANT - FUEL SYSTEM - TANKS MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION FACTOR TERRAIN - WET, SOFT GROUND EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- CLIPS HOLDING FUEL CELL BLADDER NOT SECURED, CAUSED WRINKLED BLADDER, TANK WOULD NOT FILL TO CAPACITY | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|------------------|---|------------------------|---------------------------|--|
| 3-4423 | 10/14/67 TIME - 1725 | CHARLESTON, SC | PIPER PA24 N-5953P DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 48, 5500 TOTAL HOURS, 11 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY LANDING GEAR - EMERGENCY/EXTENSION ASSEMBLY LANDING GEAR - NOSEWHEEL ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - JAMMED MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION FACTOR MISCELLANEOUS ACTS, CONDITIONS - LANDED ON FOAMED RUNWAY EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- CARB HEAT CONTROL CABLE MISROUTED, TURNED NOSE GR. PREVENTED NOSE WHEEL FROM FULLY EXTENDING. | | | | | | |
| 3-4424 | 10/15/67 TIME - 1400 | RUIDOSO, N MEX | CESSNA 210D N-3902Y DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 46, 10000 TOTAL HOURS, 300 IN TYPE. |
| TYPE OF ACCIDENT GEAR COLLAPSED | | | PHASE OF OPERATION TAXI TO TAKEOFF | | | |
| PROBABLE CAUSE LANDING GEAR - NOSEWHEEL STEERING MISCELLANEOUS ACTS, CONDITIONS - VIBRATION, EXCESSIVE MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE REMARKS- NOSE WHEEL STEERING SHAFT FAILED. | | | | | | |
| 3-4425 | 10/27/67 TIME - 1600 | LAS VEGAS, NEV | CESSNA 182 N-2688Q DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 44, 134 TOTAL HOURS, 4 IN TYPE. |
| TYPE OF ACCIDENT HARD LANDING | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| 3-4426 | 11/5/67 TIME - 0817 | PLAINVILLE, CONN | CESSNA 150F N-8218F DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 25, 18 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT STALL | | | PHASE OF OPERATION LANDING GO-AROUND | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- WHEEL EQUIPPED, CRASHED INTO QUARRY POND, SUBMERGED. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-------------|----------------------------------|--|----------|---|-----|-----------------------------|---------------|-------------------------------|
| | | | | F | S | M/N | | | |
| 3-4427 | 11/7/67 | CIBOLA, ARIZ | CESSNA 172 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 42, 140 TOTAL |
| | TIME - 1135 | | N-1432Y | PX- | 0 | 0 | 2 | BUSINESS | HOURS, 40 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | COLLIDED WITH OBJECT | | | | | LANDING ROLL | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | SELECTED UNSUITABLE TERRAIN | | | | | | |
| | | FACTOR | | | | | | | |
| | | AIRPORT CONDITIONS - | HIGH VEGETATION | | | | | | |
| | | REMARKS- | LNDG AT UNIMPROVED FLIGHT STRIP. BUSH ALONG SIDE OF STRIP STRUCK BY WING, PULLED ACFT INTO DIRT BANK | | | | | | |
| 3-4428 | 11/7/67 | SANTA ANA, CALIF | PIPER PA-24 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 31, 102 TOTAL |
| | TIME - 1645 | | N-7326P | PX- | 0 | 0 | 0 | PLEASURE | HOURS, 47 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | WHEELS-UP LANDING | | | | | LANDING LEVEL OFF/TOUCHDOWN | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - | IMPROPER EMERGENCY PROCEDURES | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - | ELECTRICAL FAILURE | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - | CIRCUIT BREAKER POPPED | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - | PRECAUTIONARY LANDING ON AIRPORT | | | | | | |
| | | | SUSPECTED MECHANICAL DISCREPANCY | | | | | | |
| 3-4429 | 11/9/67 | W. HOLLYWOOD, FLA | BEECH C-18S | CR- | 0 | 0 | 1 | MISCELLANEOUS | COMMERCIAL, AGE 33, 693 TOTAL |
| | TIME - 1130 | | N-5181 | PX- | 0 | 0 | 0 | FERRY | HOURS, 4 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | GROUND-WATER LOOP-SWERVE | | | | | TAKEOFF RUN | | |
| | | COLLIDED WITH DIRT BANK | | | | | TAKEOFF RUN | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| | | WEATHER - | UNFAVORABLE WIND CONDITIONS | | | | | | |
| | | TERRAIN - | OTHER | | | | | | |
| | | REMARKS- | FLOAT EQUIPPED, ATTEMPTED T/O FROM CANAL, STRUCK CANAL BANK. CROSSWIND OF 20K. CANAL MARGINAL WIDTH. | | | | | | |
| 3-4430 | 11/10/67 | W. HOLLYWOOD, FLA | PIPER PA-28 | CR- | 0 | 0 | 1 | INSTRUCTIONAL | STUDENT, AGE 26, 20 TOTAL |
| | TIME - 0733 | | N-575CA | PX- | 0 | 0 | 0 | TRAINING | HOURS, 19 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | GROUND-WATER LOOP-SWERVE | | | | | LANDING ROLL | | |
| | | GEAR COLLAPSED | | | | | LANDING ROLL | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - | OVERLOAD FAILURE | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-------------|---------------------------|---|----------|---|-----|-----------------------------|---------------|-----------------------------|
| | | | | F | S | M/N | | | |
| 3-4431 | 11/10/67 | IMMOKALEE, FLA | PIPER PA-23 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 40, 825 TOTAL |
| | TIME - 1730 | | N-3351P | PX- | 0 | 0 | 1 | PLEASURE | HOURS, 400 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | WHEELS-UP LANDING | | | | | LANDING LEVEL OFF/TOUCHDOWN | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED | | | | | | |
| | | REMARKS- | FAILED TO ALLOW TIME FOR COMPLETE GR EXTENSION. | | | | | | |
| 3-4432 | 11/11/67 | PHOENICIA, NY | PIPER PA-19 | CR- | 0 | 0 | 1 | INSTRUCTIONAL | STUDENT, AGE 32, 26 TOTAL |
| | TIME - 1800 | | N-4267A | PX- | 0 | 0 | 0 | TRAINING | HOURS, ALL IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | GROUND-WATER LOOP-SWERVE | | | | | LANDING ROLL | | |
| | | COLLIDED WITH OBJECT | | | | | LANDING ROLL | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| | | PILOT IN COMMAND - | BECAME LOST/DISORIENTED | | | | | | |
| | | MISCELLANEOUS - | EVASIVE MANEUVER TO AVOID COLLISION | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS-PERSONNEL - | DRIVER OF VEHICLE | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - | PRECAUTIONARY LANDING OFF AIRPORT | | | | | | |
| | | | APPROACHING DARKNESS | | | | | | |
| | | REMARKS- | CONTINUED WITH APPROACH OF DARKNESS, SELECTED BUSY HWY, CONTACTED ROCK WALL AVOIDING ONCOMING AUTO. | | | | | | |
| 3-4433 | 11/11/67 | MUNISING, MICH | PIPER PA-28 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 47, 1050 TOTAL |
| | TIME - 1355 | | N-7160R | PX- | 0 | 0 | 0 | PLEASURE | HOURS, 31 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | COLLIDED WITH TREES | | | | | INFLIGHT LOW PASS | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | | | |
| | | PILOT IN COMMAND - | FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| | | REMARKS- | FLEW TOO LOW, LOOKING OVER PROPERTY, CLIPPED TREE. FLEW ACFT BACK TO ARPT NO FURTHER DAMAGE. | | | | | | |
| 3-4434 | 11/12/67 | AVALON, CALIF | LAKE LA-4 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 44, 2965 TOTAL |
| | TIME - 0910 | | N-2007L | PX- | 0 | 0 | 0 | PLEASURE | HOURS, 120 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | COLLIDED WITH OBJECT | | | | | TAXI OTHER | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | SELECTED UNSUITABLE TERRAIN | | | | | | |
| | | FACTOR | | | | | | | |
| | | AIRPORT CONDITIONS - | OTHER | | | | | | |
| | | REMARKS- | ATTEMPTED TO TAXI DOWN STEEP, WET SEAPLANE RAMP USED FOR LARGER ACFT. SLID SIDEWAYS, OBJECT UNK. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--------|---|-------------------|--|------------|--------|--------|---------------------------|--|
| | | | | F | S | M/N | | |
| 3-4435 | 11/15/67 TIME - 0900 | DAVENPORT, IOWA | PIPER PA-28 N-5427W DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 49, 43 TOTAL HOURS, ALL IN TYPE. |
| | TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| | PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | | |
| | FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | |
| 3-4436 | 11/24/67 TIME - 1145 | KANSAS CITY, MO | MOONEY M20C N-9226M DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 19, 85 TOTAL HOURS, 9 IN TYPE. |
| | TYPE OF ACCIDENT WHEELS-UP LANDING | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| | PROBABLE CAUSE PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR | | | | | | | |
| | FACTOR MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE | | | | | | | |
| | REMARKS- PROP STRUCK RNMW, ONLY DAMAGE, PLT PULLED UP, LOWERED GR, LANDED SAFELY. | | | | | | | |
| 3-4437 | 11/26/67 TIME - 1150 | SPRING VALLEY, NY | CESSNA 180 N-9322C DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 25, 273 TOTAL HOURS, 87 IN TYPE. |
| | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | | PHASE OF OPERATION TAKEOFF RUN TAKEOFF RUN | | | | | |
| | PROBABLE CAUSE PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | | |
| | FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | |
| | REMARKS- STRUCK ROCK OFF RNMW. | | | | | | | |
| 3-4438 | 12/1/67 TIME - 1240 | BEDFORD, MASS | CESSNA 150F N-3590L DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 28, 60 TOTAL HOURS, ALL IN TYPE. |
| | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | | | | |
| | PROBABLE CAUSE LANDING GEAR - NOSEWHEEL STEERING | | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE | | | | | | | |
| | FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | |
| | REMARKS- FAILURE OF LT STEERING TUBE ROD END BEARINGS. | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|--|----------------------|---------------------|-------------------|---------------------------------|
| 3-4439 | 12/1/67 | FT. STOCKTON, TEX | CESSNA 182D | CR- 0 0 1 | NONCOMMERCIAL | COMMERCIAL, AGE 32, 1700 |
| | TIME - 1420 | | N-8718X | PX- 0 0 1 | PLEASURE | TOTAL HOURS, 4 IN TYPE. |
| | | | DAMAGE - SUBSTANTIAL | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | GEAR COLLAPSED | | LANDING ROLL | | |
| | | PROBABLE CAUSE | | | | |
| | | LANDING GEAR - WHEELS, TIRES, AXLES | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - LEAK/LEAKAGE | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | |
| | | FACTOR | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | |
| | | REMARKS- FLAT NOSE WHEEL TIRE DUE TO LEAK. ACFT STRUCK SOFT SPOT ON DIRT RNWY. | | | | |
| 3-4440 | 12/2/67 | COUDERSPORT, PA | PIPER PA-22 | CR- 0 0 1 | NONCOMMERCIAL | COMMERCIAL, FL. INSTR., AGE 25, |
| | TIME - 1230 | | N-8953D | PX- 0 0 0 | BUSINESS | 1341 TOTAL HOURS, 340 IN TYPE. |
| | | | DAMAGE - SUBSTANTIAL | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | NOSE OVER/DOWN | | TAXI FROM LANDING | | |
| | | PROBABLE CAUSE | | | | |
| | | PILOT IN COMMAND - EXERCISED POOR JUDGMENT | | | | |
| | | WEATHER - UNFAVORABLE WIND CONDITIONS | | | | |
| | | AIRPORT CONDITIONS - SNOW ON RUNWAY | | | | |
| | | WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | |
| | | WEATHER FORECAST - UNKNOWN | | | | |
| | | REMARKS- WINDS 135 DEG 15K, GUSTING TO 25K. 3 INCHES SNOW. | | | | |
| 3-4441 | 12/2/67 | LITTLE ROCK, ARK | NAVION A | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 34, 215 TOTAL |
| | TIME - 1357 | | N-4961C | PX- 0 0 0 | PLEASURE | HOURS, ALL IN TYPE. |
| | | | DAMAGE - SUBSTANTIAL | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | GROUND-WATER LOOP-SWERVE | | LANDING ROLL | | |
| | | GEAR COLLAPSED | | LANDING ROLL | | |
| | | PROBABLE CAUSE | | | | |
| | | PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | |
| | | FACTOR | | | | |
| | | WEATHER - UNFAVORABLE WIND CONDITIONS | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | |
| | | WEATHER BRIEFING - BRIEFED BY FSP, BY RADIO | | | | |
| | | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | |
| | | REMARKS- 50 DEG LEFT CROSSWIND 22K, GUSTS TO 30K. | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--|------------------------|------------------------|--|------------|--------|--------|----------------|---------------------------|---|
| | | | | F | S | M/N | | | |
| 3-4442 | 12/2/67 TIME - 1645 | NR. TRANQUILITY, CALIF | SNOW S2C N-1661S DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 40, 9500 TOTAL HOURS, 500 IN TYPE. |
| TYPE OF ACCIDENT UNDERSHOOT GEAR COLLAPSED | | | PHASE OF OPERATION LANDING FINAL APPROACH LANDING ROLL | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | | |
| 3-4443 | 12/3/67 TIME - 1233 | ADDISON, TEX | CESSNA 310D N-6994T DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 53, 4468 TOTAL HOURS, 68 IN TYPE. |
| TYPE OF ACCIDENT GEAR COLLAPSED | | | PHASE OF OPERATION LANDING ROLL | | | | | | |
| PROBABLE CAUSE MISCELLANEOUS - UNDETERMINED | | | | | | | | | |
| 3-4444 | 12/3/67 TIME - 1547 | ATLANTA, GA | BEECH B35 N-8847A DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 41, 148 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT GEAR RETRACTED | | | PHASE OF OPERATION LANDING ROLL | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR | | | | | | | | | |
| 3-4445 | 12/3/67 TIME - 1550 | RIVERSIDE, CALIF | PORTERFIELDLP-65 N-27242 DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 53, 590 TOTAL HOURS, 11 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH FENCE, FENCEPOSTS | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - IMPROPER OPER./FAILED TO USE CARB. HEAT/DEICING EQUIP. MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR WEATHER - CONDITIONS CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS - LANDED IN HORSE CORRAL. | | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------------|---|---|--------|--------|----------------|--|
| | | | | F | S | M/N | | |
| 3-4446 | 12/9/67 TIME - 0805 | DANVERS, MASS | PIPER PA-28 N-4459J DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 2 0 | INSTRUCTIONAL DUAL COMMERCIAL, FL. INSTR., AGE 33, 1078 TOTAL HOURS, 218 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | | | | PHASE OF OPERATION INFLIGHT DESCENDING LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - IMPROPER OPER./FAILED TO USE CARB. HEAT/DEICING EQUIP. MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR WEATHER - CONDITIONS CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING | | | | | | | | |
| FACTOR TERRAIN - WET, SOFT GROUND WEATHER BRIEFING - BRIEFING RECEIVED - METHOD UNKNOWN WEATHER FORECAST - UNKNOWN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- TEMP 33DEGREES/DEW POINT 31. | | | | | | | | |
| 3-4447 | 12/9/67 TIME - 1345 | HALF MON BY, CALIF | CESSNA 170A N-3843V DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 3 | NONCOMMERCIAL PLEASURE STUDENT, AGE 31, 10 TOTAL HOURS, 2 IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | | | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| 3-4448 | 12/9/67 TIME - 1655 | SANTA MONICA, CALIF | CESSNA 310G N-8904Z DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE PRIVATE, AGE 45, 2000 TOTAL HOURS, 400 IN TYPE. |
| TYPE OF ACCIDENT GEAR COLLAPSED | | | | PHASE OF OPERATION LANDING ROLL | | | | |
| PROBABLE CAUSE MISCELLANEOUS - UNDETERMINED | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- SCUFF MARKS ON OUTBOARD SIDE OF RT MAIN TIRE INDICATED SIDE LOADS ON PREVIOUS LANDINGS OR TAKEOFFS. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-------------|--|---------------------|----------|----------------------------------|-----|----------------|-------------------------------------|-------------------------------|
| | | | | F | S | M/N | | | |
| 3-4449 | 12/10/67 | ELSINORE,CALIF | SCHWEIZER SGS126 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | COMMERCIAL, AGE 58, 1196 |
| | TIME - 1315 | | N-3865A | PX- | 0 | 0 | 0 | PLEASURE | TOTAL HOURS, ALL IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | OT- | 0 | 0 | 4 | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | |
| | | COLLIDED WITH AUTOMOBILE | | | LANDING LEVEL OFF/TOUCHDOWN | | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | MISCELLANEOUS-PERSONNEL - DRIVER OF VEHICLE | | | | | | | |
| | | AIRPORT SUPERVISORY PERSONNEL - IMPROPER OPERATION OF FACILITIES | | | | | | | |
| | | REMARKS- LANDED ON AUTO CROSSING RNWY.FAILURE OF ARPT MANAGEMENT TO KEEP RNWY CLEAR. | | | | | | | |
| 3-4450 | 12/10/67 | PHILADELPHIA,PA | CESSNA 182 | CR- | 0 | 0 | 1 | COMMERCIAL | COMMERCIAL, AGE 37, 464 TOTAL |
| | TIME - 1610 | | N-3199R | PX- | 0 | 0 | 3 | AIR TAXI - PASSG HOURS, 30 IN TYPE. | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | |
| | | HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | | |
| | | FACTOR | | | | | | | |
| | | WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | |
| | | WEATHER BRIEFING - BRIEFED BY FSP, BY RADIO | | | | | | | |
| | | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | |
| | | REMARKS- 15 KT L.X-WIND 80-90 DEGREES TO LNDG RNWY. | | | | | | | |
| 3-4451 | 12/11/67 | MONTEREY,CALIF | BEECH H35 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | COMMERCIAL, AGE 45, 1500 |
| | TIME - 1230 | | N-4634D | PX- | 0 | 0 | 1 | PLEASURE | TOTAL HOURS, 900 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | |
| | | ENGINE FAILURE OR MALFUNCTION | | | LANDING TRAFFIC PATTERN-CIRCLING | | | | |
| | | COLLIDED WITH TREES | | | LANDING FINAL APPROACH | | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | MAINTENANCE,SERVICING,INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION | | | | | | | |
| | | POWERPLANT - FUEL SYSTEM - VENTS,DRAINS,TANK CAPS | | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - OBSTRUCTED | | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION | | | | | | | |
| | | FACTOR | | | | | | | |
| | | TERRAIN - HIGH OBSTRUCTIONS | | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | |
| | | REMARKS- CLOGGED LINE COLLAPSED RT TANK BAG,THIS GAVE FALSE FUEL READING.POWER RET AFTER WIRES STRUCK. | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|----------------|--|------------------------|---------------------------|---|
| 3-4452 | 12/11/67 TIME - 1740 | TUCSON, ARIZ | PIPER PA-24 N-7740P DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 32, 515 TOTAL HOURS, 9 IN TYPE. |
| TYPE OF ACCIDENT GEAR COLLAPSED | | | PHASE OF OPERATION LANDING ROLL | | | |
| PROBABLE CAUSE LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY LANDING GEAR - EMERGENCY/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE REMARKS- RT GR RETRACTION ROD ASSY BENT. WHEN DAMAGE OCCURRED WAS NOT DETERMINED. | | | | | | |
| 3-4453 | 12/11/67 TIME - 1030 | ANSON, TEX | BEECH H35 N-5566D DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 58, 2000 TOTAL HOURS, 1589 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED REMARKS- LNDG GR PARTIALLY RETRACTED. | | | | | | |
| 3-4454 | 12/12/67 TIME - 1100 | CONWAY, ARK | BEECH A23 N-3621Q DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 18, 18 TOTAL HOURS, 2 IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-4455 | 12/12/67 TIME - 1715 | KISSIMMEE, FLA | CESSNA 210B N-9656X DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 18, 41 TOTAL HOURS, 26 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR FACTOR MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE LANDING GEAR - LANDING GEAR WARNING AND INDICATING COMPONENTS REMARKS- INOPERATIVE GR WARNING HORN. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|--------------------|--|------------------------|---------------------------|---|
| 3-4456 | 12/12/67 TIME - 1630 | BUNNELL, FLA | AERO COMDR 100 N-3899X DAMAGE -SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 20, 600 TOTAL HOURS, 50 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| GEAR COLLAPSED | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | |
| DUAL STUDENT - IMPROPER LEVEL OFF | | | | | | |
| PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-4457 | 12/13/67 TIME - 1500 | SALT LAKE CITY, UT | CESSNA 210 N-8469Z DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 33, 416 TOTAL HOURS, 191 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| NOSE OVER/DOWN | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| 3-4458 | 12/14/67 TIME - 1040 | GEORGETOWN, DEL | CHAMPION 7ECA N-6342N DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 39, 38 TOTAL HOURS, 28 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | |
| NOSE OVER/DOWN | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| FACTOR | | | | | | |
| AIRPORT CONDITIONS - SOFT SHOULDERS | | | | | | |
| 3-4459 | 12/14/67 TIME - 1250 | SARASOTA, FLA | LUSCOMBE 8A N-45934 DAMAGE -DESTROYED | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | COMMERCIAL, FL. INSTR., AGE 66, 8000 TOTAL HOURS, 150 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLISION WITH GROUND/WATER UNCONTROLLED | | | INFLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | |
| PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | |
| REMARKS- PLT ACCIDENTALLY OPERATED WRONG RUDDER PEDAL WHEN FLYING CROSS COCKPIT CRASHED INTO BAY. FLOAT EQPT | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|--------------------|---|------------------------|--------------------------------|---|
| 3-4460 | 12/16/67 TIME - 1530 | NEW BEDFORD, MASS | BEECH A23 N-5784V DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 58, 1501 TOTAL HOURS, 33 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH PARKED AIRCRAFT | | | | | | |
| PHASE OF OPERATION TAXI OTHER | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - LEFT AIRCRAFT UNATTENDED, ENGINE RUNNING | | | | | | |
| REMARKS- PARKED ARCRFT, CESSNA N6064B, SUBST DAMAGE. | | | | | | |
| 3-4461 | 12/16/67 TIME - 1145 | TELLER, ALAS | CESSNA 180 N-9173T DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL, AGE 33, 1500 TOTAL HOURS, 150 IN TYPE. |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | | | | | |
| PHASE OF OPERATION INFIGHT NORMAL CRUISE | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - WHITEOUT | | | | | | |
| FACTOR WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE | | | | | | |
| REMARKS- FLT OPERATING ON CONTROL ZONE VFR CLEARANCE DUE WX BLO VFR. PLT RVRSD CRS DUE WX, ENCNTD WHITEOUT. | | | | | | |
| 3-4462 | 12/17/67 TIME - 1530 | MIAMI, FLA | CESSNA 150 N-4218U DAMAGE -SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 29, 1546 TOTAL HOURS, 475 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | | | | | |
| PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS DUAL STUDENT - IMPROPER LEVEL OFF PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| REMARKS- SIMULATED FORCED LNDG. | | | | | | |
| 3-4463 | 12/17/67 TIME - 1420 | SEA SIDE HEGHT, NJ | PIPER PA-23 N-3005P DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | MISCELLANEOUS DEMONSTRATION | COMMERCIAL, AGE 34, 2973 TOTAL HOURS, 190 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION DITCHING | | | | | | |
| PHASE OF OPERATION INFIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER | | | | | | |
| REMARKS- DURING SINGLE-ENG DEMO, RT ENG FAILED TO RE-START, LT ENG LOST POWER. WHEEL EQUIPPED, LANDED IN OCEAN. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--|-------------------------|--------------------|---|------------|--------|--------|----------------|---------------------------|---|
| | | | | F | S | M/N | | | |
| 3-4464 | 12/17/67 TIME - 1515 | NR.TUCUMCARI,N MEX | PIPER PA-23 N-2225P DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL,FL.INSTR., AGE 25, 845 TOTAL HOURS, 12 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| STALL SPIRAL | | | INFLIGHT NORMAL CRUISE | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - | | | FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| PILOT IN COMMAND - | | | SPATIAL DISORIENTATION | | | | | | |
| PILOT IN COMMAND - | | | CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - | | | AIRFRAME ICE | | | | | | |
| WEATHER - | | | SNOW | | | | | | |
| PILOT IN COMMAND - | | | ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE | | | | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | | | | |
| REMARKS- LOST CONTROL DURING IFR CONDITIONS.GYRO HORIZON INOPERATIVE PRIOR TO FLT. | | | | | | | | | |
| 3-4465 | 12/18/67 TIME - 1145 | EAST BERLIN,PA | CESSNA 337 N-5355S DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | MISCELLANEOUS FERRY | COMMERCIAL,FL.INSTR., AGE 20, 1578 TOTAL HOURS, 307 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| COLLIDED WITH TREES | | | TAKEOFF INITIAL CLIMB | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - | | | SELECTED UNSUITABLE TERRAIN | | | | | | |
| PILOT IN COMMAND - | | | FAILED TO ABORT TAKEOFF | | | | | | |
| FACTOR | | | | | | | | | |
| AIRPORT CONDITIONS - | | | SOFT RUNWAY | | | | | | |
| REMARKS- ATTEMPTED T/O FROM PRIVATE AIRSTRIIP,CRASHED IN PASTURE. | | | | | | | | | |
| 3-4466 | 12/19/67 TIME - 1600 | BAY MINETTE,ALA | CESSNA 210 N-4803U DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | MISCELLANEOUS FERRY | PRIVATE, AGE 46, 72 TOTAL HOURS, 28 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | | | | |
| COLLIDED WITH DITCHES | | | LANDING ROLL | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - | | | IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| 3-4467 | 12/19/67 TIME - 1335 | BROKEN BOW,NEBR | AERO COMDR 100 N-2931T DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 41, 450 TOTAL HOURS, 44 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - | | | IMPROPER LEVEL OFF | | | | | | |
| FACTOR | | | | | | | | | |
| WEATHER - | | | FOG | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - | | | OVERLOAD FAILURE | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-------------|------------------------------------|--|----------|---|-----|-----------------------------|------------------|---------------------------------|
| | | | | F | S | M/N | | | |
| 3-4468 | 12/20/67 | AMES,KANS | CESSNA 172 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 44, 345 TOTAL |
| | TIME - 1130 | | N-7048T | PX- | 0 | 0 | 2 | PLEASURE | HOURS, 262 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | HARD LANDING | | | | | LANDING LEVEL OFF/TOUCHDOWN | | |
| | | GEAR COLLAPSED | | | | | LANDING LEVEL OFF/TOUCHDOWN | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | IMPROPER LEVEL OFF | | | | | | |
| | | FACTOR | | | | | | | |
| | | WEATHER - | UNFAVORABLE WIND CONDITIONS | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - | OVERLOAD FAILURE | | | | | | |
| | | WEATHER BRIEFING - | NO BRIEFING RECEIVED | | | | | | |
| | | WEATHER FORECAST - | UNKNOWN | | | | | | |
| | | REMARKS- | HEADWIND 25K GUSTING TO 35K. | | | | | | |
| 3-4469 | 12/20/67 | SEVERY,KANS | CESSNA 150F | CR- | 0 | 0 | 1 | NONCOMMERCIAL | COMMERCIAL,FL.INSTR., AGE 37, |
| | TIME - 1300 | | N-6778F | PX- | 0 | 0 | 0 | PLEASURE | 900 TOTAL HOURS, 400 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | NOSE OVER/DOWN | | | | | LANDING ROLL | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | SELECTED UNSUITABLE TERRAIN | | | | | | |
| | | FACTOR | | | | | | | |
| | | TERRAIN - | WET,SOFT GROUND | | | | | | |
| | | REMARKS- | ATTEMPTED LNDG IN FARM FIELD. | | | | | | |
| 3-4470 | 12/20/67 | BEVERLY,MASS | BEECH 65-B80 | CR- | 0 | 0 | 1 | COMMERCIAL | ATR,FLIGHT INSTR., AGE 50, |
| | TIME - 0930 | | N-207E | PX- | 0 | 0 | 5 | AIR TAXI - PASSG | 13300 TOTAL HOURS, 300 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | AIRFRAME FAILURE IN FLIGHT | | | | | TAKEOFF INITIAL CLIMB | | |
| | | WHEELS-UP LANDING | | | | | LANDING LEVEL OFF/TOUCHDOWN | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | MAINTENANCE,SERVICING,INSPECTION - | INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| | | LANDING GEAR - | WHEELS,TIRES,AXLES | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - | SEPARATION IN FLIGHT | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - | PRECAUTIONARY LANDING ON AIRPORT | | | | | | |
| | | | SUSPECTED OR KNOWN AIRCRAFT DAMAGE | | | | | | |
| | | REMARKS- | RT MAIN LDNG GR WHEEL CAME OFF DURING LIFTOFF AT PORTLAND,ME. WHEEL OUTR BRNG FRZN | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-------------|----------------------------------|---|----------|---|-----|-----------------------------|------------------|--|
| | | | | F | S | M/N | | | |
| 3-4471 | 12/21/67 | CHICAGO, ILL | BEECH C45H | CR- | 0 | 0 | 1 | COMMERCIAL | COMMERCIAL, FL. INSTR., AGE 37, 10500 TOTAL HOURS, 206 IN TYPE. |
| | TIME - 2048 | | N-2122 | PX- | 0 | 0 | 0 | AIR TAXI - CARGO | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | WHEELS-UP LANDING | | | | | LANDING LEVEL OFF/TOUCHDOWN | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | FAILED TO EXTEND LANDING GEAR | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - | CHECKLIST-FAILED TO USE | | | | | | |
| | | WEATHER - | UNFAVORABLE WIND CONDITIONS | | | | | | |
| | | WEATHER BRIEFING - | BRIEFED BY WBP, BY PHONE | | | | | | |
| | | WEATHER FORECAST - | FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | REMARKS- | WIND 16KTS GUSTING 24KTS. | | | | | | |
| 3-4472 | 12/21/67 | WILLARD, N MEX | PIPER PA-24 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 43, 3550 TOTAL HOURS, 3350 IN TYPE. |
| | TIME - 1530 | | N-8004P | PX- | 0 | 0 | 0 | BUSINESS | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | COLLISION WITH GROUND/WATER | CONTROLLED | | | | INFLIGHT OTHER | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | | | |
| | | FACTOR | | | | | | | |
| | | TERRAIN - | OTHER | | | | | | |
| | | WEATHER - | UNFAVORABLE WIND CONDITIONS | | | | | | |
| | | WEATHER BRIEFING - | NO BRIEFING RECEIVED | | | | | | |
| | | WEATHER FORECAST - | UNKNOWN | | | | | | |
| | | REMARKS- | PLT LOOKING FOR STRAY CATTLE. TERRAIN SNOW COVERED. WINDS 320 DEG 20K GUSTING TO 35K. | | | | | | |
| 3-4473 | 12/21/67 | LITTLETON, COLO | PIPER PA-24 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 40, 7820 TOTAL HOURS, 3000 IN TYPE. |
| | TIME - 0730 | | N-5133P | PX- | 0 | 0 | 0 | BUSINESS | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | STALL MUSH | | | | | TAKEOFF INITIAL CLIMB | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - | AIRFRAME ICE | | | | | | |
| | | REMARKS- | ATTEMPTED T/O WITH SNOW, FROST ON WINGS. | | | | | | |
| 3-4474 | 12/20/67 | FULLERTON, CALIF | LUSCOMBE 8E | CR- | 0 | 0 | 1 | MISCELLANEOUS | AGE UNKNOWN, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE. |
| | TIME - 1839 | | N-2243B | PX- | 0 | 0 | 0 | UNKNOWN | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | | |
| | | COLLIDED WITH | PARKED AIRCRAFT | | | | TAXI OTHER | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - | MISJUDGED CLEARANCE | | | | | | |
| | | MISCELLANEOUS - | UNQUALIFIED PERSON OPERATED AIRCRAFT | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - | STOLEN OR UNAUTHORIZED USE OF AIRCRAFT | | | | | | |
| | | REMARKS- | PLT/PASS INJURY INDEX PRESUMED. N2243B STRUCK, DAMAGED PIPERS N861A, N3114Z, CESSNA 170 N3245A. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--|----------|---------------------------------|--|------------|--------|--------|----------------|--------------------------------|--|
| | | | | F | S | M/N | | | |
| 3-4475 | 12/22/67 | BELLE VERNON, PA TIME - 1510 | CESSNA 337 N-2464S DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 | MISCELLANEOUS DEMONSTRATION | COMMERCIAL, AGE 29, 2129 TOTAL HOURS, 193 IN TYPE. |
| TYPE OF ACCIDENT UNDERSHOOT GEAR COLLAPSED | | | PHASE OF OPERATION LANDING FINAL APPROACH LANDING ROLL | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | | |
| REMARKS- LANDED 1FT SHORT OF RWY, STRUCK BUMP. | | | | | | | | | |
| 3-4476 | 12/22/67 | TRUCKEE, CALIF TIME - 1732 | PIPER PA-32 N-1099J DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 6 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 36, 327 TOTAL HOURS, 38 IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH SNOWBANK | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | | | | |
| PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | | | | |
| FACTOR PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | | |
| WEATHER - FOG | | | | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, IN PERSON | | | | | | | | | |
| WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST | | | | | | | | | |
| REMARKS- PLT FAILED TO CK LNDG LIGHT, QUICK DISCONNECT NOT CONNECTED. GROUND FOG NOT VISIBLE FROM THE AIR. | | | | | | | | | |
| 3-4477 | 12/23/67 | BEAVER FALLS, PA TIME - 1240 | PIPER PA-25 N-4721Y DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 41, 6500 TOTAL HOURS, 6000 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING FINAL APPROACH | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | |
| REMARKS- FAILED TO CHECK FUEL CONSUMPTION CHARTS IN ACFT HANDBOOK. | | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|--------------|--|------------------------|--------------------------------|---|
| 3-4478 | 12/27/67 TIME - 1700 | DRISKANY,NY | CESSNA 182 N-2687R DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL,FL.INSTR., AGE 36, 775 TOTAL HOURS, 55 IN TYPE. |
| <p>TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DIRT BANK</p> <p>PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING ROLL</p> <p>PROBABLE CAUSE POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS MISCELLANEOUS ACTS,CONDITIONS - LANDED IN CONSTRUCTION AREA EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PLT STATED ENG LOST PWR TO 1000 RPM. ENG OPERATED NORMALLY AFTER ACCIDENT.</p> | | | | | | |
| 3-4479 | 12/27/67 TIME - 1630 | KEMMERER,WYO | CESSNA 210 N-3957Y DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 50, 1079 TOTAL HOURS, 492 IN TYPE. |
| <p>TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN</p> <p>PHASE OF OPERATION LANDING ROLL LANDING ROLL</p> <p>PROBABLE CAUSE PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS WEATHER - UNFAVORABLE WIND CONDITIONS FACTOR AIRPORT CONDITIONS - SNOW ON RUNWAY PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE WEATHER FORECAST - UNKNOWN REMARKS- ATTEMPTED CROSS-WIND LNDG,WITH FLAPS DOWN,WIND 30KTS,GUSTS TO 40.2-5 IN SNOW ON RNWY.</p> | | | | | | |
| 3-4480 | 12/27/67 TIME - 1700 | ADRIAN,MICH | CESSNA 182 N-3714U DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 50, 1600 TOTAL HOURS, 500 IN TYPE. |
| <p>TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES</p> <p>PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING ROLL</p> <p>PROBABLE CAUSE POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND</p> | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-------------------|---|------------|--------|--------|---------------------------|--|
| | | | | F | S | M/N | | |
| 3-4481 | 12/27/67 TIME - 1900 | GREENCASTLE, IND | CESSNA 182 N-5081D DAMAGE -DESTROYED | CR- PX- | 0 0 | 1 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 45, 1400 TOTAL HOURS, 205 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH TREES | | | LANDING GO-AROUND | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | | | |
| PILOT IN COMMAND - EXERCISED POOR JUDGMENT | | | | | | | | |
| FACTOR | | | | | | | | |
| WEATHER - SNOW | | | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, BY RADIO | | | | | | | | |
| WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST | | | | | | | | |
| REMARKS- ATTEMPTED TO LAND AT UNLIGHTED ARPT AT NITE DURING SNOWSHOWERS. | | | | | | | | |
| 3-4482 | 12/27/67 TIME - 1700 | PROSPECTVILLE, PA | BEECH 35R N-1220 DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 38, 546 TOTAL HOURS, 320 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| WHEELS-UP LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE | | | | | | | | |
| LANDING GEAR - LANDING GEAR WARNING AND INDICATING COMPONENTS | | | | | | | | |
| REMARKS- LNDG GEAR WARNING HORN INOPERATIVE. | | | | | | | | |
| 3-4483 | 12/28/67 TIME - 1017 | BROOMFIELD, COLO | LUSCOMBE 8F N-2109B DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | COMMERCIAL, FL. INSTR., AGE 56, 1600 TOTAL HOURS, 1000 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| GROUND-WATER LOOP-SWERVE COLLIDED WITH SNOWBANK | | | TAKEOFF RUN TAKEOFF RUN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | | | |
| FACTOR | | | | | | | | |
| AIRPORT CONDITIONS - SNOW ON RUNWAY | | | | | | | | |
| REMARKS- 2 INCHES SNOW ON RNWY. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-------------------|--|----------------|--------|--------|---------------------------|---|
| | | | | F | S | M/N | | |
| 3-4484 | 12/29/67 TIME - 1930 | PLYMOUTH, MICH | AERO COMDR 200-D N-235M DAMAGE - SUBSTANTIAL | CR- 0 PX- 0 | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | NONE, AGE 37, 550 TOTAL HOURS, 500 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| OVERSHOOT | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| COLLIDED WITH DITCHES | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | | | |
| FACTOR | | | | | | | | |
| AIRPORT CONDITIONS - ICE/SLUSH ON RUNWAY | | | | | | | | |
| REMARKS- ICY SPOTS ON RNWY. | | | | | | | | |
| 3-4485 | 12/29/67 TIME - 1645 | JONESBORD, ARK | PIPER PA-28 N-6417W DAMAGE - SUBSTANTIAL | CR- 0 PX- 0 | 0 0 | 1 1 | NONCOMMERCIAL PRACTICE | COMMERCIAL, AGE 21, 216 TOTAL HOURS, 49 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | LANDING FINAL APPROACH | | | | | |
| COLLIDED WITH TREES | | | LANDING GO-AROUND | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPER OPER./FAILED TO USE CARB. HEAT/DEICING EQUIP. | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS | | | | | | | | |
| REMARKS- PROLONGED GLIDE ON PRACTICE FORCED LNDG. ENG REGAINED POWER AT INSUFFICIENT ALT FOR SAFE RECOVERY. | | | | | | | | |
| 3-4486 | 10/29/67 TIME - 1238 | SHORT CREEK, W VA | GLOBE GC-18 N-80933 DAMAGE - SUBSTANTIAL | CR- 0 PX- 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 22, 315 TOTAL HOURS, 11 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| 3-4487 | 12/30/67 TIME - 1135 | RIVERSIDE, CALIF | CESSNA 150 N-8840S DAMAGE - SUBSTANTIAL | CR- 0 PX- 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 26, 75 TOTAL HOURS, 5 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | | | |
| COLLIDED WITH DITCHES | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|----------------|--|------------|--------|--------|----------------|--|
| | | | | F | S | M/N | | |
| 3-4488 | 12/30/67 TIME - 1700 | MARIPOSA,CALIF | PIPER PA-28 N-8963J DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 3 | 1 PLEASURE | NONCOMMERCIAL PRIVATE, AGE 38, 391 TOTAL HOURS, 302 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| OVERSHOOT | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| REMARKS- WITNESS SAW PLT LNDG DOWNWIND. WIND VBL,GUSTY. | | | | | | | | |
| 3-4489 | 12/31/67 TIME - 1745 | COMPTON,CALIF | BELLANCA 14-13 N-74368 DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 2 | 1 PLEASURE | NONCOMMERCIAL PRIVATE, AGE 45, 240 TOTAL HOURS, 140 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| FLIGHT CONTROL SYSTEMS - RUDDER AND RUDDER TAB CONTROL SYSTEM | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| REMARKS- FAILURE OF LT RUDDER BELLCRANK. | | | | | | | | |
| 3-4490 | 12/31/67 TIME - 1305 | CREWE,VA | CESSNA 150G N-8535J DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 1 | 1 PLEASURE | NONCOMMERCIAL PRIVATE, AGE 55, 389 TOTAL HOURS, 64 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | | | |
| COLLIDED WITH OBJECT | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | | | |
| WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - ICE-CARBURETOR | | | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, IN PERSON | | | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALY CORRECT | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- LNDG ON ROAD,STRUCK TRAFFIC SIGN.TEMP/DEW POINT SPREAD 2DEGREES,SNOW/FOG.PLT HAD CARB HEAT ON. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------------|--|------------------------|---------------------------|--|
| | | | | F S M/N | | |
| 3-4491 | 8/10/67 TIME - 1830 | NR. WORDEN, MONT | CESSNA 140A N-3785V DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | STUDENT, AGE 27, 43 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLIDED WITH DITCHES | | | TAKEDOFF RUN | | | |
| GEAR COLLAPSED | | | TAKEDOFF RUN | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | |
| FACTOR | | | | | | |
| TERRAIN - HIGH VEGETATION | | | | | | |
| TERRAIN - WET, SOFT GROUND | | | | | | |
| WEATHER - HIGH TEMPERATURE | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | |
| REMARKS- ATTEMPTED T/O FROM 1320 FT HAY FIELD, GRASS 10 INS HIGH, 80 DEGREE TEMP. | | | | | | |
| 3-4492 | 8/27/67 TIME - 1330 | VANCOUVER, WASH | CESSNA 150 N-7904Z DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 21, 11 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| OVERSHOOT | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| COLLIDED WITH AUTOMOBILE | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | |
| REMARKS- ACFT RAN INTO TRACTOR. | | | | | | |
| 3-4493 | 8/27/67 TIME - 0710 | WASCO, OREG | CESSNA 150G N-3292J DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 29, 46 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| GEAR COLLAPSED | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | |
| MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| TERRAIN - WET, SOFT GROUND | | | | | | |
| REMARKS- LARGE DOGS CROSSED IN FRONT OF ACFT ON LEVEL OFF FOR LNDG. PLT TURNED ACFT, LANDED IN FIELD OFF RNMW | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|------------------|--|------------------------|---------------------------|---|
| | | | | F S M/N | | |
| 3-4494 | 8/28/67 TIME - 1730 | AURORA, OREG | BELLANCA 14-13 N-74325 DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 43, 222 TOTAL HOURS, 126 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-4495 | 9/1/67 TIME - 1000 | SALEM, OREG | MOONEY M20C N-9336M DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 41, 150 TOTAL HOURS, 12 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| WHEELS-UP LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE | | | | | | |
| 3-4496 | 9/10/67 TIME - 1652 | CHARLESTON, W VA | BEECH J35 N-8381D DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 54, 215 TOTAL HOURS, 190 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | |
| ADVERSE/UNFAVORABLE WEATHER | | | | | | |
| 3-4497 | 10/19/67 TIME - 1230 | BURLEY, ID | PIPER PA-24 N-5109P DAMAGE -SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 25, 615 TOTAL HOURS, 34 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| DUAL STUDENT - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| DUAL STUDENT - SPONTANEOUS-IMPROPER ACTION | | | | | | |
| PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| FACTOR | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | |
| REMARKS- QUARTERING WINDS 15KTS, GUSTS TO 22KTS. STUDENT RELEASED CONTROLS, INSTR UNABLE TO RECOVER IN TIME. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-------------------|--|------------------------|-----------------------------|--|
| 3-4498 | 9/29/67 TIME - 1730 | NR. BRADY, MONT | BOEING 875N1 N-4685N DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLIC | COMMERCIAL, AGE 43, 5225 TOTAL HOURS, 4300 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| TURBULENCE | | | INFLIGHT NORMAL CRUISE | | | |
| COLLISION WITH GROUND/WATER UNCONTROLLED | | | INFLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - CONTINUED FLIGHT INTO KNOWN AREA OF SEVERE TURBULENCE | | | | | | |
| WEATHER - THUNDERSTORM ACTIVITY | | | | | | |
| WEATHER - TURBULENCE, ASSOCIATED W/ CLOUDS, THUNDERSTORMS | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | |
| REMARKS- MISJUDGED APPROACHING STORM, UNABLE TO RETURN TO ARPT SAFELY. WINDS 70 MPH, HEAVY GUSTS. | | | | | | |
| 3-4499 | 10/22/67 TIME - 1100 | DAHLONEGA, GA | CESSNA 150 N-8225F DAMAGE -DESTROYED | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 20, 16 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| UNDERSHOOT | | | LANDING FINAL APPROACH | | | |
| COLLIDED WITH DIRT BANK | | | LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | | |
| 3-4500 | 11/6/67 TIME - 1100 | RIDGEFIELD, OREG | LUSCOMBE 8E N-2543K DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 41, 386 TOTAL HOURS, 206 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | |
| NOSE OVER/DOWN | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| FACTOR | | | | | | |
| AIRPORT CONDITIONS - SOFT RUNWAY | | | | | | |
| REMARKS- ACFT HIT SOFT SPOT. | | | | | | |
| 3-4501 | 11/10/67 TIME - 1210 | PAINESVILLE, OHIO | CESSNA 172 N-5465R DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 55, 31 TOTAL HOURS, 8 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLIDED WITH OBJECT | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA | | | | | | |
| REMARKS- ACFT STRUCK WIND-TEE OFF RNWY. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|---|-------------------------|-------------------|--|------------|--------|--------|----------------|---------------------------|---|
| | | | | F | S | M/N | | | |
| 3-4502 | 11/26/67 TIME - 1330 | CLEMSON, SC | CESSNA 150F N-7711F DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 18, 29 TOTAL HOURS, 19 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | | | | |
| PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | | |
| 3-4503 | 11/22/67 TIME - 1730 | NR. BOZEMAN, MONT | AERO COMDR 520 N-2625B DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 37, 1934 TOTAL HOURS, 101 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | | | | |
| COLLIDED WITH FENCE, FENCEPOSTS | | | LANDING ROLL | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | | | | |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | | | | |
| TERRAIN - ICY | | | | | | | | | |
| FACTOR | | | | | | | | | |
| WEATHER - SNOW | | | | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE | | | | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT | | | | | | | | | |
| ADVERSE/UNFAVORABLE WEATHER | | | | | | | | | |
| APPROACHING DARKNESS | | | | | | | | | |
| REMARKS- PLT DESCENDED THROUGH OPENING IN OVERCAST INTO VALLEY SURROUNDED BY MTS, IN SNOW. SLID OFF ICY ROAD. | | | | | | | | | |
| 3-4504 | 11/23/67 TIME - 1135 | VAUGHN, N MEX | PIPER PA-12 N-3035M DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | COMMERCIAL, FL. INSTR., AGE 45, 7295 TOTAL HOURS, 300 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| NOSE OVER/DOWN | | | TAXI TO TAKEOFF | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | | | | |
| REMARKS- PLT ATTEMPTED TO TAXI DOWNWIND WITH WIND 30-40 KTS WITH GUSTS. | | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|--------------------|--|---|--------|--------|---------------------------|---|
| | | | | F | S | M/N | | |
| 3-4505 | 11/24/67 TIME - 1720 | CLEVELAND, MISS | CESSNA 172 N-6321E DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 1 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 30, 490 TOTAL HOURS, 250 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING ROLL | | | | |
| PROBABLE CAUSE POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | | | |
| FACTOR TERRAIN - WET, SOFT GROUND | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- ENGINE NOT INSPECTED FOR CAUSE OF FAILURE. | | | | | | | | |
| 3-4506 | 8/29/67 TIME - 1700 | PORT ANGELES, WASH | MOONEY M20C N-5771Q DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 46, 80 TOTAL HOURS, 50 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH OBJECT GEAR COLLAPSED | | | | PHASE OF OPERATION TAXI TO TAKEOFF TAXI TO TAKEOFF | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED SPEED | | | | | | | | |
| FACTOR AIRPORT CONDITIONS - OTHER | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| REMARKS- NOSE WHEEL STRUCK SMALL CHUCK HOLE. PLT TAXIED WITH EXCESSIVE SPEED. | | | | | | | | |
| 3-4507 | 9/3/67 TIME - 1806 | MEDFORD, OREG | CESSNA 175 N-7277M DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 1 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 20, 84 TOTAL HOURS, 12 IN TYPE. |
| TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH DIRT BANK | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE | | | | | | | | |
| 3-4508 | 9/4/67 TIME - 1610 | AUBURN, WASH | PIPER PA-24 N-5727P DAMAGE - DESTROYED | CR- PX- | 0 0 | 1 4 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 30, 603 TOTAL HOURS, 40 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH TREES | | | | PHASE OF OPERATION TAKEOFF ABORTED | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------------|--|---|--------|--------|--------------------------------|--|
| | | | | F | S | M/N | | |
| 3-4509 | 9/4/67 TIME - 1630 | LAPINE, OREG | PIPER PA-28 N-7154R DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 28, 64 TOTAL HOURS, 16 IN TYPE. |
| TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH FENCE, FENCEPOSTS | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | | | |
| FACTOR WEATHER - TURBULENCE, ASSOCIATED W/ CLOUDS, THUNDERSTORMS | | | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE | | | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT LOW ON FUEL | | | | | | | | |
| REMARKS- RT X-WIND, GUSTS TO 20K. | | | | | | | | |
| 3-4510 | 9/4/67 TIME - 1600 | SKWENTNA, ALAS | PIPER PA-14 N-4221H DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 1 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 39, 325 TOTAL HOURS, 35 IN TYPE. |
| TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH OBJECT | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | | | |
| FACTOR TERRAIN - SANDY | | | | | | | | |
| REMARKS- LANDED ON SAND AND GRAVEL BAR. STRUCK 1 FT SAND DRIFT. PLT FAILED TO USE BRAKES. | | | | | | | | |
| 3-4511 | 10/7/67 TIME - 1710 | ANCHORAGE, ALAS | CESSNA 180 N-4654A DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL, AGE 56, 4000 TOTAL HOURS, 2500 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPER OPER./FAILED TO USE CARB. HEAT/DEICING EQUIP. | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER | | | | | | | | |
| REMARKS- FLOAT EQUIPPED. ACFT LANDED ON LAKE AND RAN ONTO SHORE. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|----------|----------------------------------|--|------------|--------|--------|--------------------------------|---|
| | | | | F | S | M/N | | |
| 3-4512 | 10/21/67 | ALBANY, GA TIME - 1300 | AERO-COMDR 200D N-2917T DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 2 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL, FL. INSTR., AGE 34, 3650 TOTAL HOURS, 152 IN TYPE. |
| TYPE OF ACCIDENT GEAR RETRACTED | | | PHASE OF OPERATION LANDING ROLL | | | | | |
| PROBABLE CAUSE LANDING GEAR - NOSEWHEEL ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - JAMMED MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE REMARKS- NOSE-GR-STEERING BELLCRNK P/N 64C140 FAILED. | | | | | | | | |
| 3-4513 | 11/25/67 | PAINESVILLE, OHIO TIME - 1730 | CESSNA 172 N-3906L DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 54, 262 TOTAL HOURS, 245 IN TYPE. |
| TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH TREES | | | PHASE OF OPERATION LANDING FINAL APPROACH LANDING FINAL APPROACH | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR MISCELLANEOUS ACTS, CONDITIONS - NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH REMARKS- PILOT MISTOOK PLOWED PORTION OF FIELD FOR ACTIVE RUNWAY. | | | | | | | | |
| 3-4514 | 12/26/67 | CASTLE ROCK, COLO TIME - 2000 | LUSCOMBE 8E N-1273K DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 41, 5000 TOTAL HOURS, 600 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH OBJECT | | | PHASE OF OPERATION LANDING ROLL | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING FACTOR TERRAIN - OTHER WEATHER - LOW CEILING WEATHER - SNOW WEATHER BRIEFING - BRIEFED BY WBP, BY PHONE WEATHER FORECAST - UNKNOWN EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER REMARKS- NIGHT LANDING ON FIELD, STRUCK SCRUB OAK. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------------------------------------|-------------------------|--------------------|---|------------|--------|--------|----------------|--------------------------------|---|
| | | | | F | S | M/N | | | |
| 3-4515 | 11/26/67 TIME - 1630 | STRONGSVILLE, OHIO | CESSNA 150 N-7881F DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 23, 55 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| GEAR COLLAPSED | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - | | | IMPROPER LEVEL OFF | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - | | | SUNGLARE | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - | | | OVERLOAD FAILURE | | | | | | |
| 3-4516 | 11/28/67 TIME - 1030 | EAGLE, ALAS | PIPER PA-32 N-4005R DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 5 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL, FL. INSTR., AGE 31, 2250 TOTAL HOURS, 210 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| GEAR COLLAPSED | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - | | | SELECTED UNSUITABLE TERRAIN | | | | | | |
| FACTOR | | | | | | | | | |
| AIRPORT CONDITIONS - | | | SNOW ON RUNWAY | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - | | | OVERLOAD FAILURE | | | | | | |
| REMARKS- | | | FOUR INCHES OF SNOW ON RUNWAY. | | | | | | |
| 3-4517 | 11/29/67 TIME - 1845 | NEWARK, NJ | BEECH D18S N-6032V DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | COMMERCIAL AIR TAXI - CARGO | ATR, FLIGHT INSTR., AGE 30, 5680 TOTAL HOURS, 1801 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| GEAR RETRACTED | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| LANDING GEAR - | | | GEAR LOCKING MECHANISM | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - | | | MATERIAL FAILURE | | | | | | |
| MAINTENANCE, SERVICING, INSPECTION - | | | INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - | | | CORRODED/CORROSION | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - | | | LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM | | | | | | |
| EMERGENCY CIRCUMSTANCES - | | | PRECAUTIONARY LANDING ON AIRPORT | | | | | | |
| | | | SUSPECTED MECHANICAL DISCREPANCY | | | | | | |
| REMARKS- | | | WOODRUFF KEY, WHICH LOCKS TORQUE TUBE TO SPROCKET, SHEARED. SLIDE TUBES DRY AND RUST COVERED. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|--------------------|---|------------|--------|--------|---------------------------------|---|
| | | | | F | S | M/N | | |
| 3-4518 | 12/4/67 TIME - 0940 | ELECTRIC CTY, WASH | PIPER PA-22 N-3446A DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 INSTRUCTIONAL TRAINING | STUDENT, AGE 55, 80 TOTAL HOURS, 18 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| OVERSHOOT | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| COLLIDED WITH DITCHES | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | | | |
| PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | | | |
| FACTOR | | | | | | | | |
| PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS | | | | | | | | |
| 3-4519 | 12/15/67 TIME - 1510 | PHOENIX, ARIZ | BEECH D18S N-7526 DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 2 INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 27, 2130 TOTAL HOURS, 496 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| GROUND-WATER LOOP-SWERVE | | | TAKEOFF RUN | | | | | |
| NOSE OVER/DOWN | | | TAKEOFF ABORTED | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| DUAL STUDENT - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | |
| WEATHER BRIEFING - RECEIVED RECORDED BRIEFING BY RADIO | | | | | | | | |
| WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST | | | | | | | | |
| REMARKS- RIGHT QUARTERING HEAD WIND, 21 KTS GUSTING 30 KTS | | | | | | | | |
| 3-4520 | 12/15/67 TIME - 1630 | VAN NUYS, CALIF | AERO COMDR 680 N-6805 DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 NONCOMMERCIAL PLEASURE | PRIVATE, AGE 40, 616 TOTAL HOURS, 206 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH PARKED AIRCRAFT | | | TAXI OTHER | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| PILOT IN COMMAND - IMPROPER STARTING PROCEDURES | | | | | | | | |
| REMARKS- STRUCK N8925J-SUBSTANTIAL DAMAGE. | | | | | | | | |
| 3-4521 | 12/13/67 TIME - 1645 | PHOENIX, ARIZ | CESSNA 411 N-617EJ DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 NONCOMMERCIAL CORP/EXEC | COMMERCIAL, FL. INSTR., AGE 24, 2800 TOTAL HOURS, 700 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH DIRT BANK | | | TAKEOFF INITIAL CLIMB | | | | | |
| GEAR COLLAPSED | | | TAKEOFF INITIAL CLIMB | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | | | |
| FACTOR | | | | | | | | |
| AIRPORT CONDITIONS - SNOW ON RUNWAY | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - LANDED ON FOAMED RUNWAY | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | | | |
| SUSPECTED OR KNOWN AIRCRAFT DAMAGE | | | | | | | | |
| REMARKS- 5 INCHES SNOW ON RUNWAY. SHEARED MAIN GEAR, SUBSEQUENT LANDING AT SKY HARBOR ARPT. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|--|------------------|-------------------------------|----------|---|----------------------------------|----------------|------------------|--------------------------------|
| | | | | F | S | M/N | | | |
| 3-4522 | 12/16/67 | ROSEMOUNT, MINN | CESSNA 150 | CR- | 0 | 0 | 1 | INSTRUCTIONAL | STUDENT, AGE 24, 30 TOTAL |
| | TIME - 1150 | | N-2484J | PX- | 0 | 0 | 0 | TRAINING | HOURS, ALL IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | TYPE OF ACCIDENT | | ENGINE FAILURE OR MALFUNCTION | | | PHASE OF OPERATION | | | |
| | | | COLLIDED WITH WIRES/POLES | | | LANDING TRAFFIC PATTERN-CIRCLING | | | |
| | | | | | | LANDING FINAL APPROACH | | | |
| | PROBABLE CAUSE | | | | | | | | |
| | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPORT | | | | | | | | |
| 3-4523 | 12/16/67 | HONOLULU, HAWAII | DEHAVILAND DHC-6 | CR- | 0 | 0 | 1 | COMMERCIAL | AIRLINE TRANSPORT, AGE 47, |
| | TIME - 1123 | | N-8081N | PX- | 0 | 0 | 6 | AIR TAXI - PASSG | 6739 TOTAL HOURS, 166 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | TYPE OF ACCIDENT | | GROUND-WATER LOOP-SWERVE | | | PHASE OF OPERATION | | | |
| | | | GEAR COLLAPSED | | | LANDING ROLL | | | |
| | | | | | | LANDING ROLL | | | |
| | PROBABLE CAUSE | | | | | | | | |
| | PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | | | |
| | FACTOR | | | | | | | | |
| | WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE | | | | | | | | |
| | WEATHER FORECAST - UNKNOWN | | | | | | | | |
| | REMARKS- LEFT QUARTERING HEAD WIND 60 DEGREES 19 KNOTS GUSTING 23 KNOTS. | | | | | | | | |
| 3-4524 | 12/16/67 | LONGMONT, COLO | CESSNA 150 | CR- | 0 | 0 | 1 | INSTRUCTIONAL | STUDENT, AGE 31, 21 TOTAL |
| | TIME - 1100 | | N-1901Z | PX- | 0 | 0 | 0 | TRAINING | HOURS, ALL IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | TYPE OF ACCIDENT | | GROUND-WATER LOOP-SWERVE | | | PHASE OF OPERATION | | | |
| | | | GEAR COLLAPSED | | | LANDING ROLL | | | |
| | | | | | | LANDING ROLL | | | |
| | PROBABLE CAUSE | | | | | | | | |
| | PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | | | |
| | FACTOR | | | | | | | | |
| | AIRPORT CONDITIONS - ICE/SLUSH ON RUNWAY | | | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| 3-4525 | 12/19/67 | ROSELLE, ILL | PIPER PA-28 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 38, 340 TOTAL |
| | TIME - 1830 | | N-9105W | PX- | 0 | 0 | 1 | PLEASURE | HOURS, 248 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | TYPE OF ACCIDENT | | OVERSHOOT | | | PHASE OF OPERATION | | | |
| | | | GEAR COLLAPSED | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| | | | | | | LANDING ROLL | | | |
| | PROBABLE CAUSE | | | | | | | | |
| | PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | | | |
| | PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | | | |
| | FACTOR | | | | | | | | |
| | AIRPORT CONDITIONS - ICE/SLUSH ON RUNWAY | | | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-------------|-----------------|--|----------|---|-----|----------------|---|-------------------------------|
| | | | | F | S | M/N | | | |
| 3-4526 | 12/20/67 | SPRINGDALE, ARK | CESSNA 172 | CR- | 0 | 0 | 1 | INSTRUCTIONAL | STUDENT, AGE 31, 28 TOTAL |
| | TIME - 1830 | | N-3724R | PX- | 0 | 0 | 0 | SOLO | HOURS, 18 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | |
| | | | GROUND-WATER LOOP-SWERVE | | | | | LANDING ROLL | |
| | | | NOSE OVER/DOWN | | | | | LANDING ROLL | |
| | | | PROBABLE CAUSE | | | | | | |
| | | | PILOT IN COMMAND - | | | | | FAILED TO MAINTAIN DIRECTIONAL CONTROL | |
| | | | FACTOR | | | | | | |
| | | | AIRPORT SUPERVISORY PERSONNEL - | | | | | FAILURE TO NOTIFY OF UNSAFE CONDITION | |
| | | | REMARKS- | | | | | PILOT STATED THAT RIGHT GEAR STRUCK PIECE OF CLAY ON RUNWAY, RUNWAY UNDER CONSTRUCTION. NO NOTAM. | |
| 3-4527 | 12/21/67 | ELOY, ARIZ | BEECH V35 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 45, 405 TOTAL |
| | TIME - 1000 | | N-5605S | PX- | 0 | 0 | 0 | BUSINESS | HOURS, 185 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | |
| | | | ENGINE FAILURE OR MALFUNCTION | | | | | INFLIGHT NORMAL CRUISE | |
| | | | GEAR COLLAPSED | | | | | LANDING ROLL | |
| | | | PROBABLE CAUSE | | | | | | |
| | | | MISCELLANEOUS ACTS, CONDITIONS - | | | | | OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM | |
| | | | FACTOR | | | | | | |
| | | | MISCELLANEOUS ACTS, CONDITIONS - | | | | | OVERLOAD FAILURE | |
| | | | EMERGENCY CIRCUMSTANCES - | | | | | FORCED LANDING OFF AIRPORT ON LAND | |
| | | | | | | | | PROP/ENGINE VIBRATION | |
| 3-4528 | 12/24/67 | FAIRBANKS, ALAS | LUSCOMBE 8A | CR- | 0 | 0 | 1 | NONCOMMERCIAL | STUDENT, AGE 22, 4 TOTAL |
| | TIME - 1100 | | N-71596 | PX- | 0 | 0 | 1 | PLEASURE | HOURS, ALL IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | |
| | | | GROUND-WATER LOOP-SWERVE | | | | | TAKEOFF RUN | |
| | | | COLLIDED WITH SNOWBANK | | | | | TAKEOFF INITIAL CLIMB | |
| | | | PROBABLE CAUSE | | | | | | |
| | | | PILOT IN COMMAND - | | | | | FAILED TO MAINTAIN DIRECTIONAL CONTROL | |
| | | | PILOT IN COMMAND - | | | | | ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | |
| | | | REMARKS- | | | | | STUDENT PILOT WITH 4 HOURS DUAL INSTRUCTION, HAD NOT BEEN SOLOED BY INSTRUCTOR. | |
| 3-4529 | 12/29/67 | NOME, ALAS | AERO MACCHIAL60B | CR- | 0 | 0 | 1 | COMMERCIAL | COMMERCIAL, AGE 19, 563 TOTAL |
| | TIME - 1017 | | N-1702L | PX- | 0 | 0 | 1 | AIR TAXI - PASSG | HOURS, 148 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | | TYPE OF ACCIDENT | | | | | PHASE OF OPERATION | |
| | | | PROPELLER/ROTOR FAILURE PROPELLER | | | | | INFLIGHT CLIMB TO CRUISE | |
| | | | GEAR COLLAPSED | | | | | LANDING LEVEL OFF/TOUCHDOWN | |
| | | | PROBABLE CAUSE | | | | | | |
| | | | POWERPLANT - ENGINE CONTROLS-COCKPIT - | | | | | PROPELLER GOVERNOR CONTROLS | |
| | | | PRODUCTION-DESIGN - | | | | | POOR/INADEQUATE DESIGN | |
| | | | MISCELLANEOUS ACTS, CONDITIONS - | | | | | IMPROPER ALIGNMENT/ADJUSTMENT | |
| | | | TERRAIN - | | | | | SNOW-COVERED | |
| | | | TERRAIN - | | | | | ROUGH/UNEVEN | |
| | | | FACTOR | | | | | | |
| | | | MISCELLANEOUS ACTS, CONDITIONS - | | | | | OVERLOAD FAILURE | |
| | | | EMERGENCY CIRCUMSTANCES - | | | | | FORCED LANDING OFF AIRPORT ON LAND | |
| | | | REMARKS- | | | | | PROP CTL LNKGE MODIFIED TO PUSH-PULL CTL. COCKPIT CTL INCOMPATBLE WITH PROP GOV POSITIONING PULLEY. | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|---|--|----------------------------|--|
| 3-4530 | 2/26/67 TIME - 1545 | AGANA, GUAM | CESSNA 150 N-7865E DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 39, 75 TOTAL HOURS, 49 IN TYPE. |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING ROLL | | |
| PROBABLE CAUSE POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| 3-4531 | 8/18/67 TIME - 1030 | CHITINA, ALAS | PIPER PA-18 N-3909Z DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | MISCELLANEOUS HUNTING | COMMERCIAL, AGE 33, 3500 TOTAL HOURS, 2000 IN TYPE. |
| | | TYPE OF ACCIDENT GEAR COLLAPSED | | PHASE OF OPERATION LANDING ROLL | | |
| PROBABLE CAUSE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR TERRAIN - ICY TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- ATTEMPTED LNDG ON GLACIER. | | | | | | |
| 3-4532 | 9/9/67 TIME - 1400 | WARRENTON, OREG | BEECH 65 N-831Q DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, AGE 51, 9700 TOTAL HOURS, 2386 IN TYPE. |
| | | TYPE OF ACCIDENT WHEELS-UP LANDING | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR FACTOR MISCELLANEOUS ACTS, CONDITIONS - CIRCUIT BREAKER POPPED REMARKS- CIRCUIT BREAKER PULLED DURING FLT, RESET ON FINAL APPROACH. PLT FAILED TO ASSURE PROPER SETTING. | | | | | | |
| 3-4533 | 9/12/67 TIME - 1430 | WARRENTON, OREG | GLOBE GC-1B N-2384B DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 43, 2200 TOTAL HOURS, 370 IN TYPE. |
| | | TYPE OF ACCIDENT WHEELS-UP LANDING | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED FACTOR LANDING GEAR - SWITCHES, LEVERS, CRANKING MECHANISM, ETC. MISCELLANEOUS ACTS, CONDITIONS - LOOSE, PART/FITTING REMARKS- RT GR-UP MICRO-SWITCH HAD LOOSE CONNECTION. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|--------------------|--|--|------------|--------|-----------------------------|--|
| | | | | F | S | M/N | | |
| 3-4534 | 9/20/67 TIME - 1230 | CAMAS VALLEY, OREG | TRAVEL AIR C-4000 N-379M DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 0 0 0 0 | 1 0 | COMMERCIAL AERIAL APPLIC | COMMERCIAL, FL. INSTR., AGE 54, 17500 TOTAL HOURS, 13000 IN TYPE. |
| TYPE OF ACCIDENT NOSE OVER/DOWN | | | | PHASE OF OPERATION LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN TERRAIN - ROUGH/UNEVEN | | | | | | | | |
| REMARKS- ATTEMPTED LNDG ON FIELD WITH 10 INS DEEP FURROW ACROSS LNDG PATH. NO LOAD ABOARD. | | | | | | | | |
| 3-4535 | 10/7/67 TIME - 1615 | MALTA, MONT | TAYLORCRAFT 8C12 N-34032 DAMAGE -DESTROYED | CR- 0 PX- 0 | 0 0 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 36, 53 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT STALL MUSH | | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| FIRE AFTER IMPACT | | | | | | | | |
| REMARKS- ATTEMPTED T/O FROM FLD OF INSUFFICIENT LENGTH. | | | | | | | | |
| 3-4536 | 10/8/67 TIME - 1700 | GEORGETOWN, WASH | CAMAIR 480 N-234 DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 0 0 0 0 | 2 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 53, 3748 TOTAL HOURS, 100 IN TYPE. |
| TYPE OF ACCIDENT HARD LANDING WHEELS-UP LANDING | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT DUAL STUDENT - IMPROPER LEVEL OFF | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED OR KNOWN AIRCRAFT DAMAGE | | | | | | | | |
| REMARKS- HARD LNDG DAMAGED LT LG GR ACTUATING STRUT, CYL MOUNTS. INSTR MADE GO AROUND, INTENTIONAL GR UP LNDG | | | | | | | | |
| 3-4537 | 10/26/67 TIME - 1600 | LAUREL, MONT | PIPER PA-3C N-7840Y DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 0 0 0 0 | 2 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 29, 1260 TOTAL HOURS, 15 IN TYPE. |
| TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-------------------|--|----------------|------------|--------|--------------------------------|---|
| | | | | F | S | M/N | | |
| 3-4538 | 11/4/67 TIME - 1200 | GRACE, ID | CESSNA P206 N-2677X DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 0 0 0 0 | 1 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 48, 88 TOTAL HOURS, 9 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH OBJECT | | | LANDING ROLL | | | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | | | |
| FACTOR | | | | | | | | |
| AIRPORT CONDITIONS - SOFT RUNWAY | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| REMARKS- ATTEMPTED LNDG ON UNIMPROVED RANCH STRIP. RT GEAR STRUCK SOFT AREA. | | | | | | | | |
| 3-4539 | 12/5/67 TIME - 1615 | COTTAGE HILL, ILL | PIPER PA-23 N-148AF DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 0 0 0 0 | 1 2 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL, AGE 37, 1196 TOTAL HOURS, 128 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | TAKEDOFF INITIAL CLIMB | | | | | |
| STALL MUSH | | | TAKEDOFF INITIAL CLIMB | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| POWERPLANT - ENGINE STRUCTURE - CRANKSHAFT | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | | | |
| PILOT IN COMMAND - PREMATURE LIFT-OFF | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPORT | | | | | | | | |
| REMARKS- DOWEL PIN IN CRANKSHAFT SHEARED, LEFT ENG. T/O MADE BELOW SINGLE ENG SPEED. GEAR FAILED ON LNDG. | | | | | | | | |
| 3-4540 | 12/16/67 TIME - 1030 | GILLETTE, WYO | PIPER PA-18A N-4594A DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 0 0 0 0 | 1 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 34, 850 TOTAL HOURS, 150 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | | | |
| NOSE OVER/DOWN | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION | | | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | |
| FACTOR | | | | | | | | |
| TERRAIN - ROUGH/UNEVEN | | | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- FAILED TO SWITCH TANKS. ATTEMPTED LNDG ON MT TRAIL. WIND OF 35K, GUSTS TO 40K LIFTED WING AND TAIL. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|--------------------|--|------------------------|---------------------------|--|
| | | | | F S M/N | | |
| 3-4541 | 12/18/67 TIME - 0945 | CLINES CNRS, N MEX | PIPER PA-28 N-9671J DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 21, 76 TOTAL HOURS, 6 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH SNOWBANK PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR TERRAIN - ICY WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- OVERESTIMATED GRND SPEED, UNDER EST FUEL CONSUMPTION, 38KTS HEAD WIND. ACFT SLID ACROSS ROAD ON ICE. | | | | | | |
| 3-4542 | 12/19/67 TIME - 0200 | DUNEDIN, FLA | CESSNA 172 N-8074L DAMAGE - DESTROYED | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | STUDENT, AGE 39, 37 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATION INFLIGHT NORMAL CRUISE PROBABLE CAUSE PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL FACTOR MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- FIRST SOLO. ATTEMPTED NITE FLT OVER GULF WITH NO HORIZON. ARCRFT WHEEL EQUIP. SANK IN 30 FT OF WATER | | | | | | |
| 3-4543 | 12/26/67 TIME - 1600 | CARBONDALE, ILL | CESSNA 150G N-3191J DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 39, 20 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH PARKED AIRCRAFT PHASE OF OPERATION TAXI TO TAKEOFF PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- N3191J STRUCK CESSNA 150, N3084X, SUBSTANTIAL DAMAGE. STUDENTS SECOND SOLO. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|---|----------|--------------------|--|------------|--------|--|----------------|---------------------------|--|
| | | | | F | S | M/N | | | |
| 3-4544 | 12/26/67 | DOUGLASVILLE, GA | CESSNA 150 N-4239U DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 21, 18 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | ENGINE FAILURE OR MALFUNCTION | | | PHASE OF OPERATION | | | |
| GEAR COLLAPSED | | | | | | INFLIGHT NORMAL CRUISE LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL | | | | | | | | | |
| FACTOR | | | | | | | | | |
| TERRAIN - ROUGH/UNEVEN | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | |
| 3-4545 | 12/27/67 | SPANISH FORK, UT | CESSNA 182 N-7245E DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 68, 8000 TOTAL HOURS, 261 IN TYPE. |
| TYPE OF ACCIDENT | | | COLLIDED WITH FENCE, FENCEPOSTS | | | PHASE OF OPERATION | | | |
| | | | | | | TAKEOFF ABORTED | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | | | | |
| PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF | | | | | | | | | |
| FACTOR | | | | | | | | | |
| TERRAIN - WET, SOFT GROUND | | | | | | | | | |
| 3-4546 | 12/29/67 | ALBUQUERQUE, N MEX | BEECH D18S N-260R DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 2 1 | NONCOMMERCIAL PLEASURE | COMMERCIAL, FL. INSTR., AGE 47, 8122 TOTAL HOURS, 1300 IN TYPE. |
| TYPE OF ACCIDENT | | | STALL MUSH | | | PHASE OF OPERATION | | | |
| | | | | | | TAKEOFF INITIAL CLIMB | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | | |
| PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF | | | | | | | | | |
| FACTOR | | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | | |
| WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. | | | | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, IN PERSON | | | | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | | | |
| REMARKS- RAN OFF END OF RWNY-INTENTIONALLY GROUND LOOPED IN SOFT SAND. SOME GRANULAR DEPOSITS ON WINGS. | | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--------|--------------------------------------|--|---------------------------|------------|--------|--------|-----------------------------|---|
| | | | | F | S | M/N | | |
| 3-4547 | 12/31/67 | WAUKEGAN, ILL | PIPER PA-28 N-6195W | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | STUDENT, AGE 26, 63 TOTAL HOURS, 47 IN TYPE. |
| | TIME - 1230 | | DAMAGE -SUBSTANTIAL | | | | | |
| | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | |
| | GEAR COLLAPSED | | | | | | LANDING ROLL | |
| | PROBABLE CAUSE | | | | | | | |
| | MISCELLANEOUS - | UNDETERMINED | | | | | | |
| | REMARKS- | NOSE WHEEL FAILED FOR UNKNOWN REASON. | | | | | | |
| 3-4548 | 10/7/67 | MARION, VA | AERONCA 11AC N-9450E | CR- PX- | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 38, 22 TOTAL HOURS, 2 IN TYPE. |
| | TIME - 1430 | | DAMAGE -SUBSTANTIAL | | | | | |
| | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | |
| | COLLISION WITH GROUND/WATER | CONTROLLED | | | | | LANDING LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSE | | | | | | | |
| | PILOT IN COMMAND - | CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| | PILOT IN COMMAND - | SPATIAL DISORIENTATION | | | | | | |
| | PILOT IN COMMAND - | ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| | FACTOR | | | | | | | |
| | WEATHER - | FOG | | | | | | |
| | WEATHER BRIEFING - | NO BRIEFING RECEIVED | | | | | | |
| | WEATHER FORECAST - | UNKNOWN | | | | | | |
| | REMARKS- | ATTEMPTED FLIGHT WITH DENSE FOG IN AREA. PLT NON INSTRUMENT RATED. | | | | | | |
| 3-4549 | 10/13/67 | SHREVEPORT, LA | BELLANCA 14-19 N-9835B | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 49, 200 TOTAL HOURS, 135 IN TYPE. |
| | TIME - 1110 | | DAMAGE -SUBSTANTIAL | | | | | |
| | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | |
| | WHEELS-UP LANDING | | | | | | LANDING LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSE | | | | | | | |
| | PILOT IN COMMAND - | FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED | | | | | | |
| | REMARKS- | LT LD GR MECHANISM FAILED TO GO OVER CENTER TO LOCK. PLT LOWERED GR WHEN ENG WAS IDLING. | | | | | | |
| 3-4550 | 10/28/67 | HONOBIA, OKLA | PIPER PA-22 N-6707B | CR- PX- | 0 0 | 1 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 40, 541 TOTAL HOURS, 431 IN TYPE. |
| | TIME - 1230 | | DAMAGE -SUBSTANTIAL | | | | | |
| | TYPE OF ACCIDENT | | | | | | PHASE OF OPERATION | |
| | ENGINE FAILURE OR MALFUNCTION | | | | | | TAKEOFF INITIAL CLIMB | |
| | COLLIDED WITH DIRT BANK | | | | | | LANDING LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSE | | | | | | | |
| | POWERPLANT - | FUEL SYSTEM - SELECTOR VALVES | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - | IMPROPERLY SECURED | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - | FUEL SELECTOR POSITIONED BETWEEN TANKS | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - | FUEL STARVATION | | | | | | |
| | MAINTENANCE, SERVICING, INSPECTION - | INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| | EMERGENCY CIRCUMSTANCES - | FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| | REMARKS- | WASHER IN FUEL SELECTOR VALVE MISSING. NO SPRING LOAD TENSION. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--------|---|-------------------|---|------------|--------|--------|--------------------------------|--|
| | | | | F | S | M/N | | |
| 3-4551 | 11/2/67 TIME - 0915 | PICABO, ID | PIPER PA-28 N-6655W DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 INSTRUCTIONAL TRAINING | STUDENT, AGE 30, 30 TOTAL HOURS, ALL IN TYPE. |
| | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH FENCE, FENCEPOSTS | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | | | | |
| | PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | | |
| 3-4552 | 11/26/67 TIME - 0800 | PAMPA, TEX | CESSNA 206 N-8058Z DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 50, 1570 TOTAL HOURS, 12 IN TYPE. |
| | TYPE OF ACCIDENT COLLIDED WITH OBJECT | | PHASE OF OPERATION UNK/NR | | | | | |
| | PROBABLE CAUSE MISCELLANEOUS - UNDETERMINED REMARKS- ACFT WHILE FLYING OR TAXIING STRUCK UNDETERMINED OBJECT, CAUSED DAMAGE TO PROPELLER. | | | | | | | |
| 3-4553 | 12/13/67 TIME - 1400 | BARTOW, FLA | CESSNA 150F N-8758G DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 21, 672 TOTAL HOURS, 64 IN TYPE. |
| | TYPE OF ACCIDENT STALL MUSH | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | | | |
| | PROBABLE CAUSE PILOT IN COMMAND - PREMATURE LIFT-OFF | | | | | | | |
| 3-4554 | 10/22/67 TIME - 1115 | PARKERSBURG, W VA | CESSNA 150 N-4294U DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 INSTRUCTIONAL SOLO | STUDENT, AGE 36, 22 TOTAL HOURS, 9 IN TYPE. |
| | TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH DIRT BANK | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | | |
| | PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING REMARKS- PLTS SEAT MOVED FULL BACK INADVERTENTLY. PLT COULD NOT REACH BRAKES. | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|--------------------|---|------------------------|---------------------------|--|
| 3-4555 | 12/22/67 TIME - 1730 | ANGLETON, TEX | CESSNA 150 N-8898S DAMAGE -DESTROYED | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 53, 62 TOTAL HOURS, 51 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| UNDERSHOOT | | | LANDING FINAL APPROACH | | | |
| COLLIDED WITH WIRES/POLES | | | LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | | |
| 3-4556 | 12/23/67 TIME - 1530 | HALES CORNERS, WIS | CESSNA 150 N-6431T DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 40, 14 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA | | | | | | |
| FACTOR | | | | | | |
| TERRAIN - WET, SOFT GROUND | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | |
| REMARKS- PLT DRIFTED ON CROSS-WIND LNDG ATTEMPT, STRUCK RUTS IN PLOWED FIELD ADJACENT TO RNWY. | | | | | | |
| 3-4557 | 12/24/67 TIME - 1745 | GEORGETOWN, KY | PIPER PA-28 N-5873W DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 42, 154 TOTAL HOURS, 2 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLIDED WITH OBJECT | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA | | | | | | |
| REMARKS- APPROACHING DARKNESS. ACFT STRUCK UNLIGHTED RNWY MARKER. LND TO RT OF RNWY. | | | | | | |
| 3-4558 | 12/24/67 TIME - 1420 | LAMESA, TEX | BEECH A23 N-5769V DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 27, 71 TOTAL HOURS, 5 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLIDED WITH WIRES/POLES | | | LANDING GO-AROUND | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND | | | | | | |
| REMARKS- PLT FAILED TO RELEASE VERNIER CONTROL AND OBTAIN FULL POWER WITH THROTTLE. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|----------------|--|------------|--------|--------|--------------------------------|---|
| | | | | F | S | M/N | | |
| 3-4559 | 12/24/67 TIME - 1530 | FITCHBURG, WIS | CESSNA 140 N-1914N DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 36, 26 TOTAL HOURS, 5 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH FENCE, FENCEPOSTS | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FLIGHT INSTRUCTOR - INADEQUATE SUPERVISION OF FLIGHT EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- LANDED SAFELY ON FARM FLD, RADIO MALFUNCTION. INSTR ADVISED FLD ADEQUATE FOR T/O. | | | | | | | | |
| 3-4560 | 12/25/67 TIME - 1625 | ROSCOE, ILL | CESSNA 182 N-2482G DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 56, 129 TOTAL HOURS, 46 IN TYPE. |
| TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH WIRES/POLES | | | PHASE OF OPERATION LANDING FINAL APPROACH LANDING FINAL APPROACH | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE REMARKS- ATTEMPTED LNDG INTO SUN, ON HORIZON, MOMENTARY BLINDNESS. | | | | | | | | |
| 3-4561 | 12/27/67 TIME - 2030 | ONTARIO, CALIF | CESSNA 402 N-3299Q DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 2 1 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL, AGE 48, 9353 TOTAL HOURS, 100 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR FACTOR MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT REMARKS- ATTENTION DIVERTED BY TRAFFIC. PROP STRUCK RWY. PLT MADE GO-AROUND AND LANDED SAFELY. | | | | | | | | |
| 3-4562 | 12/29/67 TIME - 1745 | RIALTO, CALIF | CESSNA 150 N-6414T DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 30, 157 TOTAL HOURS, 110 IN TYPE. |
| TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH DITCHES | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND FACTOR MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND REMARKS- WINDS 10-15KTS WITH GUSTS. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-----------------------|---|-----------------------------|--------|--------|----------------------------|--|
| | | | | F | S | M/N | | |
| 3-4563 | 12/29/67 TIME - 1515 | FARMINGTON, N MEX | CESSNA 320C N-3024T DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 4 | NONCOMMERCIAL CORP/EXEC | ATR, FLIGHT INSTR., AGE 49, 15679 TOTAL HOURS, 2034 IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| PROPELLER/ROTOR FAILURE PROPELLER | | | | TAKEOFF INITIAL CLIMB | | | | |
| GEAR COLLAPSED | | | | LANDING LEVEL OFF/TOUCHDOWN | | | | |
| PROBABLE CAUSE | | | | | | | | |
| POWERPLANT - PROPELLER AND ACCESSORIES - HUBS | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | | | |
| LANDING GEAR - NOSEWHEEL ASSEMBLIES | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPORT | | | | | | | | |
| REMARKS- RT HUB CAME OFF, BLADE STRUCK, DAMAGED NOSE GEAR. FURTHER DAMAGE ON LNDG. | | | | | | | | |
| 3-4564 | 12/29/67 TIME - 1855 | MIDLAND, TEX | CESSNA 310D N-6989T DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 4 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 39, 222 TOTAL HOURS, 160 IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| UNDERSHOOT | | | | LANDING FINAL APPROACH | | | | |
| COLLIDED WITH WIRES/POLES | | | | LANDING FINAL APPROACH | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | | | | |
| 3-4565 | 12/30/67 TIME - 1300 | RICHFIELD, UT | CESSNA 172 N-8267X DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 2 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 42, 5500 TOTAL HOURS, 1500 IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| GROUND-WATER LOOP-SWERVE | | | | TAKEOFF RUN | | | | |
| COLLIDED WITH SNOWBANK | | | | TAKEOFF ABORTED | | | | |
| PROBABLE CAUSE | | | | | | | | |
| DUAL STUDENT - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | | | |
| FACTOR | | | | | | | | |
| AIRPORT CONDITIONS - WET RUNWAY | | | | | | | | |
| 3-4566 | 6/13/67 TIME - 1730 | NR. KING SALMON, ALAS | CESSNA 185A N-1609Z DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 3 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 57, 2000 TOTAL HOURS, 885 IN TYPE. |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | | INFLIGHT DESCENDING | | | | |
| GEAR COLLAPSED | | | | LANDING LEVEL OFF/TOUCHDOWN | | | | |
| PROBABLE CAUSE | | | | | | | | |
| POWERPLANT - ENGINE STRUCTURE - CYLINDER ASSEMBLY | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | | | |
| FACTOR | | | | | | | | |
| TERRAIN - ROUGH/UNEVEN | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- NO.5 CYLINDER FAILED. LANDED IN TUNDRA. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|--------------------|--|------------|--------|--------|----------------|---|
| | | | | F | S | M/N | | |
| 3-4567 | 7/5/67 TIME - 1015 | SAN JUAN, PR | CESSNA 310 N-2668C DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | MISCELLANEOUS FERRY COMMERCIAL, AGE 21, 198 TOTAL HOURS, 23 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | | |
| REMARKS- RT QUARTERING HEADWIND 25K GUSTING TO 30K. | | | | | | | | |
| 3-4568 | 7/25/67 TIME - 1400 | COPPER CENTR, ALAS | BEECH A23 N-7971L DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL TRAINING STUDENT, AGE 40, 176 TOTAL HOURS, 5 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | LANDING GO-AROUND | | | | | |
| STALL | | | LANDING FINAL APPROACH | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| POWERPLANT - FUEL SYSTEM - CARBURETOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPER CLEARANCE-TOLERANCE | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION | | | | | | | | |
| MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- WARPED CARB PARTS GAVE LEAN MIXTURE. FLOAT LEVEL OUT OF TOLERANCE. | | | | | | | | |
| 3-4569 | 7/25/67 TIME - 1600 | ANCHORAGE, ALAS | CESSNA 150 N-3953U DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL SOLO STUDENT, AGE 26, 12 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | | | |
| NOSE OVER/DOWN | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | | | |
| PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | | | |
| FACTOR | | | | | | | | |
| AIRPORT CONDITIONS - SOFT SHOULDERS | | | | | | | | |
| REMARKS- SECOND SOLO FLT. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|----------------|--|------------------------|---------------------------|---|
| 3-4570 | 7/29/67 TIME - 1230 | FAREWELL, ALAS | PIPER PA-14 N-5129H DAMAGE - DESTROYED | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 38, 454 TOTAL HOURS, 302 IN TYPE. |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | | | | | |
| PHASE OF OPERATION INFLIGHT OTHER | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FLEW INTO BLIND CANYON FIRE AFTER IMPACT REMARKS- DISTRACTED BY GAME, PLT FLEW UP BLIND CANYON, ACFT STRUCK RIDGE IN ATTEMPT TO CLIMB OVER. | | | | | | |
| 3-4571 | 8/9/67 TIME - 1230 | NORTHWAY, ALAS | PIPER PA-18 N-1169A DAMAGE - DESTROYED | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS HUNTING | PRIVATE, AGE 34, 175 TOTAL HOURS, 65 IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH TREES | | | | | | |
| PHASE OF OPERATION TAKEOFF RUN TAKEOFF RUN | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN FIRE AFTER IMPACT REMARKS- ATTEMPTED T/O, CROSSWIND OF 20KTS, GUSTS TO 25KTS. | | | | | | |
| 3-4572 | 8/16/67 TIME - 0900 | CHITINA, ALAS | PIPER PA-14 N-5106H DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | MISCELLANEOUS HUNTING | COMMERCIAL, AGE 34, 1000 TOTAL HOURS, 400 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH OBJECT GEAR COLLAPSED | | | | | | |
| PHASE OF OPERATION LANDING GO-AROUND LANDING GO-AROUND | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER - SUDDEN WINDSHIFT REMARKS- STRUCK A LOG. POSSIBLE WIND SHIFT. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-------------------|---|------------------------|--------------------------|--|
| 3-4573 | 8/22/67 TIME - 1445 | GAKONA, ALAS | PIPER PA-12 N-4084M DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS HUNTING | PRIVATE, AGE 39, 2510 TOTAL HOURS, 110 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| GROUND-WATER LOOP-SWERVE COLLIDED WITH DIRT BANK | | | LANDING ROLL LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | | | |
| WEATHER - SUDDEN WINDSHIFT | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | |
| REMARKS- WIND OF 25KTS GUSTS TO 30KTS, SHIFTED AT TOUCH DOWN FROM HEAD TO RT QUARTERING. | | | | | | |
| 3-4574 | 9/2/67 TIME - 1430 | PALMER, ALAS | PIPER PA-12 N-4158M DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | MISCELLANEOUS HUNTING | PRIVATE, AGE 44, 192 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| STALL MUSH | | | INFLIGHT CLIMB TO CRUISE | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| WEATHER - DOWNDRAFTS, UPDRAFTS | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FLEW INTO BLIND CANYON | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | |
| REMARKS- FIRST EXPERIENCE AT MOUNTAIN FLYING. WINDS 25K, GUSTING. | | | | | | |
| 3-4575 | 9/21/67 TIME - 0830 | PILOT POINT, ALAS | STINSON 108-2 N-9510K DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | MISCELLANEOUS HUNTING | PRIVATE, AGE 55, 220 TOTAL HOURS, 200 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLIDED WITH OBJECT | | | TAKEOFF RUN | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE | | | | | | |
| REMARKS- ACFT FLOATS STRUCK LAKE BANK. PLT ATTEMPTED T/O WITHOUT SUFFICIENT ROOM. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--|-------------------------|------------------|---|------------|--------|--------|----------------|---------------------------|---|
| | | | | F | S | M/N | | | |
| 3-4576 | 9/21/67 TIME - 1030 | GULKANA, ALAS | PIPER PA-18 N-2855T DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 45, 20000 TOTAL HOURS, 1500 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| STALL MUSH | | | TAKEOFF INITIAL CLIMB | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | | |
| PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS | | | | | | | | | |
| REMARKS- FAILED TO POSITION FLAP HANDLE PROPERLY, ABRUPTLY RETRACTED, CRITICAL POINT ON T/O. ACFT FLOAT EQUIP. | | | | | | | | | |
| 3-4577 | 11/1/67 TIME - 1933 | FULLERTON, CALIF | BEECH 35 N-4484V DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 38, 59 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| WHEELS-UP LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY | | | | | | | | | |
| LANDING GEAR - EMERGENCY/EXTENSION ASSEMBLY | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - JAMMED | | | | | | | | | |
| MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION | | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | | | | |
| SUSPECTED MECHANICAL DISCREPANCY | | | | | | | | | |
| REMARKS- UPLOCK FAILED TO RELEASE CAUSED RT GR RETRACT ROD, P/N35-815125-14 TO BEND. | | | | | | | | | |
| 3-4578 | 11/11/67 TIME - 1317 | GULFPORT, MISS | CESSNA 310F N-6799X DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 2 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 40, 2500 TOTAL HOURS, 30 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| WHEELS-UP LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY | | | | | | | | | |
| LANDING GEAR - EMERGENCY/EXTENSION ASSEMBLY | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - JAMMED | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | | | | |
| SUSPECTED MECHANICAL DISCREPANCY | | | | | | | | | |
| REMARKS- INTENTIONAL GR UP LNDG, DUE TO FAILURE OF NOSE GR RETRACT SYSTEM. STRUT FROZE, YOKE STRUCK DOOR HINGE | | | | | | | | | |
| 3-4579 | 11/19/67 TIME - 1300 | ENTERPRISE, ALA | CESSNA 150G N-6345S DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 26, 239 TOTAL HOURS, 14 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| GEAR COLLAPSED | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|---|-------------------------|------------------|---|------------|--------|--------|----------------|---------------------------|---|
| | | | | F | S | M/N | | | |
| 3-4580 | 11/19/67 TIME - 1415 | WHITE PLAINS, NY | CESSNA 172 N-1820Y DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 4 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 39, 158 TOTAL HOURS, 100 IN TYPE. |
| TYPE OF ACCIDENT NOSE OVER/DOWN | | | PHASE OF OPERATION STATIC IDLING ENGINE/S | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - EXERCISED POOR JUDGMENT WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FSP, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT REMARKS- WINDS 270 DEG 25K, GUSTING TO 40K | | | | | | | | | |
| 3-4581 | 11/25/67 TIME - 1405 | GERMANTOWN, WIS | CESSNA 150 N-3007J DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 25, 65 TOTAL HOURS, 57 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH OBJECT GEAR COLLAPSED | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING ROLL | | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- ATTEMPTED T/O, SHORT FIELD, STRUCK TALL GRASS END OF RNMW. ACFT PULLED DOWN INTO PLOWED FIELD. | | | | | | | | | |
| 3-4582 | 12/4/67 TIME - 1030 | SKWENTNA, ALAS | CESSNA 170 N-3474D DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 32, 113 TOTAL HOURS, 71 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE POWERPLANT - ENGINE STRUCTURE - PISTON, PISTON RINGS MISCELLANEOUS ACTS, CONDITIONS - OVERHEATED MAINTENANCE, SERVICING, INSPECTION - OTHER PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PLT PARTIALLY COVERED AIR OPENINGS IN ENG COWL. CAUSED BURNT HOLE IN NO. 4 PISTON. OVERSHOT ON LNDG. | | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|---|-------------------------|----------------|---|------------|--------|--------|----------------|---------------------------|--|
| | | | | F | S | M/N | | | |
| 3-4583 | 12/9/67 TIME - 1900 | DELAND, FLA | PIPER PA-22 N-4312A DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 32, 1517 TOTAL HOURS, NONE IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | TAKEOFF INITIAL CLIMB | | | | | | |
| COLLIDED WITH TREES | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION | | | | | | | | | |
| PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPORT | | | | | | | | | |
| REMARKS- UNABLE TO MAKE RNWY. LNDED ADJACENT TO RNWY. | | | | | | | | | |
| 3-4584 | 12/9/67 TIME - 0837 | RONKONKOMA, NY | PIPER PA-28 N-4101J DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 42, 41 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| TURBULENCE | | | LANDING FINAL APPROACH | | | | | | |
| COLLISION WITH GROUND/WATER UNCONTROLLED | | | INFLIGHT UNCONTROLLED DESCENT | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| MISCELLANEOUS - VORTEX TURBULENCE | | | | | | | | | |
| TRAFFIC CONTROL PERSONNEL - INADEQUATE SPACING OF AIRCRAFT | | | | | | | | | |
| REMARKS- TOWER FAILED TO PROVIDE ADEQUATE WARNING AND SPACING. CONVAIR HAD LANDED PREVIOUSLY. | | | | | | | | | |
| 3-4585 | 12/9/67 TIME - 1210 | DOTHAN, ALA | CESSNA 182 N-3514F DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 46, 63 TOTAL HOURS, 38 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| GEAR COLLAPSED | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | | | | |
| FACTOR | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | | |
| 3-4586 | 12/13/67 TIME - 0630 | WADLEY, GA | CESSNA 170A N-81Z DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 45, 3040 TOTAL HOURS, 32 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| STALL MUSH | | | TAKEOFF INITIAL CLIMB | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | | |
| REMARKS- HEAVY FROST ON WINGS. | | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|---------------------|--|------------|--------|--------|----------------------------|---|
| | | | | F | S | M/N | | |
| 3-4587 | 12/14/67 TIME - 1225 | FLUSHING, NY | CESSNA 310 N-3693D DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, FL. INSTR., AGE 48, 4300 TOTAL HOURS, 150 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| REMARKS- RT MAIN GEAR NOT LOCKED. PUSH-PULL TUBES BENT, TIME UNDETERMINED. | | | | | | | | |
| 3-4588 | 12/16/67 TIME - 1400 | PELL CITY, ALA | CESSNA 150 N-3316J DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 16, 23 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | | | PHASE OF OPERATION INFLIGHT LOW PASS | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - UNWARRENTED LOW FLYING | | | | | | | | |
| REMARKS- STRUCK POWER LINE OVER LAKE. LANDED SAFELY. | | | | | | | | |
| 3-4589 | 12/18/67 TIME - 0730 | WINDOOSKI, VT | PIPER PA-23 N-5691Y DAMAGE -DESTROYED | CR- PX- | 0 0 | 1 0 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, AGE 28, 4100 TOTAL HOURS, 1650 IN TYPE. |
| TYPE OF ACCIDENT FIRE OR EXPLOSION ON GROUND | | | PHASE OF OPERATION STATIC ENGINE RUNUP | | | | | |
| PROBABLE CAUSE AIR CONDITION, HEATING AND PRESSURIZATION - OTHER POWERPLANT - FUEL SYSTEM - LINES AND FITTINGS MISCELLANEOUS ACTS, CONDITIONS - CHAFFED MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - FIRE IN CABIN, COCKPIT, BAGGAGE COMPARTMENT | | | | | | | | |
| REMARKS- CHAFED LINE TO CABIN HEATER, EXHAUST IGNITED. | | | | | | | | |
| 3-4590 | 12/19/67 TIME - 1300 | NR. ANCHORAGE, ALAS | PIPER PA-18 N-3774Z DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 36, 1200 TOTAL HOURS, 700 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH OBJECT GEAR COLLAPSED | | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN TERRAIN - HIDDEN OBSTRUCTIONS | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE TERRAIN - SNOW-COVERED TERRAIN - ROUGH/UNEVEN | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER | | | | | | | | |
| REMARKS- RT SKI STRUCK LOG COVERED WITH SNOW. GOOD AIRFIELDS NEARBY. FOG AT DESTINATION. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|----------------|---|------------------------|----------------------------|--|
| 3-4591 | 12/20/67 TIME - 0845 | HARTFORD, CONN | CESSNA 150G N-3237J DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 51, 597 TOTAL HOURS, 50 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH FENCE, FENCEPOSTS | | | PHASE OF OPERATION TAXI OTHER | | | |
| PROBABLE CAUSE PILOT IN COMMAND - LEFT AIRCRAFT UNATTENDED, ENGINE RUNNING | | | | | | |
| REMARKS- PLT STARTED ENG, LEFT ACFT UNATTENDED TO RETRIEVE OBJECT FROM CAR. | | | | | | |
| 3-4592 | 12/20/67 TIME - 2045 | LEBANON, ILL | BEECH 95-A55 N-511JL DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 5 | NONCOMMERCIAL CORP/EXEC | AIRLINE TRANSPORT, AGE 38, 7454 TOTAL HOURS, 175 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WHEELS-UP LANDING | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | |
| FACTOR WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FSP, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- PLT DELAYED PROCEEDING TO ALTERNATE WHEN UNABLE TO LAND AT DEST DUE WEA. DEVIATED ENROUTE. | | | | | | |
| 3-4593 | 12/22/67 TIME - 0910 | LEBANON, NH | CESSNA 310D N-818V DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 47, 5848 TOTAL HOURS, 88 IN TYPE. |
| TYPE OF ACCIDENT TURBULENCE COLLIDED WITH TREES | | | PHASE OF OPERATION INFLIGHT DESCENDING INFLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - CONTINUED FLIGHT INTO KNOWN AREA OF SEVERE TURBULENCE WEATHER - DOWNDRAFTS, UPDRAFTS WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - SELF-HELP, PILOT CHECKED WEATHER DATA WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| REMARKS- ACFT DROPPED FROM 4000 FT TO 100 FT, WING TIP STRUCK TREE. LANDED SAFELY. KNOWN WINDS, GUSTING TO 40K. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-------------------|--|------------------------|---------------------------|--|
| 3-4594 | 12/23/67 TIME - 1145 | SAN ANTONIO, TEX | CESSNA 177 N-2258Y DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 58, 202 TOTAL HOURS, 2 IN TYPE. |
| TYPE OF ACCIDENT AIRFRAME FAILURE ON GROUND | | | PHASE OF OPERATION LANDING ROLL | | | |
| PROBABLE CAUSE PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT LANDING GEAR - WHEELS, TIRES, AXLES MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS, CONDITIONS - VIBRATION, EXCESSIVE REMARKS- ATTEMPTED FLT, SOFT TIRE. BECAME FLAT ON LNDG, CAUSED OVERLOAD TRANSMITTED THRU GR TO BUCKLE FIREWALL | | | | | | |
| 3-4595 | 12/23/67 TIME - 1720 | JACKSON, OHIO | PIPER PA-28 N-9910W DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 27, 177 TOTAL HOURS, 20 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| 3-4596 | 12/26/67 TIME - 1000 | COLLINSVILLE, ILL | PIPER PA-28 N-4538R DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 49, 93 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH PARKED AIRCRAFT | | | PHASE OF OPERATION TAXI OTHER | | | |
| PROBABLE CAUSE PILOT IN COMMAND - STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT REMARKS- CHOCKS NOT USED DURING HAND PROP. BRAKES NOT PROPERLY SET. PARKED ACFT CESSNA 140 N8442G, SUB DAMAGE | | | | | | |
| 3-4597 | 12/27/67 TIME - 1230 | SPRINGFIELD, VT | MOONEY M20C N-6814U DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 40, 185 TOTAL HOURS, 78 IN TYPE. |
| TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- ACFT PORPOISED ON LNDG. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-------------------|--|------------------------|---------------------------|--|
| 3-4598 | 12/30/67 TIME - 1600 | ERIE, PA | CESSNA 210B N-9605X DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | AIRLINE TRANSPORT, AGE 37, 6496 TOTAL HOURS, 2 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH PARKED AIRCRAFT | | | PHASE OF OPERATION TAXI OTHER | | | |
| PROBABLE CAUSE PILOT IN COMMAND - STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT AIRPORT CONDITIONS - ICE/SLUSH ON RAMP/TAXIWAY REMARKS- FAILED TO HAVE WHEELS CHOCKED.ACFT SLID ON ICY RAMP, STRUCK CESSNA 310,N8095M,SUBSTANTIAL DAMAGE. | | | | | | |
| 3-4599 | 12/31/67 TIME - 1530 | LANCASTER, CALIF | PIPER PA-28 N-5952W DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 20, 340 TOTAL HOURS, 82 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH DIRT BANK GEAR COLLAPSED | | | PHASE OF OPERATION TAKEOFF ABORTED TAKEOFF ABORTED | | | |
| PROBABLE CAUSE PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF LANDING GEAR - BRAKING SYSTEM MISCELLANEOUS ACTS, CONDITIONS - IMPROPER CLEARANCE-TOLERANCE MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- RT WHEEL DRAGGED SLIGHTLY.LEFT BRAKE SHOE BADLY WORN. | | | | | | |
| 3-4600 | 12/31/67 TIME - 1335 | NEW RICHMOND, WIS | PIPER PA-28 N-7642W DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 37, 70 TOTAL HOURS, 39 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH DITCHES GEAR COLLAPSED | | | PHASE OF OPERATION TAXI FROM LANDING TAXI FROM LANDING | | | |
| PROBABLE CAUSE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR AIRPORT CONDITIONS - OTHER FUSELAGE - WINDSHIELDS, WINDOWS, CANOPIES REMARKS- PLT TAXIED OFF RNMW.STRUCK WASHOUT PARTIALLY COVERED WITH SNOW.SIDE WINDOWS FROSTED OVER. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-------------------|---|------------------------|-----------------------------|---|
| 3-4601 | 12/31/67 TIME - 1715 | GRETNA, FLA | PIPER PA-22 N-3332A DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 40, 1100 TOTAL HOURS, 200 IN TYPE. |
| TYPE OF ACCIDENT GEAR COLLAPSED | | | PHASE OF OPERATION LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | |
| FACTOR | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| TERRAIN - WET, SOFT GROUND | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT | | | | | | |
| ADVERSE/UNFAVORABLE WEATHER | | | | | | |
| REMARKS- ATTEMPTED VFR FLIGHT AFTER BEING ADVISED OF DETERIORATING WEATHER. STRUCK SOFT GROUND OFF DIRT ROAD | | | | | | |
| 3-4602 | 12/24/67 TIME - 1230 | MONTICELLO, NY | PIPER PA-28 N-6833W DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 39, 67 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | | | PHASE OF OPERATION LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| AIRPORT SUPERVISORY PERSONNEL - FAILURE TO NOTIFY OF UNSAFE CONDITION | | | | | | |
| AIRPORT CONDITIONS - UNMARKED OBSTRUCTIONS | | | | | | |
| REMARKS- FAILED TO CHECK ON ARPT CONDITIONS. MANAGEMENT FAILED TO REPLACE BLOWN DOWN POLE MARKINGS. | | | | | | |
| 3-4603 | 7/31/67 TIME - 0600 | CEDARVILLE, CALIF | PIPER PA-25 N-4444Y DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLIC | COMMERCIAL, AGE 38, 5000 TOTAL HOURS, 110 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DITCHES | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPORT | | | | | | |
| REMARKS- SPRAYING ALFALFA. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------------|---|---|--------|--------|--------------------------------|---|
| | | | | F | S | M/N | | |
| 3-4604 | 8/12/67 TIME - 0510 | DAVIS, CALIF | PIPER PA-25 N-6487Z DAMAGE - DESTROYED | CR- PX- | 0 0 | 1 0 | COMMERCIAL AERIAL APPLIC | COMMERCIAL, FL. INSTR., AGE 47, 16340 TOTAL HOURS, 10 IN TYPE. |
| TYPE OF ACCIDENT STALL MUSH | | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | |
| FACTOR PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS | | | | | | | | |
| 3-4605 | 8/12/67 TIME - 1400 | ST. CHARLES, MO | PIPER PA-24 N-7272P DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 2 2 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 41, 9167 TOTAL HOURS, 110 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH DITCHES | | | | PHASE OF OPERATION TAKEOFF ABORTED | | | | |
| PROBABLE CAUSE DUAL STUDENT - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | |
| DUAL STUDENT - SPONTANEOUS-IMPROPER ACTION | | | | | | | | |
| REMARKS- STUDENT ABORTED T/O SUDDENLY. | | | | | | | | |
| 3-4606 | 8/22/67 TIME - 1300 | ALEKNAGIK, ALAS | PIPER PA-22 N-8054D DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 20, 65 TOTAL HOURS, 20 IN TYPE. |
| TYPE OF ACCIDENT OVERSHOOT GEAR COLLAPSED | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | | | |
| PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| REMARKS- WIND 090 20K. | | | | | | | | |
| 3-4607 | 8/23/67 TIME - 1630 | DAVIS, CALIF | AERO COMDR 200 N-2981T DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL, AGE 38, 2395 TOTAL HOURS, 194 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | |
| PROBABLE CAUSE LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY | | | | | | | | |
| LANDING GEAR - EMERGENCY/EXTENSION ASSEMBLY | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | | | |
| SUSPECTED MECHANICAL DISCREPANCY | | | | | | | | |
| REMARKS- RT MAIN GEAR DOOR BAIL CABLE, P/N64B124, BROKEN. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|--|----------------|--------|---------|--------------------------------|---|
| | | | | F | S | M/N | | |
| 3-4608 | 8/27/67 TIME - 1720 | HUMAROCK, MASS | LOCKHEED 10E N-233PB DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 0 0 | 1 13 | COMMERCIAL AIR TAXI - PASSG | AIRLINE TRANSPORT, AGE 38, 5408 TOTAL HOURS, 1646 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | | | |
| DITCHING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER | | | | | | | | |
| REMARKS- INTENTIONAL GR-UP LNDG IN MASS BAY. RT ENG FAILURE. LT ENG UNABLE TO MAINTAIN SINGLE-ENG FLIGHT. | | | | | | | | |
| 3-4609 | 9/17/67 TIME - 1600 | MILLRY, ALA | TAYLORCRAFT BC12 N-34238 DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 45, 522 TOTAL HOURS, 80 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | LANDING FINAL APPROACH | | | | | |
| NOSE OVER/DOWN | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS | | | | | | | | |
| FACTOR | | | | | | | | |
| AIRPORT CONDITIONS - OTHER | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- THROTTLE RETARDED TOO SHARPLY TO FULL CLOSED POSITION. STRUCK DIRT FILL AT END OF RWY. | | | | | | | | |
| 3-4610 | 9/19/67 TIME - 1325 | MIAMI, FLA | BEECH D18S N-90553 DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 0 0 | 1 0 | COMMERCIAL AIR TAXI - CARGO | AIRLINE TRANSPORT, AGE 46, 5404 TOTAL HOURS, 440 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| GEAR RETRACTED | | | TAKEOFF RUN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - RETRACTED GEAR PREMATURELY | | | | | | | | |
| 3-4611 | 10/7/67 TIME - 1730 | SUSANVILLE, CALIF | CESSNA 172G N-5915R DAMAGE -DESTROYED | CR- 0 PX- 0 | 0 0 | 1 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 30, 323 TOTAL HOURS, 72 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| STALL | | | LANDING GO-AROUND | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | | | |
| FACTOR | | | | | | | | |
| WEATHER - HIGH DENSITY ALTITUDE | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FLEW INTO BLIND CANYON | | | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | | | |
| REMARKS- LANDING ATTEMPTED ON ROAD IN MOUNTAINOUS AREA. DENSITY ALTITUDE 7500 FT. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|---------------|---|--|--------|--------|---------------------------|---|
| | | | | F | S | M/N | | |
| 3-4612 | 11/10/67 TIME - 1600 | MAUDE, TEX | PIPER PA-24 N-7811P DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 41, 2682 TOTAL HOURS, 1641 IN TYPE. |
| TYPE OF ACCIDENT OVERSHOOT GEAR COLLAPSED | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| AIRPORT CONDITIONS - WET RUNWAY | | | | | | | | |
| REMARKS- RAN OFF RNMW INTO SOFT SAND. | | | | | | | | |
| 3-4613 | 10/29/67 TIME - 1500 | JONESBORO, GA | CESSNA 172 N-8228B DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 20, 55 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| 3-4614 | 12/2/67 TIME - 1645 | RALLS, TEX | PIPER PA-24 N-8445P DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 19, 76 TOTAL HOURS, 11 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| TERRAIN - WET, SOFT GROUND | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- FAILED TO SWITCH TO FULL TANK. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|----------------|---|----------------|------------|--------|---------------------------|--|
| | | | | F | S | M/N | | |
| 3-4615 | 12/10/67 TIME - 1744 | RONKONKOMA, NY | BEECH 35-C33 N-1941T DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 0 0 0 0 | 1 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 65, 425 TOTAL HOURS, 10 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED | | | | | | | | |
| FACTOR PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ELECTRICAL FAILURE | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | | | |
| SUSPECTED MECHANICAL DISCREPANCY | | | | | | | | |
| REMARKS- FAILED TO TURN ALTERNATOR ON. | | | | | | | | |
| 3-4616 | 12/12/67 TIME - 1045 | MONTROSE, MO | PIPER PA-23 N-6059Y DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 0 0 0 0 | 1 5 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 50, 12500 TOTAL HOURS, 650 IN TYPE. |
| TYPE OF ACCIDENT OVERSHOOT GROUND-WATER LOOP-SWERVE | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | | | |
| FACTOR AIRPORT CONDITIONS - WET RUNWAY | | | | | | | | |
| REMARKS- INTENTIONAL GROUND LOOP. | | | | | | | | |
| 3-4617 | 12/13/67 TIME - 0900 | FAYETTE, MO | PIPER PA-22 N-5969Z DAMAGE -SUBSTANTIAL | CR- 0 PX- 0 | 0 0 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 20, 26 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN | | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | | | |
| FACTOR WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | | | |
| REMARKS- RT CROSS WIND 90 DEGREES 8 KTS. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-------------------|--|--|--------|--------|---------------------------|---|
| | | | | F | S | M/N | | |
| 3-4618 | 12/31/67 TIME - 1530 | DULUTH, MINN | CESSNA 150 N-6230T DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 17, 63 TOTAL HOURS, 43 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH PARKED AIRCRAFT | | | | PHASE OF OPERATION TAXI OTHER | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT FACTOR AIRPORT CONDITIONS - ICE/SLUSH ON RAMP/TAXIWAY REMARKS- PLT PROPPED ACFT,PAX AT CONTROLS. PARKED ACFT CESSNA N3870R,SUBSTANTIAL DAMAGE. | | | | | | | | |
| 3-4619 | 12/30/67 TIME - 1838 | FT LAUDERDALE,FLA | BELLANCA 17-30 N-6687V DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 32, 156 TOTAL HOURS, 10 IN TYPE. |
| TYPE OF ACCIDENT GEAR RETRACTED | | | | PHASE OF OPERATION LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR | | | | | | | | |
| 3-4620 | 12/30/67 TIME - 1520 | HALF MOON BAY,CAL | LUSCOMBE 8A N-71151 DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 43, 250 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT TURBULENCE NOSE OVER/DOWN | | | | PHASE OF OPERATION TAXI FROM LANDING TAXI FROM LANDING | | | | |
| PROBABLE CAUSE MISCELLANEOUS-PERSONNEL - PILOT OF OTHER AIRCRAFT MISCELLANEOUS ACTS,CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE MISCELLANEOUS - VORTEX TURBULENCE REMARKS-PLT OF PROP-JET ACFT PROCEEDED WITH T/O BEFORE LUSCOMBE N71151 HAD CLEARED T/O AREA.UNCONTRLD ARPT | | | | | | | | |
| 3-4621 | 12/30/67 TIME - 1430 | MORGAN HILL,CALIF | CESSNA 170A N-9240A DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 38, 35 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | | | | PHASE OF OPERATION TAXI FROM LANDING | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- STRUCK POST. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|------------------|---|------------------------|--------------------------------|--|
| 3-4622 | 12/30/67 TIME - 1410 | HIBBING, MINN | BEECH 95-B55 N-9574Y DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 62, 10844 TOTAL HOURS, 460 IN TYPE. |
| TYPE OF ACCIDENT GEAR RETRACTED | | | PHASE OF OPERATION LANDING ROLL | | | |
| PROBABLE CAUSE PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT LANDING GEAR - NOSEWHEEL ASSEMBLIES EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- NOSE GEAR STRUT WAS IN COLLAPSED CONDITION. CAUSED GEAR RETRACT ROD TO FAIL WHEN GEAR RAISED. | | | | | | |
| 3-4623 | 12/29/67 TIME - 2200 | WILLOUGHBY, OHIO | PIPER PA-30 N-7745Y DAMAGE -SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL, AGE 26, 2100 TOTAL HOURS, 15 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR FACTOR MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE | | | | | | |
| 3-4624 | 12/24/67 TIME - 1530 | MODESTO, CALIF | PIPER PA-28 N-9817W DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 30, 85 TOTAL HOURS, 27 IN TYPE. |
| TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH DITCHES | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND | | | | | | |
| 3-4625 | 12/23/67 TIME - 0915 | ROCKVILLE, NEBR | AERONCA 11AC N-3828E DAMAGE -DESTROYED | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | STUDENT, AGE 33, 70 TOTAL HOURS, 64 IN TYPE. |
| TYPE OF ACCIDENT STALL | | | PHASE OF OPERATION INFLIGHT LOW PASS | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR MISCELLANEOUS ACTS, CONDITIONS - UNWARRENTED LOW FLYING | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|--------------------|--|------------------------|---------------------------|--|
| 3-4626 | 12/22/67 TIME - 1300 | CENTERVILLE, TENN | BEECH F35 N-337AA DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 38, 310 TOTAL HOURS, 7 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | |
| OVERSHOOT | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | |
| FACTOR | | | | | | |
| AIRPORT SUPERVISORY PERSONNEL - IMPROPER MAINTENANCE-AIRPORT FACILITIES | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ELECTRICAL FAILURE | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | |
| SUSPECTED MECHANICAL DISCREPANCY | | | | | | |
| REMARKS- PLT SELECTED DOWNWIND, DOWNSLOPE RWY. WINDSOCK HAD BLOWN DOWN PREVIOUS DAY. GEN SWITCH NOT ON. | | | | | | |
| 3-4627 | 12/22/67 TIME - 0945 | CALIF. CITY, CALIF | CESSNA 150 N-3589J DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 32, 5 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| GROUND-WATER LOOP-SWERVE | | | TAKEOFF RUN | | | |
| COLLIDED WITH DIRT BANK | | | TAKEOFF RUN | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| 3-4628 | 12/20/67 TIME - 1644 | CONCORD, CALIF | CESSNA 310B N-5365A DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | MISCELLANEOUS FERRY | ATR, FLIGHT INSTR., AGE 52, 10800 TOTAL HOURS, 1360 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| WHEELS-UP LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | |
| LANDING GEAR - NOSEWHEEL ASSEMBLIES | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPER CLEARANCE-TOLERANCE | | | | | | |
| MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | |
| SUSPECTED MECHANICAL DISCREPANCY | | | | | | |
| REMARKS- NOSE WHEEL WOULD NOT EXTEND DUE TO DEFLATED SHOCK STRUT, WHICH LEAKED, AND BENT STRUT UNIT. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|------------------|--|------------------------|---------------------------|---|
| 3-4629 | 12/21/67 TIME - 2000 | OMAHA, NEBR | CESSNA 182 N-2893R DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 24, 67 TOTAL HOURS, 4 IN TYPE. |
| TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| 3-4630 | 9/24/67 TIME - 1030 | W LAFAYETTE, IND | GLOBE SWIFTGC-1B N-80792 DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 27, 297 TOTAL HOURS, 100 IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED PHASE OF OPERATION LANDING ROLL LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN REMARKS- LEFT CROSS WIND 90 DEG 18 KNOTS, GUSTING. | | | | | | |
| 3-4631 | 6/29/67 TIME - 1700 | NAPERVILLE, ILL | CESSNA 150 N-7028F DAMAGE -SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 38, 1340 TOTAL HOURS, 300 IN TYPE. |
| TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE PROPELLER NOSE OVER/DOWN PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING ROLL PROBABLE CAUSE POWERPLANT - PROPELLER AND ACCESSORIES - BLADES MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE FACTOR MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND PROP/ENGINE VIBRATION REMARKS- 6-1/8 INCH OF TIP OF BLADE SEPARATED. STONE DAMAGED AREA IMPROPERLY DRESSED OUT. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|--|------------------------|--------------------------------|--|
| 3-4632 | 5/18/67 TIME - 1215 | MONTELLO, NEV | CESSNA 320A N-3014R DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL, FL. INSTR., AGE 30, 3008 TOTAL HOURS, 38 IN TYPE. |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | PHASE OF OPERATION TAKEOFF RUN TAKEOFF RUN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - FAILED TO ABORT TAKEOFF | | | | | | |
| FACTOR POWERPLANT - FUEL SYSTEM - RAM AIR ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| REMARKS- SLOW ACCELERATION OF RT ENGINE DUE TO CLOGGED RAM AIR FILTER, AND IMPROPER ENGINE WARMUP. | | | | | | |
| 3-4633 | 8/14/67 TIME - 0645 | DUNNIGAN, CALIF | NAVAL FCTY N3N-1 N-52568 DAMAGE -DESTROYED | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLIC | COMMERCIAL, AGE 47, 14750 TOTAL HOURS, 500 IN TYPE. |
| | | TYPE OF ACCIDENT COLLIDED WITH OBJECT GEAR COLLAPSED | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE FIRE AFTER IMPACT | | | | | | |
| REMARKS- STRUCK LEVEE BENEATH POWER LINE LNDG IN FLD. | | | | | | |
| 3-4634 | 9/2/67 TIME - 1815 | HENDERSON, NY | PIPER PA-14 N-4276H DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 46, 186 TOTAL HOURS, 96 IN TYPE. |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | PHASE OF OPERATION INFLIGHT OTHER | | | |
| PROBABLE CAUSE PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - UNWARRENTED LOW FLYING | | | | | | |
| REMARKS- FLOATS DAMAGED, FLT CONTINUED TO HOME BASE. LOOKING FOR DUCKS. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|--|--|---|---------------------------|--|
| | | | | F S M/N | | |
| 3-4635 | 10/8/67 TIME - 1630 | DEMING, N MEX | CESSNA 182 N-3121U DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 21, 100 TOTAL HOURS, 19 IN TYPE. |
| | | TYPE OF ACCIDENT HARD LANDING | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| REMARKS- SUCCESSFUL GO AROUND AND LNDG. | | | | | | |
| 3-4636 | 10/12/67 TIME - 1900 | SPRINGFIELD, MO | BEECH E35 N-7364B DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 44, 258 TOTAL HOURS, 94 IN TYPE. |
| | | TYPE OF ACCIDENT WHEELS-UP LANDING | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - ELECTRICAL FAILURE | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | |
| SUSPECTED MECHANICAL DISCREPANCY | | | | | | |
| REMARKS- GENERATOR FAILED. | | | | | | |
| 3-4637 | 10/31/67 TIME - 1225 | LAMBERT FIELD, MO | PIPER PA-24 N-8016P DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE | COMMERCIAL, FL. INSTR., AGE 20, 550 TOTAL HOURS, 2 IN TYPE. |
| | | TYPE OF ACCIDENT GEAR COLLAPSED | | PHASE OF OPERATION TAXI TO TAKEOFF | | |
| PROBABLE CAUSE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| AIRPORT CONDITIONS - SOFT SHOULDERS | | | | | | |
| REMARKS- TAXIED INTO DEEP MUD. | | | | | | |
| 3-4638 | 11/3/67 TIME - 1400 | COLUMBIA, MO | PIPER PA-28 N-6147W DAMAGE - SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 20, 12 TOTAL HOURS, ALL IN TYPE. |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| FLIGHT INSTRUCTOR - INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| REMARKS- LEFT QUARTERING HEADWIND 17K, GUSTING TO 23K. FLT INSTR AUTH FLT. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-----------------|---|------------|--------|--------|---------------------------|---|
| | | | | F | S | M/N | | |
| 3-4639 | 11/11/67 TIME - 1400 | OTTAWA, KANS | PIPER PA-28 N-5366W DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 1 3 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 39, 1102 TOTAL HOURS, 170 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| STALL MUSH | | | TAKEOFF INITIAL CLIMB | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - PREMATURE LIFT-OFF | | | | | | | | |
| 3-4640 | 11/12/67 TIME - 1515 | ELDON, MO | CESSNA 170 N-4254V DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 32, 230 TOTAL HOURS, 90 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES | | | TAKEOFF INITIAL CLIMB LANDING FINAL APPROACH | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- FUEL SYSTEM CONTAINED BESIDES WATER, A WATER ABSORBING COMPOUND USED BY PLT. | | | | | | | | |
| 3-4641 | 11/21/67 TIME - 1730 | RONKONKOMA, NY | CESSNA 150 N-972MA DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 25, 150 TOTAL HOURS, 65 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH AUTOMOBILE | | | TAXI FROM LANDING | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - CONGESTED TRAFFIC-PATTERN OR RAMP | | | | | | | | |
| REMARKS- RT WING STRUCK PARKED GAS TRUCK, IN RAMP AREA AT NITE. | | | | | | | | |
| 3-4642 | 11/24/67 TIME - 1030 | KANSAS CITY, MO | CESSNA 172 N-8673B DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 1 3 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 50, 1200 TOTAL HOURS, 200 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH OBJECT | | | TAXI FROM LANDING | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | | | |
| REMARKS- STRUCK STEEL I BEAM, USED TO SUPPORT HANGER DOORS | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--|-------------------------|-------------------|--|------------|--------|--------|----------------|------------------------------|--|
| | | | | F | S | M/N | | | |
| 3-4643 | 11/25/67 TIME - 0915 | OLATHE, KANS | PIPER PA-28 N-6452W DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 33, 25 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | | | | | | |
| FACTOR | | | | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | | | | |
| REMARKS- QUARTERING HEADWIND, 15KTS, GUSTS TO 25 KTS. | | | | | | | | | |
| 3-4644 | 11/29/67 TIME - 1230 | SACRAMENTO, CALIF | PIPER PA-18 N-9270D DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | COMMERCIAL POWER/PIPELINE | COMMERCIAL, AGE 44, 9400 TOTAL HOURS, 4500 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | | | | | | |
| FACTOR | | | | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | | | | |
| REMARKS- QUARTERING HEADWIND 16K, GUSTING TO 26K. | | | | | | | | | |
| 3-4645 | 12/2/67 TIME - 2000 | HINDSVILLE, ARK | PIPER PA-24 N-8091P DAMAGE - SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 53, 1360 TOTAL HOURS, 1060 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | | | | |
| WHEELS-UP LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | | |
| PROBABLE CAUSE | | | | | | | | | |
| POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | | | | |
| FACTOR | | | | | | | | | |
| TERRAIN - ROUGH/UNEVEN | | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | |
| REMARKS- INTENTIONAL GR UP LDG ON ROCKY FLD. | | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-------------|--|---------------------|----------|---|-----------------------------|----------------|------------------|--|
| | | | | F | S | M/N | | | |
| 3-4646 | 12/3/67 | FERRELVIEW, MO | CESSNA 150F | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 23, 241 TOTAL HOURS, ALL IN TYPE. |
| | TIME - 1330 | | N-6684F | PX- | 0 | 0 | 1 | PRACTICE | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | |
| | | GROUND-WATER LOOP-SWERVE | | | | LANDING ROLL | | | |
| | | GEAR COLLAPSED | | | | LANDING ROLL | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | |
| 3-4647 | 12/3/67 | NR. WARRENSBURG, MO | PIPER PA-32 | CR- | 0 | 0 | 1 | COMMERCIAL | COMMERCIAL, AGE 25, 1305 TOTAL HOURS, 145 IN TYPE. |
| | TIME - 1915 | | N-3385W | PX- | 0 | 0 | 4 | AIR TAXI - PASSG | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | |
| | | MISCELLANEOUS | | | | INFLIGHT NORMAL CRUISE | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | |
| | | MISC-UPPER ENG COWL CAME LOOSE, SEPARATED. | | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | | |
| | | SUSPECTED OR KNOWN AIRCRAFT DAMAGE | | | | | | | |
| | | REMARKS- COWL STRUCK WINDSHIELD AND TAIL. LANDED SAFELY. | | | | | | | |
| 3-4648 | 12/8/67 | ST. JOSEPH, MO | BELLANCA 14-193 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | COMMERCIAL, AGE 68, 5500 TOTAL HOURS, 11 IN TYPE. |
| | TIME - 1759 | | N-1260R | PX- | 0 | 0 | 0 | BUSINESS | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | |
| | | WHEELS-UP LANDING | | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY | | | | | | | |
| | | HYDRAULIC SYSTEM - HYDRAULIC PUMPS | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - LEAK/LEAKAGE | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | | |
| | | REMARKS- NOSE GEAR WOULD NOT LOCK DOWN. INTERNAL LEAKAGE OF HYD POWER PACK. | | | | | | | |
| 3-4649 | 12/10/67 | SANTA CRUZ, CALIF | STINSON 108-2 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 34, 70 TOTAL HOURS, 12 IN TYPE. |
| | TIME - 1125 | | N-9403K | PX- | 0 | 0 | 1 | PLEASURE | |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | | |
| | | GROUND-WATER LOOP-SWERVE | | | | LANDING ROLL | | | |
| | | COLLIDED WITH PARKED AIRCRAFT | | | | LANDING ROLL | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | LANDING GEAR - TAILWHEEL ASSEMBLIES | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - MISSING | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - VIBRATION, EXCESSIVE | | | | | | | |
| | | FACTOR | | | | | | | |
| | | MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION | | | | | | | |
| | | REMARKS- ACFT UNCONTROLABLE DUE TO VIBRATION FROM MISSING SPRING. STRUCK PIPER N7551Y IN INTENTL. GROUND LOOP. | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|-------------|--|---------------------|----------|---|-----|----------------|---------------|----------------------------|
| | | | | F | S | M/N | | | |
| 3-4650 | 12/12/67 | IOWA CITY, IOWA | BEECH 65-A90 | CR- | 0 | 0 | 2 | NONCOMMERCIAL | COMMERCIAL, AGE 44, 7000 |
| | TIME - 1130 | | N-772K | PX- | 0 | 0 | 8 | CORP/EXEC | TOTAL HOURS, 28 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | | | |
| | | AIRFRAME FAILURE IN FLIGHT | | | | | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | FUSELAGE - DOORS, DOOR FRAMES | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED | | | | | | | |
| | | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | |
| | | FACTOR | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - EXPLOSIVE DECOMPRESSION | | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | | |
| | | DOOR/PANEL OPEN | | | | | | | |
| | | REMARKS- CABIN DOOR OPENED IN FLIGHT, CABIN PRESSURIZED TO 4 LBS. LANDED SAFELY. | | | | | | | |
| 3-4651 | 12/15/67 | ST. PAUL, MINN | CESSNA 310B | CR- | 0 | 0 | 1 | NONCOMMERCIAL | COMMERCIAL, AGE 54, 15000 |
| | TIME - 0800 | | N-5347A | PX- | 0 | 0 | 0 | BUSINESS | TOTAL HOURS, 8000 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | | | |
| | | COLLIDED WITH BUILDING/S | | | | | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - LEFT AIRCRAFT UNATTENDED, ENGINE RUNNING | | | | | | | |
| | | REMARKS- PLT DEBARKED ACFT TO ASSIST IN CLOSING HANGAR DOOR. | | | | | | | |
| 3-4652 | 12/17/67 | HIALEAH, FLA | PIPER PA-28 | CR- | 0 | 0 | 1 | INSTRUCTIONAL | STUDENT, AGE 26, 16 TOTAL |
| | TIME - 1419 | | N-6601W | PX- | 0 | 0 | 0 | SOLO | HOURS, 6 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | | | |
| | | ENGINE FAILURE OR MALFUNCTION | | | | | | | |
| | | COLLIDED WITH AUTOMOBILE | | | | | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | |
| | | PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM | | | | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION | | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | |
| | | REMARKS- LFT FUEL TANK 15 GAL, RT TANK EMPTY. STRUCK PARKED AUTO AND FENCE. | | | | | | | |
| 3-4653 | 12/17/67 | JOHANNESBURG, CAL | CESSNA 150 | CR- | 0 | 0 | 1 | NONCOMMERCIAL | PRIVATE, AGE 48, 144 TOTAL |
| | TIME - 1300 | | N-7178F | PX- | 0 | 0 | 1 | PLEASURE | HOURS, 33 IN TYPE. |
| | | | DAMAGE -SUBSTANTIAL | | | | | | |
| | | TYPE OF ACCIDENT | | | | | | | |
| | | GROUND-WATER LOOP-SWERVE | | | | | | | |
| | | COLLIDED WITH DITCHES | | | | | | | |
| | | PROBABLE CAUSE | | | | | | | |
| | | PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | | |
| | | PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | | |
| | | FACTOR | | | | | | | |
| | | AIRPORT CONDITIONS - SNOW ON RUNWAY | | | | | | | |
| | | REMARKS- 6 TO 8 INCHES OF SOFT SNOW. | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-----------------|---|------------|--------|--------|--------------------------------|--|
| | | | | F | S | M/N | | |
| 3-4654 | 12/17/67 TIME - 1546 | CLEVELAND, OHIO | PIPER PA-23 N-4351P DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 1 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 31, 386 TOTAL HOURS, 38 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| GEAR RETRACTED | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| MISCELLANEOUS-PERSONNEL - PASSENGER | | | | | | | | |
| REMARKS- PX CAUGHT HIS PANTS LEG ON LANDING GEAR CONTROL. | | | | | | | | |
| 3-4655 | 12/20/67 TIME - 1530 | VENICE, FLA | CESSNA 150F N-8454G DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 21, 174 TOTAL HOURS, 54 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | | | |
| FACTOR | | | | | | | | |
| LANDING GEAR - NOSEWHEEL ASSEMBLIES | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - VIBRATION, EXCESSIVE | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| 3-4656 | 2/12/67 TIME - 1255 | MT. HOPE, WIS | PIPER PA-23 N-4240P DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 3 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL, AGE 39, 2053 TOTAL HOURS, 35 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR | | | | | | | | |
| ANTI-ICING, DE-ICING SYSTEMS - CARBURETOR DE-ICING SYSTEM | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT | | | | | | | | |
| MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION | | | | | | | | |
| FACTOR | | | | | | | | |
| WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING | | | | | | | | |
| TERRAIN - ROUGH/UNEVEN | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE | | | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- CARBURETOR HEAT SHROUDS MISALIGNED. CARBURETOR HEAT BUTTERFLY VALVES WOULD NOT CLOSE COMPLETELY. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|--------------------|---|------------------------|--------------------------------|--|
| 3-4657 | 11/24/67 TIME - 0900 | MOBILE, ALA | BEECH 35-33 N-13232 DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 4 | NONCOMMERCIAL PLEASURE | AIRLINE TRANSPORT, AGE 63, 33760 TOTAL HOURS, 380 IN TYPE. |
| TYPE OF ACCIDENT GEAR COLLAPSED | | | PHASE OF OPERATION LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED | | | | | | |
| PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC | | | | | | |
| FACTOR | | | | | | |
| ELECTRICAL SYSTEM - BATTERIES | | | | | | |
| ELECTRICAL SYSTEM - GENERATORS/ALTERNATORS | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ELECTRICAL FAILURE | | | | | | |
| REMARKS- PILOT CRANKED GEAR DOWN BY HAND. | | | | | | |
| 3-4658 | 7/15/67 TIME - 1330 | GRAND FORKS, N DAK | BEECH C-18S N-61388 DAMAGE -SUBSTANTIAL | CR- 0 0 2 PX- 0 0 7 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL, FL. INSTR., AGE 34, 4000 TOTAL HOURS, 50 IN TYPE. |
| TYPE OF ACCIDENT WHEELS-UP LANDING | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | |
| LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY | | | | | | |
| LANDING GEAR - EMERGENCY/EXTENSION ASSEMBLY | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - CORRODED/CORROSION | | | | | | |
| MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ELECTRICAL FAILURE | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | |
| REMARKS- NORMAL EXTENSION FAILED DUE TO DEAD BATTERY, EMER DUE TO CLUTCH DOGS NOT ENGAGING, RUST. | | | | | | |
| 3-4659 | 3/19/67 TIME - 1315 | ARECIBO, PR | BEECH C-45G N-9470Z DAMAGE -DESTROYED | CR- 0 0 3 PX- 0 0 0 | COMMERCIAL AIR TAXI - CARGO | COMMERCIAL, AGE 47, 12200 TOTAL HOURS, 165 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DITCHES | | | PHASE OF OPERATION TAKEDOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | |
| POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | |
| PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPORT | | | | | | |
| REMARKS- STRUCK A DITCH. IMPROPER SINGLE ENG. PROCEDURE. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------------|--|------------|--------|--------|----------------|---|
| | | | | F | S | M/N | | |
| 3-4660 | 6/18/67 TIME - 0830 | STERLING JCT, MASS | AERONCA 11AC N-9540E DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL TRAINING STUDENT, AGE 42, 16 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH PARKED AIRCRAFT | | | TAXI TO TAKEOFF | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS | | | | | | | | |
| REMARKS- STRUCK RUDDER OF BEECH N9562Z, SUBST DAMAGE. | | | | | | | | |
| 3-4661 | 8/16/67 TIME - 0833 | GRAND FORKS, N DAK | PIPER PA-24 N-8803P DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 | MISCELLANEOUS OTHER PUBLIC COMMERCIAL, FL. INSTR., AGE 44, 3000 TOTAL HOURS, 24 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| GEAR RETRACTED | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR | | | | | | | | |
| REMARKS- FLT WAS TO CONDUCT IN-FLT EVALUATION OF FAA COMMUNICATION FACILITIES. | | | | | | | | |
| 3-4662 | 8/25/67 TIME - 0840 | WATERTOWN, S DAK | BEECH D35 N-2950B DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 2 | COMMERCIAL AIR TAXI - PASSG COMMERCIAL, FL. INSTR., AGE 29, 3200 TOTAL HOURS, 600 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| GEAR RETRACTED | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR | | | | | | | | |
| 3-4663 | 9/25/67 TIME - 1630 | INVERNESS, MISS | PIPER PA-18 N-5379Y DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 | COMMERCIAL AERIAL APPLIC COMMERCIAL, AGE 32, 1500 TOTAL HOURS, 350 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT SURVEY FIELD/AREA | | | | | |
| GEAR COLLAPSED | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | | | |
| FACTOR | | | | | | | | |
| TERRAIN - HIGH VEGETATION | | | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- LANDED IN COTTON FLD. NO LOAD ABOARD. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-------------------|---|---|--------|--------|----------------|---|
| | | | | F | S | M/N | | |
| 3-4664 | 10/16/67 TIME - 1820 | ALDERSON, W VA | BEECH C35 N-8977A DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | NONCOMMERCIAL PLEASURE AIRLINE TRANSPORT, AGE 51, 4410 TOTAL HOURS, 232 IN TYPE. |
| TYPE OF ACCIDENT GEAR RETRACTED | | | | PHASE OF OPERATION LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR | | | | | | | | |
| 3-4665 | 11/15/67 TIME - 0838 | CHAMBLEE, GA | CESSNA 185B N-2560Z DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | NONCOMMERCIAL BUSINESS PRIVATE, AGE 45, 8000 TOTAL HOURS, 2000 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | | | PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING ROLL | | | | |
| PROBABLE CAUSE POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| 3-4666 | 11/29/67 TIME - 1645 | FAIRMONT, W VA | MOONEY M20C N-2940L DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | NONCOMMERCIAL PRACTICE PRIVATE, AGE 47, 300 TOTAL HOURS, 120 IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES | | | | PHASE OF OPERATION LANDING GO-AROUND LANDING FINAL APPROACH | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ENGINE LOADED UP FACTOR TERRAIN - HIGH OBSTRUCTIONS REMARKS- PLT ADVANCED THROTTLE TOO RAPIDLY DURING GO AROUND FROM PRACTICE FORCED LNDG. FLT CONT, LND ON HIWAY | | | | | | | | |
| 3-4667 | 12/3/67 TIME - 2140 | JACKSONVILLE, FLA | BEECH H18 N-135W DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 2 0 | NONCOMMERCIAL CORP/EXEC COMMERCIAL, AGE 27, 647 TOTAL HOURS, 198 IN TYPE. |
| TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | | | | PHASE OF OPERATION LANDING ROLL LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|------------------|-------------------------|--------------------|--|------------|--------|--|--|---|
| | | | | F | S | M/N | | |
| 3-4668 | 12/25/67 TIME - 1700 | W. PALM BEACH, FLA | ERCO 415-C N-93779 DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 NONCOMMERCIAL PLEASURE | PRIVATE, AGE 44, 222 TOTAL HOURS, 95 IN TYPE. |
| TYPE OF ACCIDENT | | | ENGINE FAILURE OR MALFUNCTION | | | COLLIDED WITH OBJECT | | |
| PROBABLE CAUSE | | | POWERPLANT - ENGINE STRUCTURE - VALVE ASSEMBLIES | | | MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | |
| | | | TERRAIN - HIDDEN OBSTRUCTIONS | | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | |
| REMARKS- | | | EXHAUST VALVE NO.3 CYL FAILED. ACFT STRUCK STUMP HIDDEN IN TALL GRASS. | | | | | |
| 3-4669 | 12/28/67 TIME - 0816 | ST. CROIX, VI | BEECH C18 N-7940C DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 COMMERCIAL AIR TAXI - PASSG | ATR, FLIGHT INSTR., AGE 51, 6147 TOTAL HOURS, 1000 IN TYPE. |
| TYPE OF ACCIDENT | | | GEAR RETRACTED | | | PHASE OF OPERATION TAKEOFF RUN | | |
| PROBABLE CAUSE | | | PILOT IN COMMAND - RETRACTED GEAR PREMATURELY | | | | | |
| 3-4670 | 2/13/67 TIME - 1523 | OXNARD, CALIF | LAKE LA-4 N-1132L DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 NONCOMMERCIAL BUSINESS | COMMERCIAL, FL. INSTR., AGE 53, 7500 TOTAL HOURS, 600 IN TYPE. |
| TYPE OF ACCIDENT | | | ENGINE FAILURE OR MALFUNCTION | | | WHEELS-UP LANDING | | |
| PROBABLE CAUSE | | | POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | |
| 3-4671 | 3/22/67 TIME - 1600 | PARKER, ARIZ | CESSNA 182 N-2486Q DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 3 NONCOMMERCIAL PLEASURE | PRIVATE, AGE 48, 82 TOTAL HOURS, UNKNOWN IN TYPE. |
| TYPE OF ACCIDENT | | | HARD LANDING | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE | | | WEATHER - LOCAL WHIRLWIND | | | | | |
| | | | WEATHER BRIEFING - UNKNOWN | | | | | |
| REMARKS- | | | PROPELLER STRUCK RNMV. | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-----------------|---|------------|--------|--------|--------------------------------|--|
| | | | | F | S | M/N | | |
| 3-4672 | 8/21/67 TIME - 1900 | LEAWOOD,KANS | CESSNA 182H N-3459S DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 3 | COMMERCIAL AIR TAXI - PASSG | COMMERCIAL, AGE 25, 1075 TOTAL HOURS, 65 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| STALL MUSH | | | TAKEOFF INITIAL CLIMB | | | | | |
| COLLIDED WITH DITCHES | | | TAKEOFF ABORTED | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| PILOT IN COMMAND - PREMATURE LIFT-OFF | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. | | | | | | | | |
| REMARKS- ATTEMPTED T/O HEAVILY LOADED,UPHILL SOD SURFACE.ACFT APPROX 350 LBS OVER MAX GROSS WT. | | | | | | | | |
| 3-4673 | 8/20/67 TIME - 1030 | BRAINERD,MINN | LUSCOMBE 8E N-2882K DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 38, 550 TOTAL HOURS, 50 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH OBJECT | | | LANDING ROLL | | | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | | | |
| FACTOR | | | | | | | | |
| AIRPORT CONDITIONS - HIGH VEGETATION | | | | | | | | |
| AIRPORT CONDITIONS - HIDDEN HAZARD | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| REMARKS- STRUCK GOPHER MOUND. 6 INCH HIGH GRASS. | | | | | | | | |
| 3-4674 | 12/29/67 TIME - 1708 | DENVER,COLORADO | CESSNA 210 N-6641X DAMAGE -DESTROYED | CR- PX- | 0 0 | 1 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 44, 600 TOTAL HOURS, 10 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION | | | LANDING FINAL APPROACH | | | | | |
| COLLIDED WITH WIRES/POLES | | | LANDING FINAL APPROACH | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| REMARKS- CRASHED IN BACKYARD OF RESIDENCE.FAILED TO USE FUEL BOOST PUMP WHEN SWITCHING TANKS. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-----------------|--|--|--------|--------|----------------------------|--|
| | | | | F | S | M/N | | |
| 3-4675 | 10/11/67 TIME - 1500 | OSAGE BEACH, MO | CESSNA 182 N-2159R DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 52, 2577 TOTAL HOURS, 30 IN TYPE. |
| TYPE OF ACCIDENT UNDERSHOOT GEAR COLLAPSED | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | | | |
| FACTOR PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| 3-4676 | 12/31/67 TIME - 1330 | EDWARDS, MO | PIPER PA-22 N-640A DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 36, 90 TOTAL HOURS, 36 IN TYPE. |
| TYPE OF ACCIDENT STALL MUSH | | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | |
| 3-4677 | 12/27/67 TIME - 1440 | GASSAWAY, M VA | CESSNA 210 N-9470T DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 2 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, FL. INSTR., AGE 63, 6190 TOTAL HOURS, 15 IN TYPE. |
| TYPE OF ACCIDENT OVERSHOOT GEAR COLLAPSED | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED LANDING GEAR - BRAKING SYSTEM MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- BRAKES FADED. LNDG UPSLOPE. | | | | | | | | |
| 3-4678 | 11/11/67 TIME - 1625 | LAWRENCE, KANS | BEECH 23 N-2314Z DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 23, 30 TOTAL HOURS, 5 IN TYPE. |
| TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN | | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING | | | | | | | | |
| FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-----------------|--|------------|--------|--------|---------------------------|---|
| | | | | F | S | M/N | | |
| 3-4679 | 11/13/67 TIME - 1430 | SPRINGFIELD,MO | CESSNA 150 N-7702F DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 21, 29 TOTAL HOURS, 12 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH PARKED AIRCRAFT | | | TAXI FROM LANDING | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - TAXIED/PARKED WITHOUT PROPER ASSISTANCE | | | | | | | | |
| REMARKS- STRUCK N7421A-NO DAMAGE. | | | | | | | | |
| 3-4680 | 11/19/67 TIME - 1300 | ORIENT,OHIO | CESSNA 180 N-4920A DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 3 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 26, 320 TOTAL HOURS, 40 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH DITCHES | | | TAXI TO TAKEOFF | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN | | | | | | | | |
| REMARKS- TAXIED OFF RNWY INTO 3 FT DITCH. | | | | | | | | |
| 3-4681 | 11/23/67 TIME - 1400 | FOLSOM,CALIF | CESSNA 172 N-3796R DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 33, 56 TOTAL HOURS, 9 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | | INFLIGHT NORMAL CRUISE LANDING ROLL | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION | | | | | | | | |
| FACTOR | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | |
| 3-4682 | 11/24/67 TIME - 1704 | SANTA ANA,CALIF | CESSNA 320 N-3409Q DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 2 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 45, 790 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| FIRE OR EXPLOSION IN FLIGHT | | | LANDING TRAFFIC PATTERN-CIRCLING | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| POWERPLANT - EXHAUST SYSTEM - CLAMPS | | | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE | | | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPORT | | | | | | | | |
| REMARKS- EXHAUST STACK CLAMP,SECURING EXHAUST TAIL PIPE TO TURBOCHARGER BLOWER SECTION,FAILED. | | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA | |
|--------|----------|--|--|------------|--------|---|----------------|---------------------------|--|
| | | | | F | S | M/N | | | |
| 3-4683 | 12/7/67 | CHESTER, SC | CESSNA 172D N-2839U DAMAGE -DESTROYED | CR- PX- | 0 0 | 0 0 | 1 0 | NONCOMMERCIAL PLEASURE | NONE, AGE 16, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE. |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | | | | PHASE OF OPERATION TAKEOFF OTHER | | | |
| | | PROBABLE CAUSE PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT REMARKS- ACFT CRASHED DURING ATTEMPTED TAKEOFF. | | | | | | | |
| 3-4684 | 12/10/67 | TRUCKEE, CALIF | MOONEY M21 N-74567 DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 24, 280 TOTAL HOURS, 80 IN TYPE. |
| | | TYPE OF ACCIDENT STALL | | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | |
| | | PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR WEATHER - FOG WEATHER BRIEFING - BRIEFED BY WBP, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT REMARKS- VISIBILITY 1/2-1/4 MILE. AIRCRAFT COVERED WITH HEAVY FROST. | | | | | | | |
| 3-4685 | 12/10/67 | MONTEREY, CALIF | ERCO 415-C N-93359 DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 44, 295 TOTAL HOURS, 285 IN TYPE. |
| | | TYPE OF ACCIDENT COLLIDED WITH OBJECT | | | | PHASE OF OPERATION LANDING ROLL | | | |
| | | PROBABLE CAUSE PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - LANDED IN CONSTRUCTION AREA REMARKS- STRUCK METAL STAKES ON RWY UNDER CONSTRUCTION. 4000 FT WAS AVAILABLE FOR USE AND WAS LIGHTED. | | | | | | | |
| 3-4686 | 12/13/67 | VACAVILLE, CALIF | CESSNA 150 N-2400J DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 30, 33 TOTAL HOURS, ALL IN TYPE. |
| | | TYPE OF ACCIDENT NOSE OVER/DOWN | | | | PHASE OF OPERATION TAXI FROM LANDING | | | |
| | | PROBABLE CAUSE PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - UNKNOWN WEATHER FORECAST - UNKNOWN REMARKS- WINDS 30K-40K, GUSTS TO 45K. | | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|---------------|---|------------------------|---------------------------|---|
| 3-4687 | 12/16/67 TIME - 1630 | MILFORD,CALIF | BEECH 35 N-3702N DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 22, 296 TOTAL HOURS, 139 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH FENCE,FENCEPOSTS | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | |
| PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,ALTITUDE OR CLEARANCE | | | | | | |
| REMARKS- ATTEMPTED T/O FROM RANCH FIELD. | | | | | | |
| 3-4688 | 12/17/67 TIME - 1600 | DAVIS,CALIF | PIPER PA-18 N-3374B DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 29, 115 TOTAL HOURS, 11 IN TYPE. |
| TYPE OF ACCIDENT COLLIDED WITH DIRT BANK | | | PHASE OF OPERATION LANDING ROLL | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | | | |
| FACTOR WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | |
| REMARKS- LNDG ON ROAD.45 DEG RT WIND COMPONENT OF 17 KTS. | | | | | | |
| 3-4689 | 12/19/67 TIME - 0850 | FENTON,MO | CESSNA 175 N-7593M DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 62, 1700 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING ROLL | | | |
| PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - IMPROPER OPER./FAILED TO USE CARB.HEAT/DEICING EQUIP. | | | | | | |
| WEATHER - CONDITIONS CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - ICE-CARBURETOR | | | | | | |
| FACTOR MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| WEATHER BRIEFING - NO BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - UNKNOWN | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|-------------------|---|------------------------|---------------------------|---|
| 3-4690 | 12/21/67 TIME - 1020 | TRAVIS AFB, CALIF | PIPER PA-22 N-4901Z DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 45, 14 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| UNDERSHOOT | | | LANDING FINAL APPROACH | | | |
| COLLIDED WITH FENCE, FENCEPOSTS | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | | |
| 3-4691 | 12/22/67 TIME - 1130 | ASPERMONT, TEX | CESSNA 182 N-9360X DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 42, 68 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| HARD LANDING | | | LANDING LEVEL OFF/TOUCHDOWN | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - IMPROPER LEVEL OFF | | | | | | |
| AIRPORT CONDITIONS - OTHER | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| REMARKS- STRUCK A CART RUT IN SOD RNWY. | | | | | | |
| 3-4692 | 12/24/67 TIME - 1530 | TAMARACK, MINN | PIPER PA-24 N-9118P DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 45, 2000 TOTAL HOURS, 51 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| REMARKS- LEFT MAIN AND AUX TANKS EMPTY. RIGHT MAIN AND AUX APPROXIMATELY 3/4 FULL. | | | | | | |
| 3-4693 | 12/24/67 TIME - 1520 | FENTON, MO | CESSNA 172 N-2811L DAMAGE -SUBSTANTIAL | CR- 0 0 1 PX- 0 0 3 | NONCOMMERCIAL PLEASURE | COMMERCIAL, FL. INSTR., AGE 48, 989 TOTAL HOURS, 71 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| ENGINE FAILURE OR MALFUNCTION | | | INFLIGHT NORMAL CRUISE | | | |
| COLLIDED WITH TREES | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------|---|---|------------|--------|--|---------------------------|---|
| | | | | F | S | M/N | | |
| 3-4694 | 12/24/67 TIME - 1145 | TIOGA, N DAK | CESSNA 170 N-1298D DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 35, 108 TOTAL HOURS, 29 IN TYPE. |
| | | TYPE OF ACCIDENT COLLIDED WITH FENCE, FENCEPOSTS | | | | PHASE OF OPERATION LANDING ROLL | | |
| | | PROBABLE CAUSE PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| | | FACTOR WEATHER - LOW CEILING WEATHER - SNOW | | | | | | |
| | | WEATHER BRIEFING - BRIEFED BY FSP, IN PERSON | | | | | | |
| | | WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER | | | | | | |
| 3-4695 | 12/25/67 TIME - 1700 | EUFALA, ALA | PIPER PA-32 N-3936W DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 5 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 27, 180 TOTAL HOURS, 8 IN TYPE. |
| | | TYPE OF ACCIDENT COLLIDED WITH CROP FIRE OR EXPLOSION ON GROUND | | | | PHASE OF OPERATION TAKEOFF ABORTED TAKEOFF ABORTED | | |
| | | PROBABLE CAUSE PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | |
| | | FACTOR MISCELLANEOUS ACTS, CONDITIONS - FIRE IN BRAKES, WHEEL ASSEMBLY, WHEEL WELL | | | | | | |
| | | REMARKS- ACFT RAN INTO CORNFIELD, OVERHEATED BRAKES SET CORN STALKS ON FIRE. IGNITED ACFT. PLT MISUSED BRAKE | | | | | | |
| 3-4696 | 12/26/67 TIME - 1520 | CEDAR CITY, MO | PIPER PA-24 N-8803P DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 2 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 36, 397 TOTAL HOURS, 101 IN TYPE. |
| | | TYPE OF ACCIDENT WHEELS-UP LANDING | | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | |
| | | PROBABLE CAUSE LANDING GEAR - NOSEWHEEL ASSEMBLIES LANDING GEAR - GEAR LOCKING MECHANISM MISCELLANEOUS ACTS, CONDITIONS - BENT | | | | | | |
| | | EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY | | | | | | |
| | | REMARKS- NOSE GEAR FAILED TO LOCK DOWN DUE TO BENT LINK. CAUSE OF BENDING UNDETERMINED. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--|----------|----------------|---|------------|--------|--------|---------------------------|---|
| | | | | F | S | M/N | | |
| 3-4697 | 12/28/67 | PETALUMA,CALIF | CESSNA 170B N-2590C DAMAGE -DESTROYED | CR- PX- | 0 0 | 2 0 | INSTRUCTIONAL DUAL | COMMERCIAL, AGE 49, 5361 TOTAL HOURS, 301 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| STALL | | | TAKEOFF INITIAL CLIMB | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| MISC-CONTROL LOSS DUE TO SEAT SLIDING BACK. | | | | | | | | |
| FIRE AFTER IMPACT | | | | | | | | |
| REMARKS- CAUSE OF SEAT LATCH FAILURE UNDETERMINED. | | | | | | | | |
| 3-4698 | 12/28/67 | LINNEUS,MO | BEECH 35 N-2851V DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 0 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 38, 238 TOTAL HOURS, 14 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| OVERSHOOT | | | LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| COLLIDED WITH FENCE,FENCEPOSTS | | | LANDING GO-AROUND | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED | | | | | | | | |
| PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND | | | | | | | | |
| REMARKS- ATTEMPTED LNDG IN HAY FIELD. | | | | | | | | |
| 3-4699 | 12/29/67 | GOLETA,CALIF | PIPER PA-24 N-7250P DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 2 | NONCOMMERCIAL PLEASURE | COMMERCIAL, AGE 57, 130 TOTAL HOURS, ALL IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH PARKED AIRCRAFT | | | TAXI OTHER | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT | | | | | | | | |
| REMARKS- PLT PROPPED ENG,UNQUALIED PAX AT CONTROLS. STRUCK N3708T,N6702W,N1623N,ALL SUBSTL DAMAGE. | | | | | | | | |
| 3-4700 | 12/29/67 | CORNING,CALIF | CESSNA 172 N-5421T DAMAGE -SUBSTANTIAL | CR- PX- | 0 0 | 1 1 | NONCOMMERCIAL PLEASURE | PRIVATE, AGE 19, 88 TOTAL HOURS, 21 IN TYPE. |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | | | |
| COLLIDED WITH AUTOMOBILE | | | TAXI TO TAKEOFF | | | | | |
| PROBABLE CAUSE | | | | | | | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | | | |
| REMARKS- STRUCK GRAIN TRUCK PARKED OFF TAXIWAY. | | | | | | | | |

U. S.

AIR CARRIER

SECTION

INJURIES, ACCIDENTS
U. S. CERTIFICATED ROUTE AND SUPPLEMENTAL AIR CARRIERS
ALL OPERATIONS
ACCIDENTS COVERED BY THIS REPORT

1967
DOCKET NOS. 1-0054 THRU 1-0066

| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL |
|--------------------|-------|---------|--------|---------|------------|---------|
| | ----- | ----- | ----- | ----- | ----- | ----- |
| PILOT | 1 | | | 12 | | 13 |
| COPILOT | 1 | | | 10 | | 11 |
| DUAL STUDENT | | | | 2 | | 2 |
| CHECK PILOT | | | | | | |
| FLIGHT ENGINEER | 1 | | | 7 | | 8 |
| NAVIGATOR | | | | 1 | | 1 |
| CABIN ATTENDANT | | 2 | 1 | 18 | | 21 |
| EXTRA CREW | | | | 2 | | 2 |
| PASSENGERS | | 2 | 35 | 336 | | 373 |
| TOTAL | 3 | 4 | 36 | 388 | ABOARD | 431 |
| OTHER-AIRCRAFT | | | | | | |
| OTHER-GROUND | | | | | | |
| GRAND TOTAL | 3 | 4 | 36 | 388 | | 431 |

| | | |
|----------|----|-----------------|
| INVOLVES | 13 | TOTAL ACCIDENTS |
| INVOLVES | 1 | FATAL ACCIDENTS |

CAUSE/FACTOR TABLE

U. S. CERTIFICATED ROUTE AND SUPPLEMENTAL AIR CARRIERS
ALL OPERATIONS
ACCIDENTS COVERED BY THIS REPORT1967
DOCKET NOS. 1-0054 THRU 1-0066INVOLVES 13 TOTAL ACCIDENTS
INVOLVES 1 FATAL ACCIDENTS

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| ** PILOT ** | | | | | | | | | |
| PILOT IN COMMAND | | | | | | | | | |
| INADVERTENTLY RETRACTED GEAR | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC | 1 | | | 1 | | 1 | 1 | | 1 |
| INADEQUATE SUPERVISION OF FLIGHT | 1 | | | 1 | | 1 | 1 | | 1 |
| LACK OF FAMILIARITY WITH AIRCRAFT | | 1 | | 1 | | 1 | | 1 | 1 |
| SPONTANEOUS-IMPROPER ACTION | 1 | | | 1 | | 1 | 1 | | 1 |
| MISJUDGED DISTANCE AND ALTITUDE | 2 | | | 2 | | 2 | 2 | | 2 |
| FAILED TO MAINTAIN DIRECTIONAL CONTROL | 1 | | | 1 | | 1 | 1 | | 1 |
| SUBTOTAL | | | | 7 | 1 | 8 | 7 | 1 | 8 |
| DUAL STUDENT | | | | | | | | | |
| IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS | 1 | | | 1 | | 1 | 1 | | 1 |
| FAILED TO MAINTAIN DIRECTIONAL CONTROL | 1 | | | 1 | | 1 | 1 | | 1 |
| SUBTOTAL | | | | 2 | | 2 | 2 | | 2 |
| ** PERSONNEL ** | | | | | | | | | |
| FLIGHT INSTRUCTOR | | | | | | | | | |
| MAINTENANCE, SERVICING, INSPECTION | | | | | | | | | |
| IMPROPER MAINTENANCE(MAINTENANCE PERSONNEL) | 1 | | | 1 | | 1 | 1 | | 1 |
| OPERATIONAL SUPERVISORY PERSONNEL | | | | | | | | | |
| WEATHER PERSONNEL | | | | | | | | | |
| TRAFFIC CONTROL PERSONNEL | | | | | | | | | |
| OTHER | | | | | 1 | 1 | | 1 | 1 |
| AIRPORT SUPERVISORY PERSONNEL | | | | | | | | | |
| AIRWAYS FACILITIES PERSONNEL | | | | | | | | | |
| PRODUCTION-DESIGN | | | | | | | | | |
| POOR/INADEQUATE DESIGN | | 1 | | 1 | | 1 | | 1 | 1 |
| MISCELLANEOUS-PERSONNEL | | | | | | | | | |
| PASSENGER | 1 | | | 1 | | 1 | 1 | | 1 |
| THIRD PILOT | | | | | | | | | |
| FLIGHT ENGINEER | | | | | | | | | |
| DISPATCHING | | | | | | | | | |
| DISPATCHED AIRCRAFT IMPROPERLY EQUIPPED FOR FLIGHT | 1 | | | 1 | | 1 | 1 | | 1 |
| SUBTOTAL | 3 | 2 | 5 | 3 | 2 | 5 | 3 | 2 | 5 |
| ** AIRFRAME ** | | | | | | | | | |
| WINGS | | | | | | | | | |
| FUSELAGE | | | | | | | | | |
| LANDING GEAR | | | | | | | | | |
| NOSEWHEEL STEERING | 1 | | | 1 | | 1 | 1 | | 1 |
| FLIGHT CONTROL SURFACES | | | | | | | | | |
| SUBTOTAL | 1 | | 1 | 1 | | 1 | 1 | | 1 |
| ** POWERPLANT ** | | | | | | | | | |
| ENGINE STRUCTURE | | | | | | | | | |
| IGNITION SYSTEM | | | | | | | | | |
| FUEL SYSTEM | | | | | | | | | |
| LUBRICATING SYSTEM | | | | | | | | | |
| COOLING SYSTEM | | | | | | | | | |
| PROPELLER AND ACCESSORIES | | | | | | | | | |
| ELECTRIC PITCH CONTROL MECHANISM | 1 | | | 1 | | 1 | 1 | | 1 |
| EXHAUST SYSTEM | | | | | | | | | |

CAUSE/FACTOR TABLE

POWERPLANT (CONTINUED)

| | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| ENGINE ACCESSORIES | | | | | | | | | |
| ENGINE CONTROLS-COCKPIT | | | | | | | | | |
| POWERPLANT-INSTRUMENTS | | | | | | | | | |
| MISCELLANEOUS | | | | | | | | | |
| REDUCTION GEAR ASSEMBLY | | | | | | | | | |
| COMPRESSOR ASSEMBLY | | | | | | | | | |
| COMBUSTION ASSEMBLY | | | | | | | | | |
| TURBINE ASSEMBLY | | | | | | | | | |
| ACCESSORY DRIVE ASSEMBLY | | | | | | | | | |
| LUBRICATING SYSTEM | | | | | | | | | |
| FUEL SYSTEM | | | | | | | | | |
| SAFETY SYSTEM | | | | | | | | | |
| IGNITION SYSTEM | | | | | | | | | |
| TORQUEMETER | | | | | | | | | |
| AIR BLEED | | | | | | | | | |
| EXHAUST SYSTEM | | | | | | | | | |
| THRUST REVERSER | | | | | | | | | |
| PROPELLER SYSTEM | | | | | | | | | |
| CONSTANT SPEED DRIVE | | | | | | | | | |
| POWER LEVER | | | | | | | | | |
| PROPELLER LEVER | | | | | | | | | |
| REVERSE THRUST LEVER | | | | | | | | | |
| ENGINE INDICATING EQUIPMENT | | | | | | | | | |
| ENGINE INSTALLATION | | | | | | | | | |
| SUBTOTAL | | | | 1 | | 1 | 1 | | 1 |
| ** SYSTEMS ** | | | | | | | | | |
| ELECTRICAL SYSTEM | | | | | | | | | |
| HYDRAULIC SYSTEM | | | | | | | | | |
| RESERVOIR, LINES, FITTINGS | | | | 1 | | 1 | 1 | | 1 |
| FLIGHT CONTROL SYSTEMS | | | | | | | | | |
| ANTI-ICING, DE-ICING SYSTEMS | | | | | | | | | |
| AIR CONDITION, HEATING AND PRESSURIZATION | | | | | | | | | |
| AUTO PILOT | | | | | | | | | |
| FIRE WARNING SYSTEM | | | | | | | | | |
| FIRE EXTINGUISHER SYSTEM | | | | | | | | | |
| OXYGEN SYSTEM | | | | | | | | | |
| OTHER SYSTEMS | | | | | | | | | |
| SUBTOTAL | | | | 1 | | 1 | 1 | | 1 |
| ** INSTRUMENTS/EQUIPMENT AND ACCESSORIES ** | | | | | | | | | |
| FLIGHT AND NAVIGATION INSTRUMENTS | | | | | | | | | |
| ALTIMETERS | | | | 1 | | 1 | 1 | | 1 |
| COMMUNICATIONS AND NAVIGATION EQUIPMENT | | | | | | | | | |
| MISCELLANEOUS EQUIPMENT | | | | | | | | | |
| SUBTOTAL | | | | 1 | | 1 | 1 | | 1 |
| ** WEATHER ** | | | | | | | | | |
| LOW CEILING | | | | | 1 | 1 | | 1 | 1 |
| SNOW | | | | | 1 | 1 | | 1 | 1 |
| TURBULENCE, ASSOCIATED W/CLOUDS, THUNDERSTORMS | | | | 2 | | 2 | 2 | | 2 |
| THUNDERSTORM ACTIVITY | | | | | 1 | 1 | | 1 | 1 |
| SUBTOTAL | | | | 2 | 3 | 5 | 2 | 3 | 5 |
| GRAND TOTAL | | | | 18 | 6 | 24 | 18 | 6 | 24 |
| ** MISCELLANEOUS ACTS, CONDITIONS ** | | | | | | | | | |
| IMPROPER EMERGENCY PROCEDURES | | | | | 1 | 1 | | 1 | 1 |
| SEAT BELT NOT FASTENED | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| LANDED ON FOAMED RUNWAY | | | | | 1 | 1 | | 1 | 1 |
| IMPROPERLY SECURED | | | | 1 | | 1 | 1 | | 1 |
| FATIGUE FRACTURE | | | | 1 | | 1 | 1 | | 1 |

CAUSE/FACTOR TABLE

MISCELLANEOUS ACTS, CONDITIONS (CONTINUED)

| | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| THRUST REVERSAL-ASYMMETRICAL | | | | 1 | | 1 | 1 | | 1 |
| FIRE IN BRAKES/ WHEEL ASSEMBLY/ WHEEL WELL | | | | 1 | | 1 | 1 | | 1 |
| SIMULATED CONDITIONS | | | | | 1 | 1 | | 1 | 1 |
| OVERLOAD FAILURE | | | | | 2 | 2 | | 2 | 2 |
| MATERIAL FAILURE | | | | 1 | | 1 | 1 | | 1 |
| PREVIOUS DAMAGE | | | | 1 | | 1 | 1 | | 1 |
| VIBRATION, EXCESSIVE | | | | | 1 | 1 | | 1 | 1 |

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

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D. C. 20591

BRIEFS OF ACCIDENTS

U. S. CERTIFICATED ROUTE AND SUPPLEMENTAL AIR CARRIERS

1967

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|------------------|---|-------------------------|-------------------|--|
| 1-0054 | 8/18/67 TIME - 2115 | NR. MANILA, P.I. | BOEING 707 N-17322 DAMAGE -NONE | CR- 0 1 8 PX- 0 0123 | MIL/CTR PASSG.I | AIRLINE TRANSPORT, AGE 46, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE. |
| OPERATOR - CONTINENTAL AIR LINES, INC. TYPE OF ACCIDENT TURBULENCE PHASE OF OPERATION INFIGHT CLIMB TO CRUISE PROBABLE CAUSE WEATHER - TURBULENCE, ASSOCIATED W/ CLOUDS, THUNDERSTORMS OTHER FLIGHT PERSONNEL MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT NOT FASTENED FACTOR WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - COMPANY DISPATCH WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT REMARKS- SEAT BELT SIGN ON. STEWARDESS THROWN FROM SEAT. PLT HAD ADVISED CREW AND PAX OF EXPECTED TURB. | | | | | | |
| 1-0055 | 4/25/67 TIME - 1903 | SAN JUAN, PR | CONVAIR 640D N-3420 DAMAGE -SUBSTANTIAL | CR- 0 0 3 PX- 0 0 54 | PASSG S-I | AIRLINE TRANSPORT, AGE 28, 6075 TOTAL HOURS, 408 IN TYPE. |
| OPERATOR - CARIBBEAN-ATLANTIC AIRLINES, INC. TYPE OF ACCIDENT FIRE OR EXPLOSION IN FLIGHT GROUND-WATER LOOP-SWERVE PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING LANDING ROLL PROBABLE CAUSE HYDRAULIC SYSTEM - RESERVOIR, LINES, FITTINGS MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED MAINTENANCE, SERVICING, INSPECTION - IMPROPER MAINTENANCE MISCELLANEOUS ACTS, CONDITIONS - FIRE IN BRAKES, WHEEL ASSEMBLY, WHEEL WELL FACTOR PRODUCTION-DESIGN - POOR/INADEQUATE DESIGN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- HYD LINE NO.1 NACELLE SPLIT, IGNITED FROM UNK SOURCE. GRND LOOP DUE LEFT BRAKE FIRE DMG. FIRE UNCONTR | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|-------------------|--|-------------------------|-------------------|---|
| 1-0056 | 4/25/67 TIME - 0810 | SAN FRANCISCO,CAL | BOEING 707 N-789TW DAMAGE -SUBSTANTIAL | CR- 0 0 3 PX- 0 0 0 | CARGO S-D | AIRLINE TRANSPORT, AGE 45, 8871 TOTAL HOURS, 981 IN TYPE. |
| OPERATOR - TRANS WORLD AIRLINES,INC. | | | | | | |
| TYPE OF ACCIDENT GEAR COLLAPSED | | | PHASE OF OPERATION LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - PREVIOUS DAMAGE | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| REMARKS- PREVIOUS HARD LNDG OCCURRED AT PHILA.APT PRIOR TO CREW CHNG.NO CREW WRITE UP.NOSE WHEEL FAILED. | | | | | | |
| 1-0057 | 6/9/67 TIME - 2135 | NR.MASSENA,NY | BOEING 727 N-8145N DAMAGE -NONE | CR- 0 0 6 PX- 0 1 72 | PASSG S-I | AIRLINE TRANSPORT, AGE 40, 10629 TOTAL HOURS, 23 IN TYPE. |
| OPERATOR - EASTERN AIR LINES,INC. | | | | | | |
| TYPE OF ACCIDENT TURBULENCE | | | PHASE OF OPERATION INFLIGHT CLIMB TO CRUISE | | | |
| PROBABLE CAUSE | | | | | | |
| WEATHER - TURBULENCE, ASSOCIATED W/ CLOUDS, THUNDERSTORMS | | | | | | |
| MISCELLANEOUS-PERSONNEL - PASSENGER | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - SEAT BELT NOT FASTENED | | | | | | |
| TRAFFIC CONTROL PERSONNEL - OTHER | | | | | | |
| WEATHER BRIEFING - COMPANY DISPATCH | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| REMARKS- ACFT PENETRATED ISOLATED TSTM CELL.PAX WERE ADEQUATELY WARNED.REQ TO DIVERT DELAYED BY DEP CONTROL | | | | | | |
| 1-0058 | 11/28/67 TIME - 2100 | RALEIGH-DURHAM,NC | VISCOUNT 745D N-7465 DAMAGE -SUBSTANTIAL | CR- 0 0 4 PX- 0 1 38 | PASSG S-D | AIRLINE TRANSPORT, AGE 43, 8862 TOTAL HOURS, 3982 IN TYPE. |
| OPERATOR - UNITED AIR LINES,INC. | | | | | | |
| TYPE OF ACCIDENT GEAR COLLAPSED | | | PHASE OF OPERATION LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| LANDING GEAR - NOSEWHEEL STEERING | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - VIBRATION,EXCESSIVE | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- VALVE BODY OF NOSE WHEEL STEERING JACK TWIN RELIEF VALVE FAILED,CAUSED OSCILLATION. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|----------------------|--|-------------------------|-------------------|--|
| 1-0059 | 2/10/67 TIME - 1415 | NR.DA NANG,SO.VT.NAM | LOCKHEED 1049H N-6924C DAMAGE -SUBSTANTIAL | CR- 0 0 4 PX- 0 0 0 | FERRY | AGE UNKNOWN, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE. |
| OPERATOR - FLYING TIGER LINES,INC. TYPE OF ACCIDENT FIRE OR EXPLOSION IN FLIGHT AIRFRAME FAILURE IN FLIGHT PHASE OF OPERATION INFLIGHT NORMAL CRUISE INFLIGHT NORMAL CRUISE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SUSPECTED OR KNOWN AIRCRAFT DAMAGE REMARKS- INVESTIGATION UNDER THE JURISDICTION OF THE SO. VIET NAM GOVT. NO.2 ENG AND PROP SEPARATED.LNDG OK | | | | | | |
| 1-0060 | 9/29/67 TIME - 1305 | NUBON, THAILAND | BOEING 707 N-417PA DAMAGE -NONE | CR- 0 1 8 PX- 0 0 83 | PASSG S-I | AGE UNKNOWN, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE. |
| OPERATOR - PAN AMERICAN WORLD AIRWAYS,INC. TYPE OF ACCIDENT TURBULENCE PHASE OF OPERATION INFLIGHT NORMAL CRUISE REMARKS- INVESTIGATION UNDER JURISDICTION OF GOVT.OF THAILAND. STEWARDESS FRACTURED PELVIS DURING FALL. | | | | | | |
| 1-0061 | 11/1/67 TIME - 0145 | GREAT FALLS,MONT | CONVAIR 340T N-73120 DAMAGE -SUBSTANTIAL | CR- 0 0 3 PX- 0 0 1 | PASSG S-D | AIRLINE TRANSPORT, AGE 42, 10486 TOTAL HOURS, 70 IN TYPE. |
| OPERATOR - FRONTIER AIRLINES,INC. TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH WIRES/POLES PHASE OF OPERATION LANDING INITIAL APPROACH LANDING MISSED APPROACH PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FLIGHT AND NAVIGATION INSTRUMENTS - ALTIMETERS FACTOR WEATHER - LOW CEILING WEATHER - SNOW MISCELLANEOUS ACTS,CONDITIONS - LANDED ON FOAMED RUNWAY WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED OR KNOWN AIRCRAFT DAMAGE REMARKS- CAUSE OF ALTIMETER ERROR UNOTMND.CONTINUED FLT TO ALTERNATE ARPT.DAMAGED NOSE GR COLLAPSED ON LDG. | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-----------------|--|------------------------|-------------------|---|
| 1-0062 | 1/24/67 TIME - 1428 | OAKLAND,CALIF | DOUGLAS DC-6 N-74841 DAMAGE -SUBSTANTIAL | CR- 0 0 4 PX- 0 0 0 | TRAINING | ATR,FLIGHT INSTR., AGE 44, 18307 TOTAL HOURS, 4621 IN TYPE. |
| OPERATOR - SATURN AIRWAYS,INC. | | | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| GROUND-WATER LOOP-SWERVE | | | LANDING ROLL | | | |
| GEAR COLLAPSED | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| DUAL STUDENT - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | |
| DUAL STUDENT - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - THRUST REVERSAL - ASYMETRICAL | | | | | | |
| PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT | | | | | | |
| FACTOR | | | | | | |
| PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| REMARKS- IMPROPER TECHNIQUE CAUSED ASSYMMETRICAL REVERSE.CREW UNFAMILIAR WITH EARLY WARNING REVERSE CIRCUIT | | | | | | |
| 1-0063 | 4/15/67 TIME - 0812 | MILWAUKEE,WIS | CONVAIR 440 N-4821C DAMAGE -SUBSTANTIAL | CR- 0 0 2 PX- 0 0 0 | TRAINING | AIRLINE TRANSPORT, AGE 35, 7250 TOTAL HOURS, 4000 IN TYPE. |
| OPERATOR - DELTA AIR LINES,INC. | | | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| GEAR RETRACTED | | | LANDING ROLL | | | |
| PROBABLE CAUSE | | | | | | |
| PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION | | | | | | |
| PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR | | | | | | |
| PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC | | | | | | |
| FACTOR | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - SIMULATED CONDITIONS | | | | | | |
| REMARKS- SIMULATING NO HYDRAULIC PRESS/FLUID COND.PUT HYD BY-PASS HANDLE DOWN,GEAR LEVER WAS IN UP POSITION | | | | | | |
| 1-0064 | 1/31/67 TIME - 0320 | SAN ANTONIO,TEX | DOUGLAS DC-6A N-640NA DAMAGE -DESTROYED | CR- 3 0 0 PX- 0 0 0 | MIL/CTR CARGO.D | AIRLINE TRANSPORT, AGE 46, 16179 TOTAL HOURS, 348 IN TYPE. |
| OPERATOR - SATURN AIRWAYS,INC. | | | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLIDED WITH TREES | | | LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE | | | | | | |
| MISCELLANEOUS - UNDETERMINED | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- ACFT FLEW THRU TREES THEN HIT A CLIFF APPROX 1100 FT BELOW GLIDE SLOPE.HAD DIVERTED FROM KELLY AFB | | | | | | |

BRIEFS OF ACCIDENTS

| DOCKET | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|--|------------------------|-------------------|---|
| 1-0065 | 9/3/67 TIME - 0449 | NEW ORLEANS, LA | LOCKHEED 188A N-5006K DAMAGE - SUBSTANTIAL | CR- 0 0 5 PX- 0 0 0 | PASSG S-D | AIRLINE TRANSPORT, AGE 39, 11588 TOTAL HOURS, 3447 IN TYPE. |
| <p>OPERATOR - NATIONAL AIRLINES, INC.</p> <p>TYPE OF ACCIDENT</p> <p>PROPELLER/ROTOR FAILURE PROPELLER</p> <p>GROUND-WATER LOOP-SWERVE</p> <p>PHASE OF OPERATION</p> <p>TAKEOFF RUN</p> <p>TAKEOFF ABORTED</p> <p>PROBABLE CAUSE</p> <p>POWERPLANT - PROPELLER AND ACCESSORIES - ELECTRIC PITCH CONTROL MECHANISM</p> <p>MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE</p> <p>PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL</p> <p>FACTOR</p> <p>MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES</p> <p>REMARKS- NUMBER 4 ROTARY ACTUATOR FAILED WHILE IN FULL INCREASE RPM POSITION.</p> | | | | | | |
| 1-0066 | 10/5/67 TIME - 0800 | KANSAS CITY, MO | DOUGLAS DC-6A N-34956 DAMAGE - SUBSTANTIAL | CR- 0 0 3 PX- 0 0 0 | CARGO NS-D | AIRLINE TRANSPORT, AGE 44, 15418 TOTAL HOURS, 1584 IN TYPE. |
| <p>OPERATOR - UNIVERSAL AIRLINES, INC.</p> <p>TYPE OF ACCIDENT</p> <p>UNDERSHOOT</p> <p>COLLIDED WITH DIRT BANK</p> <p>PHASE OF OPERATION</p> <p>LANDING FINAL APPROACH</p> <p>LANDING FINAL APPROACH</p> <p>PROBABLE CAUSE</p> <p>PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE</p> | | | | | | |

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